



AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

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

AGENDA ITEM 2

January 18, 2024

TO: Commissioners/Alternates

FROM: Lea Choum, Executive Officer

SUBJECT: 1400 Bristol Street Residences - City of Newport Beach General Plan (Land Use) Amendment and Newport Place Planned Community Amendment

Background

In June 2012, your Commission reviewed City of Newport Beach amendment to the Newport Place Planned Community (PC-11) for consistency with the *Airport Environs Land Use Plan for John Wayne Airport (AELUP for JWA)*. The Amendment allowed residential development for certain parcels within the Newport Place Planned Community by adding the mixed-use overlay (MU-H2). In July 2023, the City submitted an amendment to the Planned Community reducing the minimum percentage of affordable residential units from thirty percent to fifteen percent. The Commission found both Newport Place Planned Community amendments consistent with the *AELUP for JWA*, however, the Commission required that no residential uses be located within the 65 CNEL noise contour for John Wayne Airport as currently required in the Newport Place PC, and that any future changes to the Newport Place Planned Community be brought back to the ALUC for review.

In August 2023, the City submitted Housing Element Implementation – Noise Related Amendments to your Commission. The submittal included amendments to the Newport Place Planned Community, Newport Airport Village Planned Community, Noise Element, Land Use Element and Zoning Code to allow residential units in the 65 CNEL contour. In addition, the City adopted the noise contours from the 2014 Settlement Agreement Amendment EIR 617, which are smaller than the 1985 CNEL contours adopted by ALUC and incorporated in the *AELUP for JWA*. Your Commission found the Noise-Related Amendments to be inconsistent with the AELUP, and the City overruled ALUC in November 2023.

Proposed Project

The City of Newport Beach is now proposing to amend the Land Use Element of the General Plan and the Newport Place Planned Community to allow for the 1400 Bristol Street Residences, which is adjacent to the proposed Residences at 1401 Quail Street. See Attachment 1 for project

location. The proposed project includes the demolition of two existing two-story office buildings and surface parking and the construction of 229 apartment units above a 422-space parking structure on 2.38 acres. The project is located at 1400 and 1420 Bristol Street which is within the Newport Place Planned Community, at the northeast corner of Bristol Street North and Spruce Street. The project includes the construction of a pedestrian bridge that would connect to an approved residential apartment project at 1300 Bristol Street, across the Spruce Street right-of-way, and includes private on-site recreation and amenities including a clubroom, pool deck, roof deck, and roof lounge.

The 229 apartment units include 40 studio units, 126 one-bedroom units, and 63 two-bedroom units. The studio units would be 515 square feet, the one-bedroom units would range from 613 to 896 square feet, and the two-bedroom units are proposed to range from 1,049 to 1,469 square feet. Of the 229 units, 23 units would be affordable and restricted to very-low-income households. The remaining 203 units would be market-rate, for-rent apartment units. This project would result in high-density residential at 96 units per acre.

The proposed General Plan Amendment would change the existing Land Use designation of the property from CO-G (General Commercial Office) to MU-H2 (Mixed-Use Horizontal) which would allow for residential use. The amendment to the Newport Place Planned Community (PC-11) would add the subject property to the Residential Overlay. See Attachment 2. The project would require additional City approvals including a Major Site Development Review, Tentative Vesting Tract Map, Affordable Housing Implementation Plan, Development Agreement, Traffic Study, and an Addendum to the 2006 General Plan Update Program EIR.

The base density allotted to the property if designated MU-H2 is 89 dwelling units. This density is based on the conversion of the existing 38,764 square foot office buildings, consistent with the City's adopted land use conversion factors. The General Plan Amendment includes a request to increase the project's base density by 64 dwelling units for a total base of 153 dwelling units. The applicant also proposes a 50% density bonus to increase the total unit count to 229 pursuant to Government Code Section 65915 (Density Bonus Law) and Newport Beach Municipal Code (NBMC) Section 20.32 (Density Bonus).

The City of Newport Beach has conducted and scheduled the following public hearings for the proposed project:

December 7, 2023
January 23, 2024

Planning Commission (recommended approval 6-0)
City Council

JWA AELUP Issues

Regarding Aircraft Noise Impacts:

The project is located within the 65 CNEL contour for JWA (See Attachment 3). The City of Newport Beach Housing Element Implementation Noise-Related Amendments allowed for residential development within the 65 CNEL Noise Contour for JWA. These amendments were

found inconsistent by your Commission and overruled by the City in November 2023. Therefore, the Newport Place Planned Community Development Plan currently allows for residential uses within the 65 CNEL. It contains policies requiring that notice of aircraft overflight and noise be posted at all public parks and designated outdoor common and recreational areas, and that notice be provided to all future residents to inform of potential annoyances or inconveniences associated with residing in proximity to airport operations such as noise, vibration, and odors. In addition, the City's conditions of approval include requirements for acoustical studies and noise attenuated to an interior level of 45 dBA or less. These conditions (#10-15 and #21) are highlighted in Attachment No. 12 of the City's ALUC submittal at the end of this staff report.

Regarding Height Restrictions:

The proposed project is within the Federal Aviation Administration (FAA) Notification Area and the Horizontal Surface of the Federal Aviation Regulation (FAR) Part 77 Obstruction Imaginary Surfaces for JWA (See Attachment 4). The City's maximum building height for projects within the residential overlay is currently 55 feet above ground level. The proposed Amendments would increase that height to 85 feet. With a site elevation of approximately 54 feet above mean sea level (AMSL), projects developed at a maximum height of 85 feet for a total of 139 feet AMSL, would not penetrate the obstruction imaginary surface of 206 feet AMSL.

The City has obtained an FAA Determination of No Hazard to Air Navigation dated January 17, 2023. (Attachment 5). As stated in Section 2.2.1 of the *AELUP for JWA*, "the FAA aeronautical studies are concerned only with airspace hazards, not with hazards to people and property on the ground. An FAA determination of "no hazard" says nothing about whether proposed construction is compatible with airport activity in terms of safety and noise."

The City has provided an exhibit showing the existing heights of buildings within 1000 feet of the proposed project. The tallest building in the area is 144 feet AMSL and is located at 1500 Quail Street. (Attachment 6).

Regarding Flight Tracks and Safety Zones:

The project site is located within Safety Zone 6 – Traffic Pattern Zone (See Attachment 7). While the *AELUP for JWA* does not explicitly prohibit residential uses in this zone, it does prohibit uses with high intensities. Moreover, according to the California Airport Land Use Planning Handbook, noise and overflight should be considered in Safety Zone 6.

Flight tracks were provided by the John Wayne Airport Noise Office for three separate days in August and in November of 2023, which are color coded based on aircraft elevation. As shown in the exhibits included in Attachment 8, there are numerous flights over the project site which would subject future residents to excessive noise and would pose safety issues for those individuals both indoors and outdoors.

Heliports

No heliports are proposed as part of this project.

Environmental Compliance

The City’s Planning Commission staff report states, “potential environmental impacts have been previously mitigated through the implementation of the policies of the General Plan as evaluated in Program Environmental Impact Report for the 2006 General Plan Update (SCH No. 2006011119), and the City of Newport Beach Housing Element Initial Study/Negative Declaration (collectively, the PEIR); therefore, in accordance with Section 15164 of the California Environmental Quality Act (CEQA) Guidelines, an addendum to the previously adopted PEIR is the appropriate environmental documentation for the project.”

Conclusion

Attachment 9 contains the City of Newport Beach submittal for this project. ALUC staff has reviewed this project with respect to compliance with the *AELUP for JWA*, including review of noise, height restrictions, overflight and imaginary surfaces. The recommendation below is based on the project’s introduction of residential uses within the 65 CNEL contour and at an increased building height in close proximity to John Wayne Airport.

Recommendation:

That the Commission find the proposed 1400 Bristol Street Residences, the City of Newport Beach General Plan (Land Use) Amendment and Newport Place Planned Community Amendment 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.” and
3. 3.2.1 General Policy (in pertinent part): “Within the boundaries of the AELUP, any land use may be found to be Inconsistent with the AELUP which: (1) Places people so that they are affected adversely by aircraft noise, [or] (2) Concentrates people in areas susceptible to aircraft accidents...”

Respectfully submitted,



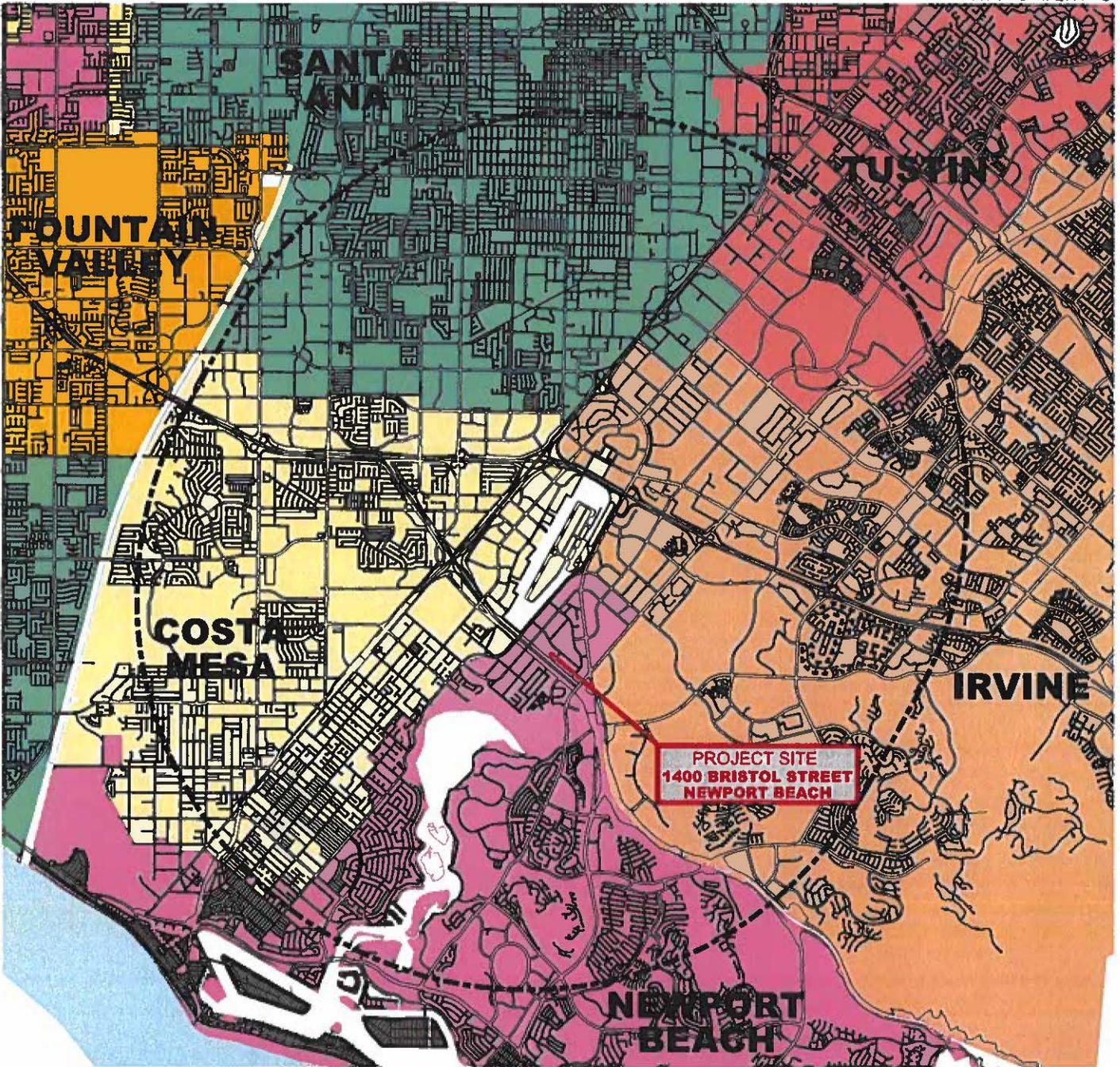
Lea U. Choum *for*
Executive Officer

Attachments:

1. Project Location in JWA Notification Area
2. General Plan Designations and Residential Overlay
3. Project Location within JWA Noise Contour
4. JWA Obstruction Imaginary Surfaces
5. FAA Determination of No Hazard
6. Existing Building Heights within 1000' of Project
7. JWA Safety Zones
8. Flight Track Exhibits
9. City Submittal dated December 7th and November 30th

AELUP Notification Area for JWA

ATTACHMENT 3



Note: County Unincorporated areas are shown in white.

FAR PART 77

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

LEGEND

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



0 1000 2000 3000 4000 5000
Scale in Feet

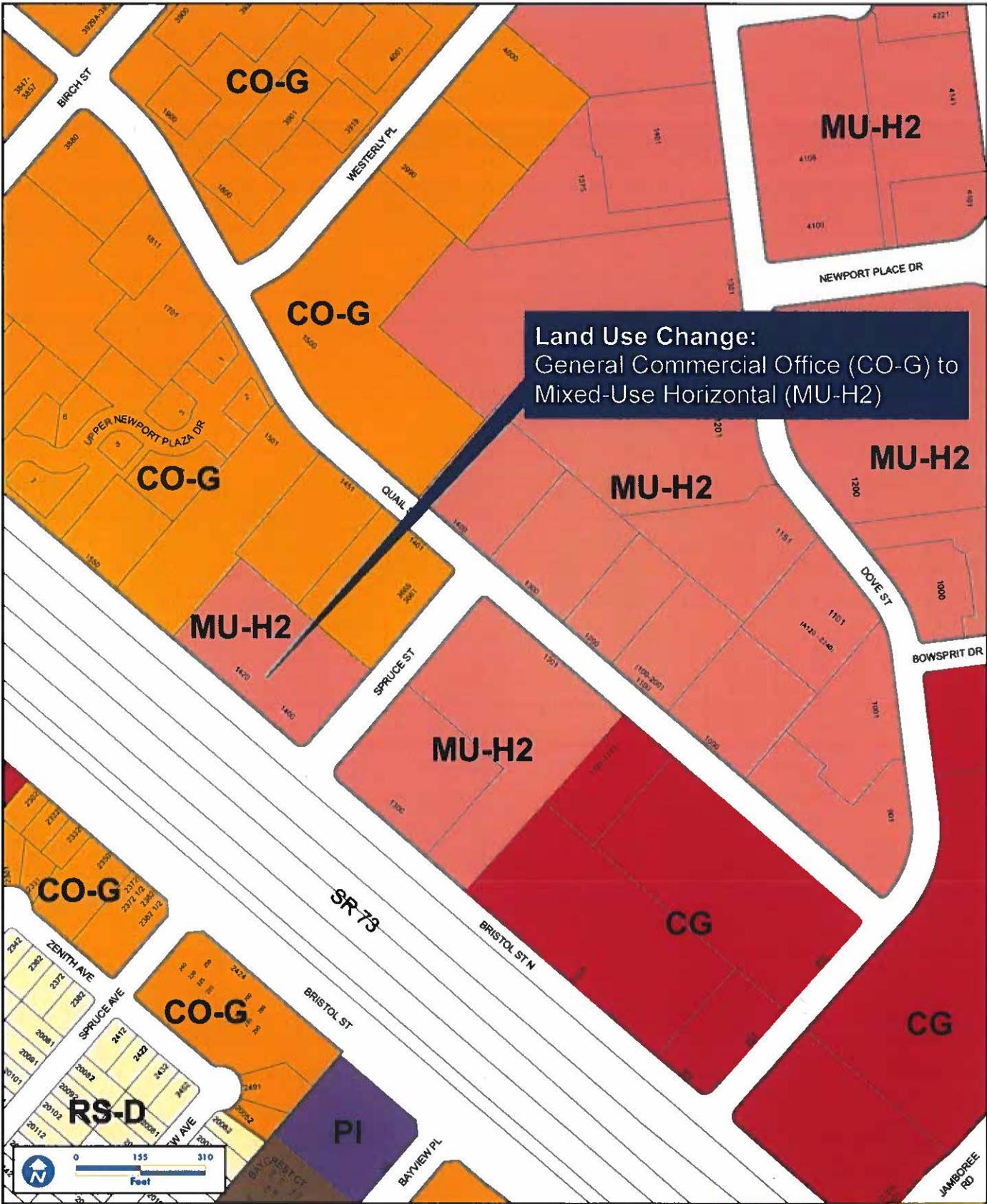
Adopted by the Airport Authority

CERTIFICATION

ATTACHMENT 1

Lea Choum, Executive Officer

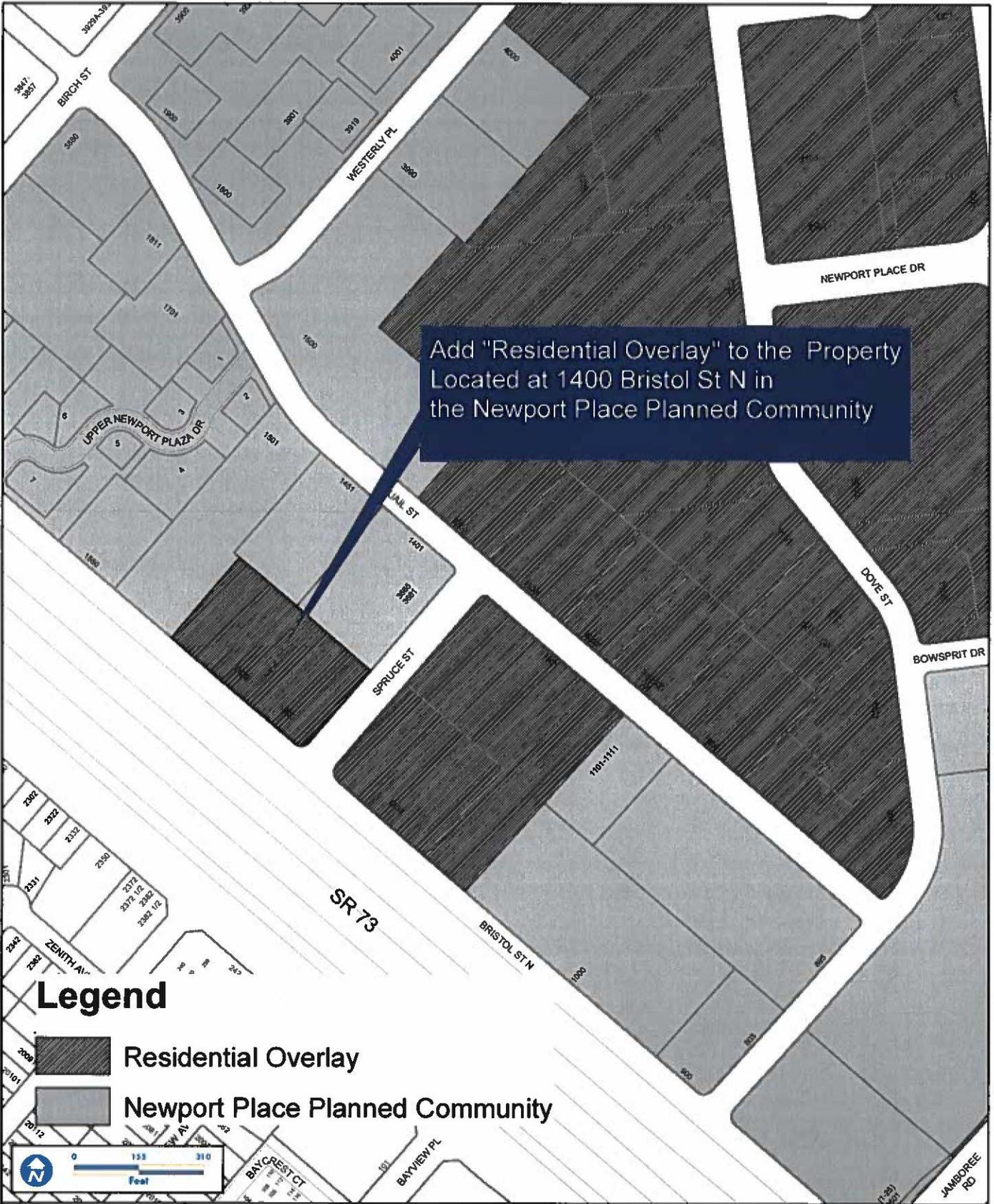
Date



**PA2022-0296 General Plan Amendment
1400 Bristol St N**

ATTACHMENT 2

City of Newport Beach
GIS Division
November 22, 2023



Add "Residential Overlay" to the Property Located at 1400 Bristol St N in the Newport Place Planned Community

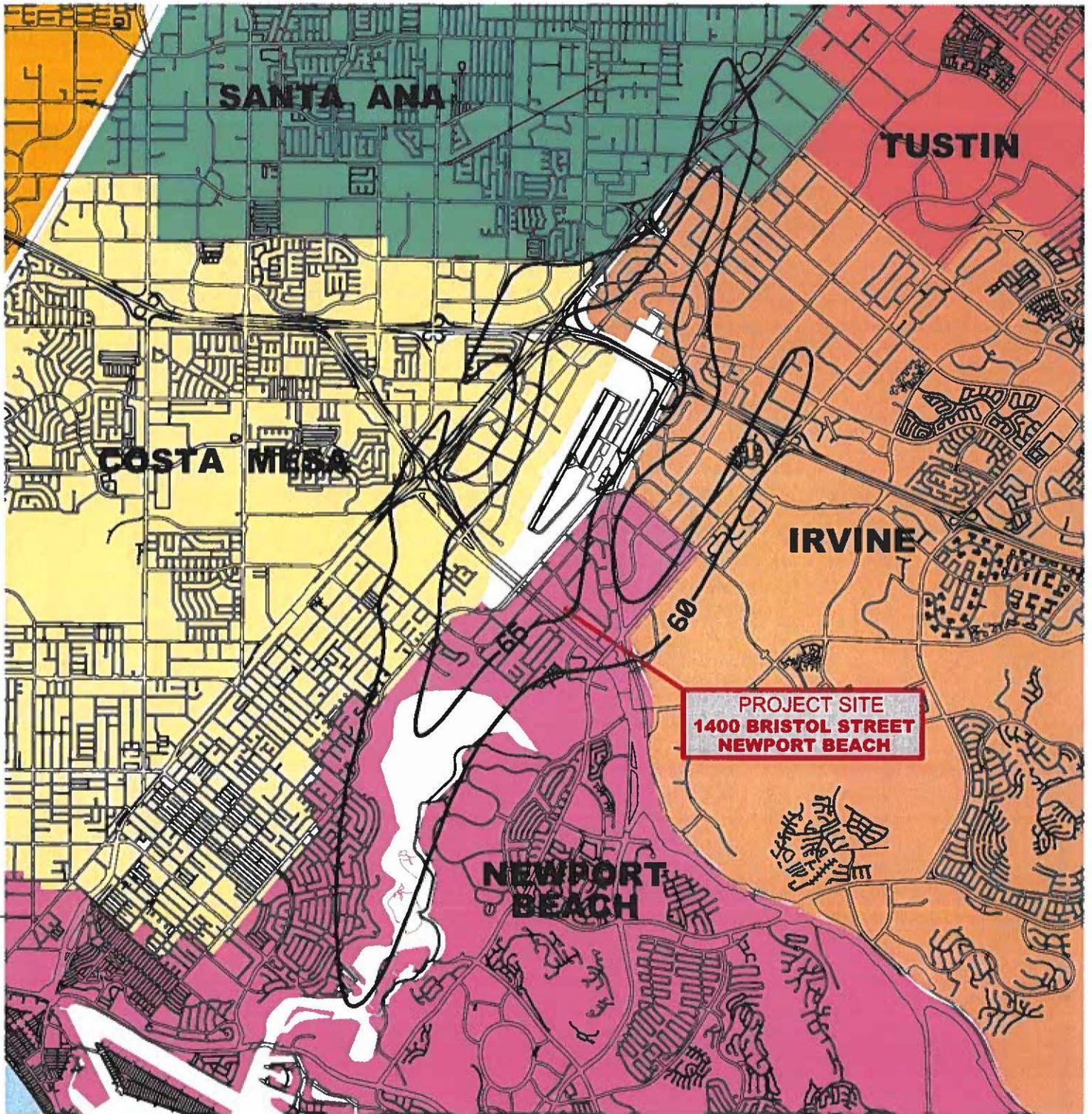
Legend

-  Residential Overlay
-  Newport Place Planned Community



**PA2022-0296
PC-11 Newport Place Amendment
1400 Bristol St N**

NBGiS
NEWPORT BEACH
City of Newport Beach
GIS Division
November 22, 2023



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)



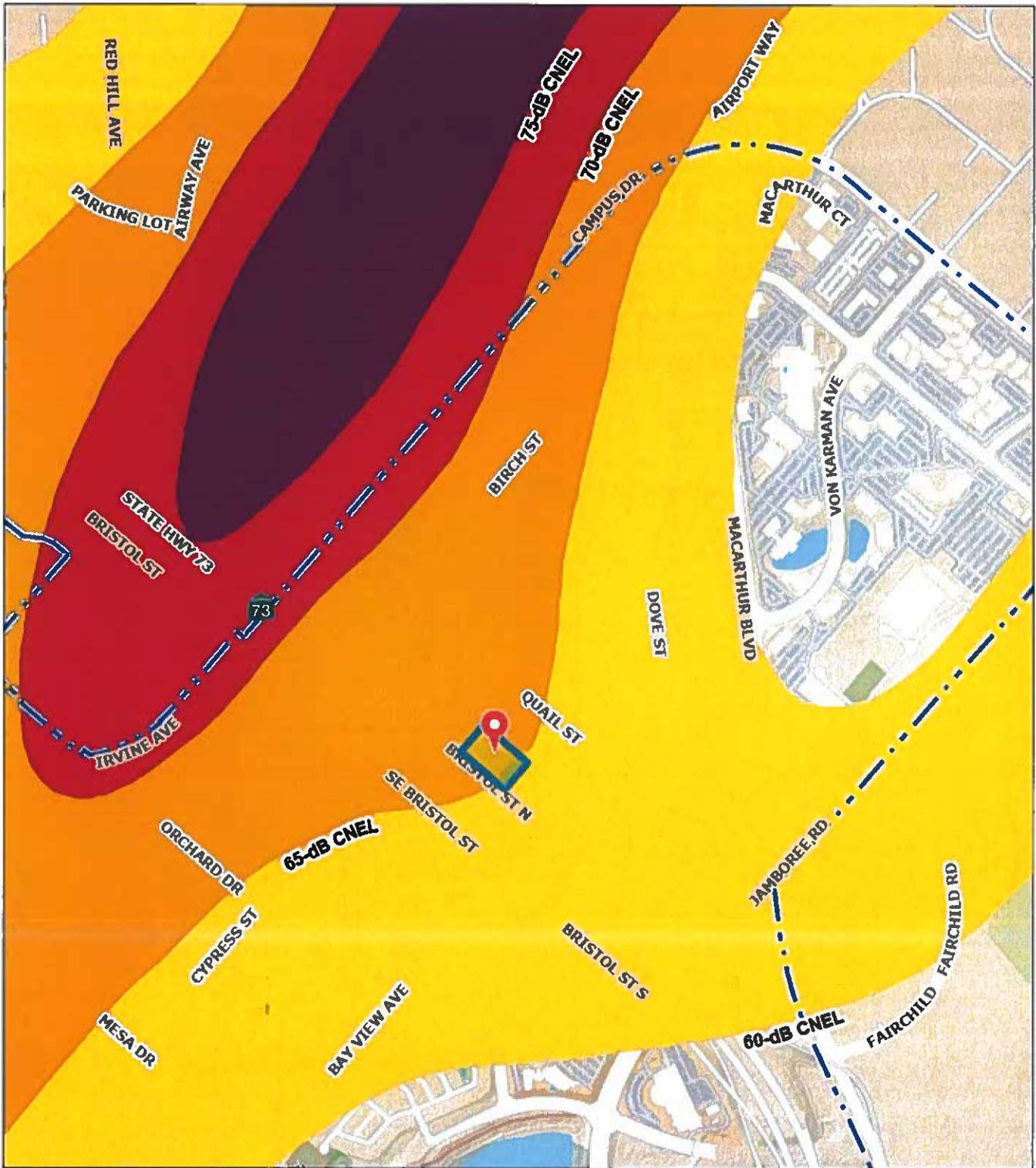
CERTIFICATION

Adopted by the Airport L

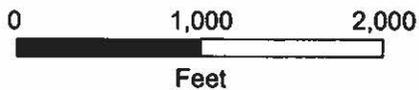
ATTACHMENT 3

Lea Choum, Executive Officer

Date

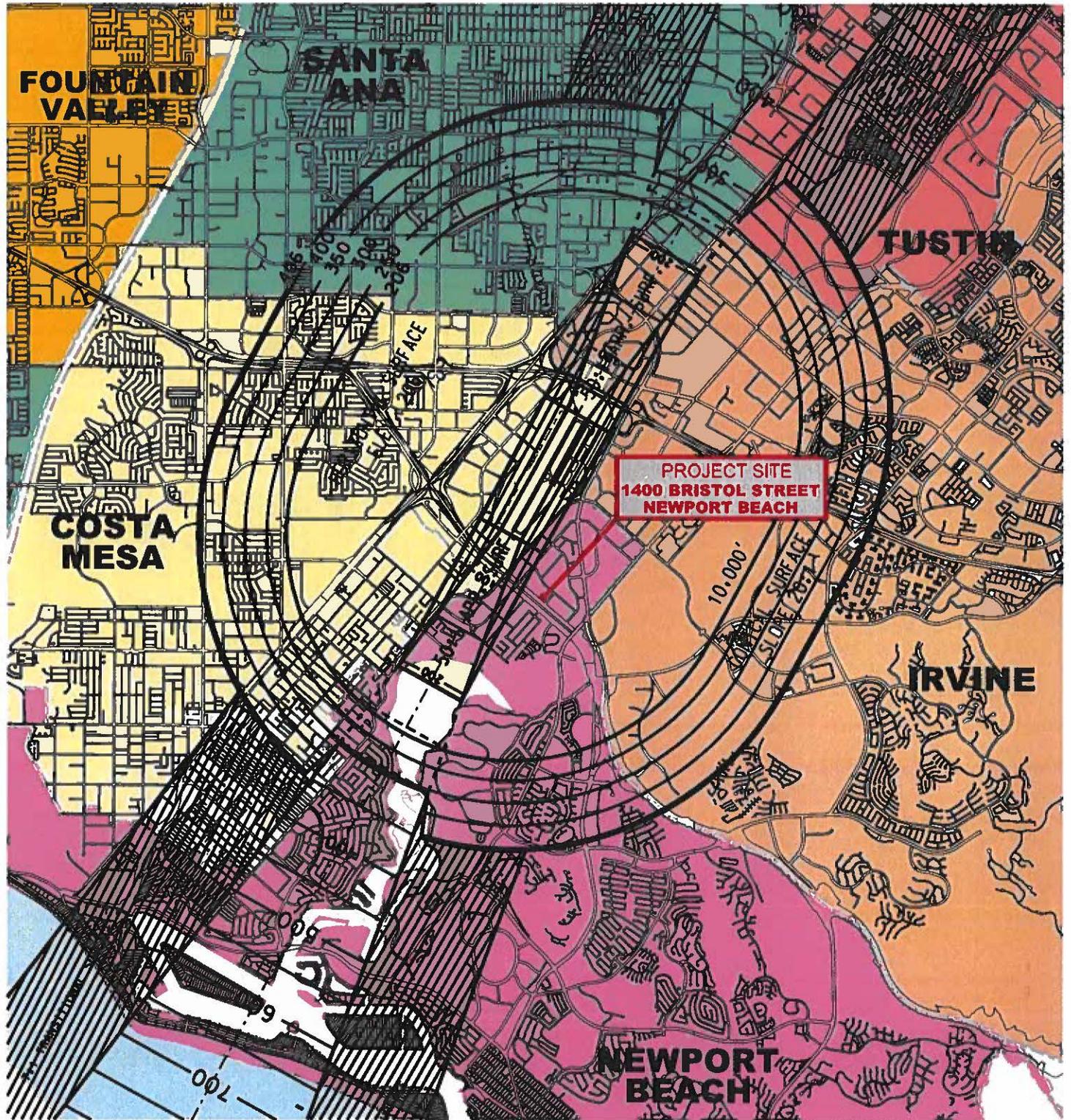


NBGiS
NEWPORT BEACH



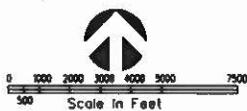
Disclaimer:

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



Note: County Unincorporated areas are shown in white.

FAR PART 77 John Wayne Airport Obstruction Imaginary Surfaces



LEGEND

- CITY BOUNDARIES
- AIRPORT BOUNDARIES

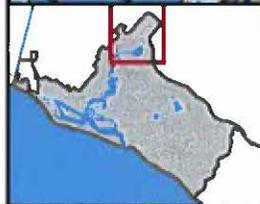
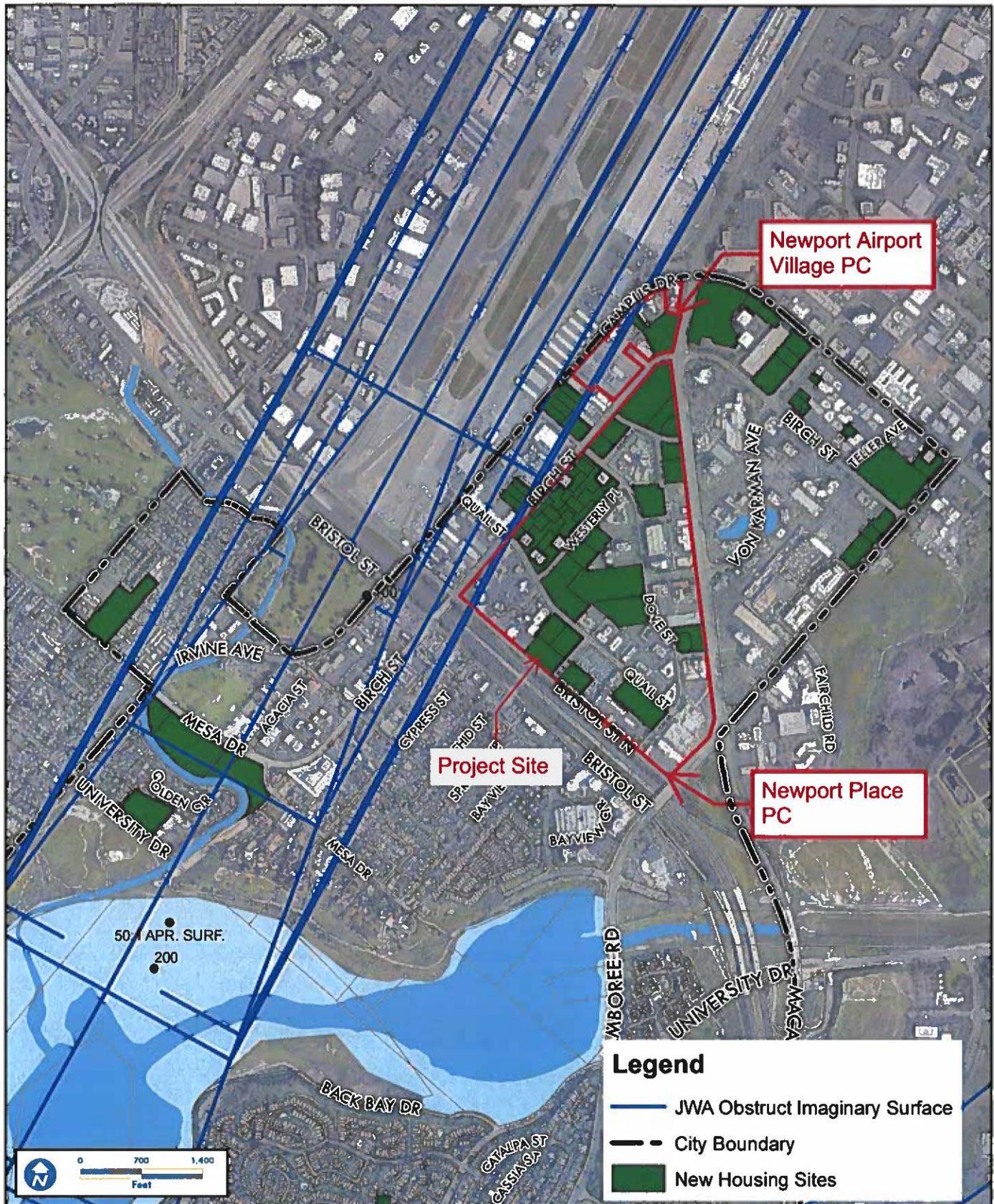
CERTIFICATION

Adopted by the Airport

ATTACHMENT 4

Lea Choum, Executive Officer

Date



Housing Sites Inventory PA2022-0201 JWA Obstruction Imaginary Surface (Airport Area)



City of Newport Beach
GIS Division
August 24, 2021



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

Aeronautical Study No.
 2023-AWP-49-OE

Issued Date: 01/17/2023

Satish Lion
 The Picerne Group
 5000 Birch St. Ste. 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 Residences at 1400 Bristol Street
 Location: Newport Beach, CA
 Latitude: 33-39-37.07N NAD 83
 Longitude: 117-52-10.65W
 Heights: 54 feet site elevation (SE)
 85 feet above ground level (AGL)
 139 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 M.

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 07/17/2024 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.

ATTACHMENT 5

- (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. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-49-OE.

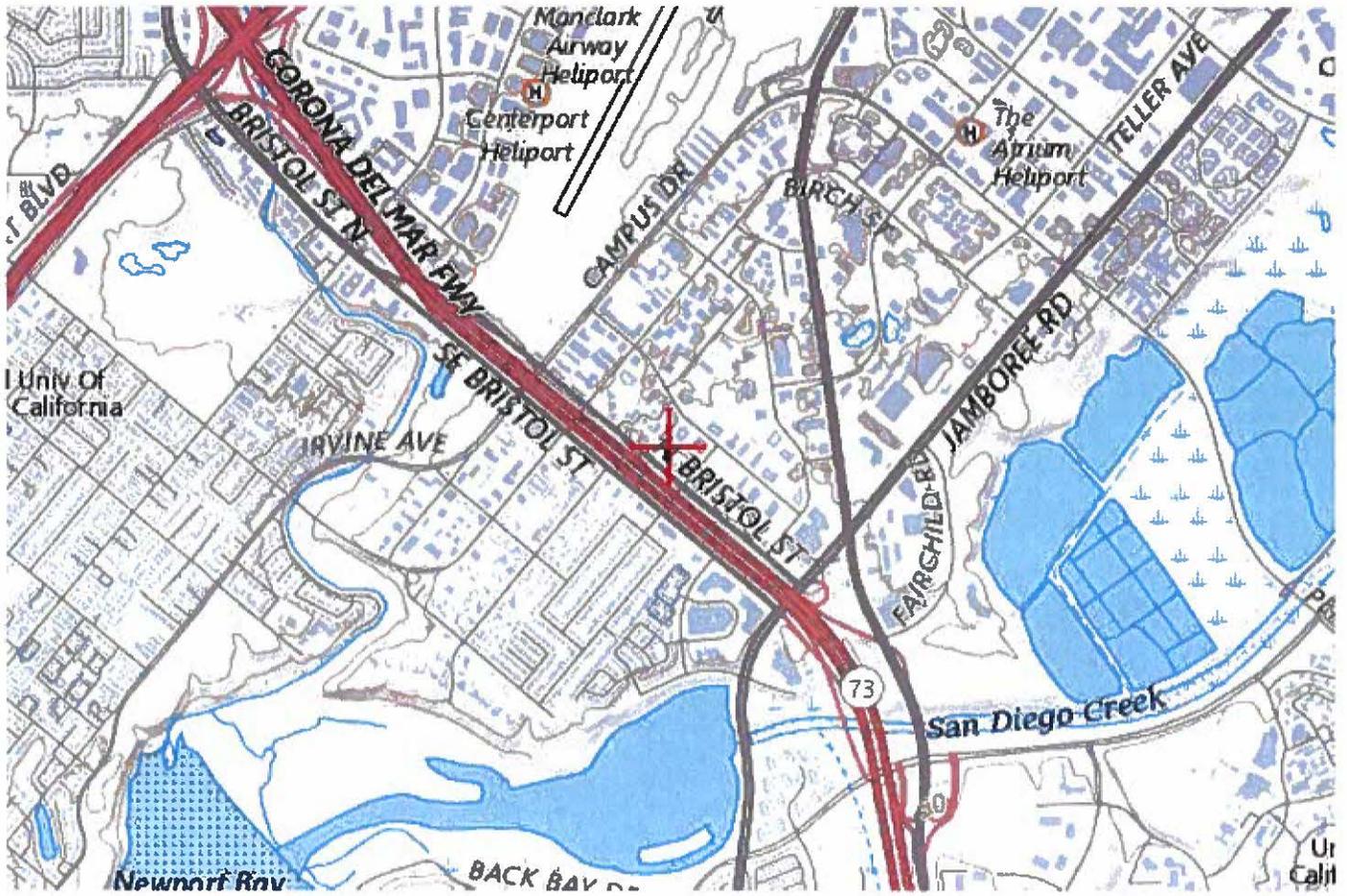
Signature Control No: 566828472-568544018

(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)

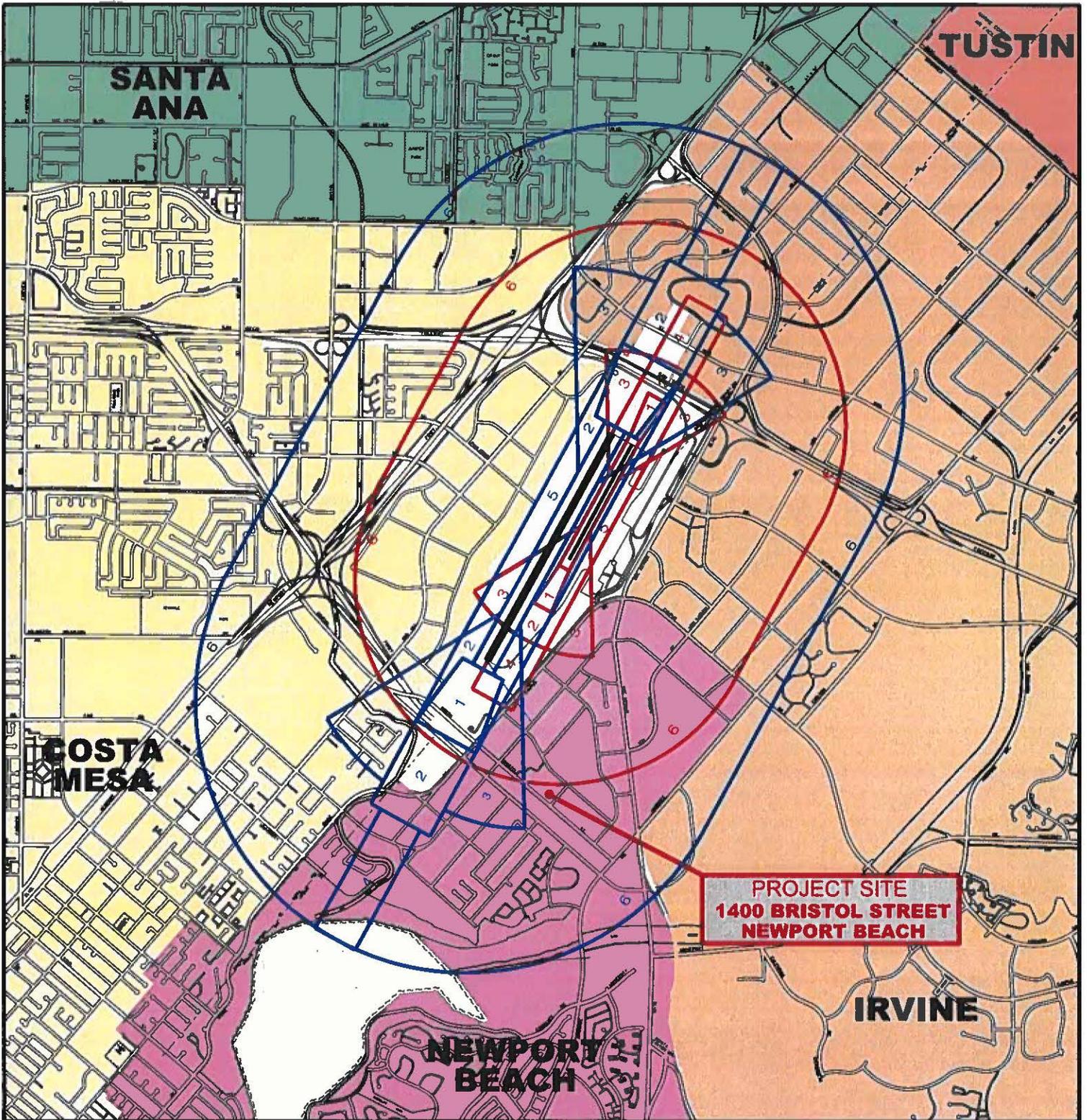
TOPO Map for ASN 2023-AWP-49-OE



Map #	Address	Elevation (ft)
1	3610 Birch St	84
2	3600 Birch St	84
3	7 Upper Newport Plaza	74
4	6 Upper Newport Plaza	74
5	5 Upper Newport Plaza	68
6	3 Upper Newport Plaza	70
7	2 Upper Newport Plaza	58
8	1 Upper Newport Plaza	58
9	1701 Quail St	74
10	1811 Quail St	70
11	1550 Bristol St	60
12	4 Upper Newport Plaza	75
13	1501 Quail St	74
14	1451 Quail St	72
15	1401 Quail St	55
16	1400 Quail St	68
17	1500 Quail St	144
18	1301 Dove St	50
19	1300 Quail St	66
20	1200 Quail St	64
21	1100 Quail St	66
22	1101 Quail St	70
23	1000 Bristol St	60
24	1800 Viola Pl	72
25	2424 Bristol St	80
26	2382 Bristol St	80
27	2350 Bristol St	88
28	2322 Bristol St	65
29	2300 Bristol St	60
30	2290 Bristol St	70
31	2230 Bristol St	60



ATTACHMENT 6



John Wayne Airport Safety Zone Reference Map

LEGEND

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



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



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



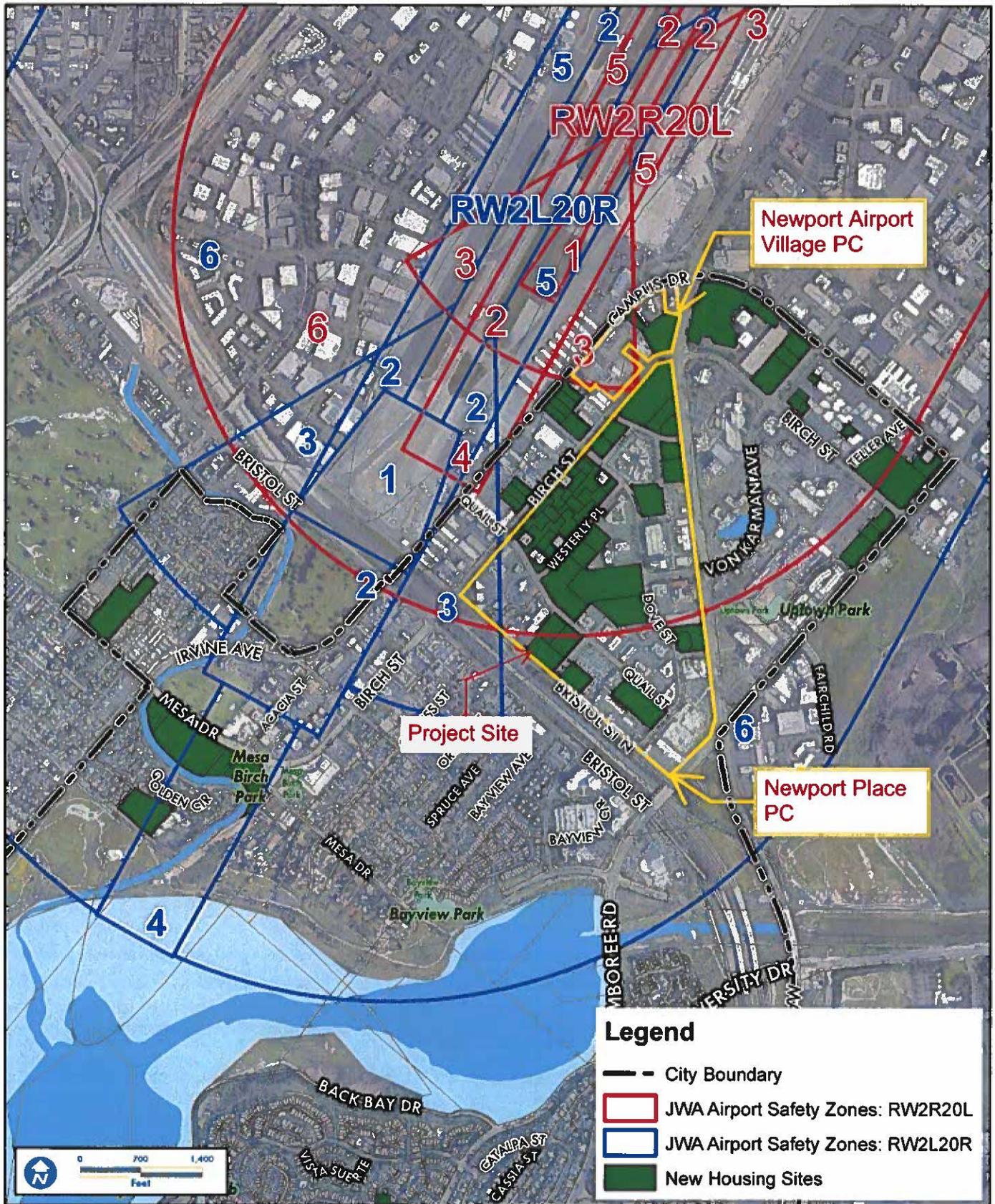
Scale in Feet
0 500 1000 2000

Adopted by the Airport

CERTIFICATION
ATTACHMENT 7

Lea Choum, Executive Officer

Date



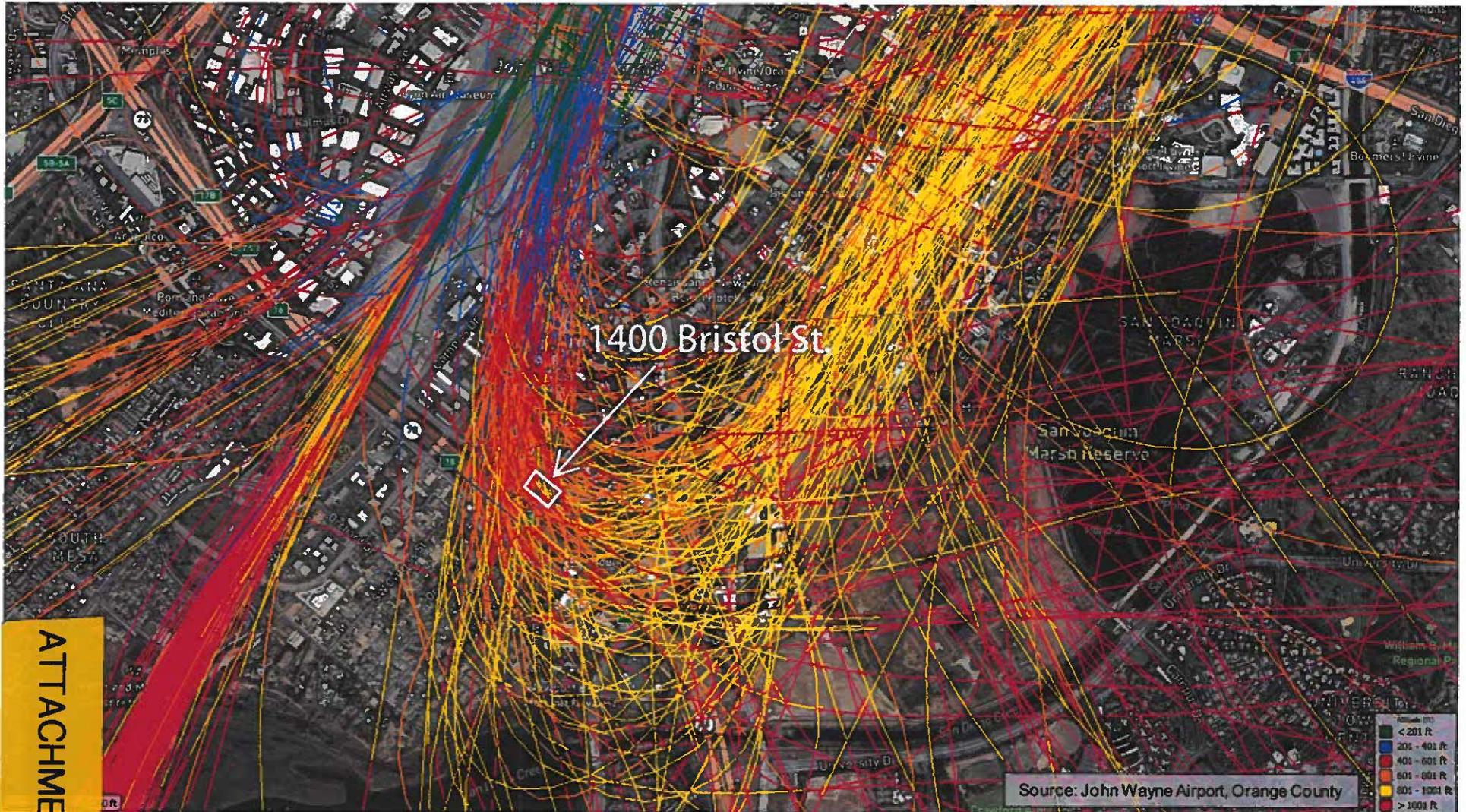
Housing Sites Inventory PA2022-0201 JWA Safety Zones



City of Newport Beach
GIS Division
August 24, 2021



John Wayne Airport Altitude Analysis
639 Operations
Tuesday, August 8, 2023

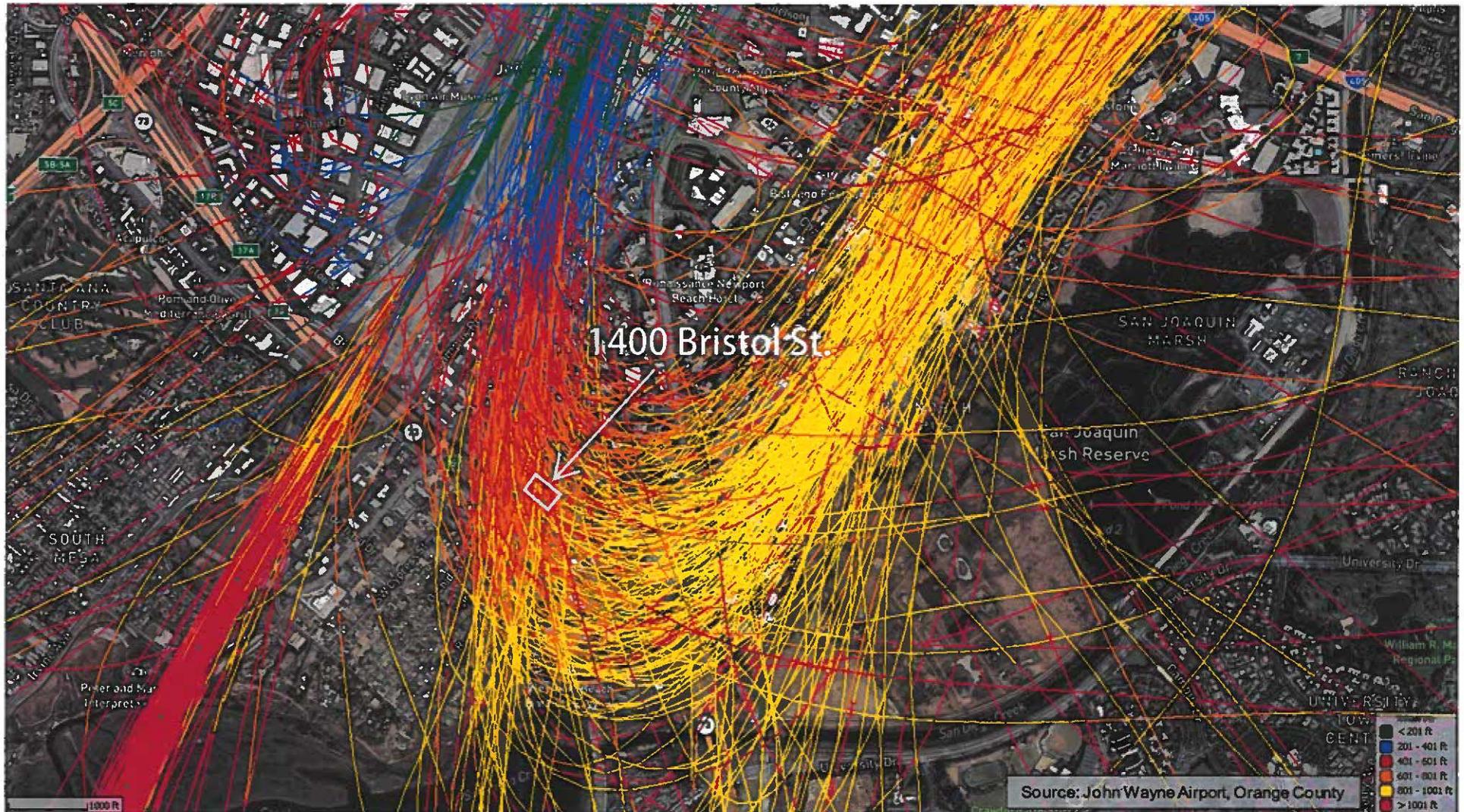


ATTACHMENT 8

Project Location added by ALUC Staff



John Wayne Airport Altitude Analysis
651 Operations
Thursday, August 10, 2023



Project Location added by ALUC Staff



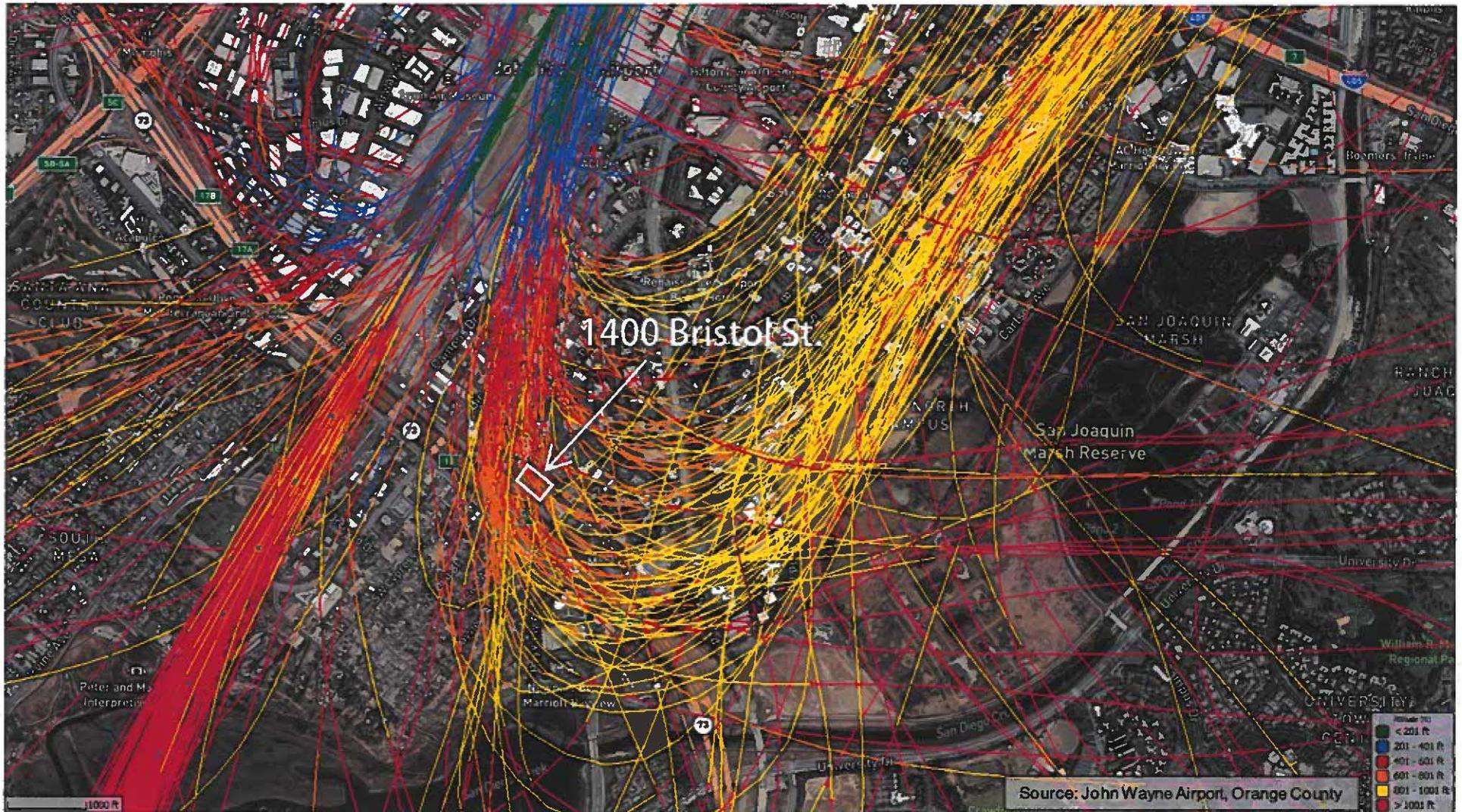
John Wayne Airport Altitude Analysis
537 Operations
Saturday, August 12, 2023



Project Location added by ALUC Staff



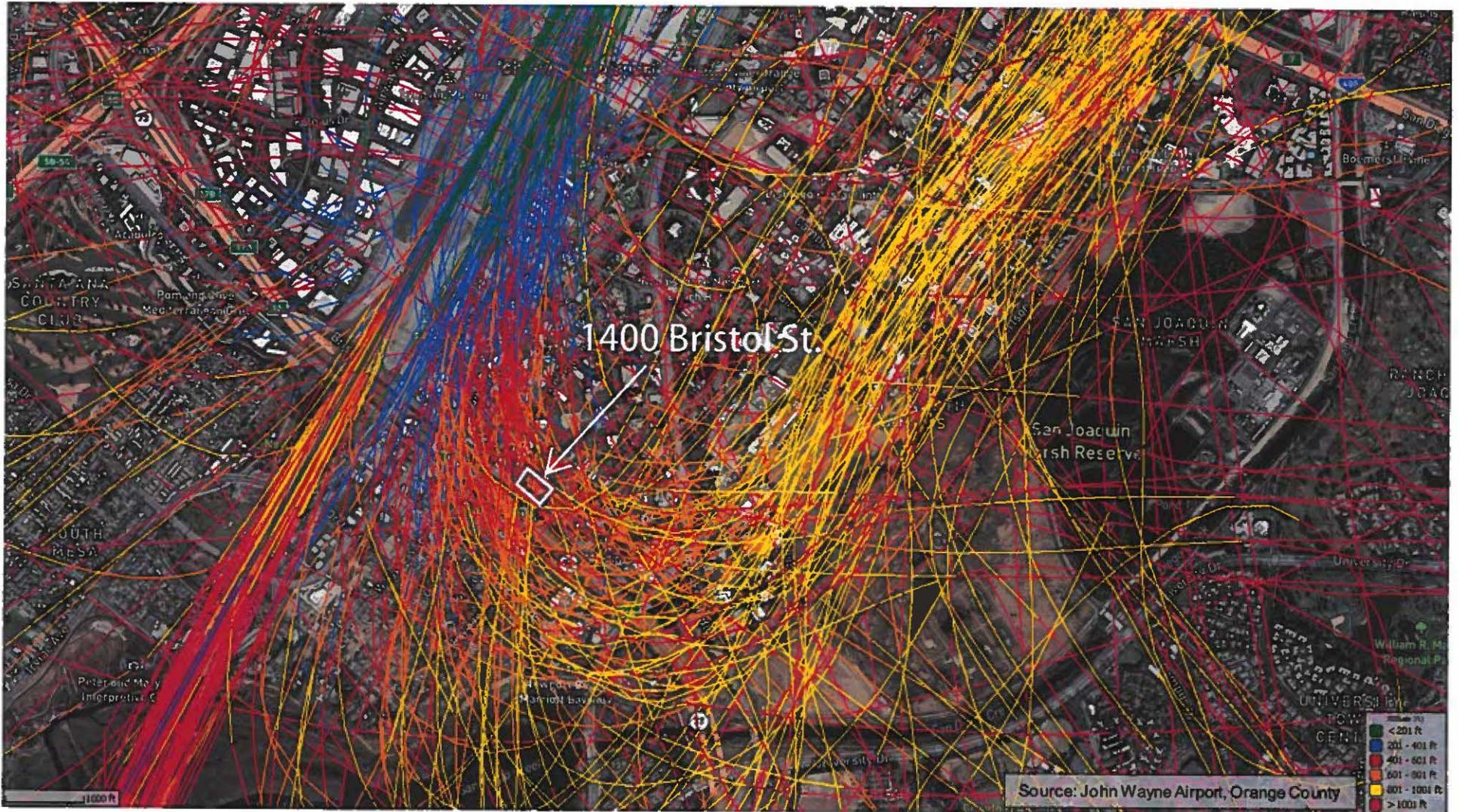
John Wayne Airport Altitude Analysis
558 Operations
Tuesday, November 7, 2023



Project Location added by ALUC Staff



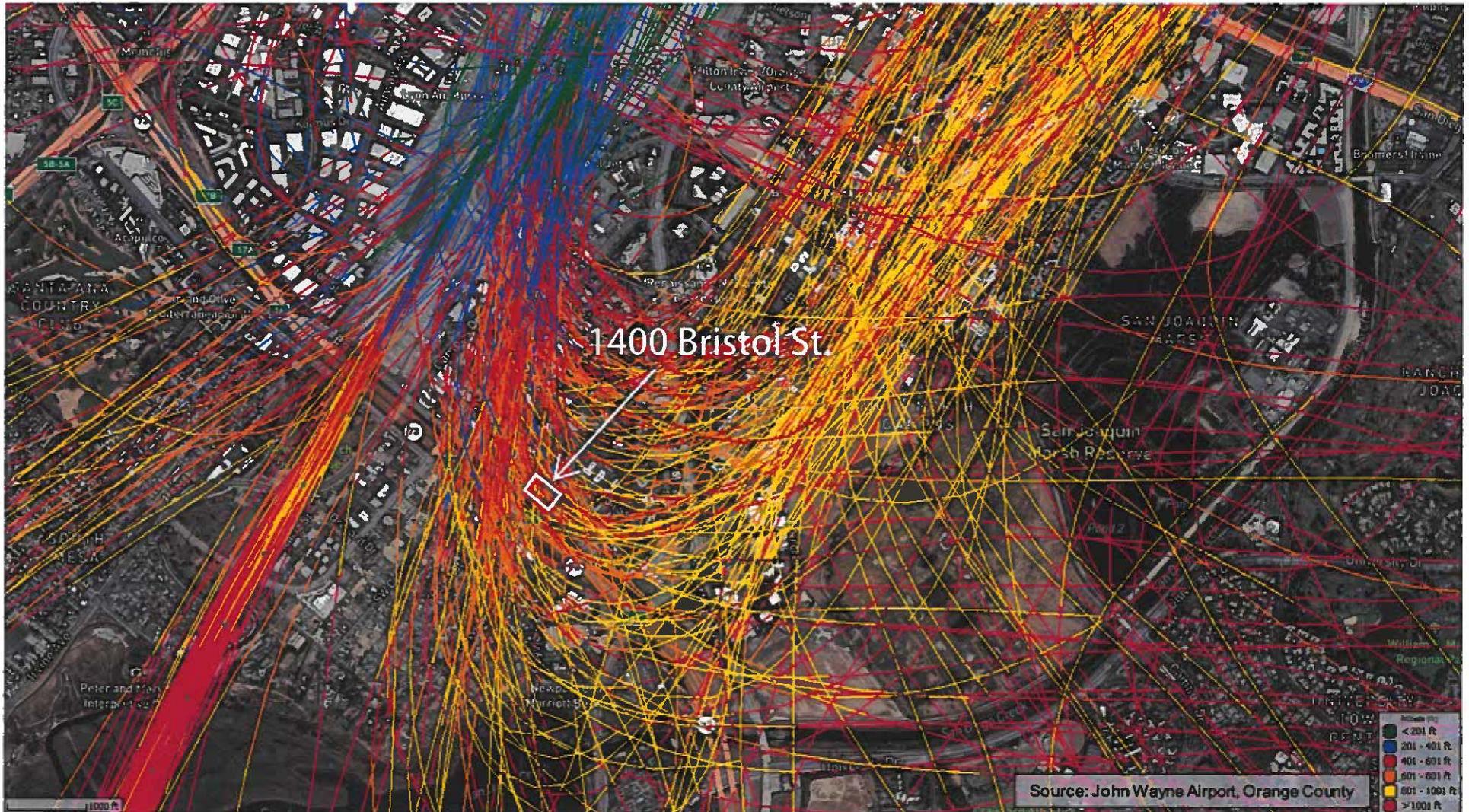
John Wayne Airport Altitude Analysis
664 Operations
Thursday, November 9, 2023



Project Location added by ALUC Staff



John Wayne Airport Altitude Analysis
518 Operations
Saturday, November 11, 2023



Project Location added by ALUC Staff



CITY OF NEWPORT BEACH

100 Civic Center Drive
Newport Beach, California 92660

949 644-3200

newportbeachca.gov/communitydevelopment

RECEIVED

DEC 7 2023

AIRPORT LAND USE COMMISSION

December 7, 2023

Julie Fitch, ALUC Staff Planner
John Wayne Airport, Orange County
3160 Airway Avenue
Costa Mesa, CA 92626

RE: Incomplete Filing Letter for 1400 Bristol Street Residences

Dear Ms. Fitch,

The City is in receipt of your letter dated December 5, 2023 deeming the ALUC Submittal application for 1400 Bristol Street General Plan Amendment and Planned Community Text Amendment incomplete. Thank you for your timely response to our submittal provided on November 30, 2023. The letter identifies the following items or actions as necessary to deem the application complete:

- Correct the address in the subject line of the submittal letter
- Revise the noise contour location in the submittal forms
- Revise the noise contours included in Attachment 6 of the Submittal ("JWA Noise Contours Map")

To address the first bullet point, staff would like to correct the typographical error identified in the subject line to reflect the applicable project "1400 Bristol Street Residences General Plan and Planned Community Text Amendments". The exhibits contained with the submittal and all other mentions of the address accurately reflect the project location (1400 Bristol Street).

To address the second and third bullet points, staff has included a copy of the noise contours identified in the ALEUP (Appendix D) for your reference as well as alternate Submittal Forms and Checklists that reflect the 65 dba CNEL noise contours identified in the ALUEP. The City originally provided the City's adopted noise contour maps that reflect the noise contours identified by the 2014 John Wayne Airport Settlement Agreement Amendment Environmental Impact Report No. 617.

The City believes that the existing noise contours identified in Appendix D of the ALEUP are no longer accurate, as demonstrated in the technical analysis provided as part of the 2014 EIR No. 617 that was certified by the County of Orange. Furthermore, the identified noise contours,

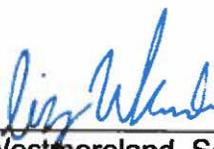
ATTACHMENT 9

which were last reviewed in 2008, no longer reflect the best available science regarding noise impacts in the vicinity of the airport and do not reflect the actual levels of noise experienced by inhabitants at the property. Therefore, the City believes that the noise contours identified in Appendix D of the ALUEP are outdated and are no longer relevant for the basis of environmental analysis and consistency with the intent of the ALEUP. Nonetheless, the City has provided the attached exhibits showing the location of the property within the 65 dba CNEL of the existing ALEUP identified noise contours.

We believe the items identified in the letter are largely administrative in nature and may be addressed through the enclosed attachments. Additionally, we believe that any discussion regarding inconsistency with the ALEUP or other considerations should be analyzed in the staff report and discussed at the public hearing for the project. We respectfully request for the project to be deemed complete and heard at the December 21, 2023 ALUC meeting.

Should you have any questions concerning the preceding information, I can be reached at 949-644-3234 or via email at lwestmoreland@newportbeachca.gov.

Sincerely,



Liz Westmoreland, Senior Planner

Attachments:

1. Alternate Submittal Forms and Checklists (Total of 2)
2. ALEUP Appendix D: John Wayne Airport Impact Zones Map (and aerial version)



AIRPORT LAND USE COMMISSION FOR ORANGE COUNTY

SUBMITTAL FORM: GENERAL PLAN • SPECIFIC PLAN • ZONING CODE

1. Name of City or County: City of Newport Beach

RECEIVED

2. Contact Information - Name/Title Liz Westmoreland, Senior Planner
Agency: City of Newport Beach
Address: 100 Civic Center Drive, Newport Beach CA 92660
Phone/email: 949-644-3234 lwestmoreland@newportbeachca.gov

DEC 7 2023

AIRPORT LAND USE COMMISSION

3. Airport Planning Area(s):

John Wayne Airport Fullerton Municipal Airport JFTB - Los Alamitos

4. Item being submitted for review (submit each item separately): Planned Community
Name of General Plan Element, Specific Plan or Planned Community: Newport Place (PC-11)

5. Scheduled date of Planning Commission Public Hearing: 12/7/2023

6. Tentative date of City Council/Board of Supervisors Public Hearing: 1/23/2024

7. Requested date of ALUC Review: December 21
(Complete submittals must be received by the first day of the month for the next meeting).

8. Does the item submitted propose a change of land use or heights within the airport
Notification/Planning Area*? No (skip items # 9-12). Yes (continue below).

9. Does the item propose a change of land use within the 60 CNEL or 65 CNEL noise
contours of the airport(s)*? Please attach an exhibit showing location(s) of the proposed
new uses in relation to noise contours.

10. Are noise policies or mitigation measures identified in the proposed item or elsewhere in the
General Plan? No Yes - Please attach pages with current (and proposed if applicable)
noise policies/mitigation measures highlighted.

11. Does the item submitted propose a change of land use 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 uses.

12. Does the item submitted propose a change of land use within the Obstruction Imaginary
Surfaces*? No Yes

13. Please indicate current 55 feet and proposed 85 feet maximum heights allowed.

SUBMITTAL CHECKLIST: General Plan · Specific Plan · Zoning Code	
<input checked="" type="checkbox"/>	Cover letter on City/County letterhead.
<input checked="" type="checkbox"/>	Completed Submittal Form.
<input checked="" type="checkbox"/>	Link to existing (See attachment No. 13 for Development Standards and land Use Map) and proposed (see attachment 3 for Amended Map) General Plan Element, Specific Plan or Zoning Code for this submittal.
<input checked="" type="checkbox"/>	Attachment showing proposed changes to General Plan Element, Specific Plan or Zoning Code Section(s) with strikethrough/underline.
<input checked="" type="checkbox"/>	Exhibit showing location(s) of proposed new uses within the Notification Area/Planning Area for airport(s).
<input checked="" type="checkbox"/>	Exhibit showing location(s) of proposed new uses in relation to noise contours for airport(s).
<input checked="" type="checkbox"/>	Exhibit showing location(s) of proposed new uses in relation to Airport Safety Zones.
<input checked="" type="checkbox"/>	Exhibit showing location(s) of proposed new uses in relation to the Obstruction Imaginary Surfaces.
<input checked="" type="checkbox"/>	Attachment showing current and proposed noise policies/mitigation measures.
<input checked="" type="checkbox"/>	Explanation of how the General Plan, Specific Plan, or Zoning Code address the AELUP standards for noise impact, safety compatibility, and height restriction zones. See Attachment No. 14
<input checked="" type="checkbox"/>	Describe height and density changes in cover letter and attach pages of General Plan, Specific Plan and/or Zoning Code where maximum heights are specified.

*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/>

Noise sensitive uses include but are not limited to community facilities such as: churches, libraries, schools, preschools, day-care centers, hospitals, and nursing/convalescent homes.

*Mail or Email 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
ALUCinfo@ocair.com*



AIRPORT LAND USE COMMISSION FOR ORANGE COUNTY

RECEIVED DEC 7 2023 AIRPORT LAND USE COMMISSION

SUBMITTAL FORM: GENERAL PLAN • SPECIFIC PLAN • ZONING CODE

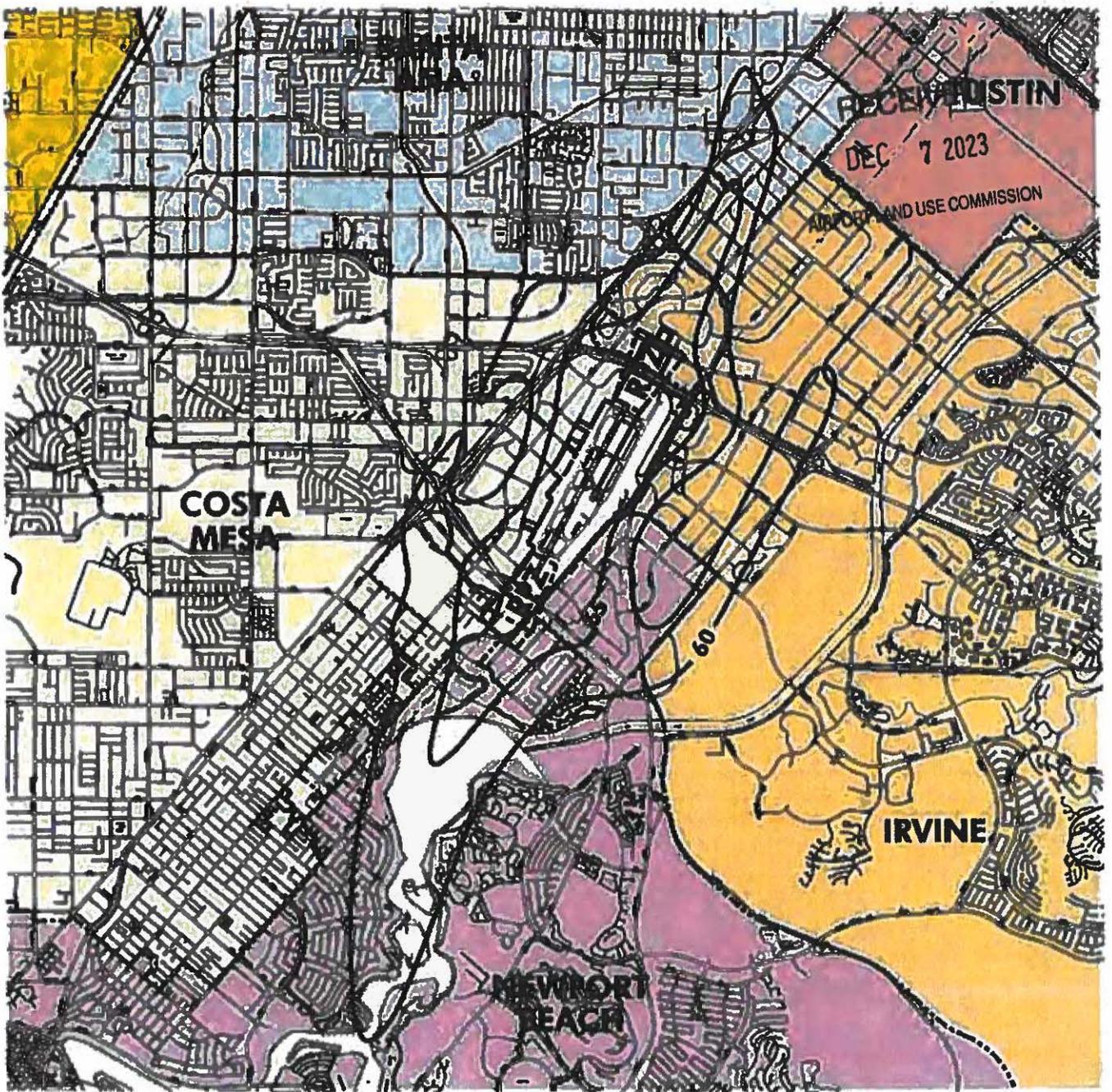
- 1. Name of City or County: City of Newport Beach
2. Contact Information - Name/Title Liz Westmoreland, Senior Planner
Agency: City of Newport Beach
Address: 100 Civic Center Drive, Newport Beach CA 92660
Phone/email: 949-644-3234 lwestmoreland@newportbeachca.gov
3. Airport Planning Area(s):
[X] John Wayne Airport [] Fullerton Municipal Airport [] JFTB - Los Alamitos
4. Item being submitted for review (submit each item separately): General Plan Amendment
Name of General Plan Element, Specific Plan or Planned Community: Land Use Element
5. Scheduled date of Planning Commission Public Hearing: 12/7/2023
6. Tentative date of City Council/Board of Supervisors Public Hearing: 1/23/2024
7. Requested date of ALUC Review: December 21
(Complete submittals must be received by the first day of the month for the next meeting).
8. Does the item submitted propose a change of land use or heights within the airport
Notification/Planning Area*? [] No (skip items # 9-12). [X] Yes (continue below).
9. Does the item propose a change of land use within the [] 60 CNEL or [X] 65 CNEL noise
contours of the airport(s)*? Please attach an exhibit showing location(s) of the proposed
new uses in relation to noise contours.
10. Are noise policies or mitigation measures identified in the proposed item or elsewhere in the
General Plan? [] No [X] Yes - Please attach pages with current (and proposed if applicable)
noise policies/mitigation measures highlighted.
11. Does the item submitted propose a change of land use within the Runway Protection Zone
(RPZ), Clear Zone (CZ), or Airport Safety Zones of the airport*? [] No [X] Yes - Please attach
exhibit showing location(s) of proposed uses.
12. Does the item submitted propose a change of land use within the Obstruction Imaginary
Surfaces*? [X] No [] Yes
13. Please indicate current 55 feet and proposed 85 feet maximum heights allowed.

SUBMITTAL CHECKLIST: General Plan · Specific Plan · Zoning Code	
<input checked="" type="checkbox"/>	Cover letter on City/County letterhead.
<input checked="" type="checkbox"/>	Completed Submittal Form.
<input checked="" type="checkbox"/>	Link to existing see attached map and proposed see attached map General Plan Element, Specific Plan or Zoning Code for this submittal.
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<input checked="" type="checkbox"/>	Explanation of how the General Plan, Specific Plan, or Zoning Code address the AELUP standards for noise impact, safety compatibility, and height restriction zones. See Attachment No. 14.
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ALUCinfo@ocair.com*



Note: County Unincorporated areas are shown in white.

John Wayne Airport Impact Zones

LEGEND

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



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

CERTIFICATION

Adopted by the Airport Land Use Commission for Orange County

Kari A. Rigoni
Kari A. Rigoni, Executive Officer

April 17, 2008
Date



CITY OF NEWPORT BEACH

100 Civic Center Drive
Newport Beach, California 92660

949 644-3200

newportbeachca.gov/communitydevelopment

November 30, 2023

RECEIVED

DEC 1 2023

AIRPORT LAND USE COMMISSION

Lea Choum, Planning Manager
John Wayne Airport, Orange County
3160 Airway Avenue
Costa Mesa, CA 92626

RE: ~~1401 Quail Street Residences General Plan and Planned Community Text~~
Amendments

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 amendments to the City's General Plan Land Use Element and the Newport Place Planned Community Development Plan (PC-11) for consistency with the Airport Environs Land Use Plan (AELUP) at its December 21, 2023 meeting. The proposed project is for a six-story, podium style apartment building consisting of 229 dwelling units, 23 of which are affordable to very-low households. A General Plan Amendment is required to change the land use designation from General Commercial Office (CO-G) to Mixed-Use Horizontal (MU-H2) and increase the base dwelling units by 64 units. An amendment to PC-11 is also required to include the property in the Residential Overlay. The proposed height of the structure is 85 feet above ground level (elevation of approximately 135 feet NAVD88 or 139 feet above mean sea level), where the maximum height of PC-11's Residential Overlay is 55 feet above ground level. The Staff Report and Conditions of Approval for the December 7, 2023 Planning Commission meeting has been attached (Attachment Nos. 11 and 12), and specific conditions related to disclosure of potential impacts due to the proximity of the airport, requirement for an acoustical analysis, and maximum interior noise levels.

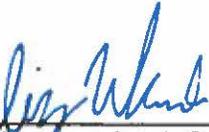
Should you have any questions concerning the preceding information, I can be reached at 949-644-3234 or via email at lwestmoreland@newportbeachca.gov.

Sincerely,

RECEIVED

DEC 1 2023

AIRPORT LAND USE COMMISSION



Liz Westmoreland, Senior Planner

Attachments:

1. Submittal Forms and Checklists (Total of 2)
2. General Plan Land Use Element Amended Map
3. Newport Place Planned Community Amended Map
4. FAA Determination of No Hazard to Air Navigation
5. JWA Notification Area Map
6. JWA Noise Contours Map
7. JWA Safety Zones Map
8. Obstruction Imaginary Surfaces Map
9. Adopted Noise Amendment Policies
10. Surrounding Building Elevations
11. City of Newport Beach Planning Commission Staff Report (No Attachments)
12. City of Newport Beach Planning Commission Conditions of Approval (Noise related conditions highlighted)
13. Existing Newport Place Planned Community Text (with November 14, 2023 Ordinance)
14. Consistency Analysis
15. Project Plans

Attachment No. 1
Submittal Forms and Checklists (Total of 2)



AIRPORT LAND USE COMMISSION FOR ORANGE COUNTY

SUBMITTAL FORM: GENERAL PLAN · SPECIFIC PLAN · ZONING CODE

RECEIVED

DEC 1 2023

AIRPORT LAND USE COMMISSION

1. Name of City or County: City of Newport Beach
2. Contact Information - Name/Title Liz Westmoreland, Senior Planner
Agency: City of Newport Beach
Address: 100 Civic Center Drive, Newport Beach CA 92660
Phone/email: 949-644-3234 lwestmoreland@newportbeachca.gov
3. Airport Planning Area(s):
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4. Item being submitted for review (submit each item separately): General Plan Amendment
Name of General Plan Element, Specific Plan or Planned Community: Land Use Element
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7. Requested date of ALUC Review: December 21
(Complete submittals must be received by the first day of the month for the next meeting).
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9. Does the item propose a change of land use within the 60 CNEL or 65 CNEL noise contours of the airport(s)*? Please attach an exhibit showing location(s) of the proposed new uses in relation to noise contours.
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12. Does the item submitted propose a change of land use within the Obstruction Imaginary Surfaces*? No Yes
13. Please indicate current 55 feet and proposed 85 feet maximum heights allowed.

SUBMITTAL CHECKLIST: General Plan · Specific Plan · Zoning Code		
<input checked="" type="checkbox"/>	Cover letter on City/County letterhead.	RECEIVED
<input checked="" type="checkbox"/>	Completed Submittal Form.	DEC 1 2023
<input checked="" type="checkbox"/>	Link to existing see attached map and proposed see attached map General Plan Element Specific Plan or Zoning Code for this submittal.	AIRPORT LAND USE COMMISSION
<input checked="" type="checkbox"/>	Attachment showing proposed changes to General Plan Element, Specific Plan or Zoning Code Section(s) with strikethrough/underline.	
<input checked="" type="checkbox"/>	Exhibit showing location(s) of proposed new uses within the Notification Area/Planning Area for airport(s).	
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<https://www.ocair.com/about/administration/airport-governance/commissions/airport-land-use-commission/>

Noise sensitive uses include but are not limited to community facilities such as: churches, libraries, schools, preschools, day-care centers, hospitals, and nursing/convalescent homes.

*Mail or Email 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
ALUCinfo@ocair.com*



AIRPORT LAND USE COMMISSION FOR ORANGE COUNTY

SUBMITTAL FORM: GENERAL PLAN • SPECIFIC PLAN • ZONING CODE

1. Name of City or County: City of Newport Beach

2. Contact Information - Name/Title Liz Westmoreland, Senior Planner
Agency: City of Newport Beach
Address: 100 Civic Center Drive, Newport Beach CA 92660
Phone/email: 949-644-3234 lwestmoreland@newportbeachca.gov

RECEIVED
DEC 1 2023

AIRPORT LAND USE COMMISSION

3. Airport Planning Area(s):

John Wayne Airport Fullerton Municipal Airport JFTB - Los Alamitos

4. Item being submitted for review (submit each item separately): Planned Community
Name of General Plan Element, Specific Plan or Planned Community: Newport Place (PC-11)

5. Scheduled date of Planning Commission Public Hearing: 12/7/2023

6. Tentative date of City Council/Board of Supervisors Public Hearing: 1/23/2024

7. Requested date of ALUC Review: December 21
(Complete submittals must be received by the first day of the month for the next meeting).

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13. Please indicate current 55 feet and proposed 85 feet maximum heights allowed.

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<input checked="" type="checkbox"/>	Cover letter on City/County letterhead.
<input checked="" type="checkbox"/>	Completed Submittal Form.
<input checked="" type="checkbox"/>	Link to existing (See attachment No. 13 for Development Standards and land Use Map) and proposed (see attachment 3 for Amended Map) General Plan Element, Specific Plan or Zoning Code for this submittal.
<input checked="" type="checkbox"/>	Attachment showing proposed changes to General Plan Element, Specific Plan or Zoning Code Section(s) with strikethrough/underline.
<input checked="" type="checkbox"/>	Exhibit showing location(s) of proposed new uses within the Notification Area/Planning Area for airport(s).
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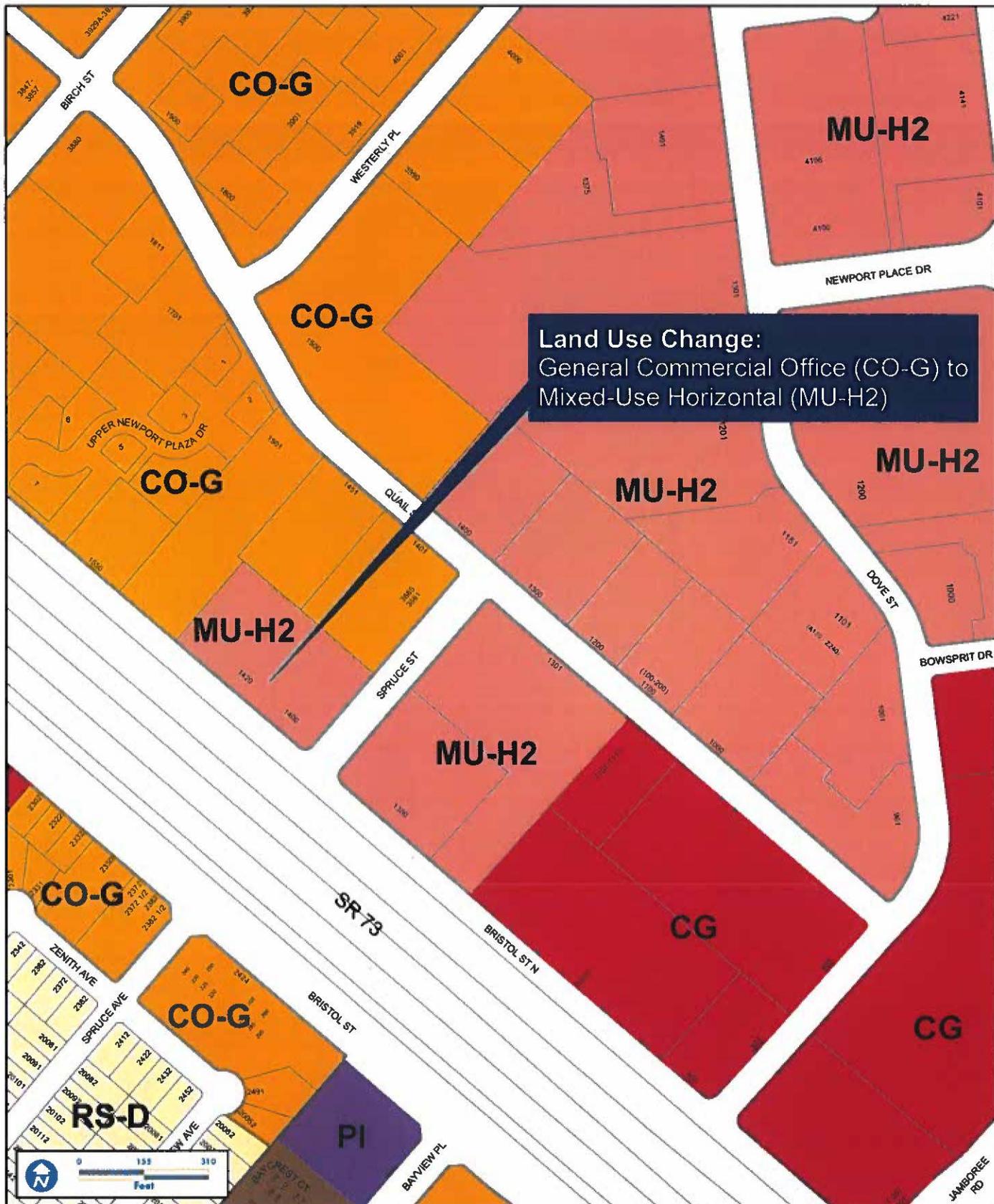
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<https://www.ocair.com/about/administration/airport-governance/commissions/airport-land-use-commission/>

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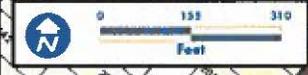
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 Attn: Executive Officer, 3160 Airway Avenue, Costa Mesa, CA 92626 / Phone: (949) 252-5170
ALUCinfo@ocair.com*

Attachment No. 2

General Plan Land Use Element Amended Map



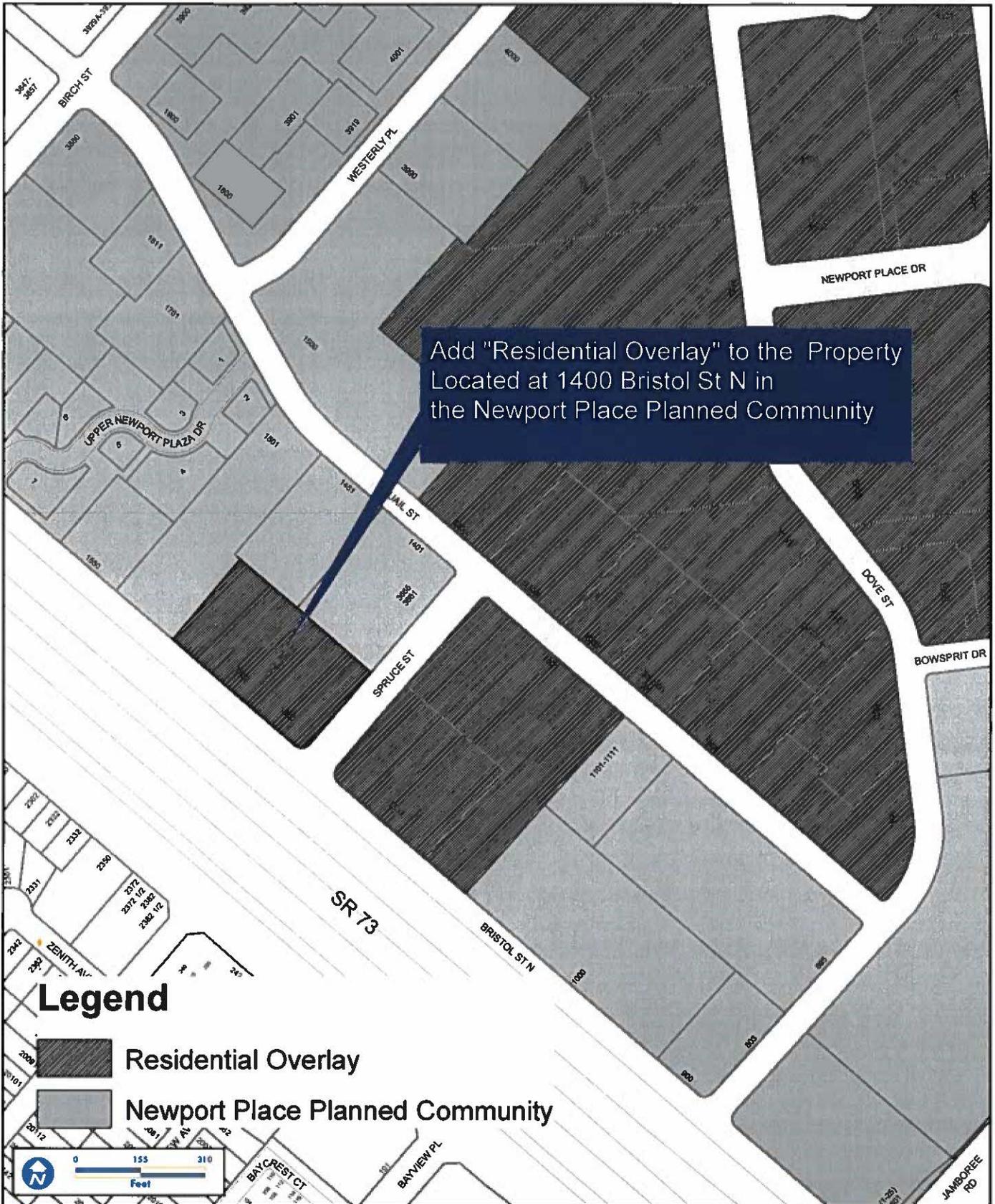
Land Use Change:
 General Commercial Office (CO-G) to
 Mixed-Use Horizontal (MU-H2)



**PA2022-0296 General Plan Amendment
 1400 Bristol St N**

NBGiS
 NEWPORT BEACH
 City of Newport Beach
 GIS Division
 November 22, 2023

Attachment No. 3
Newport Place Planned Community
Amended Map



Add "Residential Overlay" to the Property Located at 1400 Bristol St N in the Newport Place Planned Community

Legend

-  Residential Overlay
-  Newport Place Planned Community



**PA2022-0296
PC-11 Newport Place Amendment
1400 Bristol St N**

NBGiS
NEWPORT BEACH
City of Newport Beach
GIS Division
November 22, 2023

Attachment No. 4

FAA Determination of No Hazard to Air
Navigation



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

Aeronautical Study No.
 2023-AWP-49-OE

Issued Date: 01/17/2023

Satish Lion
 The Picerne Group
 5000 Birch St. Ste. 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 Residences at 1400 Bristol Street
 Location: Newport Beach, CA
 Latitude: 33-39-37.07N NAD 83
 Longitude: 117-52-10.65W
 Heights: 54 feet site elevation (SE)
 85 feet above ground level (AGL)
 139 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 M.

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 07/17/2024 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. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-49-OE.

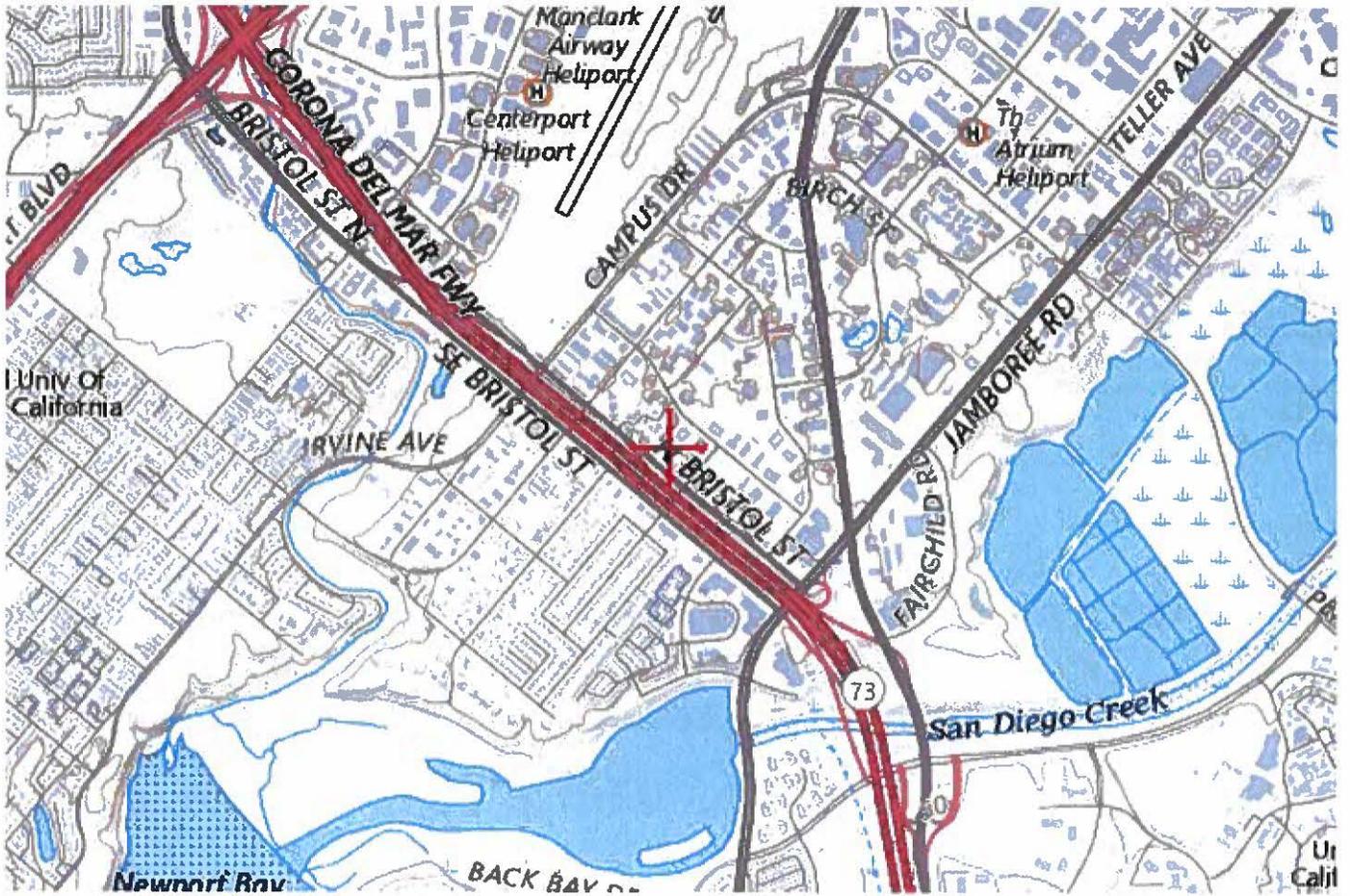
Signature Control No: 566828472-568544018

(DNE)

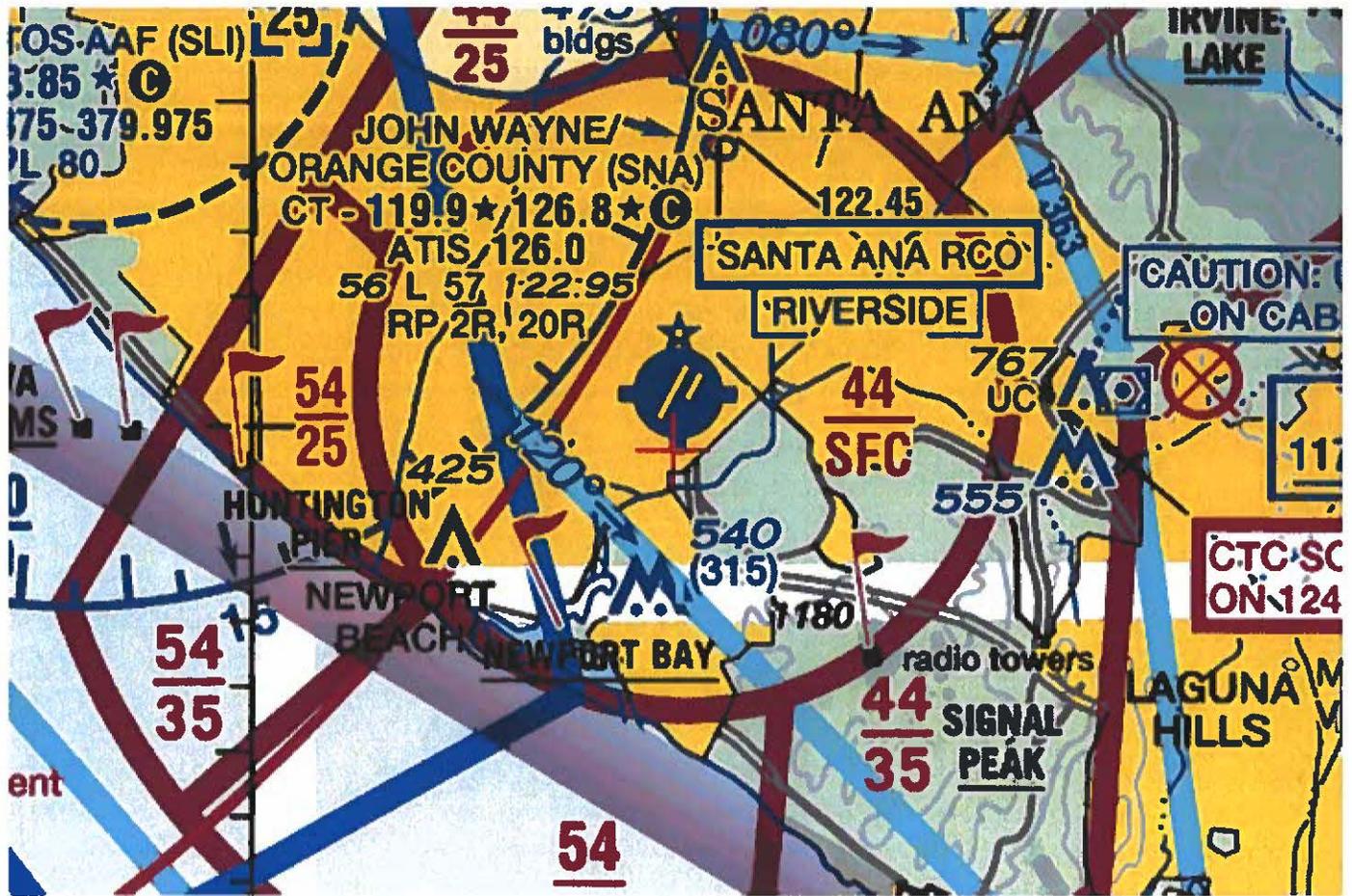
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2023-AWP-49-OE

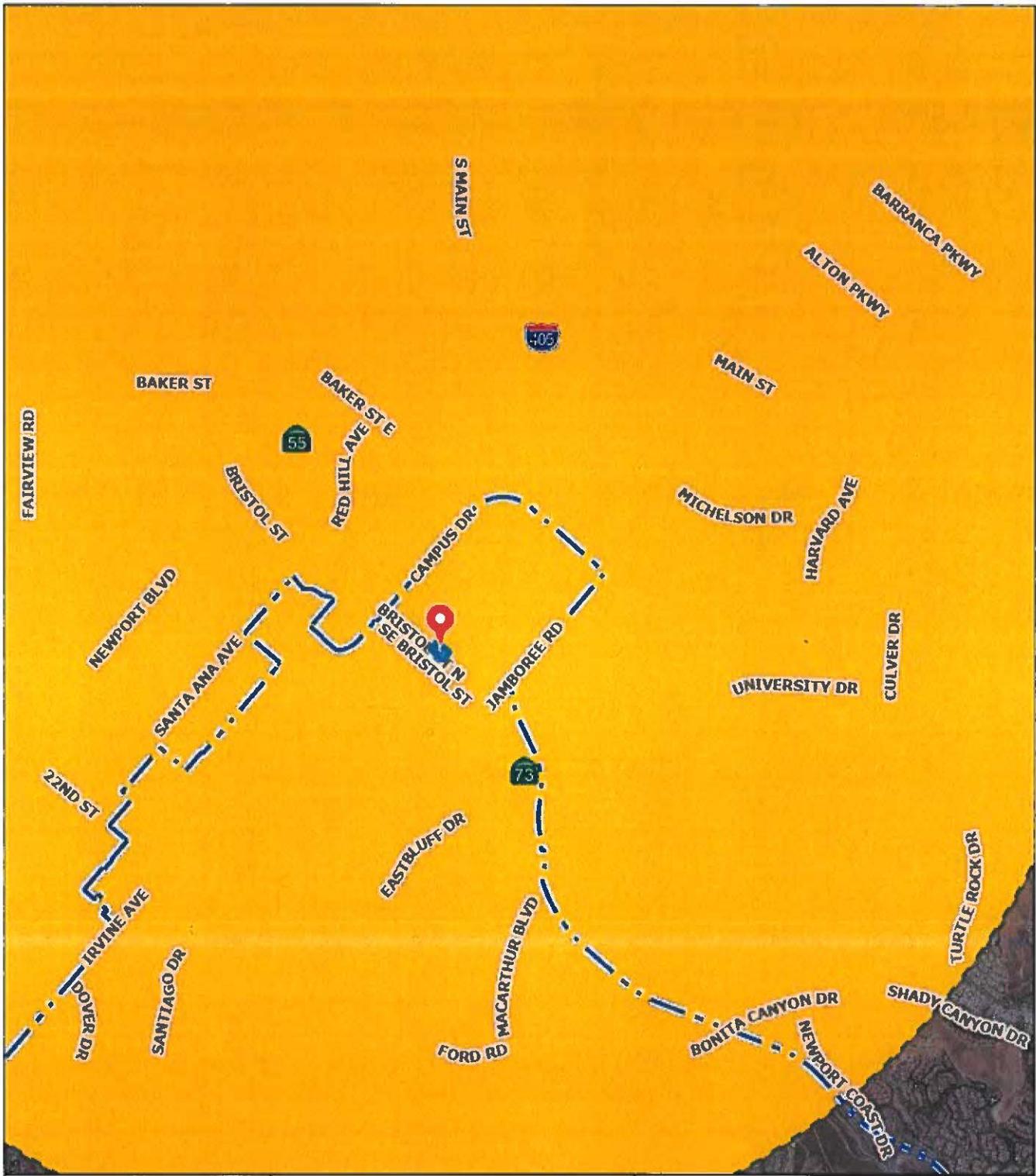


Sectional Map for ASN 2023-AWP-49-OE

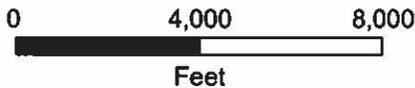


Attachment No. 5

JWA Notification Area Map



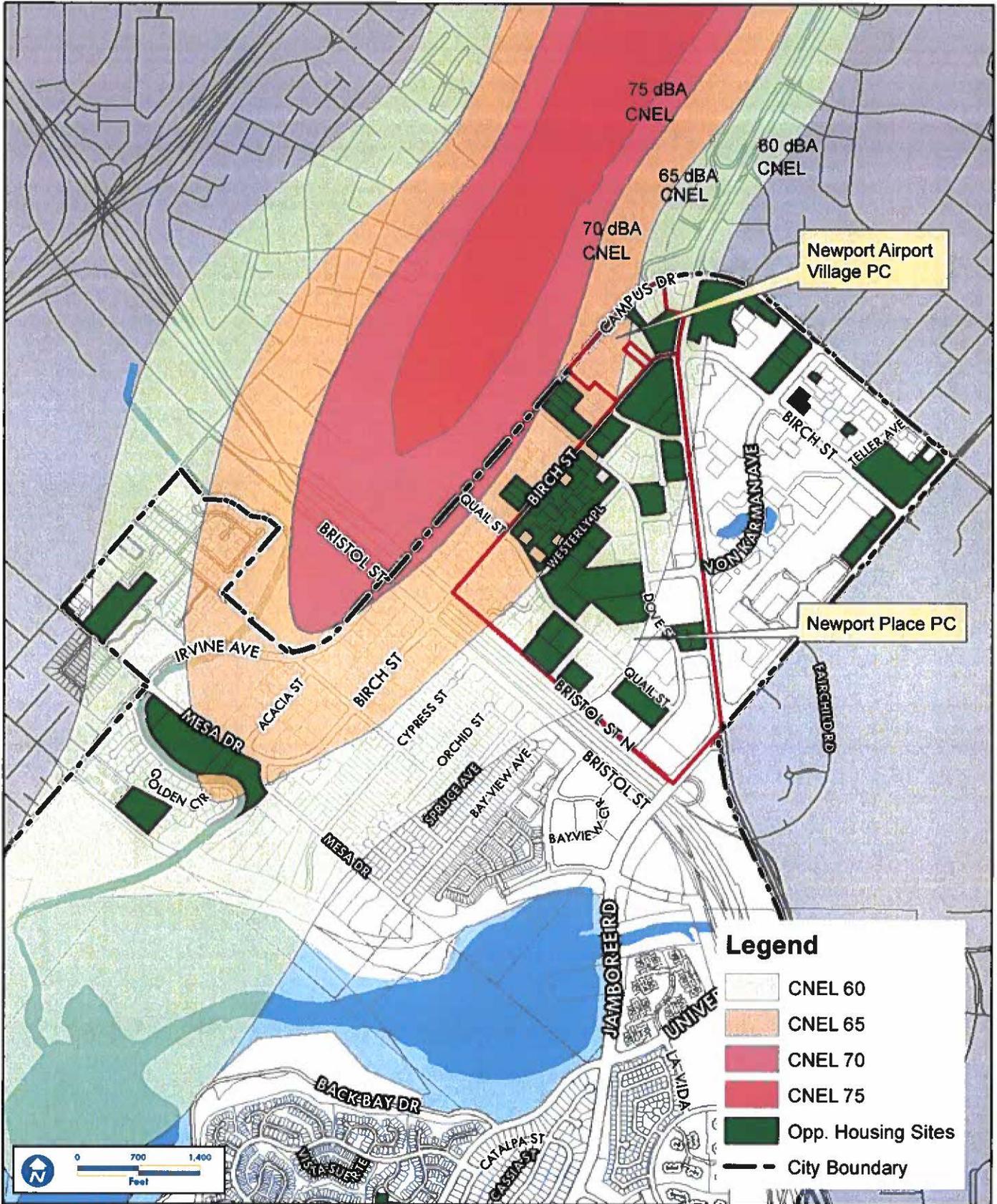
NBGiS
NEWPORT BEACH



Disclaimer:

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

Attachment No. 6
JWA Noise Contours Map



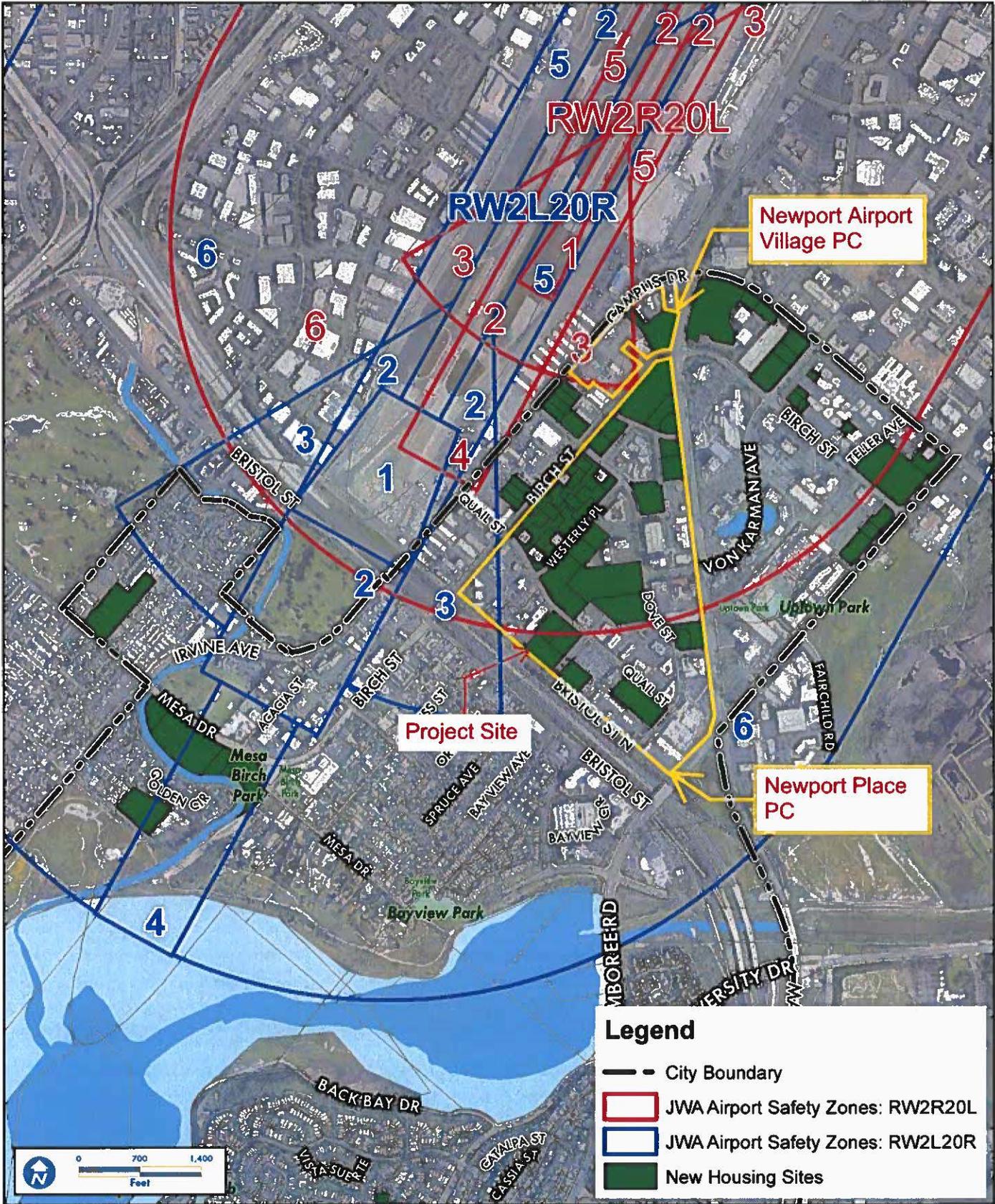
2014 JWA Settlement Agreement Amendment Noise Contours (Housing Opportunity Sites)



City of Newport Beach
GIS Division
July 13, 2023

Attachment No. 7

JWA Safety Zones Map



Housing Sites Inventory PA2022-0201 JWA Safety Zones



City of Newport Beach
GIS Division
August 24, 2021



Attachment No. 8
Obstruction Imaginary Surfaces Map

Attachment No. 9

Adopted Noise Amendment Policies

Links:

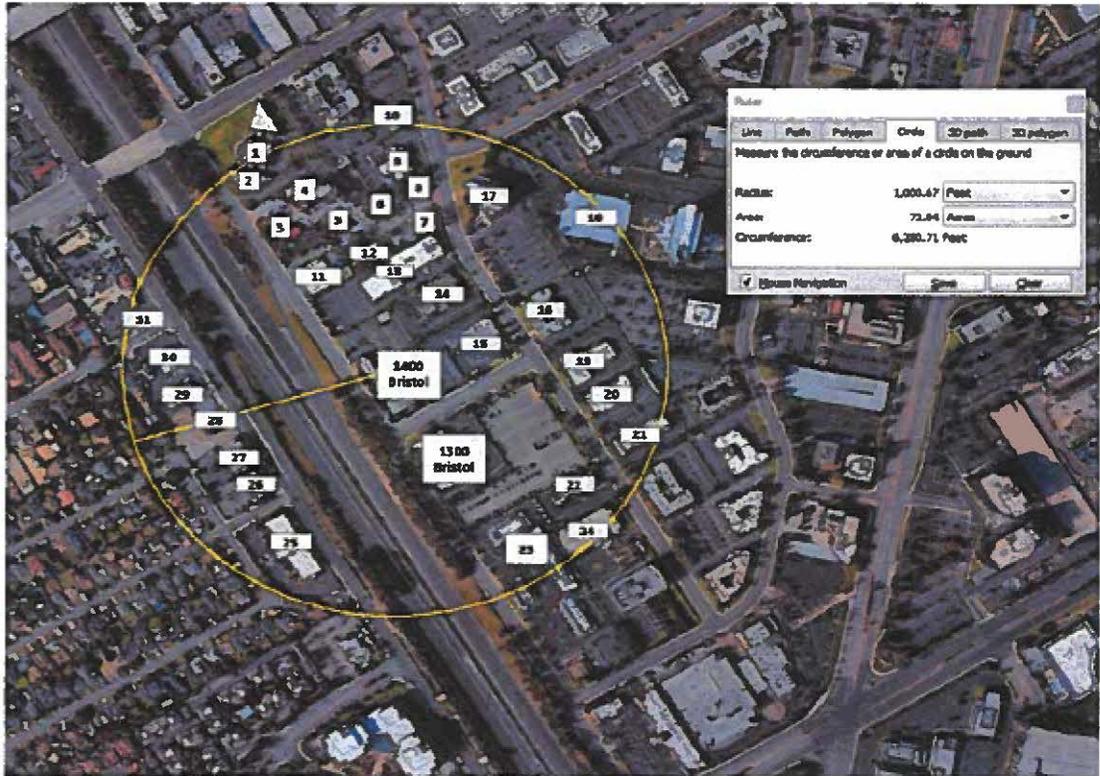
[Council Ordinance 2023-20: Approving an Amendment to Title 20 \(Planning and Zoning\) of the Newport Beach Municipal Code Related to Noise in the Airport Area Necessary to Implement the 6th Cycle Housing Element](#)

[Council Ordinance 2023-21: Approving Amendments to Newport Place Planned Community Development Plan \(PC-11\) and Newport Airport Village Planned Community Development Plan \(PC-60\) Related to Noise in the Airport Area Necessary to Implement the 6th Cycle Housing Element.](#)

Attachment No. 10

Surrounding Building Elevations

Map #	Address	Elevation (ft)
1	3610 Birch St	84
2	3600 Birch St	84
3	7 Upper Newport Plaza	74
4	6 Upper Newport Plaza	74
5	5 Upper Newport Plaza	68
6	3 Upper Newport Plaza	70
7	2 Upper Newport Plaza	58
8	1 Upper Newport Plaza	58
9	1701 Quail St	74
10	1811 Quail St	70
11	1550 Bristol St	60
12	4 Upper Newport Plaza	75
13	1501 Quail St	74
14	1451 Quail St	72
15	1401 Quail St	55
16	1400 Quail St	68
17	1500 Quail St	144
18	1301 Dove St	50
19	1300 Quail St	66
20	1200 Quail St	64
21	1100 Quail St	66
22	1101 Quail St	70
23	1000 Bristol St	60
24	1800 Viola Pl	72
25	2424 Bristol St	80
26	2382 Bristol St	80
27	2350 Bristol St	88
28	2322 Bristol St	65
29	2300 Bristol St	60
30	2290 Bristol St	70
31	2230 Bristol St	60



Attachment No. 11

City of Newport Beach Planning Commission
Staff Report (No Attachments)



CITY OF NEWPORT BEACH PLANNING COMMISSION STAFF REPORT

December 7, 2023
Agenda Item No. 4

SUBJECT: Residences at 1400 Bristol Street (PA2022-0296)

- General Plan Amendment
- Planned Community Development Plan Amendment
- Major Site Development Review
- Affordable Housing Implementation Plan
- Traffic Study
- Development Agreement
- Environmental Impact Report Addendum

SITE LOCATION: 1400 and 1420 North Bristol Street

APPLICANT: The Picerne Group

OWNER: BCD Newport Beach II, LLC.

PLANNER: Liz Westmoreland, Senior Planner
949-644-3234, lwestmoreland@newportbeachca.gov

PROJECT SUMMARY

The Residences at 1400 Bristol Street project includes the demolition of two existing two-story office buildings and surface parking and the construction of 229 apartment units atop of 422-space parking structure. The project is located in the Newport Place Planned Community, at the northwest corner of Bristol Street North ("Bristol Street") and Spruce Street in the Airport Area. The project includes the construction of a pedestrian bridge that would connect to the approved residential apartment project at 1300 Bristol Street, across the Spruce Street right-of-way.

RECOMMENDATION

- 1) Conduct a public hearing;
- 2) Find that potential environmental impacts have been previously mitigated through the implementation of the policies of the General Plan as evaluated in Program Environmental Impact Report for the 2006 General Plan Update (SCH No. 2006011119), and the City of Newport Beach Housing Element Initial Study/Negative Declaration (collectively, the PEIR); therefore, in accordance with Section 15164 of the California Environmental Quality Act (CEQA) Guidelines, an addendum to the previously adopted PEIR is the appropriate environmental documentation for the project; and

- 3) Adopt Resolution No. PC2023-043 (Attachment No. PC 1) recommending the City Council adoption of Environmental Impact Report Addendum, and approval of General Plan Amendment, Planned Community Development Plan Amendment, Major Site Development Review, Affordable Housing Implementation Plan, Traffic Study, and Development Agreement, for the Residences at 1400 Bristol Street Project located at 1400 and 1420 North Bristol Street (PA2022-0296).



LOCATION	GENERAL PLAN	ZONING	CURRENT USE
ON-SITE	General Commercial Office (CO-G)	PC-11	Office buildings
NORTH	CO-G	PC-11	Office building
SOUTH	N/A	N/A	California State Route 73
EAST	Mixed-Use Horizontal (MU-H2)	PC-11	Office building (future Residences at 1300 Bristol)
WEST	CO-G	PC-11	Office buildings

INTRODUCTION

Project Setting

The subject property is located in the Newport Place Planned Community (PC-11) and approximately 2.38 acres in size. The site is currently designated for office uses by the General Plan and PC-11. The property is rectangular in shape, located at the northwest corner of Bristol Street and Spruce Street, and adjacent to existing office buildings and surface parking. The north office property located at 1401 Quail Street is currently being considered for residential development (Residences at 1401 Quail Street Project (PA2023-0040)). The subject property is currently improved with two two-story, office buildings consisting of 38,764-square-foot and a surface parking lot.

Project Description

The Applicant, the Picerne Group, is proposing to demolish the two existing office buildings and construct a 229-unit for-rent project atop a 422-space parking structure ("Project"). The parking structure includes one level on-grade (podium level) and two levels below grade with five levels of residential above the podium. Given that the site is designated for office use by the General Plan, the applicant requests a General Plan Amendment from General Commercial Office (CO-G) to Mixed-Use Horizontal (MU-H2) to allow residential use. The base density allotted to the property if designated MU-H2 is 89 dwelling units. This density is based on the conversion of the existing 38,764 square foot office buildings, consistent with the City's adopted land use conversion factors. The General Plan Amendment includes a request to increase the project's base density by 64 dwelling units for a total base of 153 dwelling units. The applicant also proposes a 50% density bonus to increase the total unit count to 229 pursuant to Government Code Section 65915 (Density Bonus Law) and Newport Beach Municipal Code (NBMC) Section 20. 32 (Density Bonus). The dwelling unit calculations are summarized below in Table 1.

Table 1: Dwelling Unit Summary

Units Based on Existing Nonresidential Uses	89
Additional Units Per Proposed General Plan Amendment	64
Total Base Units	153
Density Bonus (50%)	77
Total Units Permitted	230
Total Units Provided	229

The project includes a proposed pedestrian bridge that would extend from the project over the Spruce Street right-of-way to the approved residential apartment project at 1300 Bristol Street (Figure 1).



Figure 1: Pedestrian Bridge

The Applicant's full project description is provided as Attachment No. PC 2.

The following approvals are requested to implement the Project as proposed:

- **General Plan Amendment (GPA)**- A request to change the existing General Plan land use designation from General Commercial Office (CO-G) to Mixed Use Horizontal 2 (MU-H2) and add 64 dwelling units above the General Plan allowance to Anomaly 16 of the General Plan Table LU2 (Anomaly Locations);
- **Planned Community Development Plan Amendment**- An amendment to the Newport Place Planned Community (PC-11) to include the project site within the Residential Overlay;
- **Major Site Development Review** - A site development review in accordance with the Newport Place Planned Community and Section 20.52.80 (Site Development Reviews) of the Newport Beach Municipal Code ("NBMC"), for the construction of the Project;
- **Affordable Housing Implementation Plan ("AHIP")** - A plan specifying how the Project would meet the City's affordable housing requirements, in exchange for a request of 50 percent increase in density. The Applicant seeks six (6) development standard waivers related to park land dedication, building setbacks,

building height, private open space for each residential unit, common open space for the entire Project, and overall residential project density pursuant to Chapter 20.32 (Density Bonus) of the NBMC and Government Code Section 65915 (Density Bonus Law). The Applicant also seeks one development concession related to the mix of affordable units, pursuant to Chapter 20.32 (Density Bonus) of the NBMC and Government Code Section 65915;

- **Traffic Study** - A traffic study pursuant to Chapter 15.40 (Traffic Phasing Ordinance) of the NBMC;
- **Development Agreement** – A Development Agreement between the Applicant and the City, pursuant to Section 15.45.020(A)(2)(a) (Development Agreement Required) of the NBMC, which would provide the Applicant with the vested right to develop the Project for a term of 10 years and to provide negotiated public benefits to the City; and
- **Addendum to the 2006 General Plan Update Program Environmental Impact Report** (“Addendum”) - Pursuant to the California Environmental Quality Act (“CEQA”), the Addendum addresses reasonably foreseeable environmental impacts resulting from the Project.

Project Components:

Residential Development

The proposed multi-unit residential building is designed as a “podium style” structure that consists of five stories over one level of on-grade parking and two levels of subterranean parking. The building height would be approximately 85 feet, including architectural elements, parapet, rooftop mechanical equipment, and roof access.

The 229 apartment units include 40 studio units, 126 one-bedroom units, and 63 two-bedroom units. The studio units would be 515 square feet, the one-bedroom units would range from 613 to 896 square feet, and the two-bedroom units are proposed to range from 1,049 to 1,469 square feet.

Of the 229 units, 23 units would be affordable and restricted to very-low-income households. The remaining 203 units would be market-rate, for-rent apartment units. While there is an overall unit mix of studio (17.5%), one-bedroom (55%), and two-bedroom (27.5%) units, almost all of the affordable units are one-bedroom or studio units (refer to Table 2 below). This does not meet the standards of Section 20.32.110 (Design and Distribution of Affordable Units) of the NBMC, which requires affordable units in a density bonus project to reflect the same range of unit types in the development as a

whole. However, the applicant is requesting relief through an incentive/concession¹ from State Density Bonus Law, further discussed below.

Table 2: Unit Mix

Unit Type	Total Units	Very Low Income Units
Studio	40	14
1 Bedroom	126	8
2 Bedroom	63	1
Total	229	23

The Project would include a modern contemporary architectural style with articulated facades composed of a mix of stucco, fiber cement board siding, and tile veneer façade accents. The color scheme would be white, dark grey, and beige. Metal awnings and metal railings on the private decks would further provide façade articulation. The architectural design of the Project reflects the surrounding office context. Its contemporary forms complement the existing office buildings to create a building that respects the current condition while creating a distinctly unique identity. The Project corners are enhanced with rich materials to bring attention to and articulate the prominent areas of the Project. The applicant’s approach to the building site orientation was to create a sheltered refuge in the center of the project by enclosing the courtyards shielding them from the busy roadways of Bristol Street and Spruce Street.



Figure 2: Rendering from Bristol Street

¹ The terms incentive and concession are used interchangeably.

Vehicular Access, Parking, and Pedestrian Bridge

Vehicular access to the project site is currently and would continue to be provided from one driveway on Bristol Street and one driveway on Spruce Street. Vehicular access and circulation are shown below on Figure 3. Because Bristol Street is a one-way roadway, the driveway will only allow right turns in and out. The driveway at Spruce Street will provide full access (i.e., right and left turns in and out). The driveway entrance on Bristol Street North would be relocated approximately 65 feet to the northwest (further away from the intersection at Spruce) and it will provide controlled access to the resident garage entry. The driveway entrance on Spruce Street would lead to another gated entry for residents and guests. The gated entry on Spruce Street would remain open during business hours for guests. After business hours, guests would use a free-standing call box for entry. A designated turn out area is proposed within the Bristol Street North entry for loading, deliveries, and trash pick-up. Separately, a turnout area on Spruce Street will be provided for ride share pick up and drop offs.

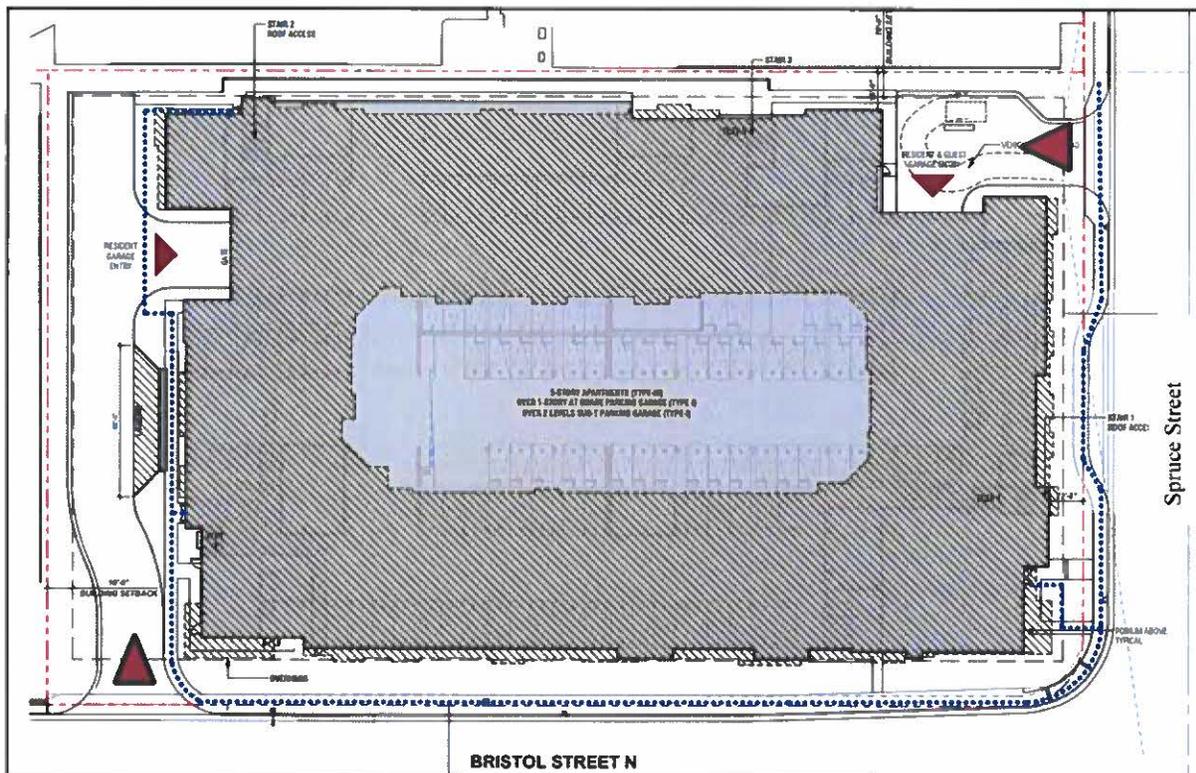


Figure 3 Vehicular Circulation

Guest parking would be provided on the ground level from the Spruce Street entrance. All guest parking would be separated from resident parking by roll up gates. The Bristol Street entrance leads to a resident only access with assigned parking. Subterranean parking would be restricted to residents with key-card access.

As a Density Bonus project, the Project is required to provide 261 parking spaces. The Project proposes to provide 422 parking spaces. The parking ratio would be 1.84 parking spaces per dwelling unit inclusive of guest parking, which would exceed Government Code Section 65915(p) and NBMC Section 20.32.060 (Parking Requirements in Density Bonus Projects) requirements as summarized in Table 3.

Table 3: Parking Summary

Level	Resident			Guest			Total
	Resident	Accessible	EV	Guest	Accessible	EV	
Ground Level	57	3	3	42	3	1	109
Subterranean Level 1	131	5	17	0	0	0	153
Subterranean Level 2	160	0	0	0	0	0	160
Total	348	8	20	42	3	1	
	Total Resident: 376			Total Guest: 46			422

EV=Electric Vehicle
 Source: TCA Architects, 2023.

The project includes a steel truss pedestrian bridge that extends from the proposed project over the Spruce Street right-of-way to the approved residential apartment project at 1300 Bristol Street. The pedestrian bridge would be located on the second story, at the southern corner of the building. The bridge would include a 9-foot-wide pathway and span approximately 108 feet and provide a minimum 17-foot clearance for emergency vehicles. The pedestrian bridge is intended to provide connectivity between the two residential projects and allow sharing of amenities between the sites. The properties are owned and will be operated by the same entity. The applicant will be required to enter into a lease agreement with the City of Newport Beach subject to the payment of fees for the use of air-space over the City's right-of-way. The pedestrian bridge has been conditioned to comply with Caltrans standards for bridge construction.

Project Amenities

The proposed project includes a variety of private on-site recreation and amenities for residents and guests including a clubroom, pool deck, roof deck, and other uses summarized below:

Table 4: Project Amenities

PROVIDED	
Business Center	3,400 SF
Mail Room	1,004 SF
Club Room	3,282 SF
California Room	1,850 SF
Media Center	1,469 SF
Pool RR/Showers	960 SF
Roof Lounge Area	817 SF
Roof Deck	1,510 SF
Dog Spa	463 SF
TOTAL	14,755 SF

Construction Phasing

Implementation of the proposed Project occur over an approximately 24-month period. Demolition and construction activities are assumed to commence in Summer 2024 and conclude in Spring 2026. The applicant has submitted a draft construction management plan, subject to staff approval that will be finalized prior to the issuance of a building permit and is included as Attachment No. PC 3.

Off-Site Improvements

The Sewer Capacity Study prepared by Tait & Associates, Inc. dated August 11, 2023, concludes that there is insufficient capacity in a downstream segment of pipe to support the project along with other approved and planned residential development in the area. Figure 4 below shows the location of a 435-foot long segment of pipe near the intersection of Newport Place and Dove Street where an existing 10-inch vitrified clay pipe (VCP) pipe will need to be replaced by a 12-inch main. As conditioned, the applicant will either replace the existing segment of pipe (and be potentially reimbursed by future applicants and the City), or the City will replace the line and all applicants will pay their fair share of the costs. Alternatively, the City may choose a different method to finance the cost of the improvement. No other off-site improvements other than typical utility connections are proposed or required as part of the project (other than the pedestrian bridge that would cross the public right-of-way).



Figure 4: Off-Site Sewer Improvements

DISCUSSION

General Plan Amendment

The subject property is located in the Airport Area and is currently designated as General Commercial Office (CO-G) by the General Plan Land Use Element. The applicant is requesting to change the land use designation of the subject property from the CO-G designation to Mixed-Use Horizontal 2 (MU-H2), which provides for a horizontal intermixing of uses that may include regional commercial office, multifamily residential, vertical mixed-use buildings, industrial, hotel rooms, and ancillary neighborhood commercial uses.

The MU-H2 designation applies to a majority of properties in the Airport Area and allows a maximum of 2,200 residential units as replacement of existing office, retail, and/or industrial uses at a maximum density of 50 units per net acre. Any eligible density bonus allowed by Government Code Section 65915 (State density bonus law) and NBMC Chapter 20.32 (Density Bonus) and the requested 64 GPA units are not included in the 2,200-unit policy allowance. Presently, there are a total of 353 units remaining and available to be entitled. With the approval of this project, there would be 264 ($353-89=264$) dwelling units remaining (exclusive of density bonus units and units authorized through General Plan Amendments).

Residential units approved, proposed and remaining within the MU-H2 designation of the Airport Area are listed in the table below.

Airport Area Residential Units						
Residential Development Allocation	Base Units				Density Bonus Units	Project Totals with Density Bonus
	Replacement Units	Additive Units	Transferred Units	Total Units		
General Plan Unit Limit (MU-H2)	1,650	550	0	2,200		
Approved Projects						
Uptown Newport	632	290	-77	845	322	1,167
Newport Crossings	259	0	0	259	91	350
Newport Airport Village	329	0	0	329	115	444
Residences at 4400 Von Karman		260	0	260	52	312
Residences at 1300 Bristol	77	0	+77	154	39	193
Projects Under Review						
Residences at 1400 Bristol	89	0	0	89	77	229*
Remaining Development Allocation	264	0		264		

*Project total reflects actual proposed project inclusive of density bonus units and GPA units. However, the density bonus units and GPA units are not restricted by the 2,200 residential unit limit identified in the 2006 General Plan.

The GPA also includes a revision to Anomaly 16 of the General Plan Table LU2 (Anomaly Locations) to allow 64 additional residential dwelling units at the Property. Conversions of existing commercial space to dwelling units and density bonus units are not tracked within Table LU2.

The GPA and the resulting land use change are compatible with the existing surrounding uses and planned land uses identified by the General Plan, because the project would introduce additional residential land uses in the Airport Area which includes a diverse mix of land uses including the gradual development of residential multiunit dwellings. Additionally, even with the conversion from CO-G to MU-H2, the building will be compatible with adjacent commercial properties architectural style and pedestrian connectivity. Additional residential development would support commercial properties within the Airport Area.

Furthermore, the GPA does not eliminate existing or future land uses to the overall detriment of the community given the subject property's size, location, and surrounding uses. The existing office buildings on-site were built in the 1970's and there are sufficient office facilities in the Airport Area to support the business needs of the community. The proposed change to allow residential uses would increase the City's housing stock including the provision of 23 units that will be affordable to lower incomes.

The General Plan contains a number of policies that provide for the orderly evolution of the Airport Area, from a business park, to a mixed-use district with cohesive residential villages integrated within the existing fabric of office, industrial, retail, and airport-related businesses. Residential opportunities are to be developed as clusters of residential villages centering on neighborhood parks and interconnected by pedestrian walkways. These would contain a mix of housing types and buildings that integrate housing with ground level convenience retail uses and would be developed at a sufficient scale to achieve a complete neighborhood. While this specific site was not identified as a site for mixed-use development due to noise from the airport, actual noise from the airport is less than predicted due to changes in flying patterns and improved technology. As a result, it is appropriate to consider housing at the project site.

Housing Element

The Housing Element identifies adequate sites to accommodate its fair share allocation for the Sixth Cycle Housing Element to accommodate housing growth needs by income categories. The project site is identified as a housing inventory site. Figure B-3 of the Housing Element (below) displays the capacity and opportunity within the Airport Area which can help accommodate a portion of the City's RHNA. Ultimately, the project implements the certified Housing Element and aids the City in its goal to provide new housing opportunities.

Figure B-3: Airport Area Environs – Sites Inventory



Noise Element and Airport Environs Land Use Plan

The Project is within the boundaries of the Airport Environs Land Use Plan ("AELUP"), therefore, the overseeing agency, Airport Land Use Commission (ALUC), must review the proposed GPA and PCDP Amendment pursuant to Government Code Section 65302.3 and Public Utilities Code Section 21676. The purpose of ALUC's review is to determine whether the Project is consistent with the AELUP prior to the City Council acting on the Project. Staff anticipates review of the project by the ALUC on December 21, 2023.

The Project is consistent with the policies of the Noise Element and the safety standards of the AELUP. With respect to noise, the City adopted noise-related amendments to the General Plan Noise and Land Use Elements, the Newport Place Planned Community (PC-11) and Title 20 (Planning and Zoning) contours to implement the 6th Cycle Housing Element. The Project is located within the updated 60 decibel ("dBA") community noise equivalent level ("CNEL") contour as shown in Figure N5 of the Noise Element of the General Plan, where residential development is allowed. As a result, the Project will be required to comply with the development standards set forth in Section 20.30.080(F) of the NBMC. The Project site is outside of any safety zones set forth in the AELUP. The AELUP includes noise contours from the 1985 Master Plan and the site is bisected by the 65 dBA CNEL noise contour. The AELUP indicates that housing within this noise contour would not be compatible, but it does not prohibit residential use. These outdated AELUP noise contour maps do not reflect changes in aviation technology and current air traffic patterns. In other words, the noise contours do not reflect current and future noise contours and the site will not be subject to aircraft noise that exceeds 65 dBA CNEL under current approved conditions.

The draft Planning Commission resolution (Attachment No. PC 1) includes facts in support of a finding of consistency of relevant Airport Area policies. Furthermore, the EIR Addendum includes a comprehensive analysis of all relevant General Plan policies. The project, as proposed, is consistent with all relevant General Plan policies.

Charter Section 423 Analysis

Charter Section 423 requires voter approval of any major General Plan amendment to the General Plan. A major General Plan amendment is one that significantly increases allowed density or intensity by 40,000 square feet of non-residential floor area, increases traffic by more than 100 peak hour vehicle trips (AM/PM), or increases residential dwelling units by 100 units. These thresholds apply to the total of increases resulting from the amendment itself, plus 80% of the increases resulting from other amendments affecting the same neighborhood (defined as a Statistical Area as shown in the General Plan Land Use Element) and adopted within the preceding ten years.

Council Policy A-18 (Guidelines for Implementing Charter Section 423) requires that proposed amendments to the General Plan be reviewed to determine if a vote of the

Newport Beach electorate would be required. This policy includes a provision that all General Plan amendments be tracked as "Prior Amendments" for ten (10) years to determine if minor amendments in a single Statistical Area cumulatively exceed the thresholds indicated above.

The Project is the first General Plan Amendment in Statistical Area L1 within the last 10 years that includes additional dwelling units or non-residential floor area. The proposed amendment results in 64 additional dwelling units and no change in the square footage of non-residential floor area. Conversions of existing commercial development is allowed by the current General Plan, as discussed previously. Reductions in commercial floor area are not tracked as part of the Charter Section 423 analysis. Density bonus units are not included in Charter Section 423 analysis because it is mandated by State law and allowed at any site designated for housing.

The 64 additional dwelling units allocated by the requested general plan amendment result in a net increase of 24 a.m. peak hour trips and 25 p.m. peak hour trips based on the "Multifamily Housing (Mid Rise) Not Close to Rail" ITE 11th Edition trip rate for the proposed use, as provided in Council Policy A-18. No credit is given to the existing non-residential uses on-site because the existing office floor area was converted to residential dwelling units so that the proposed project (less the density bonus and GPA units) is traffic neutral. Therefore, the Project individually does not exceed the Charter Section 423 thresholds to require a vote of the electorate should the City Council approve the requested GPA. Furthermore, since there have been no other applicable projects in the last 10-years, there is no need to analyze the cumulative development of 80% of prior General Plan amendments from the last 10 years with the proposed project (i.e., cumulative analysis). As none of the thresholds specified by Charter Section 423 are exceeded, no vote of the electorate is required if the City Council chooses to approve the requested GPA. 80% of the increases in units and peak hour trips related to this project will be tracked as a prior amendment for 10 years from the date of approval of the proposed GPA.

Tribal Consultation (SB-18)

Pursuant to California Government Code Section 65352.3 (SB18), a local government is required to contact the appropriate tribes identified by the Native American Heritage Commission ("NAHC") each time it considers a proposal to adopt or amend the General Plan. If requested by any tribe, the City must consult for the purpose of preserving or mitigating impacts to cultural resources. The City received a response from the NAHC indicating that 12 tribal contacts should be provided notice regarding the proposed amendment. The tribal contacts were provided notice on January 26, 2023. California Government Code Section 65352.3 requires notification 90 days prior to Council action to allow tribal contacts to respond to the request to consult. Three tribal contacts requested consultation within the 90-day period: the Gabrieleno Band of Mission Indians – Kizh Nation, the Juaneno Band of Mission Indians, Acjachemen Nation-Belardes, and the Gabrielino Tongva Indians of California. Although consultation with the participating

Native American Tribes is ongoing, draft conditions of approval have been included to address potential concerns regarding the protection of Tribal Cultural Resources. The conditions of approval require on-site monitoring during ground disturbing activities by tribal representatives as well as appropriate conditions should tribal cultural resources be discovered.

Newport Place Planned Community (Zoning Code) Amendment

The property is currently located within Industrial Site 3A of PC11 and not within the Residential Overlay of PC11. The industrial zoning designation was established in 1972 with the adoption of the planned community text. Office development is and remains allowed. A request to allow the subject property to be added to the Residential Overlay of PC11 is necessary to accommodate the proposed residential development. Further change to PC11 is not necessary as the intent of the residential overlay is to allow housing regardless of the underlying zoning category. The property is located within 85 feet of properties subject to the Residential Overlay.

The Overlay allows for multiple residential development as a stand-alone use provided that it includes a minimum of 15% of the base density for lower income households. The project provides this minimum number of affordable units by provide 23 dwelling units as affordable for very-low income households ($153 \text{ base units} \times 15\% = 22.95 = 23 \text{ units}$). The Overlay also contains development standards for multi-residential development, including density, height, setbacks, parking, signage, airport noise compatibility, amenities, and landscaping. The Overlay limits the density for a residential development to be between 30 and 50 dwelling units per acre. The Project includes 89 base units or 37.4 dwelling units per acre, not including density bonus units or the requested units through the requested GPA. The base density with the requested GPA results in a density of 64.3 dwelling units per acre. The overall density of the project including the density bonus units is 96.2 units per acre. Both the base density and density bonus units are not consistent with the PC Text density requirement; however, the Applicant is requesting a development standard waiver pursuant to the NBMC and State Density Bonus Law.

Additionally, the Overlay requires that residential dwellings are to be permitted as replacement of existing nonresidential uses consistent with General Plan policy, and the number of peak hour trips generated by the Project is not to exceed the number of trips of the underlying permitted nonresidential use. A detailed discussion of the proposed project and conversion of existing office space is provided in the prior sections.

Although the Project includes waivers or reductions of the development standards specified in the Overlay pertaining building height and setbacks, the overall intent of providing residential opportunities in the proposed Residential Overlay are being met.

Site Development Review

Residential development pursuant to the Residential Overlay of PC11 requires a site development review, consistent with NBMC Section 20.52.080 (Site Development Review). In accordance with Section 20.52.080(F), the Planning Commission may approve or conditionally approve a site development review application, only after first finding that the proposed development is:

1. *Allowed within the subject zoning district;*
2. *In compliance with all of the applicable criteria identified in 20.52.080(C)(2)(c) below:*
 - i. *Compliance with this section, the General Plan, this Zoning Code, any applicable specific plan, and other applicable criteria and policies related to the use or structure;*
 - ii. *The efficient arrangement of structures on the site and the harmonious relationship of the structures to one another and to other adjacent developments; and whether the relationship is based on standards of good design;*
 - iii. *The compatibility in terms of bulk, scale, and aesthetic treatment of structures on the site and adjacent developments and public areas;*
 - iv. *The adequacy, efficiency, and safety of pedestrian and vehicular access, including drive aisles, driveways, and parking and loading spaces;*
 - v. *The adequacy and efficiency of landscaping and open space areas and the use of water efficient plant and irrigation materials; and*
 - vi. *The protection of significant views from public right(s)-of-way and compliance with Section 20.30.100 (Public View Protection).*
3. *Not detrimental to the harmonious and orderly growth of the City, nor endangers, jeopardizes, or otherwise constitutes a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the neighborhood of the proposed development.*

The project seeks to implement the proposed MU-H2 General Plan designation and Residential Overlay of PC-11 by providing 229 new residential units to an existing major employment center (the Airport Area and Irvine Business Complex), including setting aside 23 residential units for very-low income households.

The proposed project plans (Attachment No. PC 7) show the configuration of the proposed residential building, including driveways, location of open spaces, landscaping, and private amenities. The building is proposed to be six stories tall and approximately 85 feet in height including all architectural elements and rooftop mechanical equipment. The architecture would be high-quality and incorporate neutral colors with stone/tile, metal, and glass features. The proposed pedestrian bridge is designed to match the

architectural style of the proposed building and the approved, but not yet constructed apartment building at 1300 Bristol Street. The parking is largely screened from public view, with two of the three levels located entirely below grade and landscaping buffers around the first-floor parking structure. The project includes enhanced landscaping along Bristol Street North in compliance with PC-11 and the project is conditioned to widen sidewalks, which will improve the pedestrian experience in the area.

The pedestrian bridge includes “see-through” elements that reduce its mass and scale. The Project's building mass including the pedestrian bridge are compatible with the surrounding office developments and anticipated future development. The project's building mass and scale are similar to the nearby existing office developments in the Airport Area and includes pedestrian connectivity to public sidewalks along Bristol Street and Spruce Street and pedestrian-scale landscaped areas around the apartment building.

The property at 1451 Quail Street is developed with an approximately 37-foot tall office building. The 1400 Quail Street property, located across Quail Street, is developed with an approximately 30-foot tall office building. Furthermore, a 78-foot tall residential apartment building has been approved to be constructed at 1300 Bristol Street, which is located across Spruce Street. Finally, 1401 Quail Street which is the adjacent property, is proposing a 67-unit condominium project that is approximately 86 feet in height. The height and scale of pending and approved development in the immediate vicinity, the proposed project at 85 feet high will be compatible with the planned urban village planned for the Airport Area.

The project includes 422 onsite parking spaces located on a podium level parking structure which includes a two subterranean parking levels below. The project includes adequate onsite parking exceeding the minimum required residential standard pursuant to Density Bonus Law.

NBMC Section 20.40.040, Off-Street Parking Requirements, identifies that multi-family developments with more than four dwelling units are required to provide two covered parking spaces per unit and 0.5 space per unit for guest parking. Based on these criteria, the proposed Project, if it were not a project requesting consideration pursuant to Density Bonus Laws, would be required to provide 458 resident parking spaces and 115 guest parking spaces for a total of 573 parking spaces. As provided for in Government Code Section 65915 Density Bonus Law and NBMC Section 20.32.060 (Parking Requirements in Density Bonus Projects), the applicant is requesting a reduction in the number of required parking spaces for the project. NBMC Section 20.32.060, reflects the language of Government Code Section 65915 provision of 1.0 parking spaces for studio and one-bedroom units and 1.5 parking spaces for units with two bedrooms. Parking for the project is based on application of regulatory standards for density bonus projects and under these regulatory standards, the proposed Project is required to provide a minimum of 261 parking spaces. The project as presently designed includes 422 parking spaces, with 376 for resident spaces and 76 for guest. The parking ratio of the proposed project would be 1.84 parking spaces per dwelling unit inclusive of guest parking, which exceeds the

minimum parking requirement specified by the Density Bonus parking requirements. This excess parking is necessary in recognition that mass transit in the area is not as robust, and residents will rely on the automobile. As the area transitions, transit and walkability will improve as new uses are developed to provide services and goods for future residents.

The City's General Plan does not identify any scenic vistas or viewpoints on or proximate to the Project site. The nearest public viewpoint to the Project site identified in the City's General Plan is approximately 0.5 mile south at Bayview Park. The nearest coastal view designated portion of Jamboree Road is approximately 2,000 feet south of the site. Due to the distance and highly urbanized nature of the Project area, public coastal views along this view corridor would not be impacted by the Project.

As discussed above, the project has been designed to ensure that potential conflicts with surrounding land uses are minimized to the extent possible to maintain a healthy environment for both businesses and residents by providing an architecturally pleasing project with articulation and building modulations to enhance the urban environment. The proposed project is consistent with the General Plan as it would integrate residential uses into the existing surroundings, which are primarily nonresidential, as anticipated by the General Plan. Staff believes facts to support the required findings exist to approve the Site Development Review, and they are included in the attached draft resolution for approval (Attachment No. PC 1).

Affordable Housing Implementation Plan

The applicant has prepared a draft Affordable Housing Implementation Plan (AHIP), dated August 11, 2023 (Exhibit C of Attachment No. PC 1) to illustrate compliance with the affordable housing requirements of the Residential Overlay of Newport Place Planned Community and density bonus allowances pursuant Government Code Section 65915-65918 (Density Bonus Law) and NBMC Chapter 20.32 (Density Bonus Code).

Consistent with the affordable housing requirements of the Residential Overlay, 15% or 23 units of the project's 153 base units would be set aside as affordable units to very-low income households for 55 years.

Incentive/Concession Request:

The 15% allocation of very-low-income households makes the project entitled to a density bonus of 50% (77 units) above the maximum number of units allowed by the General Plan.

In addition to the 77 density bonus units requested, the project is entitled to receive three incentives or concessions that would result in identifiable, financially sufficient, and actual cost reductions. The applicant requests the following incentive:

- a. Affordable unit mix that does not meet NBMC Section 20.32.110 (Design and Distribution of Affordable Units). This section requires affordable units in a density bonus project reflect the same range of unit types in the residential development as a whole. See previous discussion regarding unit mix. Granting this incentive will result in identifiable, financially sufficient, and actual project cost reductions by reducing the long-term rental subsidy costs associated with the two-bedroom units and affording additional rental income for the project to ensure financial feasibility.

Development Standard Waivers

In addition to the density bonus units, parking reductions, and financial concessions, the Project is entitled to receive unlimited waivers or reductions of development standards if the development standard would physically prevent the project from being built at the permitted density. In this case, the Applicant requests waivers of the following development standards:

- a. Park dedication requirement. General Plan Land Use Policy LU 6.15.13 requires a public park equal to eight percent of the gross land area of the development, or a minimum one-half acre, whichever is greater, be provided. In this case, the 2.28-acre project site is too small to feasibly accommodate a half-acre park. The City has granted this dedication waiver twice previously with the Newport Airport Village planned community and the Residences at 1300 Bristol Street project.
- b. Residential density. General Plan Land Use Policy LU 6.15.7 limits residential density between 30-50 units per acre. Inclusive of only the conversion units, the density would comply at 37.4 dwelling units per acre. Including the proposed GPA units, the resulting base density would be 64.3 units per acre exceeding the limit and a waiver is necessary to implement the project. Again, the City has previously granted this policy waiver allowing excess density twice with the Newport Airport Village planned community and the 1300 Bristol Street projects.
- c. Street setbacks. The Newport Place Planned Community (PC-11) requires street setbacks of 30 feet from property lines. In this case, 30-foot setbacks along Bristol Street and Spruce Street would substantially decrease the development of the footprint of the Project. The Project is designed with 8-foot setbacks to Spruce Street and 18-foot setbacks to Bristol Street similar to the setback reduction with the Residences at 1300 Bristol project.
- d. Building height. The Newport Place Planned Community (PC-11) limits building height to 55 feet from established grade. In this case, a higher building height is necessary to accommodate 229 residential units. The Project is designed with a height of approximately 85 feet from established grade. The City granted a similar waiver with the Residences at 1300 Bristol Street project.
- e. Private open space. NBMC Section 20.18.030 (Residential Zoning Districts General Development Standards) requires a minimum of 5% of the gross floor area of each unit to be provided as open space. The Project's studio dwelling units and

nine of the two-bedroom units (including four units which provide only 2 square feet less than the private open space requirement) are unable to achieve these minimum private open space standards given their size and location.

- f. Common open space. NBMC Section 20.18.030 (Residential Zoning Districts General Developments Standards) requires a minimum of 75 square feet per unit be provided as common open space area. In this case, the requirement is 17,175 square feet (75 square feet per unit x 229 units). The Project as designed provides approximately 13,800 square feet of common open space due to space limitations on the 2.38-acre lot.

Fiscal Impact Analysis and Development Agreement

Pursuant to General Plan Implementation Program 12.1, a fiscal impact analysis was prepared for the project by Applied Development Economics dated August 14, 2023 (Attachment PC 5). The fiscal impact model used in the report calculates public service impacts for specific land uses that support the residential population, the employment base and the visitor population in Newport Beach. It also calculates the public revenues that each type of land use typically generates for the City, including property taxes, sales taxes and other taxes as well as a variety of user charges and fees.

The report concludes that the proposed residential rental project would generate a negative fiscal impact for the City, substantially higher than the negative fiscal impact of the existing office use of the site. Annually, the existing office use generates a negative fiscal impact of about \$56,000 per year and the project would generate a negative fiscal impact of approximately \$173,824. This is consistent with the original fiscal analysis of residential uses in the 2006 General Plan, although in recent years some very high value luxury residential projects have shown a positive fiscal benefit. The net impact of the growth in land uses at buildout of the General Plan compared to existing land uses in 2006 when the plan was adopted, would result in a positive fiscal impact for the General Fund of \$21.7 million per year. Additionally, the project will be required to pay public benefit fees as part of the Development Agreement, which would offset some of the impacts. The project would also provide much needed housing opportunities in the City in furtherance of the certified Housing Element including 23 rental units affordable to very-low income households.

In accordance with Section 15.45.020.A.2.a (Development Agreement Required) of the NBMC, a development agreement is required as the proposed project includes an amendment to PC11 and a General Plan Amendment to change the land use designation which include the development of 50 or more residential units.

The applicant requests a 10-year term of agreement. The agreement provides assurance that the applicant may proceed with the proposed project in accordance with existing policies, rules and regulations, and conditions of approval. Additionally, the agreement helps the applicant avoid a waste of resources and escalated costs of the proposed

project while encouraging a commitment to private participation in comprehensive planning. Staff supports the requested 10-year term.

The DA provides vested rights to develop the project and the City is currently negotiating public benefit fees per each residential dwelling unit. The final negotiated fees will be presented to the City Council and are based on prior development agreements including the Newport Airport Village project. These fees are subject to annual adjustments, based on the CPI Index and would be payable at building permit issuance or prior to occupancy.

Finally, the agreement includes all mandatory elements, including public benefits that are appropriate to support conveying the vested development rights consistent with the City's General Plan, NBMC, and Government Code Sections 65864 et seq.

Traffic Phasing Ordinance (TPO)

NBMC Chapter 15.40 (Traffic Phasing Ordinance) requires a traffic study to be prepared prior to issuance of building permits if a proposed project generates in excess of 300 new average daily trips (ADT).

Ganddini Group Inc. has prepared a traffic study dated June 28, 2023 (Exhibit D of Attachment No. PC 1), under the supervision of the City Traffic Engineer, pursuant to the Traffic Phasing Ordinance (TPO) and its implementing guidelines. The focus of a TPO traffic study is the conditions one year after project occupancy, or five years after project approval for larger projects not expected to be complete within five years. Baseline traffic conditions for a TPO traffic study include previously approved projects in the City. The entire project is anticipated to be complete by the end of 2026, well within the five year criteria.

The Traffic Study provides an evaluation of morning and evening peak hours at 13 existing intersections that are located in the City and the adjoining City of Irvine. The Project is projected to generate an additional (i.e. net increase of) 624 daily trips, including 26 peak AM trips and 34 peak PM trips. When these trips are distributed to these studied intersections, the analysis concludes that there is no significant impact as the project will neither cause nor make worse an unsatisfactory level of service at any impacted primary intersection, and all intersections are forecasted to continue to operate at acceptable Levels of Service (LOS). Additionally, the Traffic Study includes vehicle miles traveled (VMT) analysis for informational purposes only. An analysis of VMT was not required as a part of the CEQA Addendum because the adopted Program Environmental Impact Report (PEIR), adopted in 2006, did not utilize VMT analysis. Nonetheless, the informational analysis concludes that the project is in an area mapped with low residential VMT per capita. Therefore, the project is presumed to have a less than significant impact on VMT since it satisfies the City established screening criteria.

Furthermore, the TPO requires findings that, based on the weight of the evidence in the administrative record, including the traffic study, the proposed project complies with the

TPO. Findings related to the preparation of the traffic study are provided in the draft resolution for project approval (Attachment No. PC 1).

Environmental Review

On July 25, 2006, the City Council adopted Resolution No. 2006-75, thereby certifying the adequacy and completeness of the Environmental Impact Report ("EIR") for the General Plan 2006 Update (SCH No. 2006011119). The EIR was prepared in compliance with the CEQA set forth in the California Public Resources Code Section 21000 *et seq.* and its implementing State regulations set forth in the California Code of Regulations Title 14, Division 6, Chapter 3 ("CEQA Guidelines") and City Council Policy K-3. Additionally, in accordance with Section 15168(a) of the CEQA Guidelines, the City prepared the EIR as a Program Environmental Impact Report ("PEIR"). This PEIR analyzed the potential impacts of a citywide land use plan, and the goals and policies of 10 general plan elements.

Additionally, on November 22, 2011, the City Council adopted General Plan Amendment No. GP2008-003, thereby approving the City of Newport Beach Housing Element Update (2008-2014) and its associated Housing Element Initial Study/Negative Declaration.

Pursuant to Section 21166 of the California Public Resources Code and Section 15162 of the CEQA Guidelines, when an EIR or prior Negative Declaration has been certified for a project, no subsequent EIR or other analysis is required unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

1. *Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*
2. *Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*
3. *New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:*
 - a. *The project will have one or more significant effects not discussed in the previous EIR;*
 - b. *Significant effects previously examined will be substantially more severe than shown in the previous EIR;*

- c. *Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*
- d. *Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

The City contracted with an environmental consultant (Kimley Horn and Associates) to prepare an Addendum to the PEIR. The entire Addendum and its technical appendixes are available online at the City's website at: www.newportbeachca.gov/ceqa. The conclusion of the Addendum analysis supports the finding that no additional environmental documentation is required by CEQA.

On the basis of the entire environmental review record, the project will not result in any new significant impacts that were not previously analyzed in the PEIR for the General Plan 2006 Update (SCH No. 2006011119) or the Housing Element Initial Study/Negative Declaration. All potential impacts associated with this Project would either be the same or less than those described in either the PEIR or Negative Declaration that have been appropriately mitigated. In addition, there are no substantial changes to the circumstances under which the project would be undertaken that would result in new or more severe environmental impacts than previously addressed in either the PEIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. Therefore, in accordance with Section 15164 of the CEQA Guidelines, an addendum to the previously adopted PEIR is the appropriate environmental document for the project.

Summary

Staff believes the findings for project approval can be made, with specific conditions of approval. The proposed project is consistent with the proposed MU-H2 General Plan Land Use designation and its land use policies related residential developments in the Airport Area. The proposed project is also consistent with the recently updated Noise Element.

The proposed application of the Newport Place Residential Overlay will provide for the project as it allows multi-family uses subject to approval of a site development review and facts support approval of the application request. The site development review will ensure the project will be implemented consistent with the approved development standards. The applicant proposes to redevelop the underperforming office development with a for rent multi-unit development with affordable units consistent with the Overlay and in furtherance of the Certified Housing Element. The proposed development with on-site

recreation amenities and adequate provisions of parking, allowed by the density bonus provisions, will create a suitable urban living environment integrated into the existing nonresidential area.

The proposed pedestrian bridge will create connectivity between the approved project at 1300 Bristol and the subject project. Conditions of approval are included in the draft resolution that will require the applicant to enter a lease agreement with the City of Newport Beach and pay the fair market value for rent of the City's airspace over the Spruce Street right-of-way. The construction drawings will be reviewed by all City departments including the City Traffic Engineer, Building Division, and Life Safety Services Divisions (Fire Department) to ensure the design meets height, accessibility, and other applicable standards.

Alternatives

The Planning Commission has the following alternatives:

1. The Planning Commission may require or suggest specific design changes that are necessary to alleviate any areas of concern. If the requested changes are substantial, staff will return with a revised resolution incorporating new findings and/or conditions; or
2. If the Planning Commission chooses to deny the project, findings must be made consistent with the Housing Accountability Act (Government Code Section 65589.5) and Density Bonus Law (Government Code Section 65915). Therefore, if after consideration of all written and oral evidence presented, the Planning Commission desires to either disapprove or impose a condition that the project be developed at a lower density or with any other conditions that would adversely impact feasibility of the proposed project, the Planning Commission must articulate the factual basis for making the following findings and direct staff to return with a revised resolution incorporating the articulated findings and factual basis for the decision:
 - a. The housing development project would have a specific, adverse impact upon the public health or safety. As used in this paragraph, a "specific, adverse impact" means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.
 - b. There is no feasible method to satisfactorily mitigate or avoid the adverse impact without rendering the development unaffordable to affordable households financially infeasible.

Public Notice

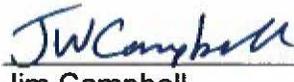
Notice of this hearing was published in the Daily Pilot, mailed to all owners of property within 300 feet of the boundaries of the site (excluding intervening rights-of-way and waterways) including the applicant, and posted on the subject property at least 10 days before the scheduled meeting, consistent with the provisions of the Municipal Code. Additionally, the item appeared on the agenda for this meeting, which was posted at City Hall and on the city website.

Prepared by:

Submitted by:



Liz Westmoreland
Senior Planner



Jim Campbell
Deputy Community Development Director

ATTACHMENTS

- PC 1 Draft Resolution with Findings and Conditions
- PC 2 Applicant's Project Description
- PC 3 Construction Management Plan
- PC 4 Addendum to the 2006 General Plan EIR
- PC 5 Fiscal Impact Analysis
- PC 6 Public Comments
- PC 7 Project plans

Attachment No. 12

City of Newport Beach Planning Commission Conditions
of Approval (Noise related conditions highlighted)

EXHIBIT "H"

CONDITIONS OF APPROVAL

(Project-specific conditions are in italics)

Planning Division

1. The development shall be in substantial conformance with the approved site plan, floor plans, landscape plans, and building elevations stamped and dated with the date of this approval (except as modified by applicable conditions of approval).
2. The Project is subject to compliance with all applicable submittals approved by the City of Newport Beach ("City") and all applicable City ordinances, policies, and standards, unless specifically waived or modified by the conditions of approval.
3. *Entitlements granted under PA2022-0296 shall expire unless exercised within twenty-four (24) months from the date of approval as specified in Section 20.54.060 of the Newport Beach Municipal Code ("NBMC"), unless an extension is otherwise granted by the City for a period of time provided for in the Development Agreement pursuant to California Government Code Section 66452.06(a).*
4. *The proposed residential development shall consist of 229 apartment units, inclusive of 153 base units (conversion and GPA units) and 77 density bonus units.*
5. *A minimum of 23 apartment units shall be made affordable to very-low-income households consistent with the approved Residences at 1400 Bristol Street Affordable Housing Implementation Plan and Density Bonus Application dated August 11, 2023.*
6. Maximum height of the residential structure shall be 85 feet. No building or any portion of structure, architectural feature or mechanical equipment shall exceed 85 feet.
7. *Prior to the issuance of a building permit, an affordable housing agreement shall be executed in a recordable form as required by the City Attorney's Office.*
8. *The on-site recreational amenities including private balconies, a clubroom, podium courtyard, a roof deck, media room, business center, etc. as illustrated on the approved plans shall be provided and maintained for the duration of the Project. The exact mix of amenities may be modified from the original approved plans subject to the approval by the Community Development Director. The total floor area or open space area dedicated to on-site recreational amenities shall not be reduced.*
9. *The residential parking garage shall have the following features:*
 - a. *A safe, secure and well lighted and signed pedestrian paths for all users.*
 - b. *Adequate and uniform lighting throughout each parking level.*

c. *Panic alarms and two-way communication systems in prominent locations on each parking level.*

10. *Prior to the issuance of a building permit, an acoustical analysis report, prepared by an acoustical engineer, shall be submitted to the Planning Division describing the acoustical design features of the structure that will satisfy the exterior and interior noise standards. The Project shall be attenuated in compliance with the report.*
11. *The residential structure shall be attenuated to provide an interior noise level of 45 dBA CNEL or less. Use of walls, berms, interior noise insulation, double paned windows, advance insulation systems, or other noise mitigation measures, as deemed appropriate by the City shall be incorporated in the design of the new residential structure to provide adequate noise attenuation.*
12. *The design of the residential structure shall provide adequate noise attenuation between adjacent units (common floor/ceiling) in accordance with the California Building Code (CBC).*
13. *Residential uses shall be indoor-oriented to reduce noise impingement on outdoor living areas.*
14. *Advanced air filtration systems for buildings shall be considered to promote cleaner air without the opening of windows.*
15. *Prior to the issuance of a building permit, the Applicant shall submit to the Community Development Department a final copy of FAA Determination of No Hazard to Air Navigation reflective of the proposed building height.*
16. *The Applicant shall comply with all applicable provisions of NBMC Chapter 15.38, Fair Share Traffic Contribution Ordinance, and Chapter 15.42, Major Thoroughfare and Bridge Fee Program. Prior to the issuance of a building permit, Fair Share Traffic Fees and Transportation Corridor Agency fees shall be paid for the Project.*
17. *Prior to the issuance of a building permit, the Applicant shall pay applicable school fees for the Project.*
18. *Prior to the issuance of a building permit, the Applicant shall pay applicable property development tax as required pursuant to NBMC Chapter 3.12 (Property Development Tax) for the Project.*
19. *Prior to the issuance of a building permit, the Applicant shall pay the Project's fair share of public safety fee, as determined by the Community Development Director, to fund the cost of staffing, services and equipment as necessary for fire-related public safety purposes.*
20. *The Applicant shall comply with all provisions of the Development Agreement including payment and timing of the public benefit fees.*

21. *The property management company shall distribute a written disclosure statement prior to lease or rental of any residential unit. The disclosure statement shall indicate that the occupants will be living in an urban type of environment and that the noise, odor, and outdoor activity levels may be higher than a typical suburban residential area. In addition, potential annoyances or inconveniences associated with residing in proximity to airport operations such as noise, vibration, and odor may occur. 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 zoning district and proximity to airport. Each and every lessee or renter shall sign the statement acknowledging that they have received, read, and understand the disclosure statement. The Applicant shall covenant to include within all deeds, leases or contracts conveying any interest in the Project: (1) the disclosure and notification requirement stated herein; (2) an acknowledgment by all grantees or lessees that the property is located within an urban type of environment and that the noise, odor, and outdoor activity levels may be higher than a typical suburban residential area; and (3) acknowledgment that the covenant is binding for the benefit and in favor of the City of Newport Beach.*

22. *Disturbance to or removal of potential bird nesting habitat shall be prohibited during the migratory bird nesting season (February 1 through August 31) unless a migratory bird nesting survey is completed. If demolition and/or vegetation removal is planned to occur during the migratory bird nesting season (February 1 through August 31), then a migratory bird nesting survey shall be completed in accordance with the following requirements:*
 - a. *Within three (3) days prior to initiating demolition, tree removals and/or vegetation clearing, a nesting bird survey shall be conducted by a qualified biologist within the suitable habitat to be removed and within a 250-foot radius.*
 - b. *If the survey reveals no active nesting, the proposed action may proceed.*
 - c. *If the survey identifies the presence of active sensitive bird nests, then the nests shall not be disturbed unless the qualified biologist verifies through non-invasive methods that either (i) the adult birds have not begun egg-laying and incubation; or (ii) the juveniles from the occupied nests are capable of independent survival.*
 - d. *If the biologist is not able to verify any of the conditions from sub-item "b," above, then no disturbance shall occur within a buffer zone specified by the qualified biologist for each nest or nesting site. The buffer zone shall be species-appropriate (no less than 100-foot radius around the nest for non-raptors and no more than a 500-foot radius around the nest for raptors, or as otherwise determined by the qualified biologist) and shall be sufficient to protect the nest from direct and indirect impacts from construction activities. The nests and buffer zones shall be field checked approximately weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist with City concurrence verify that the nests*

are no longer occupied and/or juvenile birds can survive independently from the nests.

23. Any substantial modification to the approved Site Development Review plans, as determined by the Community Development Director, shall require an amendment to this Site Development Review application or the processing of a new application.
24. The project is subject to all applicable City ordinances, policies, and standards unless specifically waived or modified by the conditions of approval.
25. The applicant shall comply with all federal, state, and local laws. A material violation of any of those laws in connection with the use may be caused the revocation of the approved entitlements.
26. *All proposed signs shall be in conformance with the provisions of Chapter 20.42 (Signs) of the Newport Beach Municipal Code.*
27. A copy of the Resolution, including conditions of approval Exhibit "A" shall be incorporated into the Building Division and field sets of plans before issuance of the building permits.
28. Prior to the issuance of a building permit, the applicant shall submit a landscape and irrigation plan prepared by a licensed landscape architect. These plans shall incorporate drought-tolerant plantings and water-efficient irrigation practices, and the plans shall be approved by the Planning Division.
29. All landscape materials and irrigation systems shall be maintained by the approved landscape plan. All landscaped areas shall be maintained in a healthy and growing condition and shall receive regular pruning, fertilizing, mowing, and trimming. All landscaped areas shall be kept free of weeds and debris. All irrigation systems shall be kept operable, including adjustments, replacements, repairs, and cleaning as part of regular maintenance.
30. The site shall not be excessively illuminated based on the luminance recommendations of the Illuminating Engineering Society of North America, or, in the opinion of the Director of Community Development, the illumination creates an unacceptable negative impact on surrounding land uses or environmental resources. The Director may order the dimming of light sources or other remediation upon finding that the site is excessively illuminated.
31. Prior to the issuance of a building permit, the Applicant shall prepare photometric study for the Project in conjunction with a final lighting plan for approval by the Planning Division. All outdoor lighting fixtures shall be designed, shielded, aimed, located, and maintained to shield adjacent properties and to not produce glare onto adjacent properties or roadways. Parking lot light fixtures and light fixtures on buildings shall be full cut-off fixtures.

- 32. Prior to the issuance of Final Certificate of Occupancy, the Applicant shall schedule an evening inspection by the Code Enforcement Division to confirm control of light and glare specified in conditions of approval.
- 33. Prior to the issuance of a building permit, the Applicant shall pay any unpaid administrative costs associated with the processing of this application to the Planning Division.
- 34. All noise generated by the proposed use shall comply with the provisions of Chapter 10.26 and other applicable noise control requirements of the Newport Beach Municipal Code. The maximum noise shall be limited to no more than depicted below for the specified periods unless the ambient noise level is higher:

Location	Between the hours of 7:00 AM and 10:00 PM		Between the hours of 10:00 PM and 7:00 AM	
	Interior	Exterior	Interior	Exterior
Residential Property	45dBA	55dBA	40dBA	50dBA
Residential Property located within 100 feet of a commercial property	45dBA	60dBA	45dBA	50dBA
Mixed Use Property	45dBA	60dBA	45dBA	50dBA
Commercial Property	N/A	65dBA	N/A	60dBA

- 35. Should the property be sold or otherwise come under different ownership, any future owners or assignees shall be notified of the conditions of this approval by either the current business owner, property owner or leasing agent.
- 36. Construction activities shall comply with Section 10.28.040 of the Newport Beach Municipal Code, which restricts hours of noise-generating construction activities that produce noise to between the hours of 7:00 a.m. and 6:30 p.m., Monday through Friday, and 8:00 a.m. and 6:00 p.m. on Saturday. Noise-generating construction activities are not allowed on Sundays or Holidays.
- 37. All trash shall be stored within the building or within dumpsters stored in the trash enclosure (three walls and a self-latching gate) or otherwise screened from view of neighboring properties, except when placed for pick-up by refuse collection agencies. The trash enclosure shall have a decorative solid roof for aesthetic and screening purposes. Refuse collection shall comply with the loading a pick up location identified on approved plans. The Applicant's property management company shall contract with a franchised hauler on the City list of authorized companies.
- 38. The applicant shall ensure that the trash dumpsters and/or receptacles are maintained to control odors. This may include the provision of either fully self-contained dumpsters or periodic steam cleaning of the dumpsters if deemed necessary by the Planning Division. Cleaning and maintenance of trash dumpsters shall be done in compliance with the provisions of Title 14, including all future amendments (including Water Quality related requirements).

39. *A qualified monitor, one from each consulting tribe (the Juaneño Band of Mission Indians - Acjachemen Nation, Gabrieleno Band of Mission Indians - Kizh Nation, and Gabrielino Tongva Indians of California), shall be retained and compensated as Native American Monitors for the project site prior to the commencement of any ground-disturbing activity to the completion of ground disturbing activities to monitor grading and excavation activities. A rotation schedule between the three tribes shall be established with the applicant. Voluntary monitoring by each consulting tribe is permitted on days that the tribe(s) is not scheduled to monitor.*
40. *The rotating monitors, one from each consulting tribe, shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, including public improvement work if undertaken by the applicant). "Ground-disturbing activity" shall include, but is not limited to, any demolition that includes subterranean impacts, potholing, auguring, boring, grading, excavation, drilling, and trenching.*
41. *A copy of the executed monitoring agreement shall be submitted to the City prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.*
42. *The monitors shall complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs shall be shared between the three monitors and provided to the project applicant/lead agency upon written request to the monitors.*
43. *On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the consulting tribes from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the consulting tribes to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact TCRs of the consulting tribes.*
44. *Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., within the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the monitor and/or archaeologist. The monitors will recover and retain all discovered TCRs in the form and/or manner the tribes deem appropriate, in the tribes' sole discretion in coordination with the applicant, and*

for any purpose the tribes deem appropriate, including for educational, cultural and/or historic purposes.

45. *Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.*
46. *If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.*
47. *Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).*
48. *Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.*
49. *Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.*
50. *To the fullest extent permitted by law, the applicant shall indemnify, defend and hold harmless the City, its City Council, its boards and commissions, officials, officers, employees, and agents from and against any claims, demands, obligations, damages, actions, causes of action, suits, losses, judgments, fines, penalties, liabilities, costs, and expenses (including without limitation, attorney's fees, disbursements, and court costs) of every kind and nature whatsoever which may arise from or in any manner relate (directly or indirectly) to City's approval of Residences at 1400 Bristol Street including, but not limited to General Plan Amendment, Planned Community Development Plan Amendment, Major Site Development Review, Affordable Housing Implementation Plan, Development Agreement, Addendum to the 2006 General Plan Update Program Environmental Impact Report, and Traffic Study, PA2022-0296. This indemnification shall include, but not be limited to, damages awarded against the City, if any, costs of suit, attorney's fees, and other expenses incurred in connection with such claim, action, causes of action, suit, or proceeding whether incurred by the applicant, City, and/or the parties initiating or bringing the such proceeding. The applicant shall indemnify the City for all the City's costs, attorneys' fees, and damages that which City incurs in enforcing the indemnification provisions outlined in this condition. The applicant shall pay to the City upon demand any amount owed to the City under the indemnification requirements prescribed in this condition.*

Public Works Department

51. *All improvements shall be constructed as required by Ordinance and the Public Works Department.*

52. An encroachment permit shall be required for all work activities within the public right of way.
53. *The final Construction Management Plan (CMP) shall be reviewed and approved by the Community Development Director and the City Traffic Engineer prior to building permit issuance.*
54. *A Parking Management Plan (PMP) shall be reviewed and approved by the Community Development Director and City Traffic Engineer prior to building permit issuance. The PMP shall include information regarding gate operation, move-in and move-out, ride share area, guest parking areas and residential parking areas.*
55. *Parking layout and ramp slopes shall comply with the City Parking Lot Standard 805. Dead-end drive aisle in public areas and/or unassigned parking areas shall provide a dedicated turn around space and minimum 5-foot drive aisle extension.*
56. *The applicant shall reconstruct all existing broken and/or otherwise damaged curb, gutter and sidewalk along the Spruce Street and Bristol Street North frontages per City Standards.*
57. *The applicant shall construct an 8-foot wide sidewalk along the Bristol Street North frontage and dedicate all applicable easements to the City to accommodate the 8-foot wide sidewalk.*
58. *The applicant shall provide an additional 2-foot wide easement along the Bristol Street North frontage for sidewalk purposes to accommodate a 10-foot wide sidewalk. The applicant shall construct a 10-foot wide sidewalk along the Bristol Street North project frontage when other developments in the area occurs and/or future pedestrian/cyclist volumes/usage increase, as directed by the Public Works Department.*
59. *The applicant shall provide a 6-foot wide sidewalk around the proposed pull-out area. The applicant shall dedicate all applicable easements to the City to accommodate the 6-foot wide sidewalk.*
60. *All deliveries shall be accommodated on-site and prohibited from parking or stopping within the public right of way. Only ride share vehicles shall be permitted to utilize the pull-out area located on Spruce Street.*
61. *The proposed driveway shall be constructed per City Standard 161. The radius for the Bristol Street North driveway shall be minimum 20-foot radius and the radius for the Spruce Street driveway shall be 15-foot minimum.*
62. *All on-site fire hydrants shall be privately owned and maintained.*
63. *An encroachment permit and encroachment agreement shall be obtained for the proposed pedestrian bridge located across Spruce Street. The bridge vertical clearance heights shall comply with latest Caltrans Highway Design Manual.*

64. *All landscaping along the Spruce Street and Bristol Street North frontages shall comply with the City's line of sight standard 105.*
65. *Final design of the water and sewer services is subject to further review by the Public Works Department during plan check.*
66. *Final design of the modified storm drain inlets is subject to further review by the Public Works Department during plan check.*
67. *The Spruce Avenue entrance shall be designed to accommodate a turnaround area prior to the garage entry and a minimum 3 vehicle queue prior to the call box. The turnaround shall comply with the AASHTO turning templates. The vehicle queue shall be located entirely outside of the Spruce Avenue right-of-way.*
68. *Prior to the issuance of a Certificate of Occupancy, the Applicant shall coordinate with the City to complete the required off-site improvements identified in the Sewer Capacity Study dated August 11, 2023, to the satisfaction of the Public Works and Utilities Directors. The Applicant shall be responsible for their fair share cost of the improvements as determined by the City, which may include the payment and construction of the entire improvement.*

Building Division

69. The applicant is required to obtain all applicable permits from the City's Building Division and Fire Department. The construction plans must comply with the most recent, City-adopted version of the California Building Code. The construction plans must meet all applicable State Disabilities Access requirements. Approval from the Orange County Health Department is required before the issuance of a building permit.
70. The applicant shall employ the following best available control measures ("BACMs") to reduce construction-related air quality impacts:

Dust Control

- Water all active construction areas at least twice daily.
- Cover all haul trucks or maintain at least two feet of freeboard.
- Pave or apply water four times daily to all unpaved parking or staging areas.
- Sweep or wash any site access points within two hours of any visible dirt deposits on any public roadway.
- Cover or water twice daily any on-site stockpiles of debris, dirt, or other dusty material.
- Suspend all operations on any unpaved surface if winds exceed 25 mph.

Emissions

- Require 90-day low-NOx tune-ups for off-road equipment.
- Limit allowable idling to 30 minutes for trucks and heavy equipment

Off-Site Impacts

- Encourage carpooling for construction workers.
- Limit lane closures to off-peak travel periods.

- Park construction vehicles off traveled roadways.
- Wet down or cover dirt hauled off-site.
- Sweep access points daily.
- Encourage receipt of materials during non-peak traffic hours.
- Sandbag construction sites for erosion control.

Fill Placement

- The number and type of equipment for dirt pushing will be limited on any day to ensure that SCAQMD significance thresholds are not exceeded.
- Maintain and utilize a continuous water application system during earth placement and compaction to achieve a 10 percent soil moisture content in the top six-inch surface layer, subject to review/discretion of the geotechnical engineer.

71. All new construction shall comply with 2022 California Code Edition.
72. A grading bond shall be required prior to grading permit issuance.
73. A geotechnical report shall be submitted to the Building division for review prior to grading permit issuance.
74. A Water Quality Management Plan (WQMP) shall be submitted for review prior to grading permits issuance.
75. A drainage and hydrology study shall be submitted prior to grading permit issuance.
76. The Applicant is required to obtain all applicable permits from the City's Building Division and Fire Department. The construction plans must comply with the most recent, City-adopted version of the California Building Code. The construction plans must meet all applicable State Disabilities Access requirements. Approval from the Orange County Health Department is required prior to the issuance of a building permit.
77. The Applicant shall employ the following best available control measures ("BACMs") to reduce construction-related air quality impacts:

Dust Control

- Water all active construction areas at least twice daily.
- Cover all haul trucks or maintain at least two feet of freeboard.
- Pave or apply water four times daily to all unpaved parking or staging areas.
- Sweep or wash any site access points within two hours of any visible dirt deposits on any public roadway.
- Cover or water twice daily any on-site stockpiles of debris, dirt or other dusty material.
- Suspend all operations on any unpaved surface if winds exceed 25 mph.

Emissions

- Require 90-day low-NOx tune-ups for off road equipment.
- Limit allowable idling to 30 minutes for trucks and heavy equipment.

Off-Site Impacts

- Encourage carpooling for construction workers.
- Limit lane closures to off-peak travel periods.
- Park construction vehicles off traveled roadways.
- Wet down or cover dirt hauled off-site.
- Sweep access points daily.
- Encourage receipt of materials during non-peak traffic hours.
- Sandbag construction sites for erosion control.

Fill Placement

- The number and type of equipment for dirt pushing will be limited on any day to ensure that SCAQMD significance thresholds are not exceeded.
- Maintain and utilize a continuous water application system during earth placement and compaction to achieve a 10 percent soil moisture content in the top six-inch surface layer, subject to review/discretion of the geotechnical engineer.

78. Prior to the issuance of a grading permit, a Storm Water Pollution Prevention Plan (SWPPP) and Notice of Intent (NOI) to comply with the General Permit for Construction Activities shall be prepared, submitted to the State Water Quality Control Board for approval and made part of the construction program. The Project Applicant will provide the City with a copy of the NOI and their application check as proof of filing with the State Water Quality Control Board. This plan will detail measures and practices that will be in effect during construction to minimize the project's impact on water quality.
79. Prior to the issuance of a grading permit, the Applicant shall prepare and submit a Water Quality Management Plan (WQMP) for the proposed project, subject to the approval of the Building Division and Code and Water Quality Enforcement Division. The WQMP shall provide appropriate Best Management Practices (BMPs) to ensure that no violations of water quality standards or waste discharge requirements occur.
80. A list of "good housekeeping" practices will be incorporated into the long-term post-construction operation of the site to minimize the likelihood that pollutants will be used, stored or spilled on the site that could impair water quality. These may include frequent parking area vacuum truck sweeping, removal of wastes or spills, limited use of harmful fertilizers or pesticides, and the diversion of storm water away from potential sources of pollution (e.g., trash receptacles and parking structures). The Stage 2 WQMP shall list and describe all structural and non-structural BMPs. In addition, the WQMP must also identify the entity responsible for the long-term inspection, maintenance, and funding for all structural (and if applicable Treatment Control) BMPs.
81. Prior to the building plan check submittal, the Applicant shall submit the Project for *Building Code Preliminary Review*.
82. *The residential dwelling units and their common use areas shall comply with Housing Accessibility per Chapter 11A.*
83. *The nonresidential portion of the development shall comply with the public accommodation requirements per Chapter 11B.*

84. *The new bridge over Spruce Street shall comply with CBC Section 3104 and all of its sub-sections under the Pedestrian Walkways and Tunnels requirements.*
85. *The pedestrian bridge shall comply with accessibility requirements.*

Electrical, Mechanical, Plumbing

86. Prior to building permit issuance, project plans shall demonstrate compliance with the following:
 - a. Below grade enclosed parking garage requires exhaust and ventilation per CMC 403.7.1 and Energy Code 120.6(c).
 - b. Parking exhaust / ventilation from below grade must meet termination requirements based off CMC 502.2.2. Make up air for below grade parking garage shall be placed to avoid recirculation of contaminated garage air.
 - c. Indoor air quality requirements for dwelling units shall follow Energy code section 160.2 which states that operable windows are not allowed as means for providing outside air to dwelling areas.
 - d. Multifamily buildings shall meet the mandatory requirements for Electric Ready Buildings per Energy code section 160.9.

Real Property Division

89. Prior to issuance of building permits for the pedestrian bridge, the Applicant shall demonstrate compliance with the following:
 - a. Applicant shall enter a lease agreement with the City for use of air rights over the Spruce Street right-of-way.
 - b. Applicant shall pay for the appraisal of air rights required prior to negotiation of lease terms.
 - c. Insurance and surety bonds shall be required.
90. Final details of bridge design, including materials used, height and other dimensions shall be subject to landlord (City) review and approval.

Fire Department

87. *systems, and the emergency responder radio system shall be inspected and approved by the Fire Marshal.*
88. *Prior to the building permit issuance, a fire master plan shall be submitted and approved by the Fire Marshall.*

-
- 89. *Prior to any foundation permit issuance for the garage basement area, a temporary fire department access way, as approved by the Fire Department, shall be provided until the permanent fire access way is installed. Required fire and life safety systems, including the fire sprinkler system, shall be operational in the garage basement areas used for parking by the construction crews and for storage of building materials and construction equipment.*
 - 90. *One elevator shall be gurney sized and equipped as a medical emergency elevator as CBC Section 3002.*
 - 91. Emergency responder radio coverage shall be required to comply with Nbfd Guideline D.05 "Public Safety Radio Coverage" and CFC Section 510.
 - 92. Emergency power and Standby Power System shall be required as per CFC Section 604.2.14.
 - 93. An automatic sprinkler system shall be installed in accordance with CFC Section 903.2 amendment shall be provided throughout all buildings.
 - 94. A standpipe system shall be required and installed as per CFC Section 905.3.1.
 - 95. Fire Alarm system shall be provided as per CFC Section 907.2.9.
 - 96. New pedestrian bridge shall meet all fire department access requirements and shall not obstruct access.

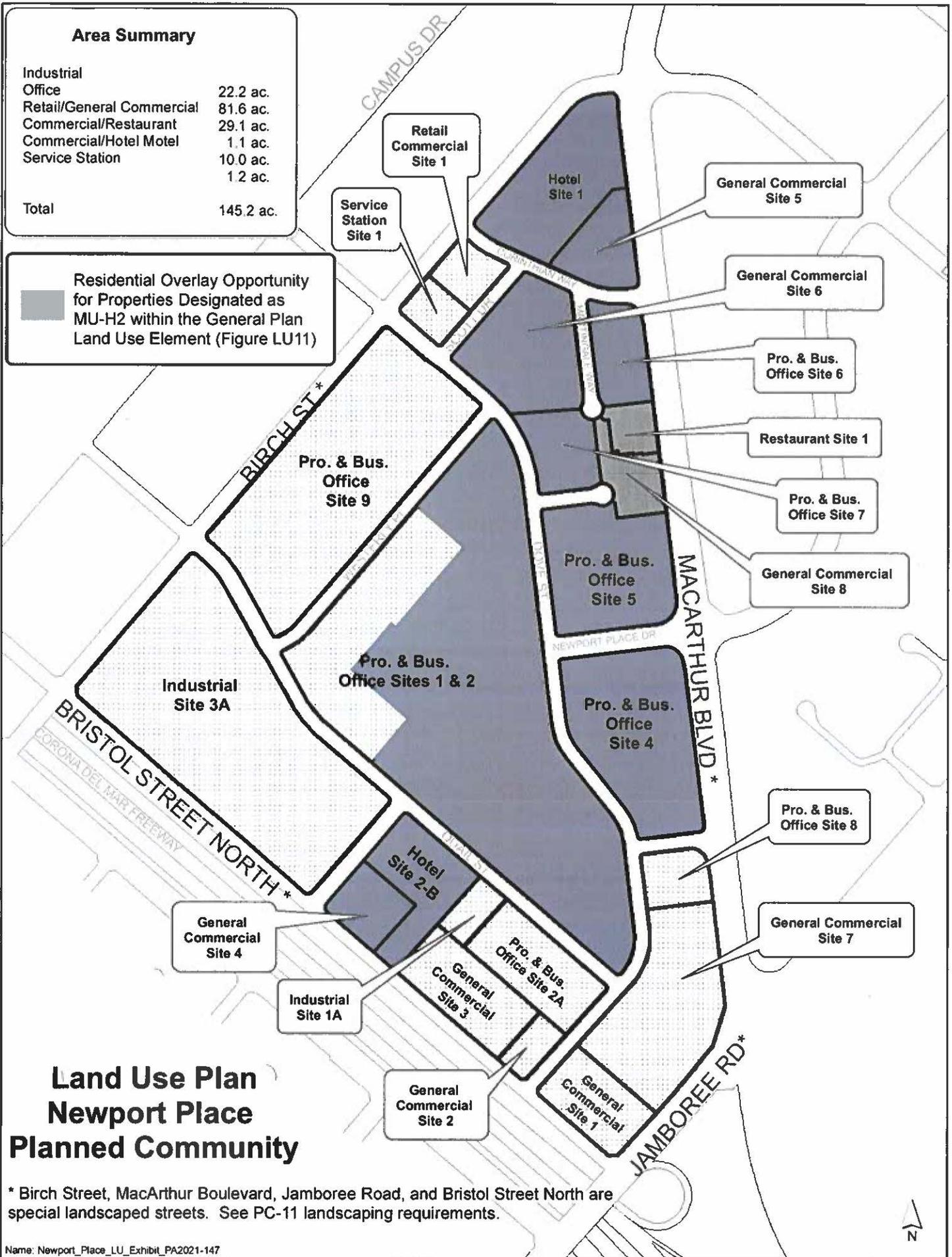
Attachment No. 13

Existing Newport Place Planned Community
(with November 14, 2023 Ordinance)

Area Summary

Industrial	
Office	22.2 ac.
Retail/General Commercial	81.6 ac.
Commercial/Restaurant	29.1 ac.
Commercial/Hotel Motel	1.1 ac.
Service Station	10.0 ac.
	1.2 ac.
Total	145.2 ac.

Residential Overlay Opportunity for Properties Designated as MU-H2 within the General Plan Land Use Element (Figure LU11)



Land Use Plan Newport Place Planned Community

* Birch Street, MacArthur Boulevard, Jamboree Road, and Bristol Street North are special landscaped streets. See PC-11 landscaping requirements.

All "on-site" electrical lines (excluding lines in excess of 12KV) and telephone lines shall be placed underground. Transformer or terminal equipment shall be visually screened from view from streets and adjacent properties.

J. Pedestrian Access

It is required of all developments in the commercial areas to submit a plan of pedestrian access to the Planning Division prior to the issuance of building permits. Said plans will detail consideration for pedestrian access to the subject property and to adjacent properties, and shall be binding on subsequent development of the property. The plan shall show all interior walkways and all walkways in the public right-of-way, if such walkways are proposed or necessary.

PART III. RESIDENTIAL OVERLAY

Section I. Minimum Site Area

None. Pursuant to General Plan Program HP3.2.2, residential development meeting requirements in the following Section IV. A. shall be exempt from the minimum 10-acre site requirement specified in General Plan Policy LU6.15.6.

Section II. Density

1. Minimum – 30 du/acre
2. Maximum – 50 du/acre

Chapter 20.32 of the Zoning Code provides for density bonus which allows affordable housing projects to achieve increased densities up to a maximum 35 percent of the base density. The provision also includes the opportunity for incentives.

Section III. Definitions

Very Low–Income Household: 50 percent or less of the area median income, as adjusted for family size by the United States Department of Housing and Urban Development.

Low–Income Household: 50–80 percent of the area median income, as adjusted for family size by the United States Department of Housing and Urban Development.

Moderate–Income Household: 80–120 percent of the area median income, as adjusted for family size by the United States Department of Housing and Urban Development.

Above Moderate–Income Household: 120+ percent of the area median income, as adjusted for family size by the United States Department of Housing and Urban Development.

Lower-IncomeHousehold: Includes all that qualify under low and very- low income definitions.

Section IV. Permitted Residential Uses

- A. To allow residential development that supports the City's need for lower-income households. Residential development shall be permitted by right subject to the following requirements:
1. Limited to multi-unit residential development and subject to Site Development Review pursuant to Section 20.52.080 of the Newport Beach Zoning Code.
 2. Notwithstanding, the review authority for site development review listed in Table 5-2 of the Newport Beach Zoning Code, the review authority for site development review shall be the Planning Commission.
 3. A minimum of 30 percent of the units within the residential development shall be affordable to lower-income households and subject to a 30-year affordability covenant.
 4. Densities shall be limited to a minimum of 30 dwelling units per acre and a maximum of 50 dwelling units per acre.
 5. Sites shall be located such that any noise, dust, smoke, vibration, odor, toxic or noxious matter that may be generated by existing commercial or industrial uses in the surrounding environment would not negatively impact future residents of the development.
 6. Residential dwellings shall be permitted as replacement of existing nonresidential uses. The number of peak hour trips generated by the development of the site shall not exceed the number of trips that would have resulted from the existing development of the underlying permitted nonresidential uses. A standardized set of conversion rates provided by the City Traffic Engineer shall be utilized.
 7. Residential development shall be subject to the maximum development allocation for the Airport Area established by General Plan Land Use Policy 6.15.5.

Section V. General Development Standards for Residential

Residential development shall be subject to the development standards applicable to the Multi-Unit (RM) residential zoning district as specified in the Newport Beach Zoning Code, except as specified below:

A. Building Height

Maximum building heights shall be limited to a height limit of 55 feet. The height of a structure can be increased with the approval of a site development review and subject to required findings specified in Section 20.30.060.C.3 of the Newport Beach Zoning Code but 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), shall be in compliance with FAR Part 77, and comply with the requirements of Section 20.30.060.E of the Newport Beach Zoning Code (Airport Environs Land Use Plan for John Wayne Airport and the Airport Land Use Commission Review Requirements).

B. Floor Area Limit

None.

C. Setbacks

All setbacks shall be measured from the property line. For the purpose of this ordinance, a street side property line is that line created by the ultimate right-of-way line of the frontage street.

1. Street Setback

Thirty (30) feet minimum, except that unsupported roofs or sunscreens may project six (6) feet into the setback area.

2. Interior Setback

Ten (10) feet, except on a through-lot in which case the required street setback shall be observed.

3. Footprint Lots

Except as required by the Building Code there shall be no additional setback requirements for buildings within footprint lots. Provided, however, that buildings within footprint lots shall be so located as to observe the setbacks from streets and existing lot lines required under Part III Section V.C. 1 & 2.

D. Airport Noise Compatibility

1. Residential development shall be located outside the JWA 65 dB CNEL noise contour, specified by the 1985 JWA Master Plan.
2. Notice of aircraft overflight and noise shall be posted at all public parks and designated outdoor common and recreational areas.
3. Notice shall be provided to all future residents to inform of potential annoyances or inconveniences associated with residing in proximity to airport operations such as noise, vibration, and odors.

E. Signs

All signage shall be as specified in Chapter 20.42 of the Newport Beach Zoning Code.

F. Amenities and Neighborhood Integration

Due to the potential land use incompatibility with other uses within the established commercial or industrial area, residential development shall incorporate sufficient amenities (e.g., parks, clubhouse, pool, etc.) for the use of the residents and incorporate necessary improvements (e.g., pedestrian walkways, open space, recreational space, pedestrian and bicycle connections) to allow integration into the existing community and larger residential development that may occur in the future. The number and type of amenities required and necessary improvements shall be determined through the Site Development Review process based on the size, density, location, and any other factors deemed relevant.

Affordable units shall be designed and distributed within the residential development as follows:

1. Number of Bedrooms. Affordable units shall reflect the range of numbers of bedrooms provided in the residential development project as a whole;
2. Comparable Quality and Facilities. Affordable units shall be comparable in the facilities provided (e.g., laundry, recreation, etc.) and in the quality of construction and exterior design to the market-rate units;
3. Size. Affordable units may be smaller and have different interior finishes and features than the market-rate units; and
4. Location. Affordable units shall be dispersed throughout the residential development, unless clustering is allowed by the review authority.

G. Parking

Parking shall comply with the requirements and standards specified in Chapter 20.40 of the Newport Beach Municipal Code for multi-unit residential development.

H. Landscape

All landscaping shall comply with the requirements specified in Chapter 20.36 of the Newport Beach Municipal Code for multi-unit residential development, with the following exceptions:

1. Special Landscaped Street

The entire area between the curb and the building setback line shall be landscaped, except for any driveway in said area. Tree size to be no less than 24-inch box.

2. Other Streets

The entire area between the curb and a point ten (10) feet back from the front property line shall be landscaped except for any driveway in said area. Tree size to be no less than 24- inch box.

ORDINANCE NO. 2023-21

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF NEWPORT BEACH, CALIFORNIA, APPROVING AMENDMENTS TO NEWPORT PLACE PLANNED COMMUNITY DEVELOPMENT PLAN (PC-11) AND NEWPORT AIRPORT VILLAGE PLANNED COMMUNITY DEVELOPMENT PLAN (PC-60) RELATED TO NOISE IN THE AIRPORT AREA NECESSARY TO IMPLEMENT THE 6th CYCLE HOUSING ELEMENT (PA2022-0201)

WHEREAS, Section 200 of the City of Newport Beach ("City") Charter vests the City Council with the authority to make and enforce all laws, rules, and regulations with respect to municipal affairs subject only to the restrictions and limitations contained in the Charter and the State Constitution, and the power to exercise, or act pursuant to any and all rights, powers, and privileges, or procedures granted or prescribed by any law of the State of California;

WHEREAS, in January 2019, the City Council initiated a comprehensive update of the Newport Beach General Plan; however, due to the Regional Housing Needs Assessment ("RHNA") allocation of 4,845 new housing units to plan for the 2021-2029 housing period, the City Council directed City staff to focus on the Housing Element, Land Use Element, and Circulation Element;

WHEREAS, the City Council adopted the 6th Cycle Housing Element covering the period 2021-2029 planning period ("6th Cycle Housing Element") on September 13, 2022, and it was certified by the State Department of Housing and Community Development on October 5, 2022;

WHEREAS, the 6th Cycle Housing Element, including Appendix B, has been subject to extensive public participation in accordance with Government Code Section 65351 including thirteen community workshops, fourteen Housing Element Update Advisory Committee ("HEUAC") meetings, review of the Housing Element by the Planning Commission, and six duly noticed City Council study sessions;

WHEREAS, additionally, the HEUAC formed five different subcommittees to thoroughly review and identify all feasible sites for potential redevelopment as residential in the future and those sites are captured in Appendix B (Adequate Sites Analysis), which demonstrates the City's capacity to meet the RHNA allocation;

WHEREAS, the 6th Cycle Housing Element identifies five focus areas where future housing opportunities will be created through the adoption of housing opportunity overlays or other rezone strategies to establish the ability to develop additional housing to meet the RHNA allocation;

WHEREAS, the increase in units above the minimum RHNA is in response to the unusually high percentage of below market rate units the RHNA mandates coupled with the significant challenges to planning, financing, and constructing workforce housing with higher-than-average land costs;

WHEREAS, the entire Airport Area Environs is proximate to John Wayne Airport and subject to the John Wayne Airport Environs Land Use Plan ("AELUP");

WHEREAS, forty-eight housing sites identified in the focus area are within or bisected by the 65 weighted decibel ("dBA") community noise equivalent level ("CNEL") noise contour identified in the AELUP;

WHEREAS, the following amendments to the Noise Element and Land Use Element of the General Plan, Title 20 (Planning and Zoning) of the Newport Beach Municipal Code ("NBMC"), Newport Place Planned Community Development Plan (PC-11), and Newport Airport Village Planned Community Development Plan (PC-60) are necessary to allow residential use, including mixed-use residential, on housing opportunity sites that are wholly or partially located outside the 65 dBA:

Land Use Element:

- Policy LU6.15.3 (Airport Compatibility),
- Figure LU11 – Statistical Areas J6, L4,
- Figure LU22 – Airport, and
- Figure LU23 - Airport Area Residential Villages Illustrative Concept Diagram (removal of 65 CNEL noise contour line);

Noise Element:

- Policy N 1.2 (Noise Exposure Verification for New Development),
- Policy N1.5.A (Airport Area Infill Amendments (new policy)),
- Policy N 2.2 (Design of Sensitive Land Uses),
- Policy N 3.2 (Residential Development),
- Figure N4 - Future Noise Contours, and
- Figure N5 – Future Noise Contours;

Title 20 (Planning and Zoning) of the NBMC:

- Section 20.30.080(F) (Noise-Airport Environs Land Use Plan);

Planned Communities:

- Newport Place Planned Community Development Plan (PC-11) – Part III. Residential Overlay Zone, Section V.D.1 (Airport Noise Compatibility), and
- Newport Airport Village Planned Community Development Plan (PC-60) – Section I.D (Purpose and Objective) & Section II.B.2 (Prohibited Uses);

WHEREAS, the Amendments change noise compatibility policies and regulations and do not change the existing underlying land use categories or zoning designations of any property;

WHEREAS, the Amendments do not add residential unit capacity to the Land Use Element, and therefore, the General Plan amendments included in the Amendments do not require a vote of the electorate pursuant to Charter Section 423;

WHEREAS, a public hearing was held by the Planning Commission on August 3, 2023, in the City Council Chambers located at 100 Civic Center Drive, Newport Beach. A notice of time, place and purpose of the public hearing was given in accordance with Government Code Section 54950 *et seq.* ("Ralph M. Brown Act") and Chapter 20.62 (Public Hearings) of the NBMC. Evidence, both written and oral, was presented to, and considered by, the Planning Commission at this public hearing;

WHEREAS, at the conclusion of the hearing, the Planning Commission adopted Resolution No. PC2022-015, unanimously (4 ayes and 3 recusals), recommending the City Council approve the Amendments;

WHEREAS, Section 21676(b) of the California Public Utilities Code ("CPUC") required the City to refer the Amendments to the Orange County Airport Land Use Commission ("ALUC") for a determination that the Amendments are consistent with the AELUP;

WHEREAS, on August 17, 2023, ALUC determined the Amendments were inconsistent with the AELUP;

WHEREAS, pursuant to Sections 21670 and 21676 of CPUC, the City Council may, after a public hearing, propose to overrule ALUC with a two-thirds vote, if it makes specific findings that the Amendments are consistent with the purpose of Section 21670 of the CPUC to protect the public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses;

WHEREAS, a public hearing was held by the City Council on September 12, 2023, in the City Council Chambers, 100 Civic Center Drive, Newport Beach, California. A notice of time, place, and purpose of the hearing was given in accordance with CPUC Section 21676(b) and the Ralph M. Brown Act. Evidence, both written and oral, was presented to, and considered by, the City Council at this hearing;

WHEREAS, at the conclusion of the hearing, the City Council adopted Resolution No. 2023-52 by a unanimous vote (5 ayes, 1 recused, 1 absent), to notify ALUC and the State Department of Transportation, Aeronautics Program ("Aeronautics Program") of the City's intent to consider overriding ALUC's inconsistency finding;

WHEREAS, notice of the City's intent to consider overriding the ALUC inconsistency determination, along with Resolution No. 2023-52 was sent via certified mail and emailed to ALUC and Aeronautics Program on September 13, 2023;

WHEREAS, the City received timely comments in response to the notice of the City's intent to consider overriding the ALUC inconsistency determination from John Wayne Airport, ALUC, and the Aeronautics Program in accordance with CPUC Section 21676; and

WHEREAS, a public hearing was held by the City Council on November 14, 2023, in the City Council Chambers located at 100 Civic Center Drive, Newport Beach, California. A notice of time, place, and purpose of the hearing was given in accordance with Government Code Section 54950 et seq. ("Ralph M. Brown Act"), Chapters 20.56 (Planned Community District Procedures) and 20.62 (Public Hearings) of the NBMC, and CPUC Section 21676(b). Evidence both written and oral, was presented to, and considered by, the City Council at this hearing.

NOW THEREFORE, the City Council of the City of Newport Beach ordains as follows:

Section 1: The City Council hereby approves amendments to the Newport Placed Planned Community (PC-11), as set forth in Exhibit "A" and Newport Airport Village Planned Community (PC-60), as set forth in Exhibit "B" which are attached hereto and incorporated by reference. Neither PC-11 and PC-60, Chapter 20.56 (Planning and Zoning, Planned Community District Procedures) or Chapter 20.66 (Planning and Zoning, Amendments) of Title 20 (Planning and Zoning) of NBMC, or Article 2 (Adoption of Regulations) of Chapter 4 (Zoning Regulations) of Division 1 (Planning and Zoning) of Title 7 (Planning and Land Use) of the California Government Code set forth any required findings for either approval or denial of the amendments. Notwithstanding the foregoing, the amendments to PC-11 and PC-60 are consistent with the following General Plan policies:

Findings:

1. *Housing Element Policy 4.2.*

Enable construction of new housing units sufficient to meet City qualified goals by identifying adequate sites for their construction.

2. *Policy Action 4J (Airport Environs Sub Area Environmental Constraints).*

Policy Action 4J requires the City to take the following actions to address potential environmental constraints in the Airport Environs Sub Area and ensure continued feasibility of sites, particularly for lower-income RHNA:

- a. Require new residential development projects in the Airport Environs Sub Area provide noise studies and acoustical analyses to ensure designs include proper sound attenuation;
- b. Require new residential development projects in the Airport Environs Sub Area to explore advanced air filtration systems for buildings to promote cleaner air;
- c. Encourage on-site indoor amenities, such as fitness facilities or recreation and entertainment facilities; and

- d. Continue to implement park dedication requirements consistent with the City's Park Dedication ordinance and Land Use Element Policy LU 6.15.13 (Neighborhood Parks–Standards) and Policy LU 6.15.16 (On-Site Recreation and Open Space) to ensure adequate recreational space to ensure at least 8- percent of a project's gross land area (exclusive of existing rights-of-way) of the first phase for any development in each neighborhood or ½ acre, whichever is greater, is developed as a neighborhood park, unless waived through Density Bonus Law.

Facts in Support of Findings:

The City has taken actions to address potential environmental constraints in the Airport Area and ensure continued feasibility of sites, particularly for lower-income RHNA by providing the following uniform and concise criteria:

- a. Prior to the issuance of any building permits for such development, a noise study shall be prepared by a City-approved qualified acoustical consultant and submitted to the Community Development Director for approval;
- b. All new residential structures or the residential units within a mixed-use development shall be attenuated to provide an interior noise level of 45 dBA CNEL or less;
- c. The design of the residential portions of mixed-use projects and residential developments shall have adequate noise attenuation between adjacent uses and units (common floor/ceilings) in accordance with the California Building Code;
- d. New mixed-use developments shall incorporate designs with loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noise sources away from the residential portion of the development;
- e. Use of walls, berms, interior noise insulation, double paned windows, advance insulation systems, or other noise mitigation measures, as deemed appropriate shall be incorporated in the design of new residential to bring interior sound attenuation to 45 dBA CNEL or less;
- f. Residential uses shall be indoor-oriented to reduce noise impingement on outdoor living areas;

- g. On-site indoor amenities, such as fitness facilities or recreation and entertainment facilities shall be encouraged; and
- h. Advanced air filtration systems for buildings shall be considered to promote cleaner air.

Lastly, all new housing opportunity sites located in Newport Place and Newport Airport Village planned communities are located wholly or partially outside the updated 65 dBA noise contour area. By requiring conditions of approval identified in amendment to Title 20 (Planning and Zoning) of NBMC, the City has taken actions to address potential environmental constraints in the Airport Area and ensure continued feasibility of sites, particularly for lower-income RHNA.

Section 2: The recitals provided in this ordinance are true and correct and are incorporated into the substantive portion of this ordinance.

Section 3: If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid or unconstitutional, such decision shall not affect the validity or constitutionality of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each section, subsection, sentence, clause or phrase hereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared invalid or unconstitutional.

Section 4: The City Council finds the action to override the ALUC's August 17, 2023, determination and the approval of the Amendments are exempt from the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Section 15183 because they do not change the underlying land use or zoning designations of any specific parcels, including parcels within the Airport Area or within the updated noise contours based upon the findings set forth in Exhibit "C," which is attached hereto and incorporated herein by reference.

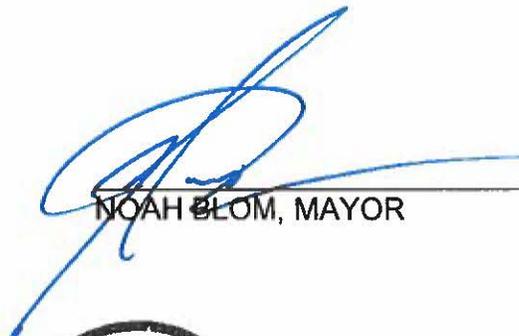
Section 5: The Mayor shall sign and the City Clerk shall attest to the passage of this ordinance. The City Clerk shall cause the ordinance, or a summary thereof, to be published pursuant to City Charter Section 414. This ordinance shall be effective thirty (30) calendar days after its adoption.

This ordinance was introduced at a regular meeting of the City Council of the City of Newport Beach held on the 14th day of November, 2023, and adopted on the 28th day of November, 2023, by the following vote, to-wit:

AYES: Mayor Blom, Mayor Pro Tem O'Neill, Councilmember Avery, Councilmember Grant, Council member Kleiman, and Councilmember Stapleton

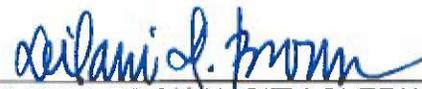
NAYS: _____

RECUSED: Councilmember Weigand _____



NOAH BLOM, MAYOR

ATTEST:



LEILANI I. BROWN, CITY CLERK



APPROVED AS TO FORM:
CITY ATTORNEY'S OFFICE



AARON C. HARP, CITY ATTORNEY

Attachment(s): Exhibit A - Amendment to Newport Place Planned Community (PC-11)
Exhibit B - Amendment to Newport Airport Village Planned Community (PC-60)
Exhibit C - CEQA Findings of Consistency

EXHIBIT "A"

Amendment to Newport Place Planned Community (PC-11)

Amend Part III. Residential Overlay, Section V.D.1 (Airport Noise Compatibility) to read as follows:

1. Residential development shall be located outside up to the ~~JWA 65 dB CNEL noise contour, specified by the 1985 JWA Master Plan~~ **the John Wayne Airport 65 dBA CNEL noise contour as shown in Figure N5 of the Noise Element of the General Plan, and subject to compliance with Section 20.30.080.F (Residential Use Proximate to John Wayne Airport) of the Newport Beach Municipal Code. Residential development shall be limited to parcels wholly or partially outside the 65 dBA CNEL noise contour, unless and until the City determines, based on substantial evidence, that the sites wholly within such contour area are needed for the City to satisfy its 6th Cycle RHNA mandate. Non-residential uses are encouraged on parcels located wholly within the 65 dBA CNEL contour area.**

Attachment No. 14

Consistency Analysis

Proposed Amendments

The City of Newport Beach is amending the General Plan Land Use Element and the Newport Place Planned Community Text (PC-11) for a 229-unit residential rental project located at 1400 and 1420 North Bristol Street, which accommodates housing units identified by the certified 2021-2029 Sixth Cycle General Plan Housing Element. Additional detailed analysis for the project is provided in the December 14, 2023 Planning Commission Staff Report (Attachment No. 11 of the ALUC submittal package).

Previously Approved Noise-Related Amendments

On November 14, 2023, the City Council of Newport Beach adopted legislative amendments to the General Plan Land Use and Noise Elements and approved ordinances to amend Title 20 (Planning and Zoning), PC-11, and Newport Airport Village Planned Community (PC-60) in order to accommodate some of the housing units identified by Housing Element. The changes included the following:

- Adopting updated noise contours (shown in Noise Element Figures N4 and N5) to reflect the noise contours identified by the 2014 John Wayne Airport Settlement Agreement Amendment Environmental Impact Report No. 617 (EIR No. 617),
- Updating Land Use and Noise Element Policies, Land Use Element Figures LU11, LU22, and LU23, Title 20, PC-11, and PC-60 to modify and incorporate the updated noise contours identified by EIR No. 617 and to implement additional noise attenuation measures for future housing units proximate to John Wayne Airport; and
- Allowing residential units identified by the certified 2021-2029 Sixth Cycle Newport Beach Housing Element to be located within the 65 dBA CNEL noise contour area as identified in the updated noise contour maps identified by EIR No. 617. Parcels bisected by the updated 65 dBA CNEL noise contour could support future housing; whereas parcels located wholly within the updated 65 dBA CNEL noise contour could support housing, if deemed necessary to satisfy the Regional Housing Needs Assessment (RHNA) mandate.

The following changes to specific policies, maps, and regulations were approved:

Land Use Element:

- Policy LU6.15.3 (Airport Compatibility)
- Figure LU11 – Statistical Areas J6, L4 (removal of the outdated 65 dBA CNEL noise contour line),
- Figure LU22 – Airport (removal of the outdated noise contour line), and
- Figure LU23 - Airport Area Residential Villages Illustrative Concept Diagram (removal of the outdated noise contour line)

Noise Element:

- Policy N1.2 (Noise Exposure Verification for New Development)
- Policy N1.5.A (Airport Area Infill Projects (new policy for Airport Area)

- Policy N2.2 (Design of Sensitive Land Uses)
- Policy N3.2 (Residential Development)
- Figure N4 - Future Noise Contours (update JWA noise contours) and
- Figure N5 - Future Noise Contours (update JWA noise contours)

Title 20 Zoning Code Amendment:

- Section 20.30.080(F) (Noise-Airport Environs Land Use Plan)

Planned Community Text Amendments:

- Newport Place Planned Community (PC-11) – Part III. Residential Overlay Zone, Section V.D.1 (Airport Noise Compatibility)
- Newport Airport Village Planned Community (PC-60) –Sections I.D (Purpose and Objective), & II.A & B (Permitted & Prohibited Uses)

Links to these adopted ordinances are provided here:

[Council Ordinance 2023-20: Approving an Amendment to Title 20 \(Planning and Zoning\) of the Newport Beach Municipal Code Related to Noise in the Airport Area Necessary to Implement the 6th Cycle Housing Element](#)

[Council Ordinance 2023-21: Approving Amendments to Newport Place Planned Community Development Plan \(PC-11\) and Newport Airport Village Planned Community Development Plan \(PC-60\) Related to Noise in the Airport Area Necessary to Implement the 6th Cycle Housing Element.](#)

The proposed project, which is located within the 60 dBA CNEL Noise Contour, is consistent with these adopted changes.

Community Noise Equivalent Levels (CNEL) Compatibility

A total of 62 new housing opportunity sites are identified in the Airport Area according to the Sixth Cycle Housing Element. Of those sites, 48 are located wholly or partially outside the 65 dBA CNEL contour identified by the 2014 John Wayne Airport Settlement Agreement Amendment Environmental Impact Report No. 617 (EIR No. 617). Only 14 new housing opportunity sites are located wholly within the updated 65 dBA CNEL contour boundary. The proposed project is located within the 60 dBA CNEL, but wholly outside of the 65dBA CNEL contour, per the 2014 map, which has been included as Attachment No. 6 in the ALUC submittal package.

As discussed in AELUP 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 requires future development to be consistent with the AELUP considerations and proposed noise-related policies and development standards to ensure compatibility.

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 proposed changes will help to ensure that appropriate noise considerations are made and that mitigation measures are included in the design.

TABLE 1
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 "I" 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

The proposed project is located completely within Safety Zone 6.

As part of the site selection process for the Housing Element, 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

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.

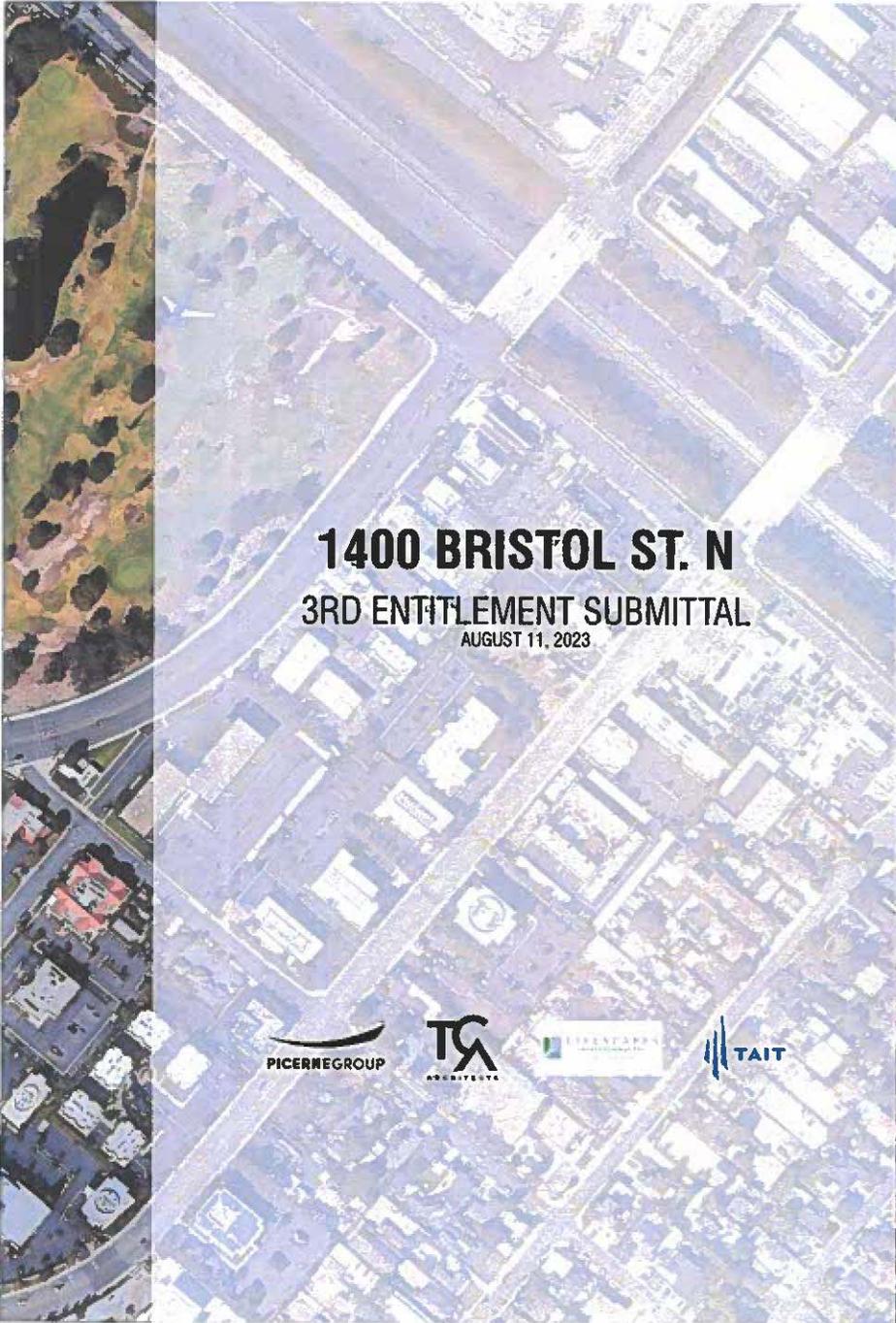
<p>Zone 4: Outer Approach/Departure Zone</p> <p><i>Risk Factors / Runway Proximity</i></p> <ul style="list-style-type: none">▶ Situated along extended runway centerline beyond Zone 3▶ Approaching aircraft usually at less than traffic pattern altitude▶ Particularly applicable for busy general aviation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

Height Restriction Zones

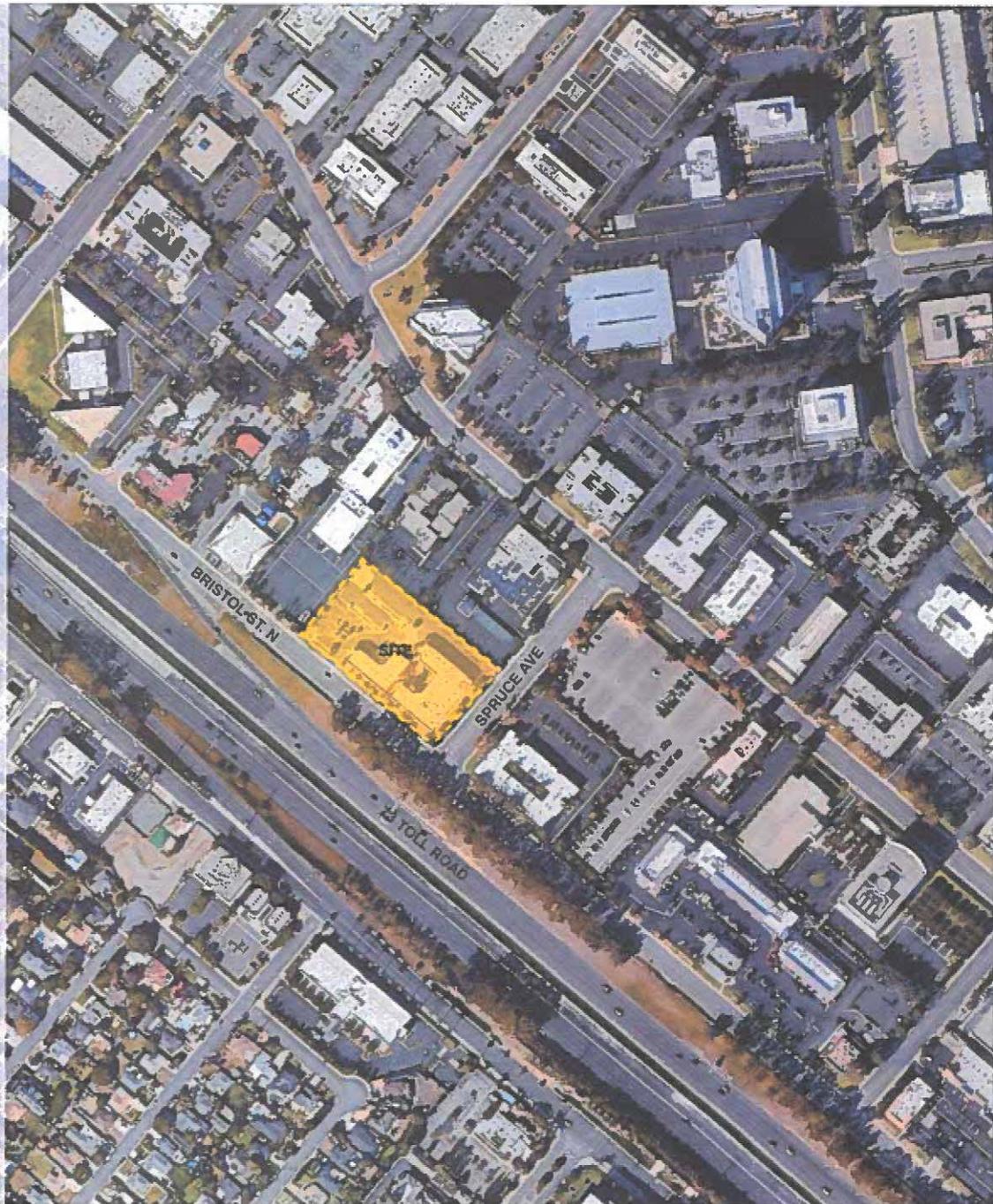
As discussed during the latest noise-related amendments, the majority of the newly identified housing opportunity sites will need to be rezoned to accommodate residential development at later date. As part of that rezoning, height limitations will be developed and applied. In no event will the City's 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 comprehensive 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. The proposed project is 85 feet above ground level, or 139 feet above mean sea level. A letter from the FAA determining no hazard to air navigation has been provided as Attachment No. 4 of the ALUC submittal package.

Attachment No. 15

Project Plans



1400 BRISTOL ST. N
3RD ENTITLEMENT SUBMITTAL
AUGUST 11, 2023



PROJECT DESCRIPTION

The proposed "1400 Bristol" project is a luxury apartment community located on a 2.38 acre site at the North-West corner of Bristol Street North and Spruce Avenue in Newport Beach, California. The current land use is a 2 story office complex with surface parking.

The project will be a 6-story 229-unit podium building, with 5 levels of residential apartment (type III) over 1 level on-grade parking garage and 2 levels of sub-terranean parking (type I). The project will offer a mix of unit types including Studios, One-Bedrooms, and Two-bedroom units ranging from 515 s.f. to 1469 s.f.

Vehicular entries to the building are via driveways on Spruce Avenue and Bristol Street. Ground-level amenities will include a business center, lobby, and mail room. Additional amenities on the podium level include a large, programmed club room with an outdoor "California room" and a media center. The podium level will also have a resort-style pool, spa and outdoor seating and cabanas.

The architectural design approach at 1400 Bristol reflects the surrounding office context. Its contemporary forms complement the existing office buildings to create a building that respects the current condition while creating a distinctly unique identity. The Project corners are enhanced with rich materials to bring attention to and articulate the prominent areas of the Project. The approach to the building site orientation was to create a sheltered refuge in the greater business development by enclosing the courtyards from the busy roadways of Spruce Avenue and Bristol Street. The project will connect to the adjacent 1300 Bristol residential project via a new pedestrian bridge.

The Project will comply with the Cal-Green building code and utilize the following sustainable features.

- Low flow plumbing fixtures
- Moisture-based irrigation controller
- Stormwater infiltration
- EV parking stalls
- Low-E glazing
- Low VOC paint & coatings
- LED light fixtures
- Low VOC emitting finished (carpet, resilient flooring, wood)
- Building PV ready
- Energy Star appliances and bathroom fixtures

PROJECT TEAM

DEVELOPER:



The Picerne Group
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Newport Beach, CA 92660
Contact: Satish Lion

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www.thepicernegroup.com
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ARCHITECT:



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Irvine, CA 92612
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www.tca-arch.com
cbitting@tca-arch.com

LANDSCAPE ARCHITECT:



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Newport Beach, CA 92660
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P: 949.351.4389
www.lifescapesintl.com
mike@lifescapesintl.com

CIVIL ENGINEER:



TAIT & Associates, Inc.
801 N Parkcenter Drive
Santa Ana, CA 92705
Contact: David Sloan, PE

P: 714.560.8643
P: 562.547.0705
www.tait.com
dsloan@tait.com

VICINITY MAP



INDEX

COVER SHEET GENERAL:

G-0.1	PROJECT INDEX
G-0.2	PROJECT SUMMARIES
G-0.3	PROJECT PERSPECTIVE - VIEW FROM BRISTOL

ARCHITECTURE:

A-0.1	ARCHITECTURAL SITE PLAN
A-1.1	BUILDING PLAN B2 - BASEMENT FLOOR PLAN
A-1.2	BUILDING PLAN B1 - BASEMENT FLOOR PLAN
A-1.3	BUILDING PLAN LEVEL 1 - GROUND FLOOR PLAN
A-1.4	BUILDING PLAN LEVEL 2 - PODIUM FLOOR PLAN
A-1.5	BUILDING PLAN LEVEL 3 - FLOOR PLAN
A-1.6	BUILDING PLAN LEVEL 4 - FLOOR PLAN
A-1.7	BUILDING PLAN LEVEL 5 - FLOOR PLAN
A-1.8	BUILDING PLAN LEVEL 6 - FLOOR PLAN
A-1.9	CONCEPTUAL ROOF PLAN
A-2.1	WEST ELEVATION
A-2.2	NORTH ELEVATION
A-2.3	EAST ELEVATION
A-2.4	SOUTH ELEVATION
A-3.1	BUILDING SECTIONS
A-4.1	PEDESTRIAN BRIDGE - SECTION & FLOOR PLAN
A-5.1	MATERIALS
A-5.2	ALLOWABLE AREAS
A-5.3	HEIGHT ANALYSIS
A-5.4	COMMON OPEN SPACE AND AMENITY AREAS
A-5.5	PRIVATE OPEN SPACE EXHIBIT
A-5.6	CIRCULATION DIAGRAM

LANDSCAPE:

L-1.1	COMPOSITE LANDSCAPE PLAN
L-1.2	GROUND LEVEL LANDSCAPE PLAN
L-1.3	PODIUM LEVEL LANDSCAPE PLAN
L-1.4	CHARACTER IMAGES
L-1.5	TREE PLANT IMAGERY
L-1.6	SHRUB PLANT IMAGERY
L-1.7	TREE PLAN
L-1.8	HYDROZONE PLAN

CIVIL:

C1.01	TITLE SHEET
C2.01	EXISTING CONDITION
C3.01	CONCEPTUAL GRADING PLAN
C4.01	CONCEPTUAL UTILITY PLAN
C5.01	CONCEPTUAL WOMP PLOT PLAN
C6.01	ALTA/NSPS LAND TITLE SURVEY

FIRE:

F-1	COVER SHEET
F-2	OVERALL FIRE MASTER PLAN LAYOUT AT GRADE
F-3	LEVEL 2 & LEVEL 6 LAYOUTS
F-4	BUILDING ELEVATIONS

PROJECT DATA

PROJECT ADDRESS:
1400 BRISTOL ST N.

PARCEL NUMBER:
427-332-02

ZONING:
PC-11

EXISTING LAND USE:
Office, surface parking

PROPOSED LAND USE:
Multi-story Residential

GOVERNING CODES:
2022 CBC, 2022 CRC, 2022 CA Mechanical Code, 2022 CA Plumbing Code, 2022 CA Electrical Code, 2022 CA Energy Code, 2022 CALGreen, City of Newport Beach Municipal Code, Project Does Not Receive Any Public Funding.

TYPES OF CONSTRUCTION:
Type III-A Residential, Residential Amenities
Type I-B Parking Garage
NFPA-13 fire sprinkler system throughout.

OCCUPANCY CLASSIFICATION:
R-2 Residential Units
B Leasing
A-3 Residential Amenities
S-2 Garage (Mechanically Ventilated). Storage

SITE AREA: 103,500 SF
2.38 ac

BUILDING AREAS:
Total Building Area 485,909 SF
Garage Area 205,078 SF
Net rentable 196,700 SF

ALLOWED DENSITY: (PER PC-11)
Max Density 50 du/ac
119 units

PROPOSED DENSITY:
Proposed Density 96 du/ac
229 units

BUILDING HEIGHT LIMITATION: (PER PC-11)
Height Limit: 55'-0"

PROPOSED BUILDING HEIGHT
PROPOSED: 85'-0"
6-STORIES

REQUIRED SETBACKS: (PER PC-11)
Street: 30'-0"
Interior: 10'-0"

PROPOSED SETBACKS:
Bristol Street: 18'-0" to bldg
Spruce Ave: 8'-0"
Side yard: 10'-0"
Rear yard: 10'-0"

Balconies Shall be Allowed to Encroach Into the Bristol St and Spruce Ave setbacks up to 5 Feet.

UNIT SUMMARY

UNIT TYPE	NET S.F.*	Total # Units	% of Unit Mix	Total Net Rent	A+V.G. S.F.	Req. Balcony S.F.	Proposed Balcony S.F.	Total Balcony S.F.
RENDER:								
B101	515	40		20,900		76	0	
SUBTOTAL		40	17.5%	20,900		76		
RES:								
A100	613	19		9,195		31	63	930
A110	663	20		19,227		38	50	1,545
A005	823	16		12,345		42	57	1,020
A300	715	20		14,500		39	46	920
A009	696	20		25,864		35	40	1,845
A710	661	18		15,966		40	130	2,832
SUBTOTAL		126	55.6%	98,549		76		
SR:								
B100	1,049	20		20,900		59	63	1,260
B001	1,270	4		5,090		80	51	244
B700	1,341	18		20,715		39	32	1,362
B021 A	1,308	19		19,062		39	60	1,950
B506	1,413	6		7,065		71	58	290
B006	1,409	6		13,221	1,265	76	301	2,368
SUBTOTAL		63	27.5%	79,557		76		
GRAND TOTAL		128		100,406		152		4,298

* Square footage is taken from centerline of party walls and outside of exterior walls, including decks and balconies.
** Deck square footage is an average on most decks and vary slightly in size and is not included in Total Rentable Square Footage.

BUILDING GROSS AREAS

Component	Area (S.F.)
Residential	485,909 SF
Garage (Level 1)	65,229 SF
Garage (Level B1 & B2)	139,849 SF
Common Area (Level B1, B2, 7 & 8)	4,881 SF
TOTAL	795,868 SF

AMENITY AREAS

REQUIRED	Area (S.F.)	229 UNITS	10,079 SF
44 SHARED			
PROVIDED			
Reception Center			3,000 SF
Mail Room			1,000 SF
Club Room			2,392 SF
Colunne Room			1,000 SF
Break Room			1,400 SF
Pool/BBQ/Showers			980 SF
Pool Lounge Area			612 SF
Pool Deck			11,100 SF
Club Deck			401 SF
TOTAL			24,885 SF

COMMON OPEN SPACE

REQUIRED	Area (S.F.)	229 UNITS	17,179 SF
71 SHARED			
PROVIDED			
Plenum Cavern			11,600 SF
TOTAL			17,179 SF

PARKING SUMMARY

Unit Type	# Units	Ratio	Total
Studio	40	1.0	40
1-Bedroom	126	1.0	126
2-Bedrooms	63	1.5	95
	229		261
TOTAL RESIDENTIAL REQ.		1.14	281

Unit Type	PROVIDED RESIDENTIAL PARKING						Total
	Standard	ADA	EV Charger	Guest	Guest ADA	G/EV Charger	
Reseamed level 2	160	0	0	0	0	0	160
Reseamed level 1	131	5	17	0	0	0	153
Level 1	57	3	3	42	3	1	109
TOTAL	348	8	20	42	3	1	423
	TOTAL RESIDENTIAL	376		TOTAL GUEST	48		423
					Ratio		1.84

Unit Type	# of Spaces	Ratio	Total
Assigned	376	0.02	8
Unassigned	46	0.05	3
TOTAL	422		11

* accessible van stall required for residential parking

Unit Type	Ratio	Resident	Guest	Total
EV Capable	0.11	25	5	42
EV Ready	0.25	57	10.5	68
EV Chargers	0.05			21
TOTAL		122	15.5	166

CODE ANALYSIS

GARAGE:

CONSTRUCTION TYPE: I-B
OCCUPANCY TYPE: S-2
PRIMARY STRUCTURAL FRAME: 2-HOURS
BEARING WALLS: 2-HOURS
NON-BEARING WALLS: NON-RATED
FLOOR CONSTRUCTION: 2-HOURS
ROOF CONSTRUCTION: 1-HOUR
EXTERIOR WALL AGAINST APT: 2-HOURS

APARTMENTS AND RESIDENTIAL AMENITIES

CONSTRUCTION TYPE: III-A
OCCUPANCY TYPE: R-2

B (LEASING/AMENITIES)
A-3 (CLUB ROOM)
1-HOUR
2-HOURS
1-HOUR
NON-RATED
1-HOUR
1-HOUR
1-HOUR
3-HOURS



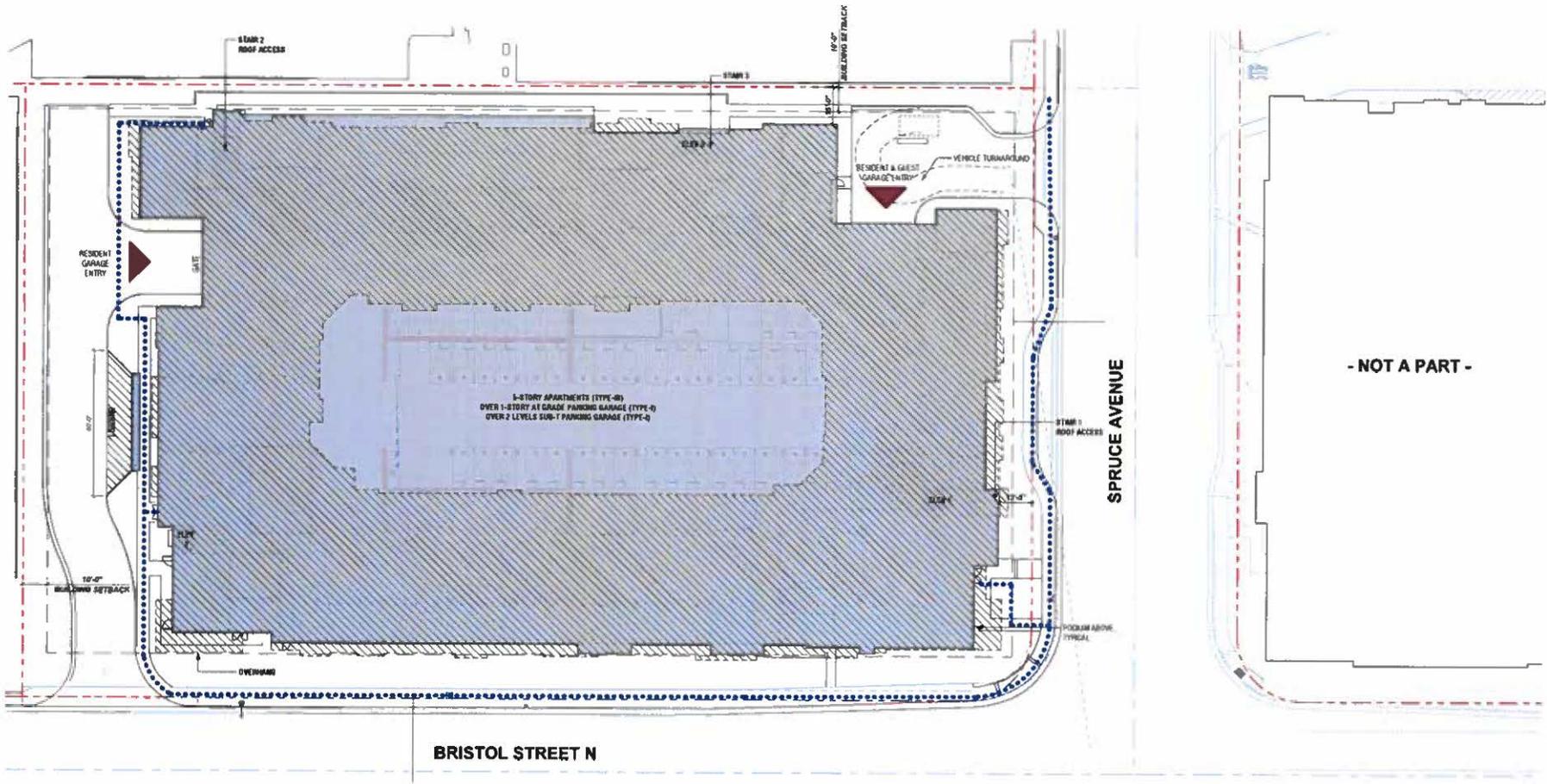
TPG 1400 BRISTOL N.
NEWPORT BEACH, CA
TCA # 2022-144



3RD ENTITLEMENT SUBMITTAL
AUGUST 11, 2023

PROJECT PERSPECTIVE
VIEW FROM BRISTOL

G-0.3



- SITE PLAN LEGEND**
- ACCESSIBLE PATH OF TRAVEL
 - PODIUM ABOVE

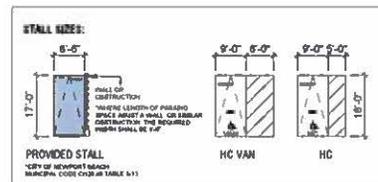
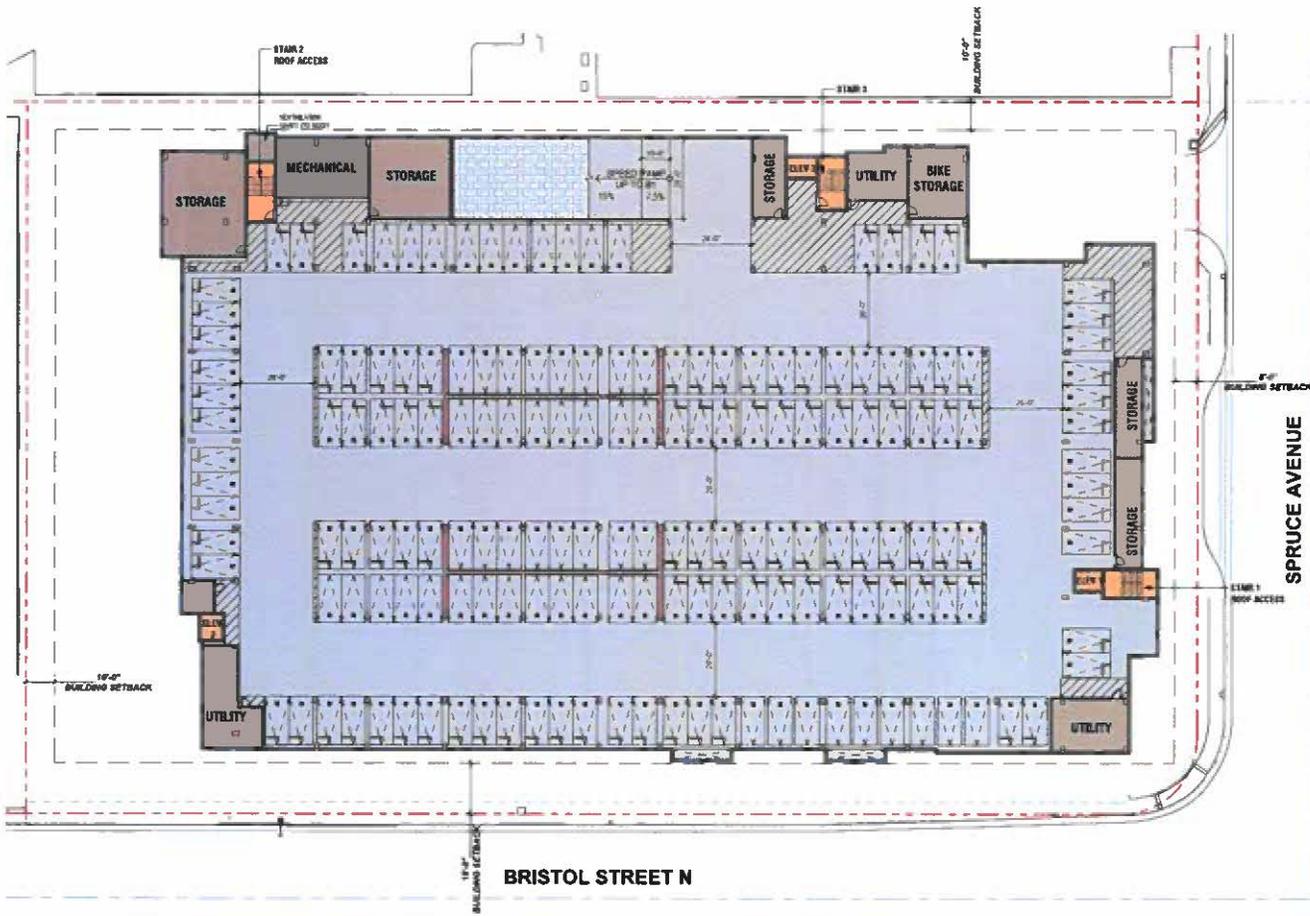
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 TCA # 2022-144



3RD ENTITLEMENT SUBMITTAL
 AUGUST 11, 2023



ARCHITECTURAL SITE PLAN

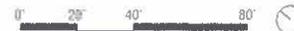


- KEY**
- LOBBY / LEASING / AMENITY
 - RESIDENTIAL VERT. CIRC.
 - PARKING
 - BOM

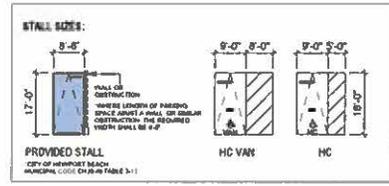
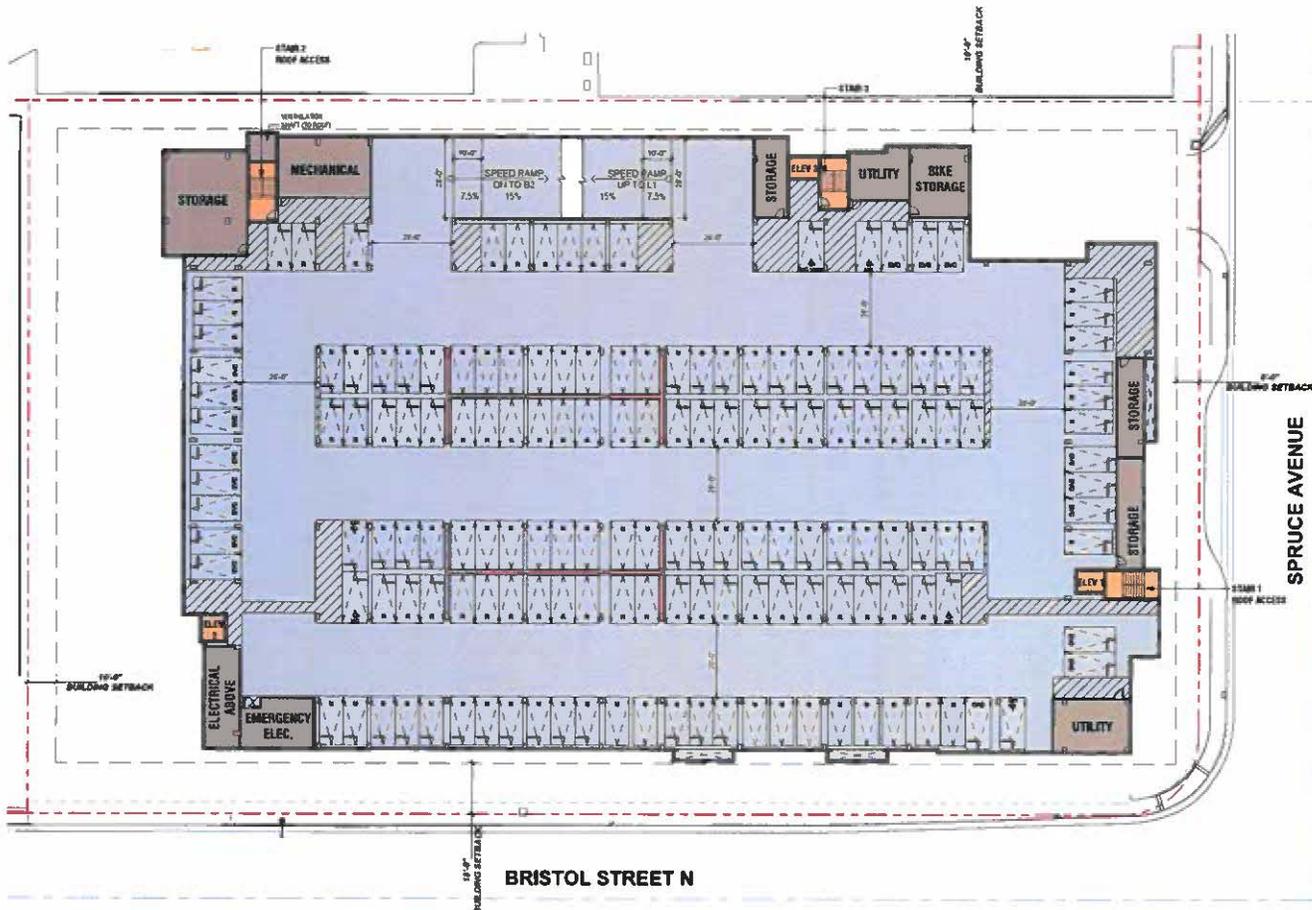
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NEWPORT BEACH, CA
TCA # 2022-144



3RD ENTITLEMENT SUBMITTAL
AUGUST 11, 2023



BUILDING PLANS
LEVEL B2 - BASEMENT FLOOR PLAN



- KEY**
- LOBBY / LEASING / AMENITY
 - RESIDENTIAL VERT. CIRC.
 - PARKING
 - BOH

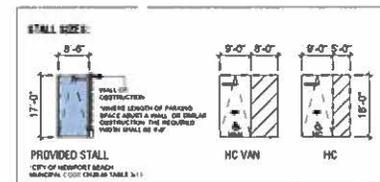
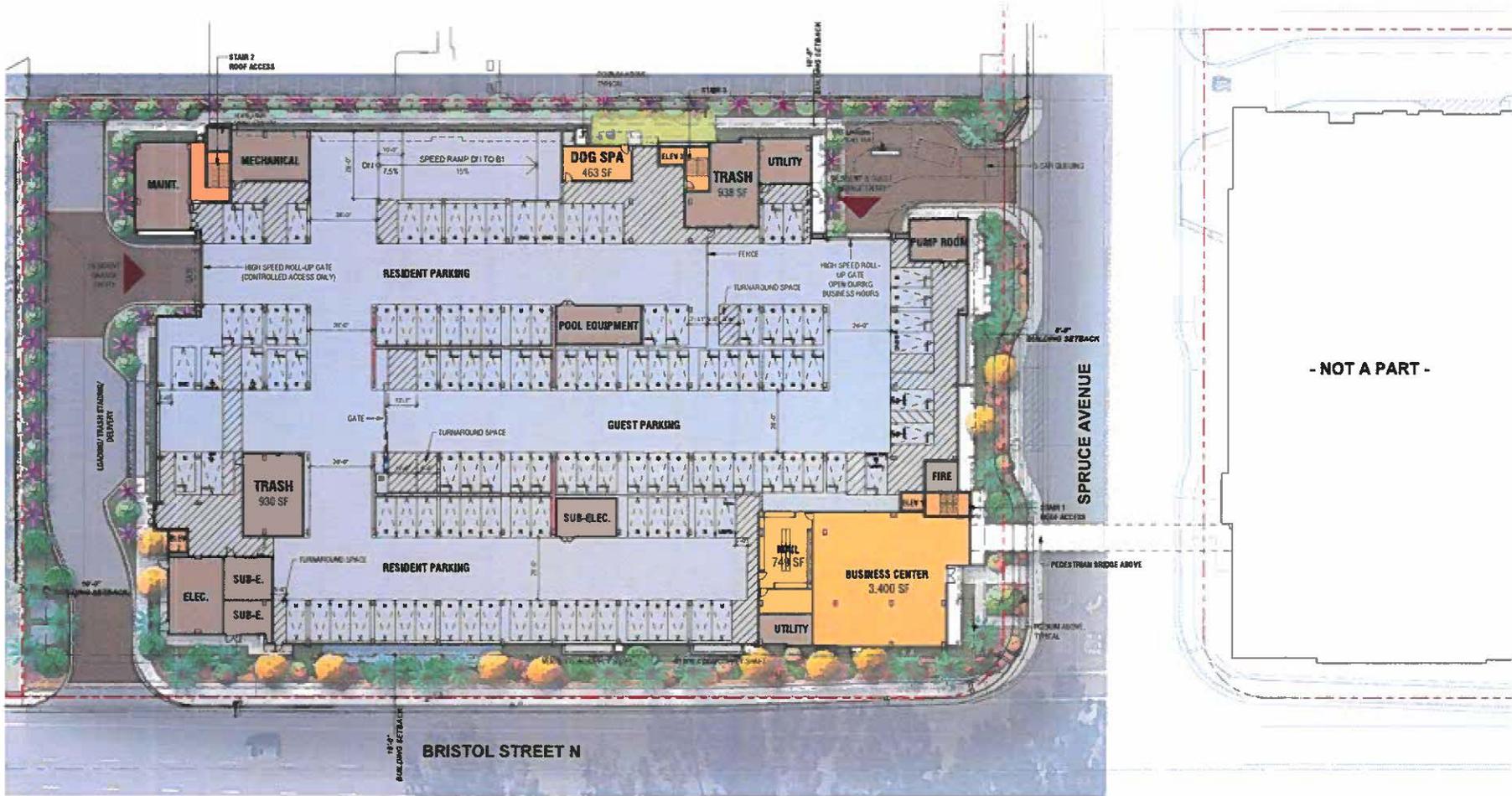
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NEWPORT BEACH, CA
TCA # 2022-144



3RD ENTITLEMENT SUBMITTAL
AUGUST 11, 2023



BUILDING PLANS
LEVEL B1 - BASEMENT FLOOR PLAN



- KEY**
- LOBBY / LEASING / AMENITY
 - RESIDENTIAL VERT. CIRC.
 - PARKING
 - BOH

TPG 1400 BRISTOL N.
NEWPORT BEACH, CA
TCA # 2022-144



3RD ENTITLEMENT SUBMITTAL
AUGUST 11, 2023



BUILDING PLANS
LEVEL 1 - GROUND FLOOR PLAN

A-1.3



- NOT A PART -

- KEY**
- LOBBY / LEASING / AMENITY
 - RESIDENTIAL VERT. CIRC.
 - PARKING
 - BOH

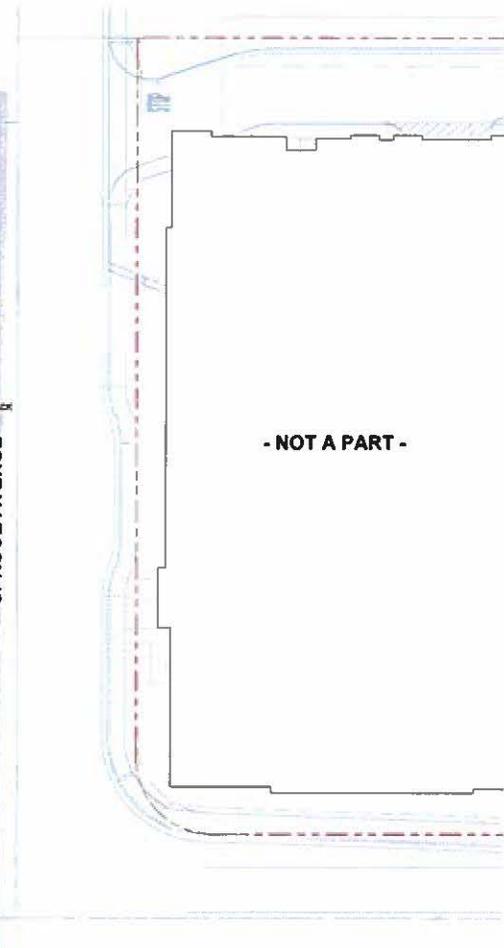
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NEWPORT BEACH, CA
TCA # 2022-144



3RD ENTITLEMENT SUBMITTAL
AUGUST 11, 2023



BUILDING PLANS
LEVEL 2 - PODIUM FLOOR PLAN



- KEY**
- LOBBY / LEASING / AMENITY
 - RESIDENTIAL VERT. CIRC.
 - PARKING
 - BOH

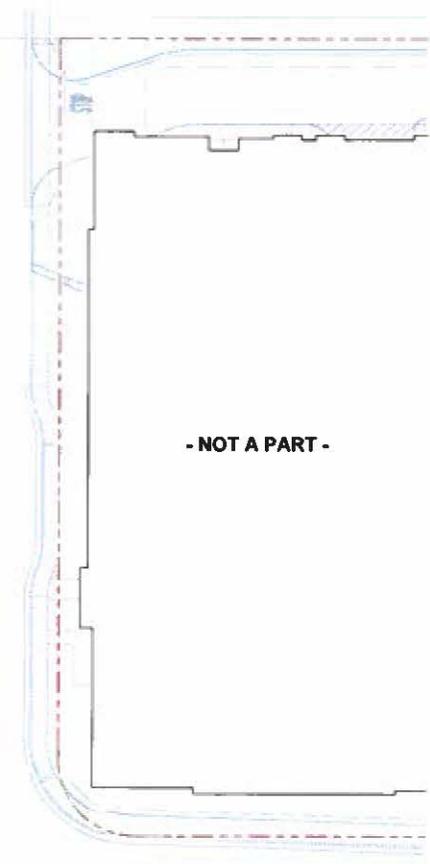
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 NEWPORT BEACH, CA
 TCA # 2022-144



3RD ENTITLEMENT SUBMITTAL
 AUGUST 11, 2023



BUILDING PLANS
 LEVEL 4 - FLOOR PLAN



- KEY**
- LOBBY / LEASING / AMENITY
 - RESIDENTIAL VERT. CIRC.
 - PARKING
 - BOH

TPG 1400 BRISTOL N.
 NEWPORT BEACH, CA
 TCA # 2022-144



3RD ENTITLEMENT SUBMITTAL
 AUGUST 11, 2023



BUILDING PLANS
 LEVEL 5 - FLOOR PLAN



- KEY**
- LOBBY / LEASING / AMENITY
 - RESIDENTIAL VERT. CIRC.
 - PARKING
 - BOH

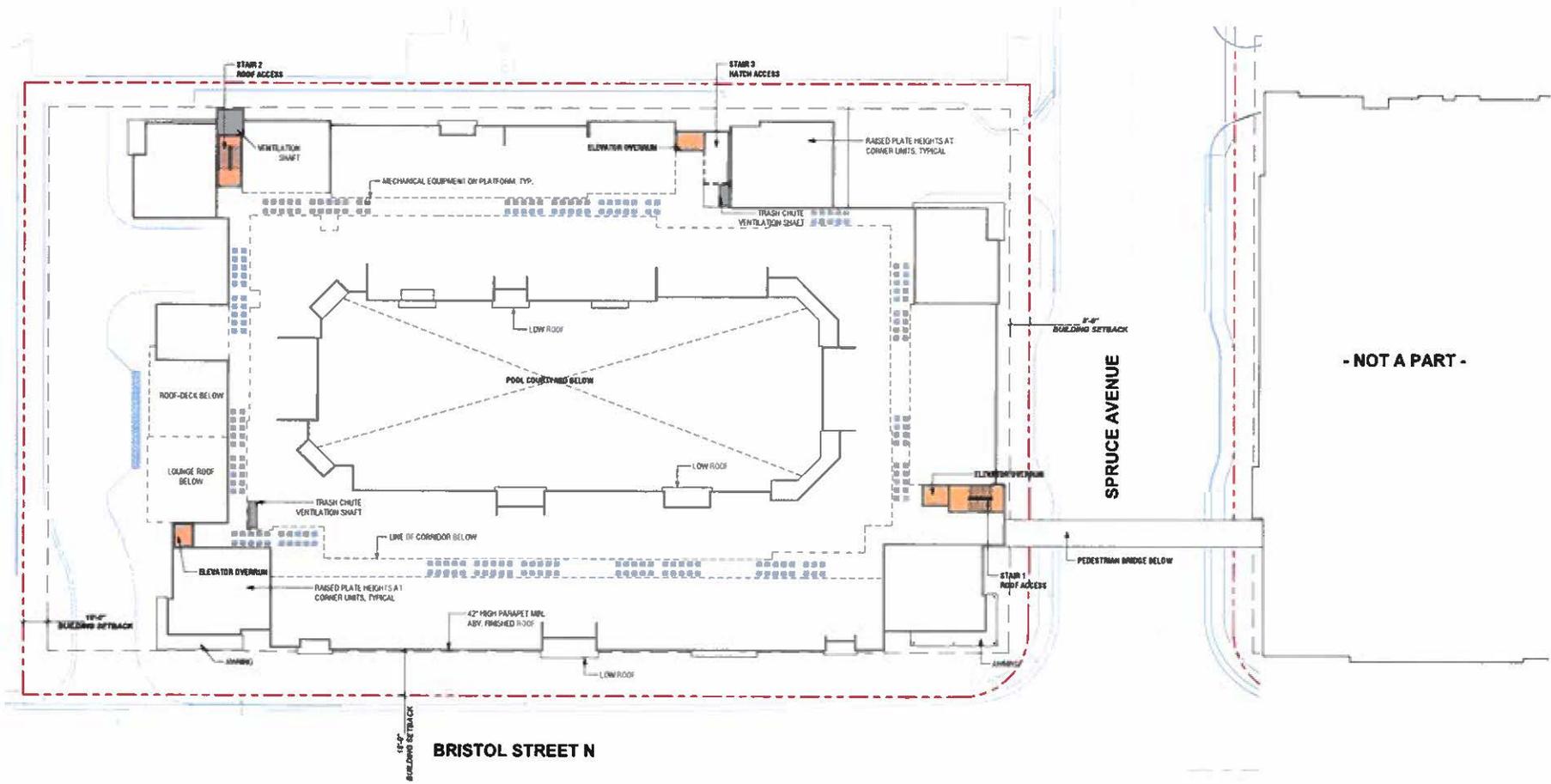
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NEWPORT BEACH, CA
TCA # 2022-144



3RD ENTITLEMENT SUBMITTAL
AUGUST 11, 2023



BUILDING PLANS
LEVEL 6 - FLOOR PLAN



- NOT A PART -

ROOF LEGEND	
	STAIR TO ROOF
	MECHANICAL EQUIPMENT
	UTILITY SHAFT TO ROOF

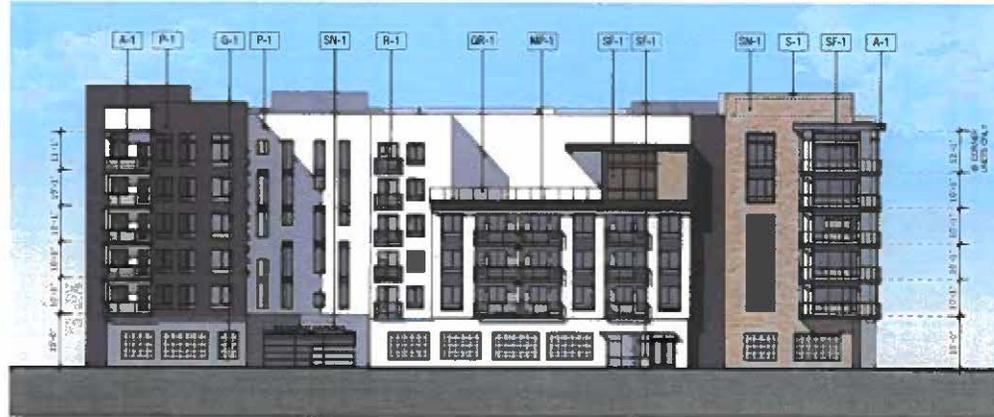
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NEWPORT BEACH, CA
TCA # 2022-144



3RD ENTITLEMENT SUBMITTAL
AUGUST 11, 2023



BUILDING PLANS
CONCEPTUAL ROOF PLAN



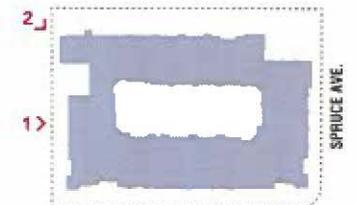
1) 1400 BRISTOL NORTH ELEVATION



2) 1400 BRISTOL PERSPECTIVE

MATERIAL LEGEND:

- P-1: EXTERIOR PLASTER
- CS-1: CEMENTITIOUS SIDING
- S-1: STONE/TILE VENEER
- SF-1 STORE FRONT
- A-1: METAL AWNING
- R-1: METAL RAILING
- GR-1: GLASS RAILING
- G-1: GARAGE SCREENS
- SN-1: PROPOSED SIGN LOCATIONS
- MP-1: METAL PANEL



BRISTOL ST.

KEY PLAN



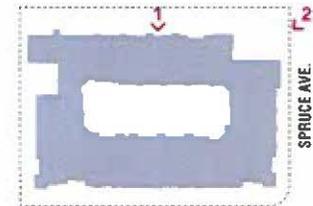
1) 1400 BRISTOL EAST ELEVATION



2) 1400 BRISTOL PERSPECTIVE

MATERIAL LEGEND:

- P-1: EXTERIOR PLASTER
- CS-1: CEMENTITIOUS SIDING
- S-1: STONE/TILE VENEER
- SF-1 STORE FRONT
- A-1: METAL AWNING
- R-1: METAL RAILING
- GR-1: GLASS RAILING
- G-1: GARAGE SCREENS
- SN-1: PROPOSED SIGN LOCATIONS
- MP-1: METAL PANEL



BRISTOL ST.

KEY PLAN



1) 1400 BRISTOL SOUTH ELEVATION



2) 1400 BRISTOL PERSPECTIVE

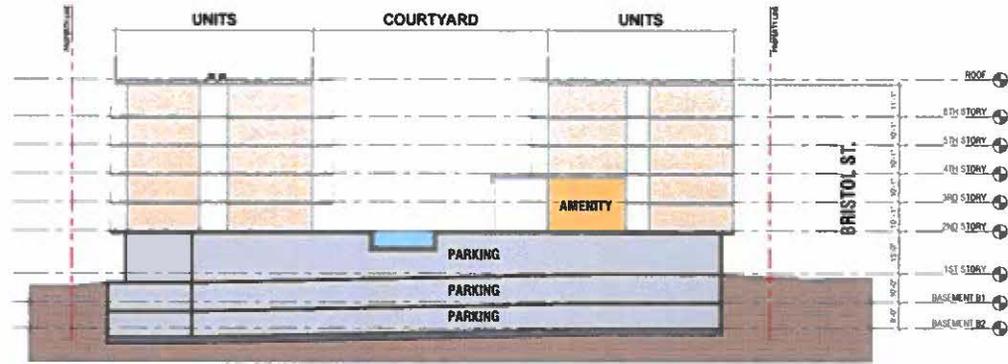
MATERIAL LEGEND:

- P-1: EXTERIOR PLASTER
- CS-1: CEMENTITIOUS SIDING
- S-1: STONE/TILE VENEER
- SF-1: STORE FRONT
- A-1: METAL AWNING
- R-1: METAL RAILING
- GR-1: GLASS RAILING
- G-1: GARAGE SCREENS
- SN-1: PROPOSED SIGN LOCATIONS
- MP-1: METAL PANEL

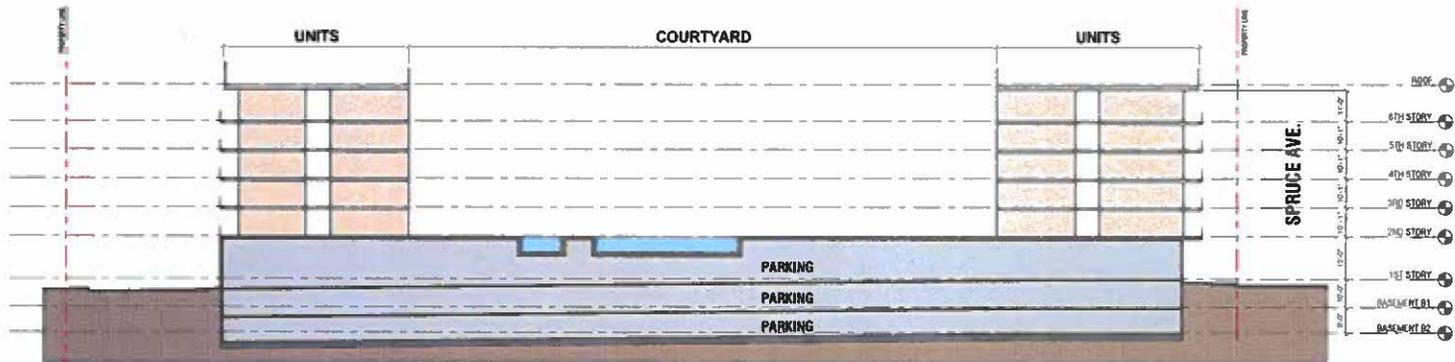


BRISTOL ST.

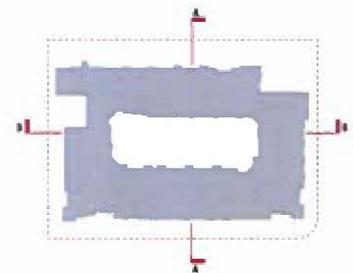
KEY PLAN



SECTION A



SECTION B



KEY PLAN

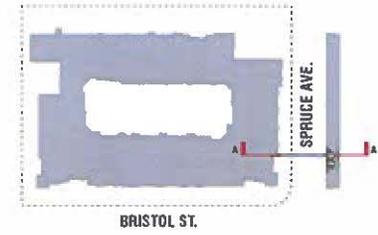
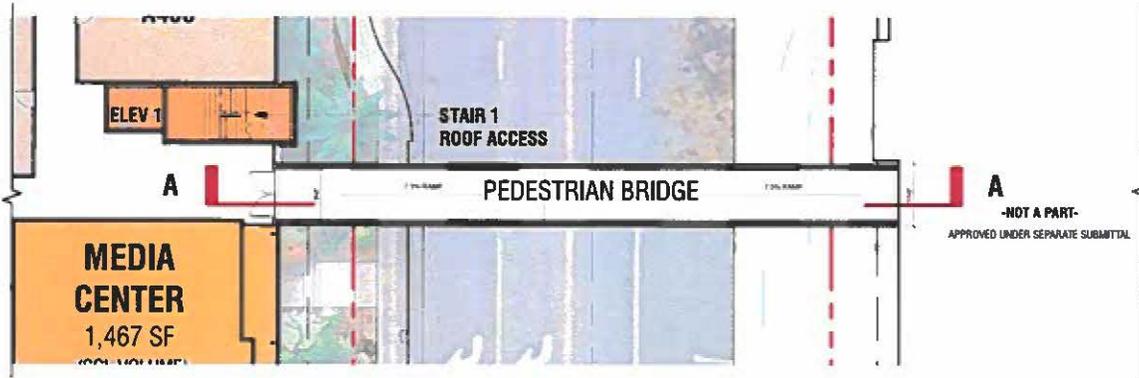
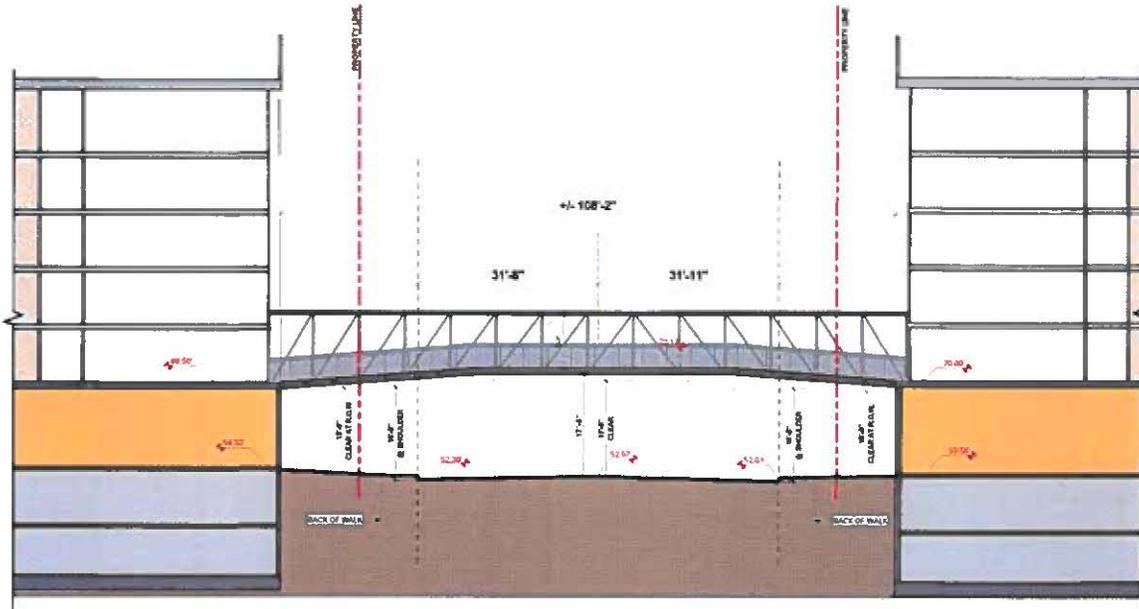
TPG 1400 BRISTOL N.
NEWPORT BEACH, CA
TCA # 2022-144



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BUILDING SECTIONS



A) SECTION & FLOOR PLAN

KEY PLAN



ACCENT COLORS



SHERWIN-WILLIAMS SW9148 - SMOKY AZURITE OR SIMILAR.



SHERWIN-WILLIAMS SW7069 - IRON ORE OR SIMILAR.

PRIMARY COLORS



SHERWIN-WILLIAMS SW7005 - PURE WHITE OR SIMILAR.

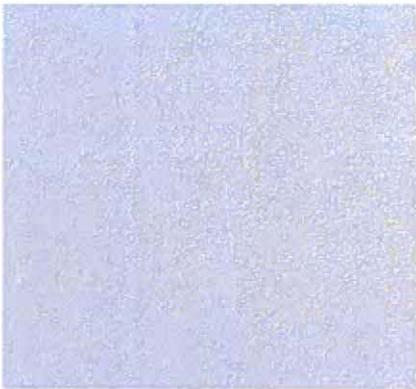


SHERWIN-WILLIAMS SW6254 - OR SIMILAR.



SHERWIN-WILLIAMS SW9148 - SMOKY AZURITE OR SIMILAR.

P-1 EXTERIOR PLASTER



OMEGA PRODUCTS - EXTERIOR PLASTER 20/30 SAND FINISH OR SIMILAR

SF-1 STOREFRONT



METALS (RAILINGS/AWNING/TRIM)

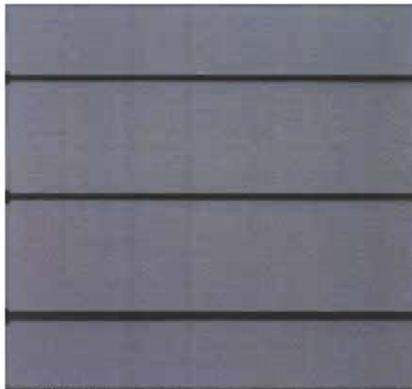


SHERWIN-WILLIAMS SW6256 - SERIOUS GRAY OR SIMILAR.



MP-1 MAC- METAL ARCHITECTURAL VERSA-TITANIUM BLACK OR SIMILAR

CS-1 CEMENTITIOUS SIDING



JAMES HARDIE PLANK - SMOOTH HORIZONTAL LAP SIDING OR SIMILAR

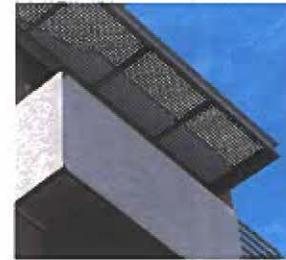
RAILINGS



GR-1 GLASS RAILINGS



R-1 METAL RAILINGS



A-1 METAL AWNINGS



G-1 GARAGE SCREENS

S-1 STONE/TILE VENEER



EMSER TILE - MILESTONE DUST - 12X24 PORCELAIN TILE OR SIMILAR

EGRESS NOTES:

THE PROPOSED BUILDING WILL UTILIZE 2 HORIZONTAL EXITS, EACH EXIT COMPARTMENT WILL CONTAIN 2 EGRESS STAIRS PROVIDING 2 POINTS OF CONTINUOUS EGRESS TO THE PUBLIC RIGHT OF WAY. ALL EGRESS TRAVEL DISTANCES WILL BE WITHIN THE DISTANCES ALLOWABLE BY CODE.

EXIT ACCESS TRAVEL DISTANCE: 250'

ADDITIONALLY, EACH EXIT COMPARTMENT PROVIDES 1 STAIR WITH ROOF ACCESS.

CODE ANALYSIS:

CONSTRUCTION TYPE: TYPE-III(A) (APARTMENTS)
O/ TYPE-4 (PODIUM)

OCCUPANCIES: R-2 (APARTMENTS)
S-2 (GARAGE)
B (LEASING, DOG WASH, BIKE SHOP)
A-3 (AMENITIES)

ALLOWABLE BUILDING AREA:

EQUATION 5-2 PER CBC 506.2.3
 $A_a = [A_s + (NS \times I_s)] \times S_a$, WHERE...

A_a = ALLOWABLE AREA (SQUARE FEET)
 A_s = TABULAR ALLOWABLE AREA FACTOR PER TABLE 506.2
 NS = TABULAR AREA FACTOR PER TABLE 506.2 FOR NON SPRINKLERED BUILDING
 I_s = AREA FACTOR INCREASE DUE TO FRONTAGE PER 506.3
 S_a = 2

$A_a = [24,000 \text{ S.F.} + (24,000 \text{ S.F.} \times 0)] \times 2 = 48,000 \text{ SF}$
TOTAL ALLOWABLE AREA PER BUILDING = 48,000 SF



FIRE AREA 3:

LVL 2:	8,884 S.F.
LVL 3:	8,884 S.F.
LVL 4:	8,884 S.F.
LVL 5:	8,884 S.F.
LVL 6:	8,884 S.F.
TOTAL AREA:	44,428 S.F.

FIRE AREA 2:

LVL 2:	9,231 S.F.
LVL 3:	9,231 S.F.
LVL 4:	9,231 S.F.
LVL 5:	9,231 S.F.
LVL 6:	9,231 S.F.
TOTAL AREA:	48,165 S.F.

FIRE AREA 1:

LVL 2:	11,169 S.F.
LVL 3:	11,169 S.F.
LVL 4:	11,169 S.F.
LVL 5:	11,169 S.F.
LVL 6:	11,169 S.F.
TOTAL AREA:	55,847 S.F.

AREA INCREASE FOR FIRE AREA 1
 PERIMETER LENGTH = 500'
 PERIMETER OF BUILDING WITH FRONTAGE > 30' = 253' (50%)
 I_s per TABLE 506.3.3 = .50
 $A_a = [24,000 \text{ S.F.} + (24,000 \text{ S.F.} \times .5)] \times 2 = 72,000 \text{ SF}$

FIRE AREA 4:

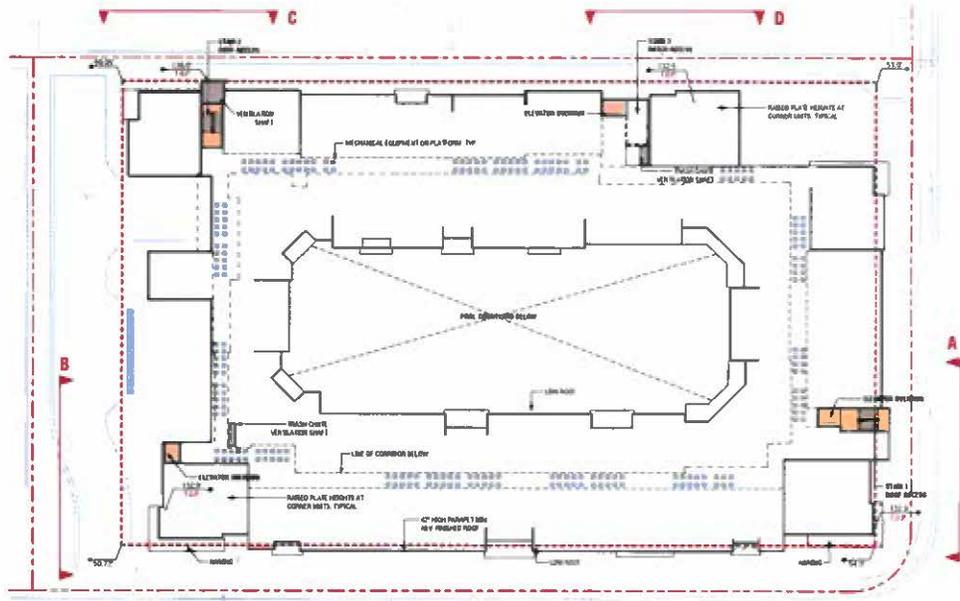
LVL 2:	11,195 S.F.
LVL 3:	11,195 S.F.
LVL 4:	11,195 S.F.
LVL 5:	11,195 S.F.
LVL 6:	11,195 S.F.
TOTAL AREA:	55,975 S.F.

AREA INCREASE FOR FIRE AREA 4
 PERIMETER LENGTH = 527'
 PERIMETER OF BUILDING WITH FRONTAGE > 30' = 261' (50%)
 I_s per TABLE 506.3.3 = .50
 $A_a = [24,000 \text{ S.F.} + (24,000 \text{ S.F.} \times .5)] \times 2 = 72,000 \text{ SF}$

FIRE AREA 5:

LVL 2:	14,132 S.F.
LVL 3:	9,383 S.F.
LVL 4:	14,132 S.F.
LVL 5:	14,132 S.F.
LVL 6:	14,132 S.F.
TOTAL AREA:	65,911 S.F.

AREA INCREASE FOR FIRE AREA 5
 PERIMETER LENGTH = 585'
 PERIMETER OF BUILDING WITH FRONTAGE > 30' = 285' (50%)
 I_s per TABLE 506.3.3 = .5
 $A_a = [24,000 \text{ S.F.} + (24,000 \text{ S.F.} \times .5)] \times 2 = 72,000 \text{ SF}$



SPRUCE AVENUE



ESTABLISHED GRADE NBMC 20.30.050

HIGHEST GRADE ELEVATION	54.00'
LOWEST GRADE ELEVATION	50.05'
SITE SLOPE	+/-1.06%

ESTABLISHED GRADE CALCULATION:
 $54.00' + 50.72' + 50.05' + 53.00' = 207.77' / 4 = 51.94'$ ESTABLISHED GRADE

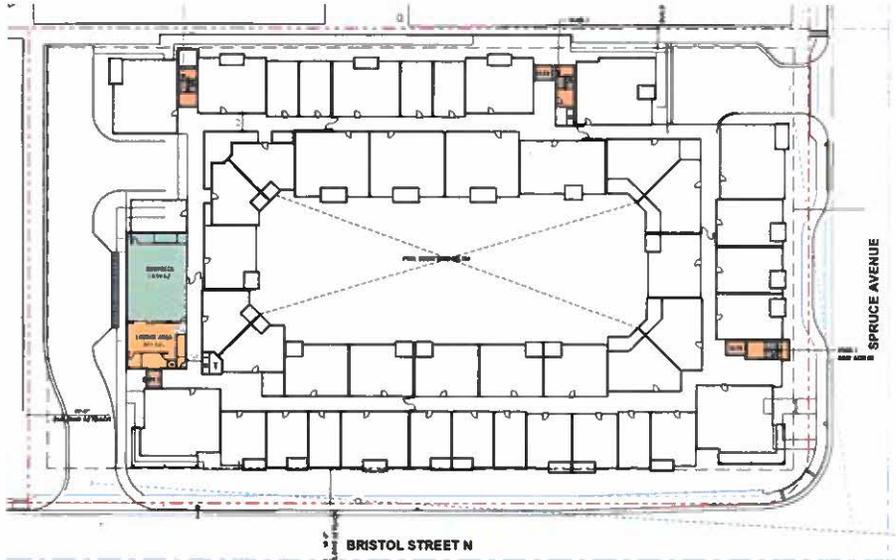
TPG 1400 BRISTOL N.
 NEWPORT BEACH, CA
 TCA # 2022-144



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NOT TO SCALE

HEIGHT ANALYSIS

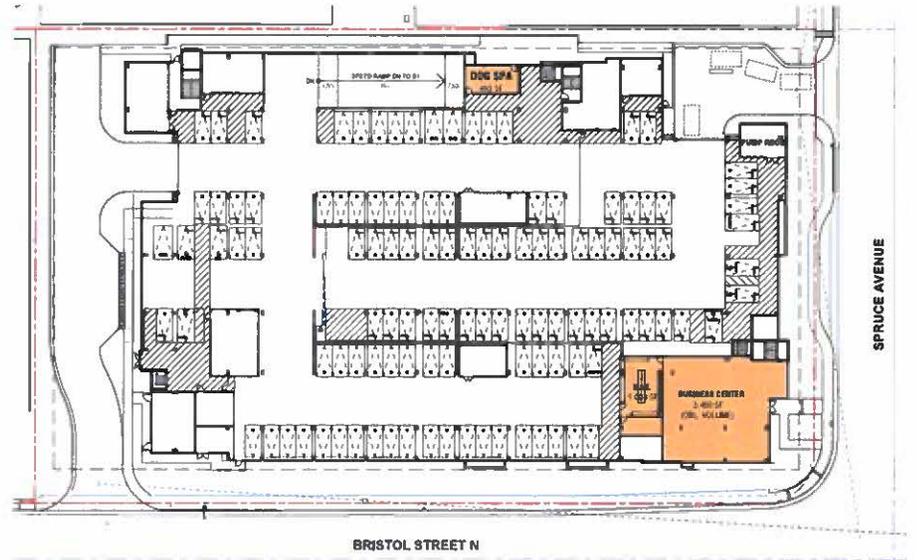
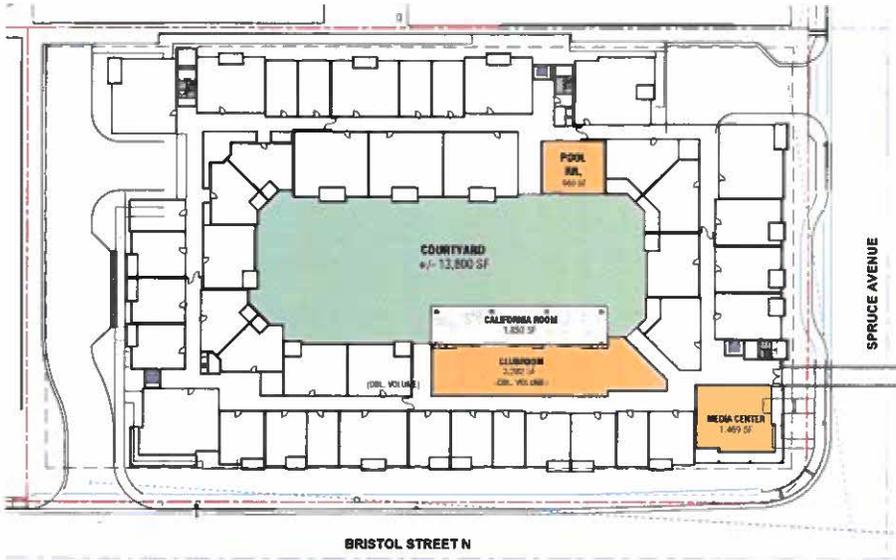


AMENITY AREAS

REQUIRED	44 SF/UNIT	x	229 UNITS	10,076 SF
PROVIDED				
Business Center				3,400 SF
Mail Room				1,004 SF
Club Room				3,282 SF
California Room				1,850 SF
Media Center				1,400 SF
Pool R/R/Showers				900 SF
Roof Lounge Area				817 SF
Roof Deck				1,510 SF
Dog Spa				463 SF
TOTAL				12,738 SF

COMMON OPEN SPACE

REQUIRED	75 SF-UNIT	x	229 UNITS	17,175 SF
PROVIDED				
Podium Courtyard				13,800 SF
TOTAL				13,800 SF



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TCA # 2022-144



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AUGUST 11, 2023



COMMON OPEN SPACE AND AMENITY AREAS



B101
 NET RENTABLE AREA 519 SF
 REQUIRED BALCONY (5%) 26 SF
 PROVIDED BALCONY 8 SF

STUDIO UNITS

PRIVATE OPEN SPACE

REQUIRED PRIVATE OPEN SPACE PER NBMC SHALL BE 5% OF UNIT AREA



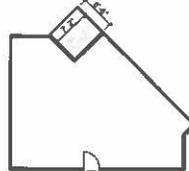
A106
 NET RENTABLE AREA 613 SF
 REQUIRED BALCONY (5%) 31 SF
 PROVIDED BALCONY 62 SF



B110
 NET RENTABLE AREA 382 SF
 REQUIRED BALCONY (5%) 19 SF
 PROVIDED BALCONY 42 SF



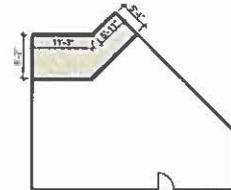
A606
 NET RENTABLE AREA 423 SF
 REQUIRED BALCONY (5%) 21 SF
 PROVIDED BALCONY 44 SF



A506
 NET RENTABLE AREA 215 SF
 REQUIRED BALCONY (5%) 11 SF
 PROVIDED BALCONY 46 SF



A602
 NET RENTABLE AREA 698 SF
 REQUIRED BALCONY (5%) 35 SF
 PROVIDED BALCONY 66 SF

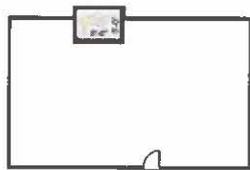


A716
 NET RENTABLE AREA 661 SF
 REQUIRED BALCONY (5%) 33 SF
 PROVIDED BALCONY 134 SF

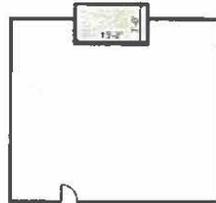
1 BEDROOM UNITS



B103
 NET RENTABLE AREA 1,046 SF
 REQUIRED BALCONY (5%) 52 SF
 PROVIDED BALCONY 81 SF



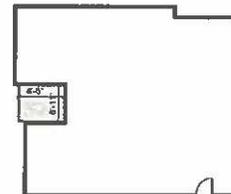
B001
 NET RENTABLE AREA 1,270 SF
 REQUIRED BALCONY (5%) 63 SF
 PROVIDED BALCONY 92 SF



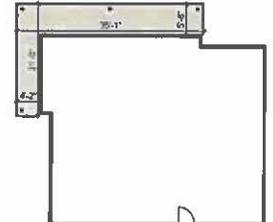
B709
 NET RENTABLE AREA 1,341 SF
 REQUIRED BALCONY (5%) 67 SF
 PROVIDED BALCONY 92 SF



B021 A
 NET RENTABLE AREA 1,300 SF
 REQUIRED BALCONY (5%) 65 SF
 PROVIDED BALCONY 85 SF

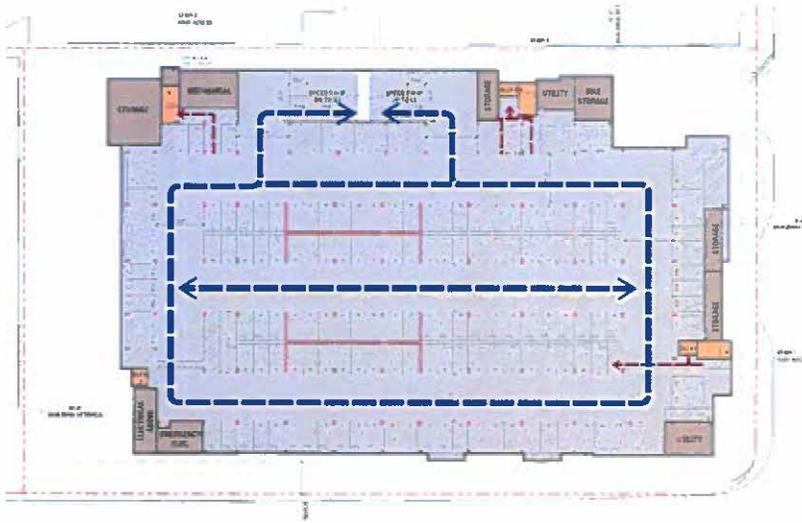


B930
 NET RENTABLE AREA 1,413 SF
 REQUIRED BALCONY (5%) 71 SF
 PROVIDED BALCONY 94 SF

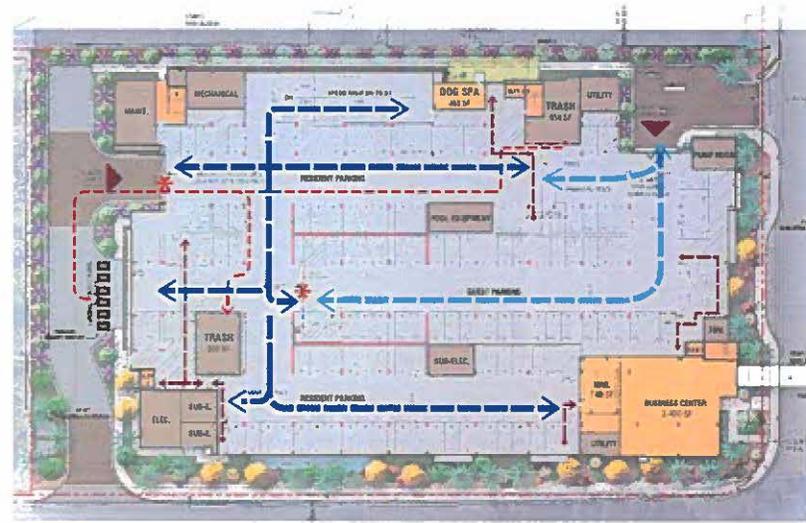


B008
 NET RENTABLE AREA 1,465 SF
 REQUIRED BALCONY (5%) 73 SF
 PROVIDED BALCONY 261 SF

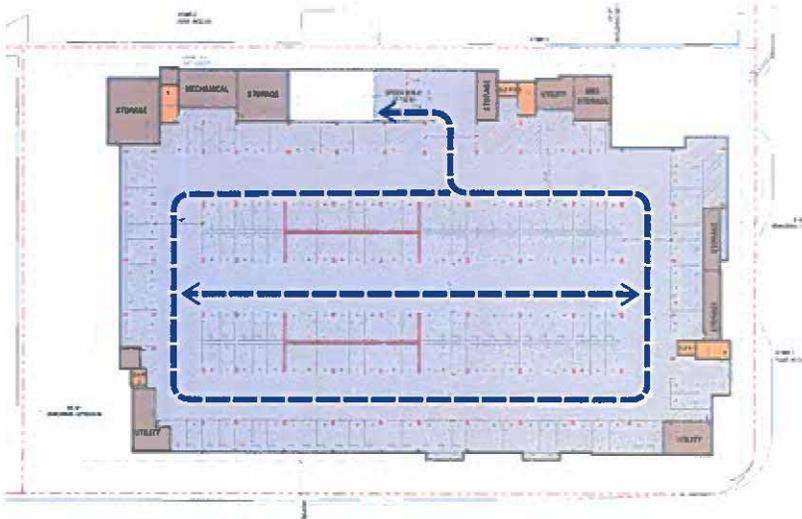
2 BEDROOM UNITS



BASEMENT 1



GROUND FLOOR



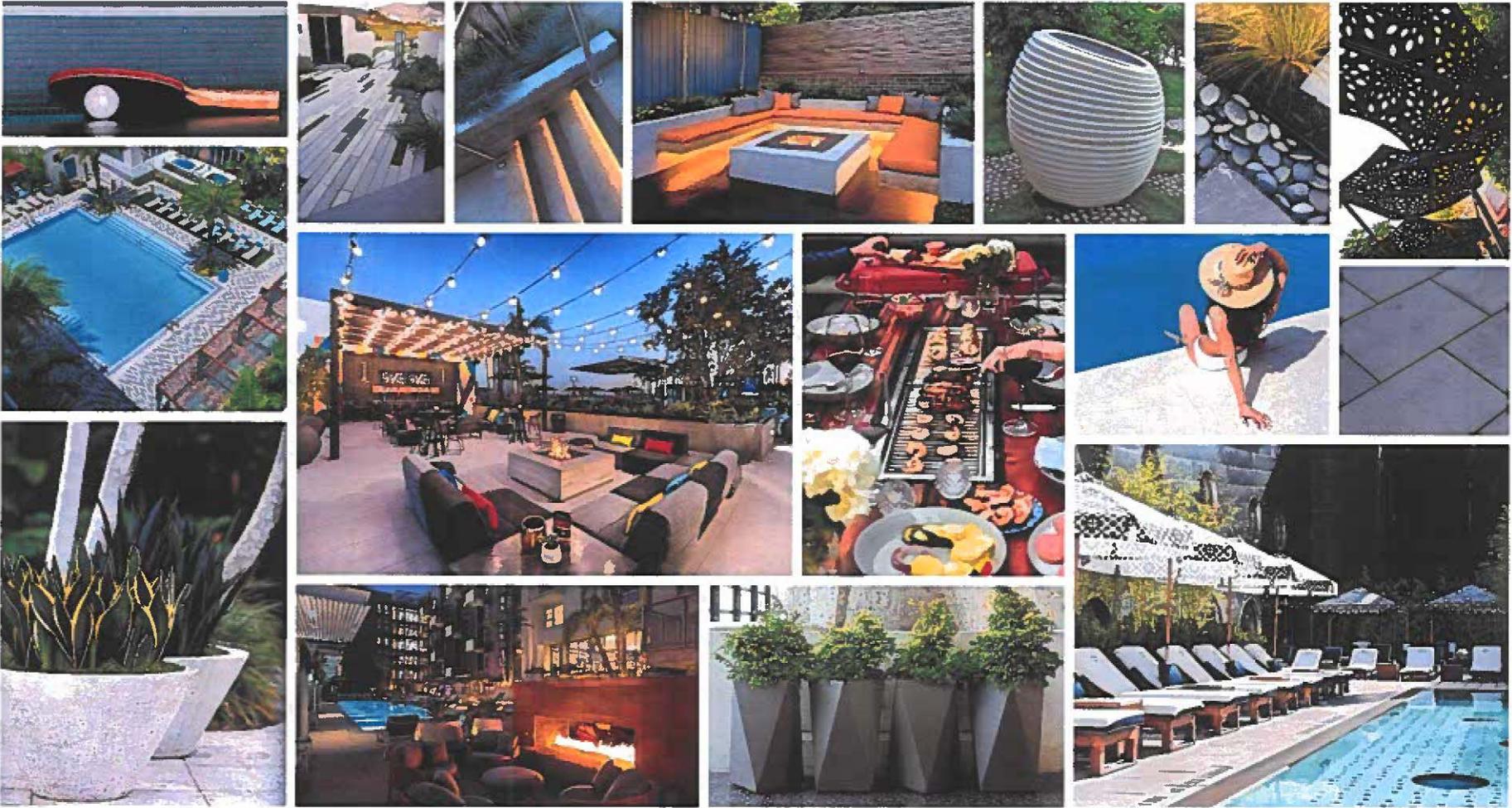
BASEMENT 2

- PEDESTRIAN ACCESSIBILITY
- TRASH PATH
- RESIDENT VEHICLE ACCESSIBILITY
- RESIDENT/GUEST VEHICLE ACCESSIBILITY
- TRASH BIN
- INDICATES GATE LOCATION

LEGEND







1400 BRISTOL N.
 NEWPORT BEACH, CA
 TCA # 2022-144



SITE DEVELOPMENT REVIEW
 August 11, 2023

CHARACTER IMAGES



AGAVE SPECIE
AGAVE



AQONIS FLEXUOSA
PEPPERMINT TREE



ALOE BANSEN
TREE ALOE



ARBUTUS MARINA
MARINA STRAWBERRY TREE



ARCHONTOPHOENIX
ALEXANDREA
KING PALM



BUTIAGRUS NABONNANDI
MULE PALM



CASSIA LEPTOPHYLLA
GOLD MEDALLION TREE



CYCAS THOURII
MADAGASCAR CYCAD



DRACENA DRACO
DRAGON TREE



MAGNOLIA GRANDIFLORA
"LITTLE GEM"
LITTLE GEM SOUTH-EASTERN MAGNOLIA



METROSIDEROS EXCELSA
NEW ZEALAND CHRISTMAS TREE



MICHELIA CHAMPACA
CHAMPACA



OLEA EUROPEA
OLIVE



PHOENIX DACTYLIFERA
"MEDJOO"
MEDJOO DATE PALM



PARKINSONIA X
"DESERT MUSEUM"
DESERT MUSEUM PALO VERDE



PROSOPIS SPECIES
MESQUITE TREE



QUERCUS ILEX
HOLLY OAK



RHUS LANCEA
AFRICAN SUMAC



SCHINUS MOLLE
CALIFORNIA PEPPER TREE



SOPHORA SECUNDFLORA
TEXAS MOUNTAIN LAUREL



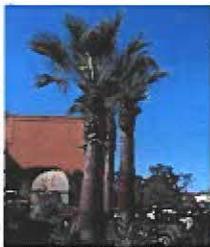
SYAGRUS ROMANZOFFIANA
QUEEN PALM



TECOMA STANS
YELLOW BELLS



TRISTANIA CONFERTA
BRISBANE BOX



WASHINGTONIA FILIFERA
CALIFORNIA FAN PALM



YUCCA FAXONIANA
SPANISH DAGGER



YUCCA ROSTRATA
BEAKED YUCCA



ACORUS GRAMINEUS 'OGON'
GOLDEN VARIEGATED
SWEET FLAG



AGAVE ANGUSTIFOLIA
CARIBBEAN AGAVE



AGAVE 'BLUE GLOW'
AGAVE



AGAVE OVATIFOLIA
WHALE'S TONGUE AGAVE



AGAVE PARRYI
PARRY'S AGAVE



ALOE SPECIES
ALOE



BELOPERONE GUTTATA
SHRIMP PLANT



CARISSA MACROCARPA
'GREEN CARPET'
GREEN CARPET NATAL PLUM



CASSAVA SPECIES
CASSAVA



CISTUS 'LITTLE MISS SUNSHINE'
ROCKROSE



CISTUS 'MICKIE'
ROCKROSE



COPROSMA REPENS
'MARBLE QUEEN'
DWARF VARIEGATED
MIRROR PLANT



CUPHEA AUREA
GOLDEN CUPHEA



CUPHEA IGNEA
CIGAR PLANT



CYCAS THOURASHII
MADAGASCAR CYCAD



DASYLIRION WHEELERI
SPOON YUCCA



DIABELLA 'CASSA BLUE'
BLUE FLAX LILY



DUDLEYA BRITTONII
GIANT CHALK DUDLEYA



GAZANIA
TREASURE FLOWERS



GREVILLEA LANIGERA
'COASTAL GEM'
WOOLLY GREVILLEA



HELICHRYSUM PETIOLARE
'LIMELIGHT'
LIMELIGHT LICORICE PLANT



LANTANA 'NEW GOLD'
NEW GOLD LANTANA



LEUCOPHYLLUM FRUTESCENS
TEXAS SAGE



LIROPE VARIEGATED
VARIEGATED LILY TURF



LOTUS BERTHELOTII
PARROT'S BEAK



MYOPORUM PARVIFOLIUM
YAREENA
CREEPING MYOPORUM



NANDINA DOMESTICA 'NANA'
HEAVENLY BAMBOO NANA



OLEA 'LITTLE OLLIE'
DWARF FRUITLESS OLIVE



OPUNTIA BASILARIS
BEAVERTAIL CACTUS



PHILODENDRON XANADU
WINTERBORN PHILODENDRON



PHORMIUM 'YELLOW WAVE'
NEW ZEALAND FLAX



POLYGALA FRUTICOSA
'PETITE BUTTERFLY'
SWEET PEA SHRUB



PORTULACARIA AFRA 'AUREA'
YELLOW RAINBOW BUSH



PORTULACARIA AFRA
'PROSTRATA'
DWARF ELEPHANT FOOD



SEDUM COPPERTONE
COPPERTONE STONECROP



SENECIO SERPENS
BLUE CHALKSTICKS



SENECIO SERPENS
COAST ROSEMARY



STENOCEPERUS THURBERI
ORGAN PIPE CACTUS



TECOMA STANS
'ORANGE JUBILEE'
CAPE HONEYSUCKLE



TRACHELOSPERMUM ASIATICUM
ASIATIC JASMINE



YUCCA FILAMENTOSA
'GOLDEN SWORD'
ADAM'S NEEDLE



PLANTING NOTES:

ALL PLANTS ARE CAL-IPC NON-INVASIVE AND WUCCOLS MEDIUM/LOW WATER CONSUMPTION (REGION 3- SOUTH COASTAL) VARIETIES FOR THEIR PROPOSED GROWING CONDITIONS. THESE PLANTS ARE WATER CONSERVING AND USED FOR THEIR DEEP ROOT SYSTEMS WHICH STABILIZES SOIL AND MINIMIZES EROSION IMPACTS. NO TREES TO BE PLANTED IN THE PUBLIC RIGHT-OF-WAY

THIS LEGEND IS TO DEMONSTRATE GENERAL DESIGN INTENT. FINAL PLANTING DESIGN WILL BE ESTABLISHED BASED ON MATERIAL AVAILABILITY AND WATER USE REQUIREMENTS. FINAL PLANTING DESIGN & SPECIES SELECTION WILL BE SHOWN ON PERMIT DRAWINGS.

BOTANICAL NAME	COMMON NAME	SIZE	QTY	WUCCOLS
ACACIA SALICINA	WILLOW ACACIA	24	14	LOW
ACACIA PENDULA	WEEPING ACACIA	24		LOW
ACACIA STENOPHYLLA	SHOE-STRING ACACIA	24	11	LOW
ARBUTUS UNEDO MARINA	STRAWBERRY TREE	24		LOW
PROSOPIS GLANDULOSA	HONEY MESQUITE			
RHUS LANCEA	AFRICAN SUMAC WILLOW			
AGAVE SPECIE	AGAVE	24	27	LOW
CACTUS SPECIES	CACTUS			
YUCCA SPECIES	YUCCA			
ALOE BANSEII	TREE ALOE	24	7	VERY LOW
ERIOBOTRYA DEFLEXA	BRONZE LOQUAT	24		MEDIUM
RHAPHIOLEPIS MAJESTIC	HAWTHORN	24		MEDIUM
BEAUTY				
TECOMA STANS	YELLOW ELDER			
CASSIA LEPTOPHYLLA	GOLD MEDALLION TREE			
CYCAS THOURII	MADAGASCAR CYCAD	24	0	MEDIUM
STRELITZIA SPECIES	BIRD OF PARADISE	24		MEDIUM
DRACENA DRACO	DRAGON TREE	24	4	VERY LOW
CITRUS SPECIES	CITRUS	24		LOW
MAGNOLIA GRANDIFLORA	LITTLE GEM SOUTHERN	24	2	MEDIUM
'LITTLE GEM'	MAGNOLIA			
SOPHORA SECUNDIFLORA	TEXAS MOUNTAIN LAUREL			
LIROIDENDRON TULIPIFERA	TULIP TREE			MEDIUM
OLEA EUROPEA	OLIVE	24	32	LOW
MAGNOLIA SPECIES	MAGNOLIA			
QUERCUS ILEX	HOLLY OAK	24		MEDIUM
PHOENIX DACTYLIFERA	MEDJOOOL DATE PALM	24	34	LOW
'MEDJOOOL'				
RHUS LANCEA	AFRICAN SUMAC	24	13	LOW
METROSIDEROS EXCELSUS	NEW ZEALAND TEA TREE	24		LOW
QUERCUS ILEX	HOLLY OAK	24		MEDIUM
SYAGRUS ROMANZOFFIANA	QUEEN PALM	24	37	MEDIUM
WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM			TO LOW
YUCCA SPECIES	YUCCA			
ARCHONTOPHOENIX	KING PALM	24	0	MEDIUM
ALEXANDREA				
HOWEA FORSTERIANA	KENTIA PALM	15 BTH		
SYAGRUS ROMANZOFFIANA	QUEEN PALM			
TRISTANIA CONFERTA	BRISBANE BOX	24	16	MEDIUM
PARKINSONIA X	DESERT MUSEUM PALO VERDE			TO LOW
'DESERT MUSEUM'				
SCHINUS MOLE	CALIFORNIA PEPPER TREE			
BRACHYCHITON SPECIES	BOTTLE TREE	24		MEDIUM
AGONIS FLEXUOSA	WESTERN AUSTRALIAN PEPPERMINT			
MICHELIA CHAMPACA	CHAMPACA			



IRRIGATION HYDROZONES:

- HYDRO-ZONE 1 : South West Perimeter - Sub Surface Irrigation - 8,301 S.F.
- HYDRO-ZONE 2 : North East Perimeter - Sub Surface Irrigation - 6,568 S.F.
- HYDRO-ZONE 3 : Podium Level Landscape - Sub Surface Irrigation - 3,978 S.F.
- HYDRO-ZONE 4 : Water Features - Pool/Spa - 1,198 S.F.

WATER USE CLASSIFICATION OF LANDSCAPE SPECIES (WUCOLS):
 WUCOLS, Water Use Classification of Landscape Species, is a University of California Cooperative Extension Publication and is a guide to the water needs of landscape plants.
 CROP FACTOR PERCENT OF ETo
 H - HIGH 70% - 90%
 M - MEDIUM 40% - 60%
 L - LOW 10% - 30%
 VL - VERY LOW < 10%

WATER CONSERVATION FEATURES

- The following measures will be incorporated into the project to conserve water:
1. Installation of "smart" irrigation controller with rain-sensor.
 2. The use of low precipitation / low angle irrigation spray heads.
 3. The use of low water consuming plants.
 4. Soil amendment to achieve good soil moisture retention.
 5. Mulching to reduce evapotranspiration from the root zone.
 6. Installation of automatic irrigation system to provide deep-root watering to trees is required.

WATER CONSERVATION STATEMENT

Purpose:
 To provide the maintenance staff a mechanical device to distribute water and ensure plant survival in the most efficient manner and within a time frame that least interferes with the activities of the community.

The irrigation system for each hydrozone will be automatic and incorporate low volume drip emitters, bubblers and high efficiency low angle spray heads at turf only. Drip irrigation systems may be employed where considered to be effective and feasible. Irrigation valves shall be separated to allow for the systems operation in response to orientation and exposure.

Planting will be designed to enhance the visual character of the site and the architectural elements. Plants shall be grouped with similar water, climatic and soil requirements to conserve water and create a drought responsive landscape.

Each hydrozone consists of moderate to low water consuming plants. In areas of moderate water consuming plants they shall be properly amended to retain moisture for healthy growth and to conserve water.

Plant material with each hydrozone shall be specified in consideration of north, south, east and west exposures.

Soil shall be prepared and amended to provide for maximum moisture retention and percolation. Planted beds shall be mulched to retain soil moisture and reduce evapotranspiration.

To avoid wasted water, the controls will be overseen by a flow monitor that will detect any broken sprinkler heads to stop that station's operation, advancing to the next workable station. In the event of pressure supply line breakage, it will completely stop the operation of the system. All material will be nonerous, with the exception of the brass piping into and out of the backflow units. All work will be in the best acceptable manner in accordance with applicable codes and standards prevailing in the industry.

WATER EFFICIENT WORKSHEET

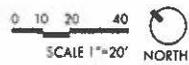
Hydrozone or Planting Description	Area Factor (AF)	Irrigation Method	Highflow Efficiency (E)	Water Product	Hydrozone Area Factor	Water Usage	Estimated Total Water Use (Gals/Day)
Hydro-Zone 1	8,301	Sub Surface	0.7	0.2	5,811	1,490	12,301
Hydro-Zone 2	6,568	Sub Surface	0.5	0.2	3,284	1,287	4,571
Hydro-Zone 3	3,978	Sub Surface	0.5	0.2	1,989	795	2,784
Hydro-Zone 4	1,198	Water Features	0.5	0.2	599	239	838
Total	20,065				11,683	4,811	16,494

ETC Calculations	Notes
Regular Landscape Area: 2,780 Total Area: 16,417 Average CWF: 0.91	ETo: 0.15 Average ETo: 0.15 Average ETo: 0.15

1400 BRISTOL N.
 NEWPORT BEACH, CA
 TCA # 2022-144



SITE DEVELOPMENT REVIEW
 August 11, 2023



HYDROZONE PLAN

IN THE CITY OF NEWPORT BEACH, COUNTY OF ORANGE, STATE OF CALIFORNIA

1400 BRISTOL ST. CONCEPTUAL GRADING PLAN

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF NEWPORT BEACH, IN THE COUNTY OF ORANGE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THAT PORTION OF BLOCK 58 OF FRONT'S SUBDIVISION, AS SHOWN ON A MAP RECORDED IN BOOK 1, PAGE 816 OF MISCELLANEOUS RECORDS MAPS, RECORDS OF ORANGE COUNTY, CALIFORNIA, TOGETHER WITH THAT PORTION OF BLOCK 58, AS SHOWN ON A MAP RECORDED IN BOOK 21, PAGE 28 OF MISCELLANEOUS MAPS, RECORDS OF SAID ORANGE COUNTY, DESCRIBED AS FOLLOWS:

PARCEL 4 IN THE CITY OF NEWPORT BEACH, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS SHOWN ON A MAP FILED IN BOOK 24, PAGE 11 OF RANCHED MAPS IN THE OFFICE OF THE COUNTY RECORDER OF ORANGE COUNTY, CALIFORNIA.

EXCEPT THE FULL RIGHTS TO ALL UNDERGROUND PETROLEUM GAS AND OTHER HYDROCARBON RESOURCES EXISTING BELOW FIVE HUNDRED (500) FEET FROM THE SURFACE OF SAID REAL PROPERTY DESCRIBED ABOVE, PROVIDED, HOWEVER, THAT GRANTEES HEREBY EXPRESSLY WAIVES THE RIGHT TO EXHAUST THE SURFACE OF SAID REAL PROPERTY FOR THE PURPOSE OF EXPLORING FOR, OR PRODUCING THE UNDERGROUND PETROLEUM GAS AND OTHER HYDROCARBON SUBSTANCES AS REFERRED TO HEREIN RECORDED JULY 1, 1971.

FOR CONVEYANCING PURPOSES ONLY: APR 427-332-02

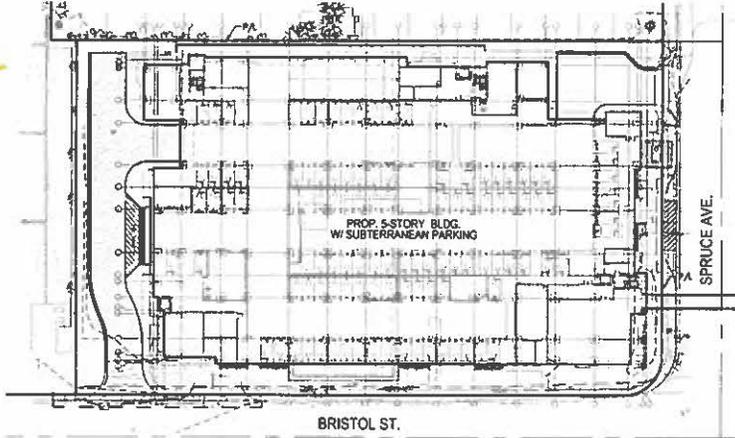
ASSESSOR'S PARCEL NUMBER

COUNTY OF ORANGE:

APN: 427-332-02

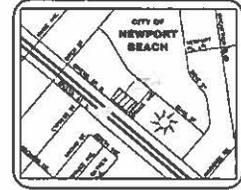
BASIS OF BEARINGS

THE BEARINGS IS ACROSS 12° E ALONG THE CENTERLINE OF SPRUCE AVENUE PER PARCEL MAP BOOK 24, PAGE 11, IN THE CITY OF NEWPORT BEACH, COUNTY OF ORANGE, STATE OF CALIFORNIA, WAS USED AS THE BASIS OF BEARINGS FOR THIS SURVEY.



INDEX MAP

SCALE: 1" = 40'



VICINITY MAP
NOT TO SCALE

SHEET INDEX

SHEET TITLE	SHEET NUMBER
TITLE SHEET	C1.01
EXISTING CONDITION	C1.01
CONCEPTUAL GRADING PLAN	C1.01
CONCEPTUAL UTILITY PLAN PLAN	C1.01
CONCEPTUAL SWAMP PLAT PLAN	C1.01
ALTA/NCPS LAND TITLE SURVEY	C1.01

APPLICANT

TRG (KCM) ACQUISITION, LLC
5000 BIRCH ST, SUITE 800
NEWPORT BEACH, CA 92660
(949) 287-1529

CIVIL

SAF & ASSOCIATES
701 N. PASCADENOR DR.
SANTA ANA, CA 92705
(714) 260-6500

ARCHITECT

ICA ARCHITECTS
18782 MAGNANIM BLVD, SUITE 300
IRVINE, CA 92612
(949) 882-0270

LANDSCAPE ARCHITECT

LIFESCAPES INTERNATIONAL, INC
4830 CAMPUS DR.
NEWPORT BEACH, CA 92660
(949) 478-8888

GEOTECHNICAL ENGINEER

ALMO CONSULTING GROUP, INC
18200 SBY PARK CIRCLE, SUITE 250
IRVINE, CA 92614
(949) 797-0241

FLOOD NOTE

ZONE - "X" PER FEDERAL FLOODING AGENCY
WMP NO. 18368 (ISS - 7 EFFECTIVE DATE DECEMBER 3, 2008)
ZONE "X" COVERS AREAS SUBJECT TO NORMAL FLOODING

UTILITY COMPANIES

- AT&T
PHONE: (800) 348-3030
LINE: 4431-10-0000
- CH2M HILL
3001 PLACERIA AVE.
COSTA MESA, CA 92626
PHONE: (949) 422-4736
- NEWPORT BEACH CITY UTILITIES
1000 S. SPRINGMOUNT
3400 E. 15TH STREET
NEWPORT BEACH, CA 92663
PHONE: (949) 844-2811
- SOUTHERN CALIFORNIA GREN
P.O. BOX 800
RANCHO CALIFORNIA, CA 91769
PHONE: (800) 606-4880
- SOUTHERN CALIFORNIA GAS COMPANY
CENTRALIZED COMERCIALIZATION
MONTEREY PARK, CA 91764
PHONE: (800) 427-2200
- THE SMOKE CABLE
6200 TOPANGA CANYON BLVD.
ONTARIO, CA 91761
PHONE: (800) 992-2223

LAND AREA

102,300 SF. ± / 2.36 ACRES ±

UNDERGROUND SERVICE ALERT

Call TOLL FREE
1-800-422-4133

WHEN WHAT'S BE-OW
CALL BEFORE YOU-DIG

TWO WORKING DAYS BEFORE YOU DIG

UNSATURATED CONDITIONS & NOTES

THE DESIGN PROFESSIONAL SHALL ALSO BE RESPONSIBLE FOR ALL LOCAL PERMITS, REGULATIONS, ORDINANCES, AND CODES OF ORDINANCES TO THE PLAN SHALL BE IN ACCORDANCE WITH THE PROVISIONS OF THE PLAN. CONSTRUCTION CONTRACTORS SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF NEWPORT BEACH. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF NEWPORT BEACH. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF NEWPORT BEACH.

ENGINEER'S NOTE TO CONTRACTOR

THE LOCATION AND LOCATION OF ANY UNDERGROUND UTILITIES, PIPES, AND/OR TRENCHES SHOWN ON THESE PLANS ARE BASED ON A REVIEW OF AVAILABLE RECORDS. TO THE BEST OF THE ENGINEER'S KNOWLEDGE AND BELIEF, THERE ARE NO OTHER UTILITIES EXCEPT AS SHOWN ON THESE PLANS. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES AND TRENCHES BEFORE ANY CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF NEWPORT BEACH.

DATE: 12/12/2022
DATE: 12/12/2022
REVISION: 1
JOB NO: 220003

TITLE SHEET
1400 BRISTOL STREET
TRG (KCM) ACQUISITION, LLC
5000 BIRCH ST., SUITE 800
NEWPORT BEACH, CA 92660

TAIT
1211 N. AVENUE 20th
SANTA ANA, CA 92705
714-260-6500
www.tait.com

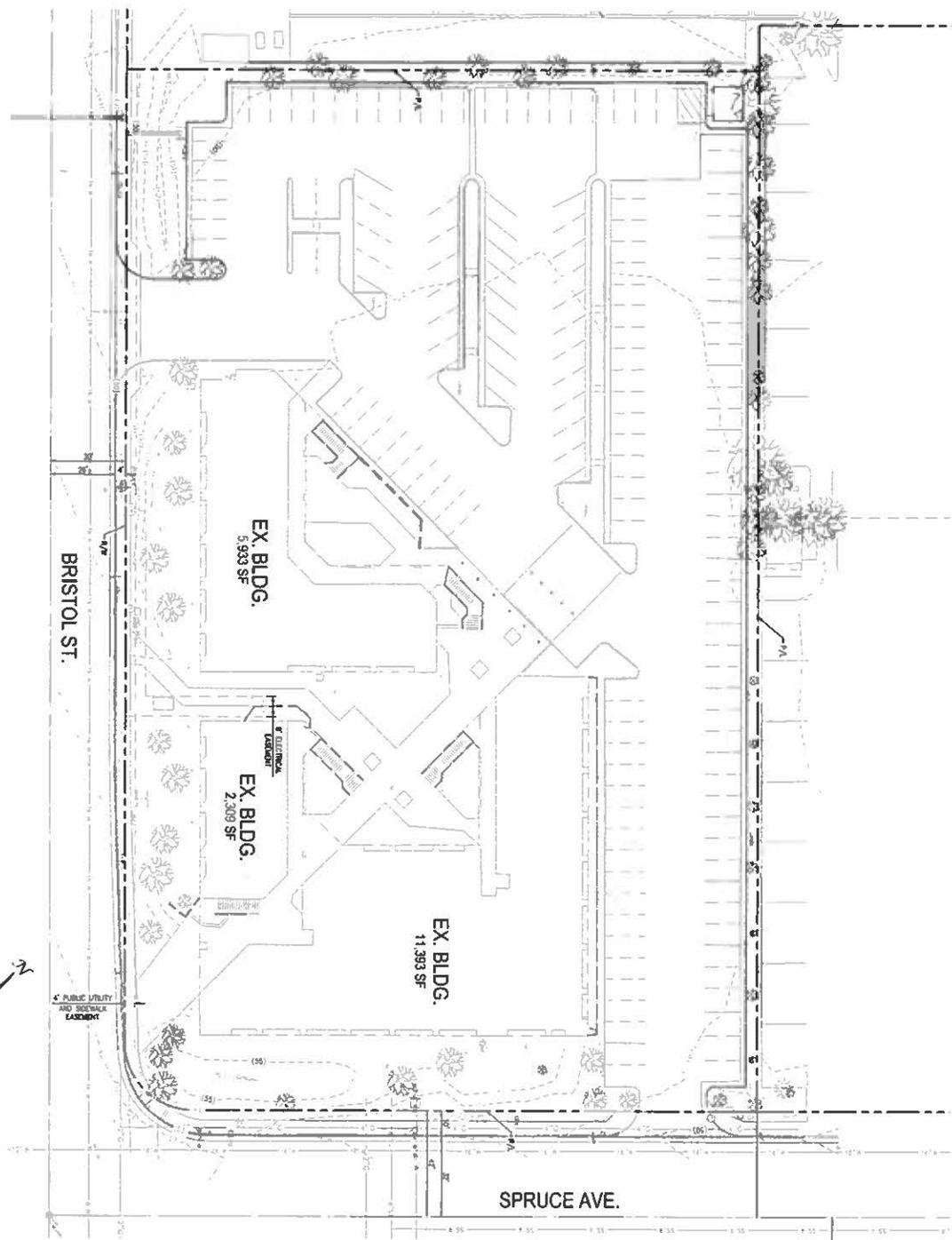
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C1.01

811
UNDERGROUND SERVICE ALERT
 CALL TOLL FREE
 1-800-424-1333
 ADVISE WHAT'S BELOW
 THEN KNOWINGLY DIGS BEFORE YOU DIG.

PROPOSED CONSTRUCTION LIMITS
 THIS PLAN IS A PRELIMINARY DESIGN. THE PROPOSED CONSTRUCTION LIMITS ARE SUBJECT TO THE FINAL ENGINEERING DESIGN. THE PROPOSED CONSTRUCTION LIMITS ARE SUBJECT TO THE FINAL ENGINEERING DESIGN. THE PROPOSED CONSTRUCTION LIMITS ARE SUBJECT TO THE FINAL ENGINEERING DESIGN.

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LEGEND

31	EXISTING CONTIGUOUS	34	WATER METERS
32	PROPOSED CONTOURS	35	FINISH FLOOR
33	CONCRETE	36	CONCRETE FLOOR FLOOR
34	ROOF OF BAY	37	ROOF OF BAY
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36	ROOF OF BAY	39	ROOF OF BAY
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C2.01

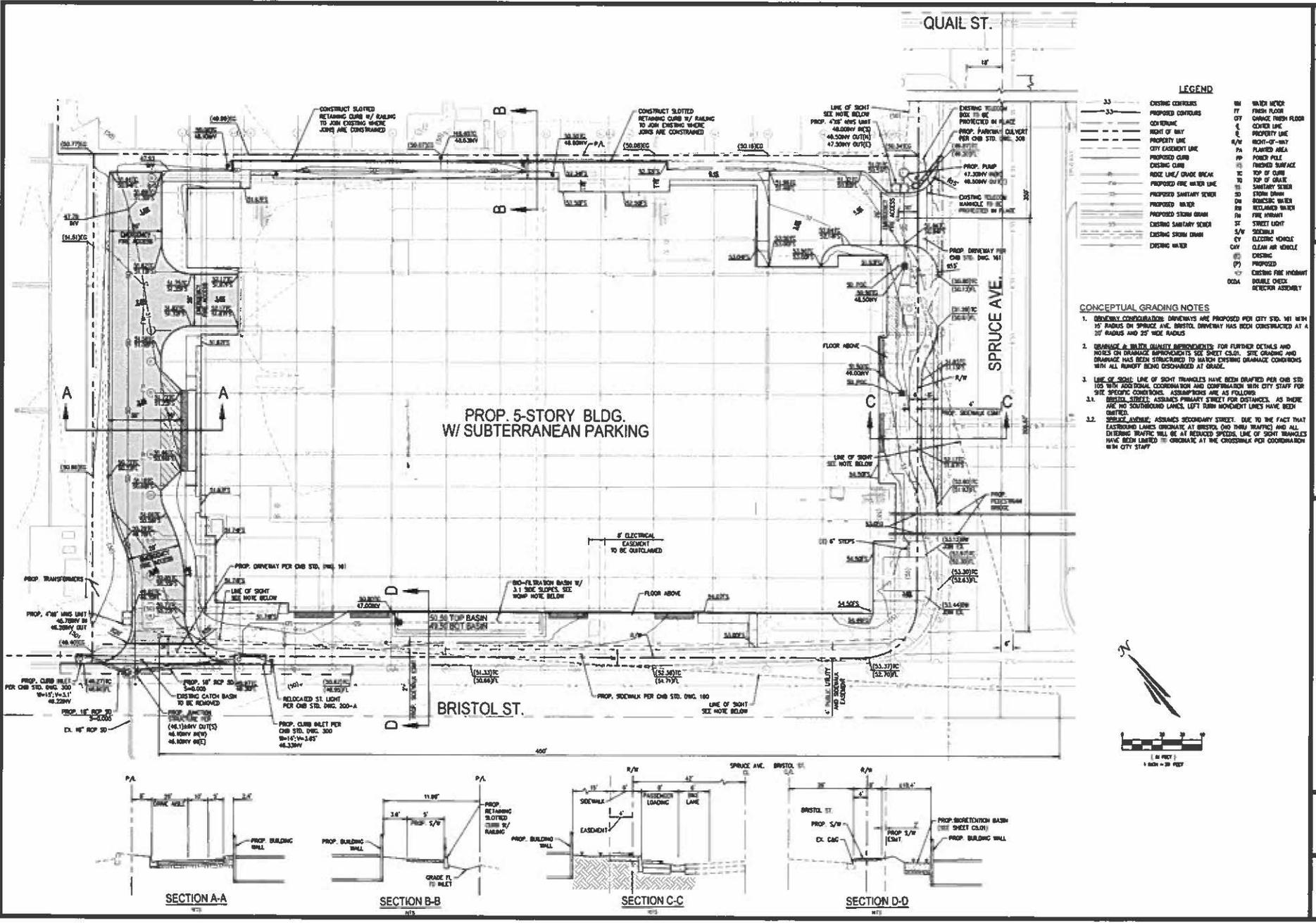
DATE 12/12/2022
 CHECKED BY: MT
 DATE 12/12/2022
 REVISION # 1
 DATE
 JOB NO. SP0003

EXISTING CONDITION
1400 BRISTOL STREET
 CITY OF NEWPORT BEACH
 TPG (KCN) ACQUISITION, LLC
 5000 BIRCH ST., SUITE 600
 NEWPORT BEACH, CA 92660

TAIT
 Landscape Architecture
 7074 Park Center Drive
 San Diego, CA 92121
 Tel: 619.444.2220 Fax: 619.444.2221
 www.tait.com

San Francisco San Francisco Dallas Phoenix
 Chicago San Diego Irvine Denver Portland

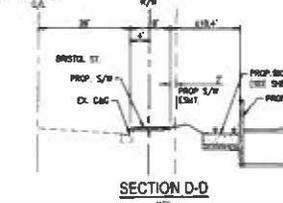
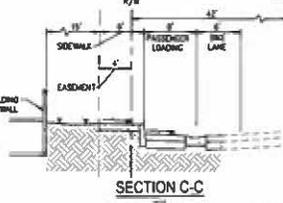
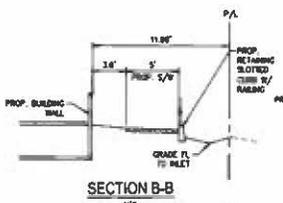
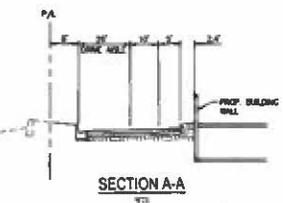
NO.	DESCRIPTION	BY	DATE	CHK



LEGEND

33	EXISTING CONTOURS	W	WALK WEDGE
---	PROPOSED CONTOURS	FF	FRESH FLOOR
---	EXISTING CENTERLINE	CF	CANAL FRESH FLOOR
---	PROPOSED CENTERLINE	CL	CENTER LINE
---	RIGHT-OF-WAY	PL	PROPERTY LINE
---	CITY EXISTING LINE	PA	PLANTED AREA
---	PROPOSED CURB	PF	POSSIBLE FILL
---	EXISTING CURB	FS	FRESH SURFACE
---	ROAD LINE/ GRADE BREAK	IC	TOP OF CURB
---	PROPOSED FIRE WATER LINE	TO	TOP OF GRADE
---	PROPOSED SANITARY SEWER	TS	SANITARY SEWER
---	PROPOSED WATER	SD	STORM DRAIN
---	PROPOSED STORM DRAIN	RS	RECLAIMED WATER
---	EXISTING SANITARY SEWER	FW	FIRE WEDGE
---	EXISTING STORM DRAIN	SL	STREET LIGHT
---	EXISTING WATER	S/W	SEWER
---	EXISTING WATER	EV	ELECTRIC VEHICLE
---	PROPOSED	CAV	CLEAR AIR VEHICLE
---	PROPOSED	CD	EXISTING
---	PROPOSED	CP	PROPOSED
---	PROPOSED	CDMA	EXISTING FIRE WEDGE
---	PROPOSED		DOUBLE CHECK DETECTOR ASSEMBLY

- CONCEPTUAL GRADING NOTES**
1. GENERALLY CONSIDERED: IMPROVEMENTS ARE PROPOSED FOR CITY STD. 161 WITH 15' RADIIUS ON SPRUCE AVE. BRISTOL DRIVEWAY HAS BEEN CONSTRUCTED AT A 25' RADIIUS AND 25' SIDE RADIIUS.
 2. DRAINAGE & WATER QUALITY IMPROVEMENTS: FOR FURTHER DETAILS AND NOTES ON DRAINAGE IMPROVEMENTS SEE SHEET C3.01. SITE GRADING AND DRAINAGE HAS BEEN STRUCTURED TO MAINTAIN EXISTING DRAINAGE CONDITIONS WITH ALL RUNOFF BEING DISCHARGED AT GRADE.
 3. LINE OF SIGHT: LINE OF SIGHT TRIANGLES HAVE BEEN DRAFTED PER CHS STD 105 WITH ADDITIONAL CONSIDERATION AND CONFIRMATION WITH CITY STAFF FOR SITE SPECIFIC CONDITIONS. ASSUMPTIONS ARE AS FOLLOWS:
 - 3.1. BRISTOL STREET: ASSUMES PRIMARY STREET FOR DISTANCES, AS THERE ARE NO SOUTHDRAIN LINES, LEFT TURN MONUMENT LINES HAVE BEEN OBTAINED.
 - 3.2. SPRUCE AVENUE: ASSUMES SECONDARY STREET. DUE TO THE FACT THAT EASTBOUND LINES OBTAINED AT BRISTOL (AND TRUCK TRAFFIC) AND ALL DIVERGING TRAFFIC WILL BE AT REDUCED SPEEDS, LINE OF SIGHT TRIANGLES HAVE BEEN LIMITED TO OBTAIN AT THE CROSSWALK PER COORDINATION WITH CITY STAFF.

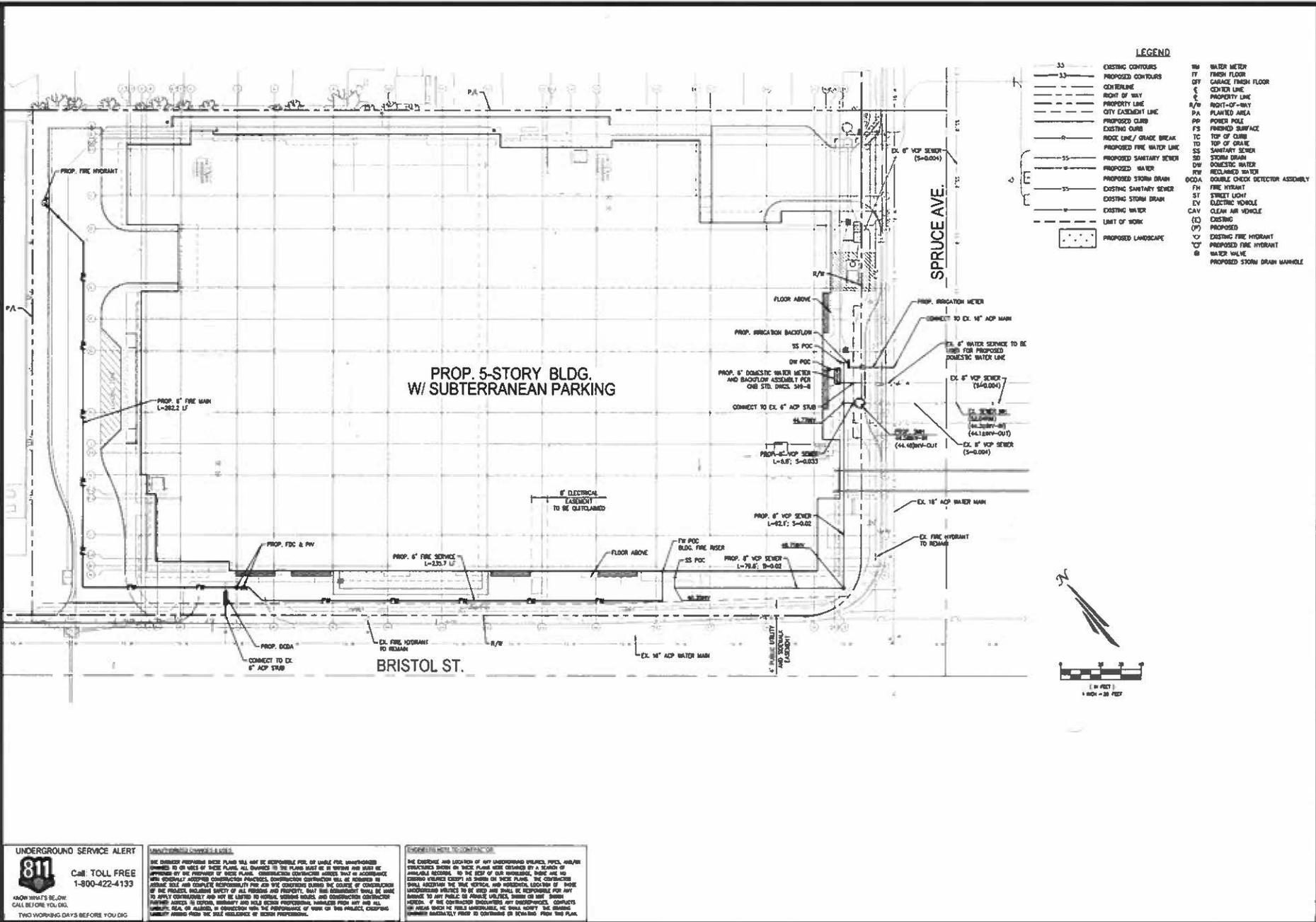


TAIT

1400 BRISTOL STREET
TRG ARCH ACQUISITION, LLC
2000 BRISTOL SUITE 400
SACRAMENTO, CALIFORNIA 95833

DATE: 12/17/2022
DATE: 01/17/2023
REVISION: 1
JOB NO. 99003

C3.01



LEGEND

SS	EXISTING CONTOURS	WM	WATER METER
FF	EXISTING CONTOURS	FF	FRESH FLOOR
GF	CONCRETE	GF	GARAGE FRESH FLOOR
C	CENTERLINE	C	CENTERLINE
R/W	RIGHT OF WAY	P	PROPERTY LINE
P/L	PROPERTY LINE	R/W	RIGHT-OF-WAY
CL	CITY EXISTENT LINE	PP	PROPOSED CURB
PP	PROPOSED CURB	FS	FINISHED SURFACE
FS	FINISHED SURFACE	TC	TOP OF CURB
TC	TOP OF CURB	TO	TOP OF GRADE
TO	TOP OF GRADE	SS	SANITARY SEWER
SS	SANITARY SEWER	SD	STORM DRAIN
SD	STORM DRAIN	DW	DOMESTIC WATER
DW	DOMESTIC WATER	R/W	RECLAIMED WATER
R/W	RECLAIMED WATER	DCCA	DOUBLE CHECK DETECTOR ASSEMBLY
DCCA	DOUBLE CHECK DETECTOR ASSEMBLY	FH	FIRE HYDRANT
FH	FIRE HYDRANT	ST	STREET LIGHT
ST	STREET LIGHT	CV	CLECTRIC VEHICLE
CV	CLECTRIC VEHICLE	CAV	CLEAN AIR VEHICLE
CAV	CLEAN AIR VEHICLE	(C)	EXISTING
(C)	EXISTING	(P)	PROPOSED
(P)	PROPOSED	⊙	EXISTING FIRE HYDRANT
⊙	EXISTING FIRE HYDRANT	⊙	PROPOSED FIRE HYDRANT
⊙	PROPOSED FIRE HYDRANT	W	WATER VALVE
W	WATER VALVE	B	PROPOSED STORM DRAIN MANHOLE
B	PROPOSED STORM DRAIN MANHOLE		

TAIT

1000 Park Center Drive
 Santa Ana, CA 92705
 949.440.2200
 www.tait.com

CONCEPTUAL UTILITY PLAN
1400 BRISTOL STREET
 TPU JKCN ACQUISITION LLC
 1000 BRISTOL ST, SUITE 400
 SANTA ANA, CA 92705

DATE: 12/14/2022
 DATE OF LAST REVISION: 12/14/2022
 REVISION: 1
 DRAWN BY: JG
 CHECKED BY: JG
 PROJECT NO: 220003

Scale: 1" = 30' FEET

UNDERGROUND SERVICE ALERT

811 Call: TOLL FREE 1-800-422-4133

8000 HOURS BELOW
 CALL BEFORE YOU DIG
 TWO WORKING DAYS BEFORE YOU DIG

UNDERGROUND SERVICE ALERT

THE DESIGNER/ENGINEER SHALL BE RESPONSIBLE FOR THE LOCATION AND DEPTH OF ALL UTILITIES SHOWN ON THESE PLANS. ALL UTILITIES TO BE SHOWN MUST BE IDENTIFIED BY THE DESIGNER/ENGINEER. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY UTILITIES AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY UTILITIES AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY UTILITIES.

CONSTRUCTION NOTES TO CONTRACTOR

THE EXISTING AND LOCATION OF ALL UNDERGROUND UTILITIES, PIPES, AND STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED BY A SERIES OF INVESTIGATIONS ACCORDING TO THE BEST OF OUR KNOWLEDGE. THERE ARE NO GUARANTEES MADE AS TO THE LOCATION AND DEPTH OF ANY UTILITIES SHOWN ON THESE PLANS. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ANY UTILITIES SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY UTILITIES AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY UTILITIES.

C4.01

ITEMS CORRESPONDING TO SCHEDULE "B":
 BY CHICAGO TITLE COMPANY
 1711 BIRCH STREET
 NEWPORT BEACH CA 92660
 (949) 724-1100

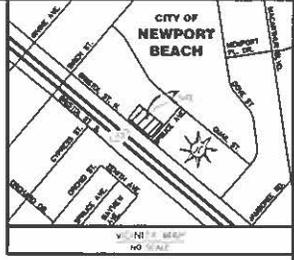
LAND AREA:
 103,900 SQUARE FEET
 2.38 ACRES

CLASSIFICATION	AREA
PLANNED COMMUNITY	103,900
PLANNED UNIT DEVELOPMENT	0
PLANNED RESIDENTIAL	0
PLANNED COMMERCIAL	0
PLANNED INDUSTRIAL	0
PLANNED AGRICULTURAL	0
PLANNED RECREATION	0
PLANNED PUBLIC USE	0

ALTA/NSPS LAND TITLE SURVEY

1400 & 1420 NORTH BRISTOL STREET, NEWPORT BEACH, CA

STATEMENT OF POSSIBLE ENCROACHMENTS:
 NOTE: THE FOLLOWING IS A LISTING OF OBSERVED ENCROACHMENTS THAT CROSS PROPERTY LINES, STATEMENT OF OWNERSHIP OR POSSESSION IS NEITHER IMPLIED NOR THE INTENT OF THIS LISTING.
 NONE WERE NOT OBSERVED ENCROACHMENTS THAT CROSS THE PROPERTY LINE.

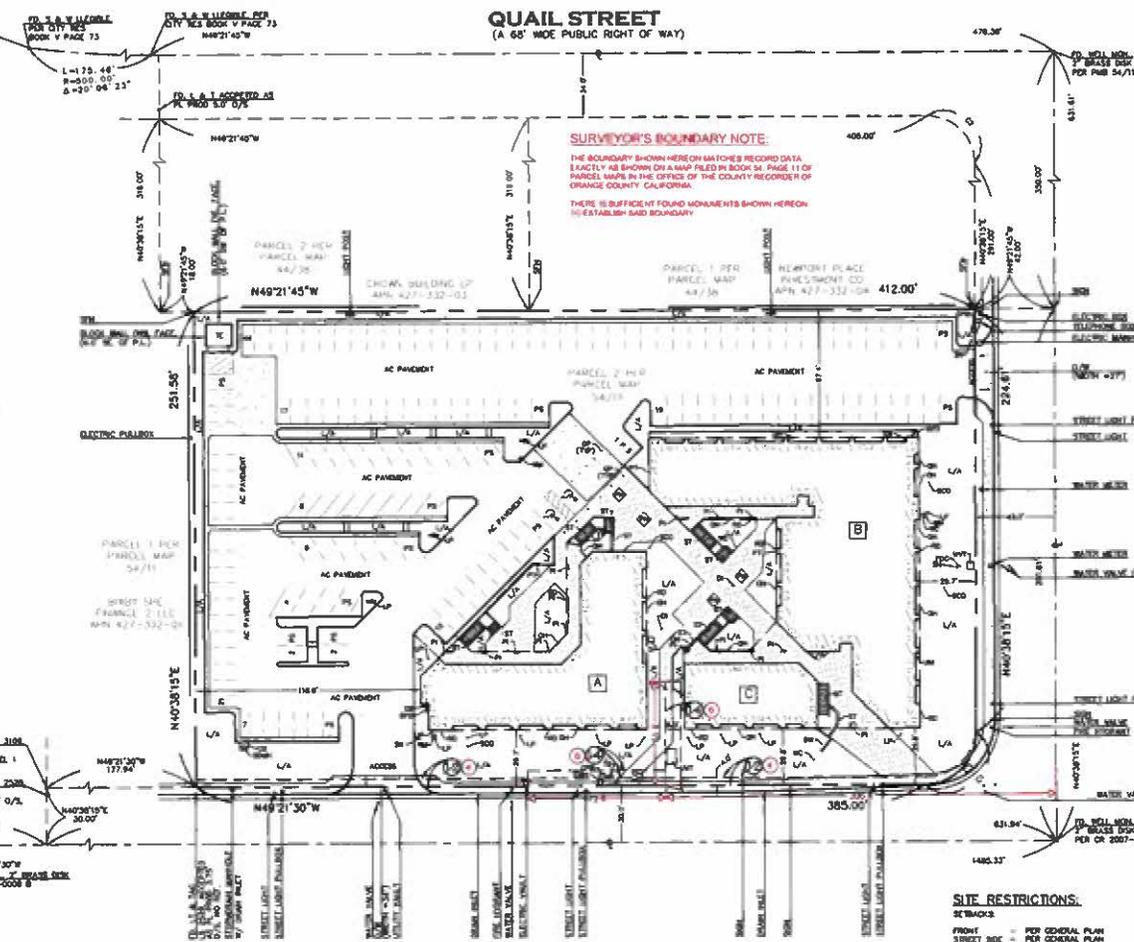


- 1. A PERPETUAL AIR OR FLOUT EASEMENT, SOMETIMES REFERRED TO AS AN AERIAL EASEMENT, IN AND TO ALL THE AIR SPACE ABOVE THOSE PORTIONS OF PARTICULAR SURFACES THAT BOUND SAID LAND FOR USE BY AIRCRAFT, PRESENT OR FUTURE, FROM OR TO THE ORANGE COUNTY AIRPORT, SAID EASEMENTS AND RIGHTS BEING MORE PARTICULARLY DESCRIBED AND DEFINED IN AND GRANTED TO THE COUNTY OF ORANGE BY DEED RECORDED MARCH 17, 1984 IN BOOK 1984 PAGE 721, OFFICIAL RECORDS, UPON THE TERMS, CONDITIONS AND COVENANTS THEREIN, THIS EASEMENT AFFECTS THE SUBJECT PROPERTY BUT IS BLANDED IN NATURE AND IS NOT PLATTED HEREON. (THIS ITEM IS CORRECT.)
 - 2. COVENANTS, CONDITIONS, RESTRICTIONS, EASEMENTS, ASSIGNMENTS, LEASES, CHARGES, TERMS AND PROVISIONS IN THE DOCUMENT RECORDED AS BOOK 1984 PAGE 818 OF OFFICIAL RECORDS, THIS ITEM AFFECTS THE SUBJECT PROPERTY BUT IS BLANDED IN NATURE AND IS NOT PLATTED HEREON. (THIS ITEM IS CORRECT.)
 - 3. AN EASEMENT FOR PUBLIC UTILITIES, SUBMARINE AND INCIDENTAL PURPOSES, RECORDED AS BOOK 1984 PAGE 818 OF OFFICIAL RECORDS, THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS PLOTTED HEREON. (THIS ITEM IS PLOTTED CORRECTLY.)
 - 4. THE EFFECT OF A MAP REFERRING TO SHOW THE LAND AND OTHER PROPERTY, FILED IN BOOK 44, PAGE 38 OF PARCEL MAPS, THIS ITEM AFFECTS THE SUBJECT PROPERTY BUT IS BLANDED IN NATURE AND IS NOT PLATTED HEREON. (THIS ITEM IS CORRECT.)
 - 5. AN EASEMENT FOR UNDERGROUND ELECTRICAL SUPPLY SYSTEMS, COMMUNICATION SYSTEMS, DISTRIBUTION SYSTEMS, TRANSMISSION INFRASTRUCTURE BY ELECTRICAL AND INCIDENTAL PURPOSES, RECORDED DECEMBER 14, 2007 AS INSTRUMENT NO. 2007-001, BOOK 12948, PAGE 1002 OF OFFICIAL RECORDS, THIS ITEM AFFECTS THE SUBJECT PROPERTY AND IS PLATTED HEREON.
- ITEMS #2-5 SHOWN HEREON ARE STATED IN EXCEPTION TO ABOVE REFERENCED DOCUMENTS; NO RESPONSIBILITY FOR THE COMPLETENESS, ACCURACY, OR CONTENT OF SAID REPORT IS ASSUMED BY THIS MAP.

LEGAL DESCRIPTION:
 THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF NEWPORT BEACH, COUNTY OF ORANGE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
 THAT PORTION OF BLOCK 50 OF JENSEN'S SUBDIVISION, AS SHOWN ON A MAP RECORDED IN BOOK 1, PAGE 85 OF MISCELLANEOUS RECORDS MAPS, RECORDS OF ORANGE COUNTY, CALIFORNIA, THAT IS WITHIN PORTION OF THE LAND, AS SHOWN ON A MAP RECORDED IN BOOK 21, PAGE 23 OF MISCELLANEOUS MAPS, RECORDS OF SAID ORANGE COUNTY, DESCRIBED AS FOLLOWS:
 PARCELS NO. 3 AS SHOWN ON A MAP FILED IN BOOK 54, PAGE 11 OF PARCEL MAPS IN THE OFFICE OF THE COUNTY RECORDER OF ORANGE COUNTY, CALIFORNIA.
 EXCEPT THE FULL RIGHTS TO ALL MINERALS, PETROLEUM, GAS AND OTHER HYDROCARBON SUBSTANCES EXISTING BELOW THE MENTIONED 1000 FEET FROM THE SURFACE OF SAID REAL PROPERTY DESCRIBED ABOVE, INCLUDING HOUSING, MINING, QUARRYING, MINING, CORRELATION, MINING THE RIGHT TO ENTER UPON THE SURFACE OF SAID REAL PROPERTY FOR THE PURPOSE OF EXPLORING FOR AND PRODUCING OIL, PETROLEUM, GAS AND OTHER HYDROCARBON SUBSTANCES SO RECEIVED IN DEED RECORDED JULY 1, 1977.

FOR CONVEYANCING PURPOSES ONLY: APR 427-332-02
NOTE:
 THERE WERE NO ENCUMBRANCES FOUND OR SET AT THE PROPERTY LINE UNLESS OTHERWISE NOTED.
 THE INFORMATION, COORDINATES AND DISTANCES SHOWN ON THIS SURVEY PLAN ARE TRUE AND CORRECT. THE SURVEY ACCURATELY REPRESENTS THE BOUNDARIES AND AREA OF THE PROPERTY DESCRIBED ON THIS TITLE. COORDINATES HEREON ARE THE SAME PROPERTY AS DESCRIBED HEREON.
 AT THE TIME OF SURVEY, NO EVIDENCE OF RECORD CARDS, MOVING HOLES, BUILDING CONSTRUCTION OR HOUSING WERE OBSERVED UNLESS OTHERWISE NOTED HEREON.
 NO OTHER ENCUMBRANCE OF RECORD STREET OR SIDEWALK CONSTRUCTION OR OTHERWISE.
 THIS SURVEY WAS MADE PURSUANT TO THE TITLE INSURANCE ACT AND THE SURVEY DOES NOT CONSTITUTE A GUARANTEE OF TITLE. THE SURVEYOR HAS BEEN DEVELOPED FROM THE REFERENCED TITLE REPORT ONLY.
 UNLESS THIS PLAN HAS THE SEAL AND SIGNATURE OF THE SURVEYOR RESPONSIBLE FOR ITS PREPARATION, THIS IS NOT AN AUTHENTIC COPY OF THE ORIGINAL SURVEY AND SHALL NOT BE CONSIDERED VALID.
 THE CITY ENGINEER ASSUMES NO LIABILITY FOR THE ACCURACY OR COMPLETENESS OF ANY THIRD PARTY INFORMATION REFERENCED OR REFERENCED HEREON. THE CITY ENGINEER ASSUMES NO LIABILITY FOR THE ACCURACY OR COMPLETENESS OF ANY THIRD PARTY INFORMATION REFERENCED OR REFERENCED HEREON.
 AS OUTLINED IN SECTION 87208 OF THE BUSINESS AND PROFESSIONS CODE OF THE STATE OF CALIFORNIA, THE USE OF THE WORD "CERTIFY" OR "CERTIFICATION" BY A LICENSED LAND SURVEYOR IS RESTRICTED TO THE SIGNATURE OF THE SURVEYOR OR PROFESSIONAL ENGINEER OR LAND SURVEYOR OR THE PROFESSIONAL ENGINEER OR LAND SURVEYOR OR OTHER SURVEYING INSTRUMENT ONLY CONSTITUTES AN IMPERSONATION OF PROFESSIONAL ENGINEER OR LAND SURVEYOR, WHICH ARE THE SUBJECT OF THE CERTIFICATION, AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, OTHER THAN THAT OF A SEAL.

SURVEYOR'S CERTIFICATE:
 I, JONAS BANCORPORATION, N.A. DBA CALIFORNIA BANK & TRUST AND ITS SUCCESSORS AND/OR ASSIGNS, HSP BRISTOL, LLC, A DELAWARE LIMITED LIABILITY COMPANY, BUCHANAN STREET PARTNERSHIP, A CALIFORNIA LIMITED PARTNERSHIP, AND ITS SUCCESSORS AND ASSIGNS, 1400 BUILDING PARTNERSHIP, A LIMITED PARTNERSHIP, AND FIRST AMERICAN TITLE INSURANCE COMPANY
 THIS IS TO CERTIFY THAT THIS MAP OR PLAN AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2018 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS AND TITLE SURVEYS AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 6(A), 6(B), 7(A), 7(B), 7(C), 8, 9, 13, 14, 16, 17, AND 30 OF TABLE A HEREOF.
 THE FIELD WORK WAS COMPLETED ON 1/10/2020.
 MAP PLOT 1/17/20



TYPICAL LINE TYPES

Center Line	---
Centerline	---
Boundary Line	---
Block Wall	---
Concrete	---
Concrete curb or gutter	---
Concrete	---
Block	---

PARKING SPACE TABLE

TYPE OF SPACE	AREA (SQ. FT.)	NO. OF SPACES
STANDARD	100	1
COMPACT	50	2
MINI	25	4

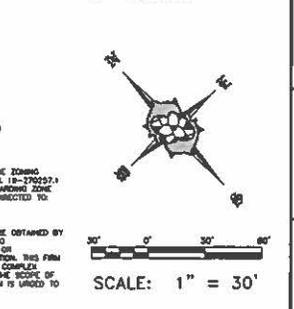
BASIS OF BEARINGS:
 THE BEARING OF N 40°31'1" E ALONG THE CENTERLINE OF SPRUCE AVENUE PER PARCEL MAP BOOK 54, PAGE 11, IN THE CITY OF NEWPORT BEACH, COUNTY OF ORANGE, STATE OF CALIFORNIA, WAS USED AS THE BASIS OF BEARINGS FOR THIS SURVEY.

FLOOD NOTE:
 ZONE "X" FOR FEDERAL EMERGENCY MANAGEMENT AGENCY MAP NO. 09006 C026 J 07 EFFECTIVE DATE DECEMBER 3, 2008.
 ZONE "X" DENOTES AREAS SUBJECT TO MINIMAL FLOODING.
 THE ABOVE STATEMENT IS FOR INFORMATION ONLY AND THIS SURVEYOR ASSUMES NO LIABILITY FOR THE CORRECTNESS OF THE CITED MAPS. IN ADDITION, THE ABOVE STATEMENT DOES NOT REPRESENT THE SURVEYOR'S OPINION OF THE PROBABILITY OF FLOODING.

- BUILDING NOTE:**
- A BUILDING (FOOTPRINT = 5,931 SQUARE FEET) (BUILDING HEIGHT = 40' 0") (BUILDING AREA = 2,000 SQ. FT.)
 - B BUILDING (FOOTPRINT = 11,283 SQUARE FEET) (BUILDING HEIGHT = 30' 0") (BUILDING AREA = 2,500 SQ. FT.)
 - C BUILDING (FOOTPRINT = 2,309 SQUARE FEET) (BUILDING HEIGHT = 30' 0") (BUILDING AREA = 2,500 SQ. FT.)

- LEGEND:**
- CLARK BATH
 - COMMON LINE
 - CABLE PULLBOX
 - CONCRETE
 - DRAIN INLET
 - ELECTRIC
 - EAST
 - ELECTRIC MANHOLE
 - ELECTRIC BOX
 - ESTABLISHED
 - EXIST. PAV.
 - FIRE DEPARTMENT CONNECTION OF
 - POST
 - INSTRUMENT
 - LANDSCAPING
 - LIGHT POST
 - NORTH
 - NORTHWEST
 - NORTHEAST
 - OVERHANG
 - PROPERTY LINE
 - PLASTER
 - PARKING STALL
 - POWER TRANSFORMER
 - ROOF DRAIN
 - ROOF
 - SEWER
 - SOUTH
 - SEWER CLEAN OUT
 - STORMWATER MANHOLE
 - SOUNDCAST
 - SQUARE FEET
 - SEARCHED FOUND NOTHING
 - SOIL
 - SOUTHWEST
 - TRAIL ENCLOSURE
 - TELEPHONE BOX
 - TYPICAL
 - UTILITY METER
 - UTILITY PIPE
 - UTILITY VAULT
 - WEST
 - WATER
 - W/TH CABINET
 - WATER METER

SITE RESTRICTIONS:
 SETBACKS:
 FRONT: PER GENERAL PLAN
 STREET SIDE: PER GENERAL PLAN
 SIDE: PER GENERAL PLAN
 REAR: PER GENERAL PLAN
 HEIGHT: PER GENERAL PLAN
 ZONE: PC-11 (PLANNED COMMUNITY)
 FLOOD AREA: 810 - PER GENERAL PLAN
 PARKING REQUIREMENT: 150 SPACES
 ALL SITE RESTRICTIONS WERE OBTAINED FOR THE ZONING REPORT PREPARED BY ZONING REPORT #18-11-292057-DATED JANUARY 20, 2020. ANY QUESTIONS REGARDING ZONE OVERLAYS OR INTERPRETATIONS SHOULD BE DIRECTED TO:
 PHONE NUMBER: (949) 644-3311
 ZONING AND RESTRICTIONS SHOWN HEREON WERE OBTAINED BY A ZONING REPORT PROVIDED BY THE CLIENT. NO REPRESENTATION IS MADE FOR THE ACCURACY OR COMPLETENESS OF SAID THIRD PARTY INFORMATION. THIS PLAN IS NOT AN EXPERT IN THE INTERPRETATION OF COMPLEX ZONING ORDINANCES, COMPLIANCE IS BEYOND THE SCOPE OF THIS SURVEY. ANY USES OF SAID INFORMATION IS USED TO CONTACT THE LOCAL AGENCY DIRECTLY.



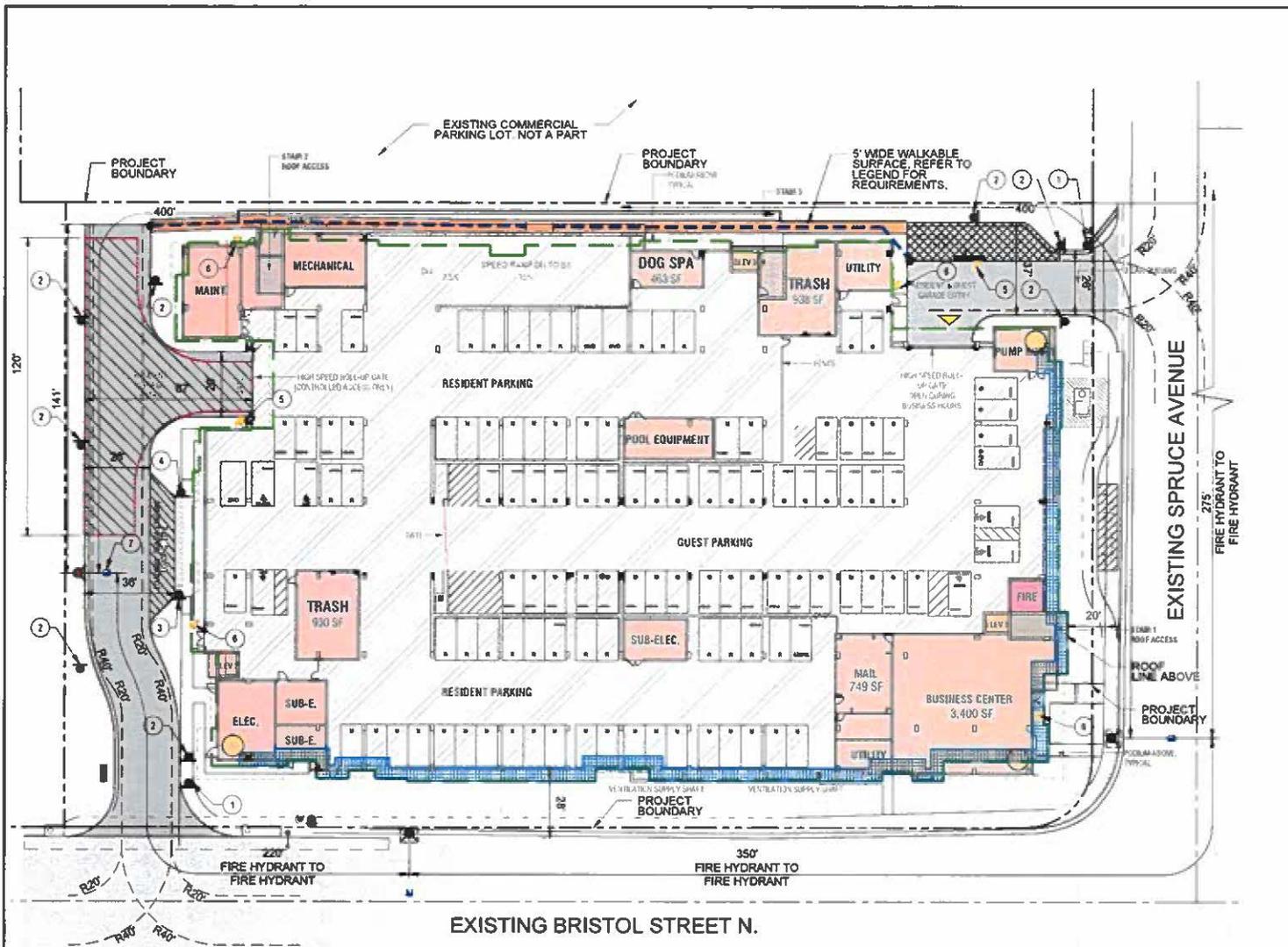
REVISIONS
 1/28/2020: ZONING REPORT (N/A)

JRN CIVIL ENGINEERS
 332 ANANDA AVENUE, SUITE 107
 SAN CLEMENTE, CALIFORNIA 92673
 PHONE: (949) 348-4884
 FAX: (949) 249-4887
 PROJECT COORDINATOR: ANNE MOULDER@JRNENGINEERS.COM

ALTA/NSPS LAND TITLE SURVEY
 ADDRESS: 1400 & 1420 NORTH BRISTOL STREET, NEWPORT BEACH, CA
 CLIENT: 1400 BUILDING PARTNERSHIP, A LIMITED PARTNERSHIP

SCALE: 1" = 30'
 DATE: 1/14/2020
 DRAWN BY: NJM
 CHKD. BY: JRN

SHEET NO. 1
 FILE NO. 189546



LEGEND

- INDICATES NO STOPPING - FIRE LANE WIDTHS PER DETAIL SHT. F-1
- INDICATES EXISTING PUBLIC FIRE HYDRANT WITH BLUE REFLECTIVE MARKER
- INDICATES PROPOSED PRIVATE FIRE HYDRANT WITH BLUE REFLECTIVE FIRE HYDRANT MARKER. MARKER SHALL BE PLACED 6" FROM CENTERLINE OF HYDRANT SIDE OF STREET
- INDICATES PROPOSED DOUBLE DETECTOR OR CHECK FOR AUTOMATIC FIRE SPRINKLER RISER CONNECTION AND PRIVATE FIRE HYDRANTS
- INDICATES PROPOSED FIRE DEPARTMENT CONNECTION FOR AUTOMATIC FIRE SPRINKLER RISER CONNECTION
- INDICATES PROPOSED POST INDICATOR VALVE LOCATED BETWEEN THE DOUBLE DETECTOR CHECK AND FIRE DEPARTMENT CONNECTION TO ISOLATE THE AUTOMATIC FIRE SPRINKLER RISER CONNECTION FROM THE BALANCE OF THE PRIVATE FIRE LINE
- INDICATES GATE ENTRY TO PARKING GARAGE
- INDICATES APPROXIMATE LOCATION OF HOOK BOX WITH 3-SETS OF ENTRY DOORGATE KEYS OR HOOK KEY SWITCH. SEE CONSTRUCTION NOTES FOR DESCRIPTION.
- INDICATES APPROXIMATE LOCATION OF THE BUILDING ENTRY, MINIMUM 4" IN HEIGHT MEETING CITY OF NEWPORT BEACH REQUIREMENTS PROVIDED ON SHEET F-1. FINAL DESIGN AND LOCATION BY OTHERS.
- AERIAL TRUCK LADDER ACCESS TO BUILDING BETWEEN 20' - 40' FROM ACCESS ROAD
- INDICATES STAIR LOCATIONS
- INDICATES ELEVATOR LOCATIONS
- INDICATES FIRE CONTROL ROOM LOCATION
- INDICATES PROPOSED BUILDING (RESIDENTIAL AND INTERIOR COMMON USE)
- INDICATES PROPOSED PARKING GARAGE
- INDICATES LIMITS OF BUILDING ROOFLINE
- INDICATES FIRE DEPARTMENT HOSE PULL WALKABLE ACCESS - 150' MAXIMUM
- INDICATES 5' WIDE WALKABLE PATH OF TRAVEL. FINISH SURFACE SHALL BE OF CONCRETE, PAVERS OR DECOMPOSED GRANITE. VEGETATION IS NOT PERMITTED.
- INDICATES PROPOSED FIRE ACCESS LANE WITH AN ALL WEATHER PAVED SURFACE CAPABLE OF SUPPORTING 75,000 LBS FIRE APPARATUS AND TRUCK OUTRIGGER LOADS OF 75 POUNDS PER SQUARE INCH OVER 3-FOOT AREA. FIRE ACCESS LANES DO NOT REQUIRE A FIRE DEPARTMENT TURNAROUND SINCE THEY ARE LESS THAN 150 FEET IN LENGTH PER THE SECTION 032.1.
- INDICATES NOT A PART OF FIRE ACCESS

INDICATES FIRE APPARATUS PATH OF TRAVEL WITH A 20-FOOT WIDE PATH, 20-FOOT INSIDE RADIUS AND 40-FOOT OUTSIDE RADIUS

FIRE DEPARTMENT HAMMERHEAD TURNAROUND PER THE CITY OF NEWPORT OCEANLINE AND STANDARDS

- ### CONSTRUCTION NOTES
- FIRE LANE ENTRANCE SIGN PER CITY OF NEWPORT BEACH FIRE DEPARTMENT. SEE DETAIL SHT. F-1.
 - FIRE LANE NO STOPPING SIGN PER CITY OF NEWPORT BEACH FIRE DEPARTMENT. SEE DETAIL SHT. F-1.
 - FIRE LANE NO STOPPING BENCH SIGN PER CITY OF NEWPORT BEACH FIRE DEPARTMENT. SEE DETAIL SHT. F-1.
 - FIRE LANE NO STOPPING ENTRY SIGN PER CITY OF NEWPORT BEACH FIRE DEPARTMENT. SEE DETAIL SHT. F-1.
 - INSTALL HOOK KEY SWITCH.
 - INSTALL HOOK BOX WITH 3SETS OF ENTRY DOORGATE KEYS.
 - INSTALL FIRE HYDRANT MARKER THAT SHALL BE PLACED 6" FROM CENTERLINE OF STREET.

DRAWING SCALE

GRAPHIC SCALE

1" = 20' @ A

SHEET INDEX

- F-1 COVER SHEET
- F-2 OVERALL FIRE MASTER PLAN LAYOUT AT GRADE
- F-3 LEVEL 2 & LEVEL 6 LAYOUTS
- F-4 BUILDING ELEVATIONS

LIFESCAPES

4800 CAMPUS DRIVE
NEWPORT BEACH, CA 92660
P. 949.478.8888

TAIT

801 N PARKCENTER DRIVE
SANTA ANA, CA 92705
P. 714.500.6643

TX

18782 MACARTHUR BLVD, SUITE 300
IRVINE, CA 92612
P. 949.862.0270

firesafe

2826 AIRBORO STREET
RANCHO MESA VIEJO, CA 92684
OFFICE (949) 799-9111

PICERNEGROUP

5080 BIRCH ST. EAST TOWER, SUITE 800
NEWPORT BEACH, CA 92660
P. 949.287.1573

FIRE MASTER PLAN LAYOUT PLAN

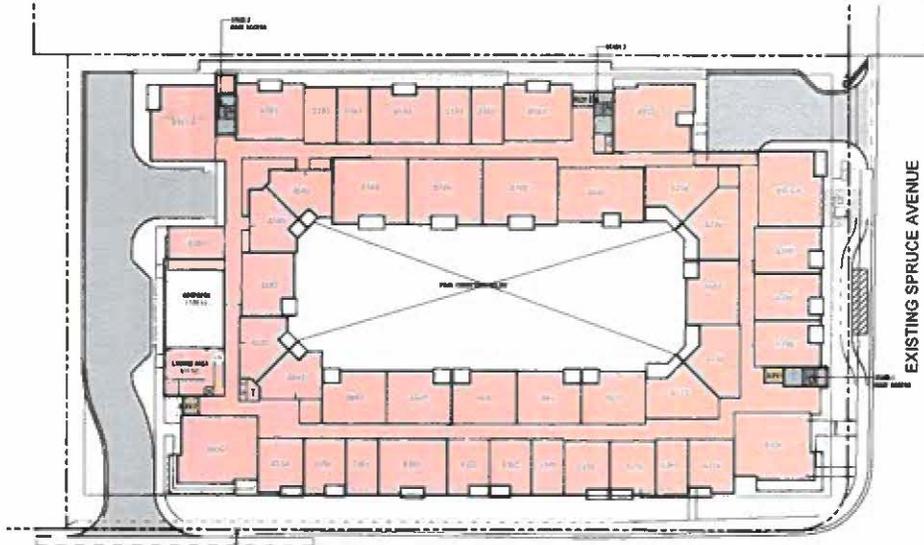
1400 BRISTOL STREET NORTH
NEWPORT BEACH, CA 92640
PARCELS MAP 437.33.02

DATE: 04/16/2023

F-2

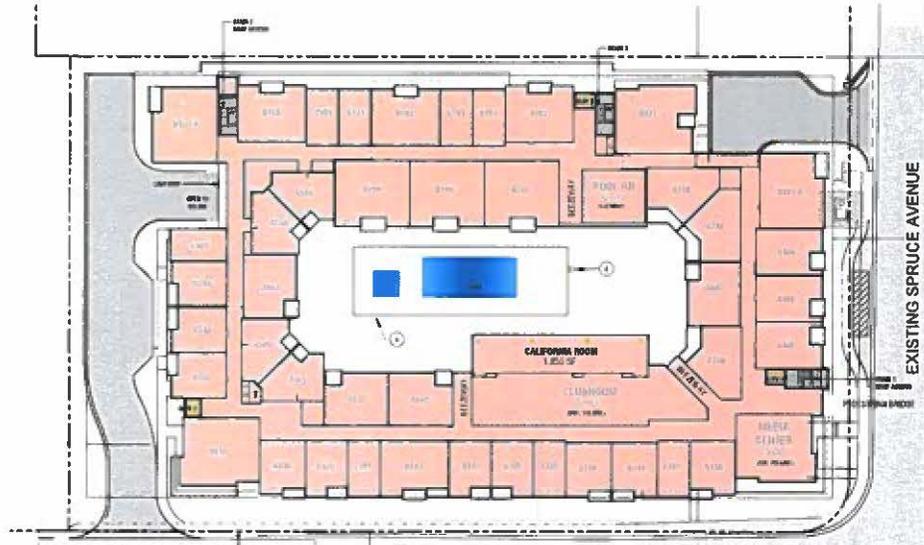
NEWPORT BEACH FIRE DEPARTMENT

The use of these plans and specifications shall be confined to the project for which they were prepared and published hereon. It is expressly understood that no responsibility is assumed by the undersigned for any other use of these plans or specifications.



EXISTING BRISTOL STREET N.

EXISTING SPRUCE AVENUE



EXISTING BRISTOL STREET N.

EXISTING SPRUCE AVENUE

LEGEND

▲ Aerial truck ladder access to building (between 20' - 40' from access road)

LEGEND

- INDICATES APPROPRIATE LOCATION OF SMOX BOB WITH 4-SETS OF ENTRY DOORGRATE KEYS
- INDICATES STAIR LOCATIONS
- INDICATES ELEVATOR LOCATIONS
- INDICATES PROPOSED BUILDING (RESIDENTIAL AND OFFICE ROOM COORDINATION USE)

CONSTRUCTION NOTES

- ① INSTALL SMOX BOB WITH 4-SETS OF ENTRY DOORGRATE KEYS

DRAWING SCALE



SHEET INDEX

- F-1 COVER SHEET
- F-2 OVERALL FIRE MASTER PLAN LAYOUT AT GRADE
- F-3 LEVEL 2 & LEVEL 6 LAYOUTS
- F-4 BUILDING ELEVATIONS



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OFFICE (949) 788-6911



5000 BIRCH ST., EAST TOWER, SUITE 600
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P. 949.267.1573

**FIRE MASTER PLAN
UPPER LEVEL FLOORPLANS**

1400 BRISTOL STREET NORTH
NEWPORT BEACH, CA
PARCEL NO. 427332-02
NEWPORT BEACH FIRE DEPARTMENT

08/10/2023

F-3

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FUTURE 1300 BRISTOL

SPRUCE AVE.

SOUTH ELEVATION

NOT TO SCALE



FUTURE 1300 BRISTOL

SPRUCE AVE.

NORTH ELEVATION

NOT TO SCALE



BRISTOL ST.

WEST ELEVATION

NOT TO SCALE



BRISTOL ST.

EAST ELEVATION

NOT TO SCALE

DRAWING SCALE



SHEET INDEX

- F-1 COVER SHEET
- F-2 OVERALL FIRE MASTER PLAN LAYOUT AT GRADE
- F-3 LEVEL 2 & LEVEL 4 LAYOUTS
- F-4 BUILDING ELEVATIONS



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FIRE MASTER PLAN
UPPER LEVEL FLOORPLANS

1400 BRISTOL STREET NORTH
NEWPORT BEACH, CA
PARCEL NO. 427.332.02

NEWPORT BEACH FIRE DEPARTMENT

08/10/2023

F-4

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