AIRPORT LAND USE COMMISSION
FOR ORANGE COUNTY
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AGENDA ITEM 2

August 7, 2025

TO: Commissioners/Alternates

FROM: Julie Fitch, Executive Officer

SUBJECT: City of Newport Beach Request for Consistency Determination of Snug Harbor Surf Park at 3100 Irvine Avenue (General Plan Amendment)

The City of Newport Beach has submitted a proposed Snug Harbor Surf Park (Project) for a consistency review with the *Airport Environs Land Use Plan for John Wayne Airport (AELUP for JWA).* The Project site is located south of John Wayne Airport on the middle of the three parcels that comprise the Newport Beach Golf Course (see Attachment 1). The 15.38-acre Project site currently includes a turf driving range, putting green, three of the golf course's 18 holes (holes 1, 2, and 9), a pro shop and restaurant building, and a surface parking lot. The Project would remove the existing improvements and develop a surf lagoon with warming pools, a spa, and seating areas; a three-story clubhouse; a two-story, 20-unit athlete accommodation building; ancillary storage and maintenance areas; and associated parking areas providing a total of 351 parking spaces. Solar panels would be installed on building rooftops and on carport structures in parking areas.

The Project would include the following elements:

- **Surf Lagoon**: The 5.06-acre (220,427-square-foot) surf lagoon would be divided into two 5.1-million-gallon basins with depths of up to 13 feet. The two sections would be hydrologically separated by wave-making equipment, which can operate in various modes to alter the lagoon waves and accommodate a wide range of surfers and abilities. The surf lagoon would be lit for evening use by 71-foot-high light poles that would be focused down onto the surf lagoon.

- **Clubhouse Building**: A three-story, 50,341-square-foot clubhouse building along the northwestern border of the surf lagoon (plus a basement for ancillary uses). The proposed building would have a maximum height of 50 feet. The building would accommodate a surf academy area, a surf themed retail store, food service (sit-down restaurant with a full-service bar and outdoor dining, and snack shack), fitness facility, spa, yoga room, locker room, offices, operations center, and day use cabanas. The second and third floors would

have a deck along the entire eastern frontage of the building. The building also includes an additional 18,137 square feet of ancillary areas to be used for storage of maintenance equipment, supplies, golf carts, and a freestanding restroom. The ancillary use area would be exempt from the General Plan development limit calculation.

- **Athlete Accommodation Building**: A two-story, 9,432-square-foot, athlete accommodation building would provide 20 accommodation units for surfers and guests to stay while using the onsite amenities. The building would have a maximum height of 40 feet. In addition, there would be a freestanding 1,624 SF storage/restroom building that would be located to the northwest of the athlete accommodation structure. This ancillary use area would be exempt from the General Plan development limit calculation.

- **Parking and Circulation**: The main entrance to the Project would be along Irvine Boulevard in the same location as the existing driveway. The existing Mesa Drive access point would be moved to the east and built to current design standards. A total of 351 parking spaces would be provided in two parking areas and would serve the Project and remaining portions of the golf course. As noted above, the parking would include 14-to-18-foot-high solar canopies. Bicycle parking would also be provided. The golf cart path connecting the remaining golf course holes located north and south of the Project site would be retained. Carts would continue to utilize the tunnel under Irvine Avenue to access the Project site from holes 3 through 8, then follow a cart path adjacent to the Santa Ana-Delhi Channel leading to holes 10 through 18.

- **Open Space**: The Project would include approximately 235,650 square feet of open space, including 143,844 square feet of drought tolerant ornamental landscaping, which would cover approximately 20 percent of the site. The outdoor open space would include the surf school training lawn area, seating and lounging areas around the surf lagoon, wave viewing platforms, and cabanas. Project plans indicate that landscaping would exclude trees known to attract birds, and that vegetation producing seeds, fruits, nuts, or berries would not be used.

- **Existing Golf Course**: The portions of the golf course to the north of Irvine Avenue (holes 10-18) and south of Mesa Drive (holes 3-8) would remain, and a golf cart path of travel between holes 3-8 and 10-18 would be provided. The Project includes golf course parking, a starter shack for the golfers, and golf cart storage in the basement level of the proposed clubhouse.

- **Infrastructure**: The Project would include improvements to electrical, natural gas, water, sewer, and drainage facilities at the site. These improvements would extend within the public rights-of-way. Modifications to site access points would also be provided.

The proposed hours of operation for the surf lagoon are 6:00 a.m. to 11:00 p.m., 7 days a week with ancillary amenity hours varying based on demand. The Project would employ approximately 70 full-time and part-time employees with an average of approximately 55 employees onsite at any given time. The maximum number of participants in the lagoon at one time would be 72 people with an average hourly usage of 35-45 people. Although, not identified for specific uses at the

Project site, the traffic analysis identifies 1,400 visitors to the site daily. The facility would host approximately 12 surf events/competitions per year that would be "ticketed events similar in scale to other local sporting events". The complete Project description is included in the City's submittal and included as Attachment 2.

The proposed Project requires City approval of a General Plan Amendment, Conditional Use Permit, Modification Permit, and Major Site Development Review. The Project is being referred to your Commission because of the Project's location within the Airport Planning Area for John Wayne Airport and because the Project requires a General Plan Amendment.

- General Plan Amendment to increase the current development limit of 20,000 net square feet (per Anomaly Number 58) to 59,772 net square feet (Attachment 3).

The City of Newport Beach held a Planning Commission Study Session on June 19, 2025, and has tentatively scheduled the following public hearings on the Project:

August 21, 2025	Planning Commission
September 23, 2025	City Council

***AELUP for JWA* Issues**

The Project has been reviewed for consistency with the *AELUP for JWA* with regard to Noise Height, and Safety.

Regarding Aircraft Noise Impacts:

The Project site is within the 65 dBA CNEL contour for JWA (Attachment 4). The AELUP does not specify limitations on open space or recreational land uses due to aircraft noise; however, the Project does include commercial uses, including but not limited to restaurant and retail use, as well as 20 athlete accommodation units, and future patrons who would be exposed to significant aircraft noise due to the site's project's location. Based on the Noise Analysis (Appendix Q of the DEIR), the average existing ambient noise measurements around the perimeter of the Project site range from 67.8 to 73.7 dBA for daytime and from 44.2 to 65.6 dBA at nighttime (Attachment 5).

In accordance with the AELUP for JWA, commercial, industrial, and recreational uses may be acceptable within the 65 dBA CNEL/Noise Impact Zone 1, provided that commercial and industrial structures are sufficiently sound attenuated to allow normal work activities to be conducted. These structures must be designed to achieve interior noise levels, based on the combined input of all present and projected exterior noise sources, not exceeding 45 dBA for private offices and conference rooms, 55 dBA for retail stores, restaurants, and similar uses, and 65 dBA for kitchens and warehousing.

In addition, it is recommended that all designated outdoor common or recreational areas provide outdoor signage informing the public of the presence of operating aircraft.

The Noise Element of the Newport Beach General Plan does not contain any goals or policies requiring that commercial or industrial structures within the 65 dBA CNEL contour for JWA be constructed with sufficient sound attenuation to allow for normal indoor work activities. Nor does it require that outdoor common or recreational areas include signage informing the public of the presence of operating aircrafts.

Regarding Height Restrictions:

As shown in Attachment 6, the proposed project is located within the AELUP Notification Area for JWA and is approximately 34 feet above mean sea level (AMSL). The proposed maximum height for the project is 71 feet, which would exceed this threshold and penetrate the notification surface of 89 feet AMSL. With respect to the Part 77 Obstruction Imaginary Surfaces, the Project site is located within the approach surfaces for JWA (see Attachment 7), which would be penetrated at 130 feet AMSL. At a proposed maximum height of 71 feet AMSL, the proposed project would be well below that height.

Height restrictions are described in Section 2.1.3 of the AELUP for JWA. The AELUP states that projects that penetrate the 100:1 notification surface must file Form 7460-1 with the FAA, and that the FAA determines if a project is considered an Obstruction and if a project is determined to be a Hazard to Air Navigation.

The applicant, Back Bay Barrels, LLC, filed Notices of Proposed Construction or Alteration (FAA Form 7460-1) for the Project site. On May 6, 2025, the FAA issued Determinations of No Hazard to Air Navigation for all submitted 7460-1 forms, including those for the 13 proposed light poles. The FAA Determinations indicated that marking and lighting are not necessary for aviation safety; however, if implemented on a voluntary basis, the FAA recommends they be installed in accordance with FAA Advisory circular 70/7460-1 M Change 1. The FAA Determinations also stated that the structures lie in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

Attachment 8 includes a representative of the FAA Determination for the clubhouse, athlete accommodation building, and light poles. (While the applicant submitted 7460s for each light pole and between four and six for each building, as required, only a few determinations were included to avoid unnecessary duplication.)

Section 2.1.3 of the AELUP for JWA also states that a Determination of No Hazard to Air Navigation does not automatically equate to a Consistency determination by the ALUC and that the Commission may find a project Inconsistent based on an Obstruction determination.

Regarding Flight Tracks and Safety Zones:

The Project site is located within Safety Zone 2 - Inner Approach/Departure Zone; Safety Zone 4 - Outer Approach/Departure Zone; and Safety Zone 6 - Traffic Pattern Zone (Attachment 9). Approximately 38 percent of the site is located within Safety Zone 2. The Project components within Safety Zone 2 would include five buildings (chemical storage, transformer, and maintenance uses), 171 parking spaces with solar panels, and a portion of the surf lagoon basin.

The California Airport Land Use Planning Handbook (Handbook) indicates that low-hazard materials storage, warehouses and light industrial uses are normally allowed in Safety Zone 2, but that single-story office buildings and nonresidential uses that attract few people should be limited. Similarly, the AELUP for JWA requires that uses within Safety Zone 2 shall be limited to nonresidential uses that only attract a few people. Shopping centers, most restaurants, theaters, meeting halls, and multi-story buildings are all examples of incompatible uses in Safety Zone 2. Hazardous uses including storage areas for fuels or chemicals are also incompatible uses in Safety Zone 2.

In addition, the Handbook defines areas as Rural, Suburban, Urban and Dense Urban. Suburban is defined as areas characterized by low-rise (1-2 story) development and surface parking lots, and Urban is areas characterized by mid-rise (up to 5 stories) development, generally surface vehicle parking, and potentially some parking structures. The applicant suggests that the Project area is Urban which would limit the number of people to 60-80 people per gross acre and that there should be no more than 120-160 people in a single acre for nonresidential uses. Due to the lack of development on the site and immediate surrounding area it could be argued that the site is Suburban which would be limited to 40-60 people per acre and 80-120 people in a single acre for nonresidential uses. Regardless, based on the proposed Project plans submitted, the Project would result in an average of 254 people per acre in Safety Zone 2, which would exceed the basic compatibility polices defined by Caltrans in the Handbook. The congregation and attraction of a significant number of people to the Project area represents an incompatible quality within Safety Zone 2.

Approximately 22 percent of the site is located within Safety Zone 4. The Project components within Safety Zone 4 would include a two-story, 9,432-square-foot accommodation building with 20 overnight units, a separate 1,624-square-foot building for storage and restroom use, and a portion of the surf lagoon basin. Group recreational uses should be prohibited, and the assemblages of people should be restricted due to the zone's location relative to the runway centerline and moderate risk level of near-runway accidents. Residential uses must be limited to very low density; and even if density standards are appropriate here, noise concerns exist.

The Handbook indicates that for Suburban areas, the average maximum number of people in Safety Zone 4 should be limited to 100 to 150 people with a maximum number of people in a single acre to be 300-450 people. For Urban areas the average maximums allowed are 150-200 people per acre or 450-600 people in a single acre. Based on the Project plans submitted, the Project would result in an average of 770 people per acre, which would exceed these standards, and represent an incompatible intensity quality pursuant to the AELUP for JWA.

Approximately 40 percent of the site is located within Safety Zone 6. The Project components within Safety Zone 6 would include a three-story, 68,478-gross-square-foot clubhouse including restaurant and bar with outdoor dining, kitchen, lounge, surf academy, retail, fitness and yoga room, staff office, storage areas, and other facilities; 180 parking spaces with solar panels; and a portion of the surf lagoon basin. The Handbook indicates that in Suburban areas, a maximum average of 200 to 300 people per acre should be allowed and no more than 800-1,200 people per single acre. For Urban areas the Handbook and AELUP for JWA indicate that, generally, there is no limit for nonresidential uses, but that large stadiums, schools, large daycares, hospitals and

similar uses should be avoided. Based on the Project plans submitted, the Project would result in an average of 972 people per acre.

Attachment 10 illustrates flight tracks provided by the John Wayne Airport Noise Office for the City on three separate days in June 2025. As shown on the exhibits, while most flights are just east of the Project site, numerous flights also occur directly over the Project site as low as 500 feet AMSL.

Regarding Heliports:

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

Environmental Compliance

A Notice of Preparation (NOP) for an Environmental Impact Report (EIR) was issued for the proposed Project. See Attachment 11 for the December 6, 2024, ALUC comment letter on the NOP.

Conclusion

Attachment 12 to this report contains excerpts from the Project submittal package received from the City of Newport Beach for your reference. The complete Snug Harbor Surf Park Project materials are available on the City's website at:

https://www.newportbeachca.gov/government/departments/community-development/planning-division/current-projects-and-cases/snug-harbor-surf-park-project

ALUC staff has reviewed the proposed Snug Harbor Surf Park Project for compliance with the *AELUP for John Wayne Airport (JWA)* including review of noise, height restrictions, safety and overflight. The recommendation below is based on the Project's increase in intensity of use in close proximity to the airport, specifically within the 65 dBA CNEL Noise Contour, Safety Zones, and under the approach/departure surface for JWA.

Recommendation:

That the Commission find the proposed Newport Beach Snug Harbor Surf Park Project inconsistent with the *AELUP for JWA per*:

1. 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."

2. Section 2.1.3 of the AELUP for JWA which states that a Determination of No Hazard to Air Navigation does not automatically equate to a Consistency determination by the ALUC and that the Commission may find a project Inconsistent based on an Obstruction determination.

3. Section 2.1.4, and PUC Section 21674 which state that the Commission is charged by PUC Section 21674(a) "to assist local agencies in ensuring compatible land uses in the vicinity of …existing airports to the extent that the land in the vicinity of those airports is not already devoted to incompatible uses," and PUC Section 21674(b) "to coordinate planning at the state, regional and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety and welfare."; and

4. Section 3.2.1 which states that "within the boundaries of the AELUP, any land use may be found to be inconsistent with the AELUP which… permits structures of excessive height in areas which would affect adversely the continued operation of the airport; or permits activities or facilities that would affect adversely aeronautical operations."

Respectfully submitted,

Kristal Carr - for Julie Fitch, executive officer

Kristal Carr
Recording Secretary

Attachments:

1. Location Map
2. Project Description
3. Proposed General Plan Amendment in Redline
4. Noise Contour Exhibit
5. DEIR Appendix Q Noise Analysis
6. Notification Area for JWA
7. Obstruction Imaginary Surfaces Airport Area
8. FAA Aeronautical Studies
9. JWA Safety Zones
10. Flight Track Exhibits
11. ALUC Comment Letter on NOP of EIR for Project
12. Excerpts from Newport Beach Submittal Package

ATTACHMENT 1

Attachment No. 6

Background Discussion with CEQA, Noise, Safety, and Height Analysis

ATTACHMENT 2

Background Discussion with CEQA, Noise, Safety, and Height Analysis

General Background

The City of Newport Beach (City) is requesting the Airport Land Use Commission's (ALUC) review of the above-referenced project consistent with the Airport Environs Land Use Plan for John Wayne Airport (AELUP).

The Project includes a General Plan Amendment (GPA), a Conditional Use Permit (CUP), a Modification Permit, and a Major Site Development Review (SDR). The Project site is within the Airport Environs Land Use Plan (AELUP) Notification Area for John Wayne Airport. In accordance with the City of Newport Beach General Plan Land Use Policy 3.8 the proposed project is submitted to the ALUC for review. Policy 3.8 states:

> Refer the adoption or amendment of the General Plan, Zoning Code, specific plans and Planned Community Development Plans for land within the John Wayne Airport planning area, as established in the JWA Airport Environs Land Use Plan (AELUP), to the Airport Land Use Commission (ALUC) for Orange County for review, as required by Section 21676 of the California Public Utilities Code.

Description of Project

The Snug Harbor Surf Park Project (Project) would remove the existing improvements within the 15.38-acre center portion of the larger 57-acre Newport Beach Golf Course (NB Golf Course). and develop a 5.06-acre surf lagoon with warming pools, a spa, and seating areas; a three-story amenity clubhouse; a two-story, 20-unit athlete accommodation building; ancillary storage and maintenance areas; and two surface parking areas providing a total of 351 parking spaces. The clubhouse building would have a maximum height of 50 feet and the athlete accommodations building would have a maximum height of 40 feet. In addition, the exterior lighting poles would be 71 feet in height. Solar panels would be installed on the roofs of the buildings and on 14-foot-high solar canopies in portions of the parking areas to provide onsite renewable energy.

The surf lagoon will be divided into two 5.1-million-gallon basins that would be hydrologically separated by wave making equipment forming a heart-shaped surf lagoon that would be up to 13 feet deep. The two basins would provide four distinct surfing areas including two outside surf breaks in the deeper part of the lagoon that produces larger waves and two inside surf breaks in the shallower part of the lagoon that produces smaller waves. One basin would provide waves going to the right and the other basin would provide waves going to the left. The wave machinery would bisect the two basins and be located within a 40-foot-wide by 350-foot-long above- and below-grade continuous footing structure. The machinery has various modes of operation to alter the waves of the lagoon to accommodate a wide range of surfers and abilities.

Three warming pools and one spa ranging in size from 640 to 1,600 square feet (SF) with nine outdoor showers, located adjacent to the surf lagoon.

The surf lagoon will be lighted for evening use by 71-foot-high light poles that would be located adjacent to the lagoon with lights focused down onto the surf lagoon. The additional lagoon equipment, such as the lagoon heating equipment and storage areas, would have a height of approximately 15 feet and would be located northeast of the surf lagoon near the north parking lot.

The clubhouse building will be a three-story, 50,341 net SF building and would wrap around the northwestern border of the surf lagoon. The proposed building would have a maximum height of 50 feet. The first floor would contain a reception area as well as a surf academy area, changing rooms, storage lockers, and a surf themed retail store. There would also be a sit-down restaurant with a full-service bar in addition to a quick food service coffee bar/snack shack. The second floor would have a fitness facility, locker room, spa, and yoga room. The third floor would contain administrative offices, an operations center, and day use cabanas. Both the second and third floors would have a deck along the entire eastern frontage of the building, providing views of the surf lagoon.

In addition to the net SF, the building would also include 18,137 SF of ancillary areas that are considered incidental to the private recreation (PR) land use and are exempt from the General Plan development limit calculation. These ancillary uses include a basement level for golf cart storage, surfboard storage, maintenance and equipment storage rooms, and a freestanding restroom.

The two-story athlete accommodation building will provide 20 accommodation units, 10 on each floor. The building would be 9,432 net SF and have a maximum height of 40 feet. The units would be exclusively for visiting surfers and surf park guests to stay while using the onsite amenities. In addition to the net SF, the athlete accommodations would have a freestanding 1,624 SF storage/restroom building that would be located to the northwest of the athlete accommodation structure, which is ancillary and exempt from the General Plan development limit calculation.

Project would include approximately 235,650 SF (not including circulation and parking areas) of open space, including 5,014 SF of synthetic turf coverage. The Project will replace 17 existing trees with approximately 143,844 SF of drought tolerant ornamental landscaping that would cover approximately 20 percent of the site. The Project landscaping plan specifically excludes trees that are known to attract birds. The Project landscaping does not include vegetation that produces seeds, fruits, nuts, or berries, such as fruit bearing trees and shrubs to limit on-site bird attractants.

The portions of the golf course to the north of Irvine Avenue (holes 10-18) and south of Mesa Drive (holes 3-8) would remain and golf cart path of travel between holes 3-8 and holes 10-18 would be provided. The Project includes golf course parking, a starter

shack for the golf course, and golf cart storage in the basement level of the proposed amenity clubhouse.

General Plan/Zoning Designations

The 15.38-acre Project site is categorized as Parks and Recreation (PR) by the Land Use Element of the General Plan. The PR category is intended to provide areas appropriate for the development of parks (both active and passive), golf courses, marina support facilities, aquatic facilities, tennis clubs and courts, private recreation, and similar facilities. The Project site is within the area designated as Anomaly Number 58 by Table LU2 of the Land Use Element of the General Plan. The General Plan limits the development intensity of Anomaly No. 58 to 20,000 SF. A General Plan Amendment is requested to increase the development intensity for the site from the current limit of 20,000 SF to approximately 59,772 SF.

The Project site is zoned Santa Ana Heights Specific Plan (SP-7). The Santa Ana Heights Specific Plan designates the site as Open Space and Recreation (OSR). Permitted uses within the OSR zone, subject to a use permit, include golf courses and/or outdoor commercial recreation. Accessory uses and structures are permitted within the OSR zone when customarily associated with and subordinate to a principal permitted use on the same building site.

Existing Uses on the Site and Adjacent Properties

The NB Golf Course is separated into three physically distinct land areas; the northern, center, and southern portions. The northern portion is mostly located outside of city limits and owned by the County of Orange. The center and southern portions are privately owned. The NB Golf Course is not a City owned or operated golf course. The Project is proposed for the center portion of the NB Golf Course, located at 3100 Irvine Avenue and bounded by Irvine Avenue and Mesa Drive. The Project site is comprised of one parcel encompassing 15.38 acres that currently includes a 38-bay partially covered synthetic turf driving range, a 1,050-square-foot (SF) putting green, a 8,975 SF building that includes a pro shop and a restaurant that seats 233 people, a surface parking lot with 280 parking spaces, and three holes of the existing NB Golf Course (holes 1, 2, and 9).

The majority of the site is covered in grass or artificial grass associated with the golf course. The remainder of the site is paved and provides parking. The driving range is surrounded by approximately 40 net poles that range in height from 25 to 80 feet depending on location. The poles and netting separating the driving range from the buildings to the east are approximately 80 feet tall while the poles and netting separating the driving range from the golf course on the west are approximately 50 feet tall and the poles and netting separating the driving range from Mesa Drive to the south are between 62 and 65 feet tall. Some of the poles are wood (telephone pole-like) while others are pipes. In addition, some of the poles have pipe extensions to increase the

overall height of the netting for safety purposes. The site also includes exterior lighting provided by 30-foot-high light poles located in the golf course and near the driving range, and 20-foot-high light poles in the parking area.

The Project site is center to the two other portions of the NB Golf Course. The 21.28-acre northern portion, located northeast of the Project site across Irvine Avenue, serves as the back-nine holes of the golf course (holes 10-18) and contains the 2,782 SF golf course maintenance building. The 14.51-acre southern portion, located southwest of the Project site across Mesa Drive, provides six holes of the golf course (holes 3-8). Additionally, the Santa Ana-Delhi Channel is located along the northwesterly Project site boundary. The table below details the surrounding uses.

Surrounding Uses

Direction	Existing Use	General Plan Land Use	Zoning	Santa Ana Heights Specific Plan Designation
Northwest	The Santa Ana-Delhi Channel followed by Irvine Avenue followed by multifamily residential	Multiple-Unit Residential	Santa Ana Heights Specific Plan (SP-7)	Residential Multifamily
North	Irvine Avenue followed by "The Jetty" commercial center and 9 holes of the NB Golf Course (holes 10-18)	General Commercial; Office Parks and Recreation (City of Newport Beach); Open Space (Unincorporated Orange County)	SP-7	Professional and Administrative Office; Open Space Recreation (Unincorporated Orange County)
Northeast	Commercial and Office Uses	General Commercial Office	SP-7	Business Park
Southeast	Newport Beach Fire Station 7 and Fire Department Training Center	Public Facilities	SP-7	Business Park
South	Mesa Drive followed by 6 holes of the NB Golf Course (holes 3-8)	Parks and Recreation	SP-7	Open Space Recreation
Southwest	The Santa Ana-Delhi Channel followed by Mesa Drive, followed by "The Ranch" retail shopping center	Community Commercial (Unincorporated Orange County)	Commercial Neighborhood (Unincorporated Orange County)	--

Approval Process/Schedule

Planning Commission Study Session: June 19, 2025
Planning Commission Review: August 21, 2025
City Council Review: September 23, 2025

Noise Analysis and Safety Hazards

John Wayne Airport (SNA) is located approximately 0.4-mile northeast of the Project site. The Project site is located within the airport planning boundaries and ALUC notification area. The John Wayne Airport Noise Contours, provided as Attachment No. 3, depicts the majority of the Project site as located within the SNA 65 CNEL noise contour, which indicates that noise from aircraft on the Project site is 65 dB CNEL and is within the noise impact area related to SNA operations. A small portion of the Project site at the northeast corner is located within the 70 CNEL. This area includes a portion of the parking lot and the lagoon equipment area. While there are no aircraft noise restrictions for outdoor recreational and commercial land uses, daily and hourly aircraft noise levels will be prevalent and noticeable at the Project site.

The AELUP establishes aircraft noise exposure exterior noise level compatibility thresholds for new developments by land use category. According to the AELUP exterior noise thresholds included below, commercial development is considered normally consistent with exterior noise levels of less than 65 dBA CNEL, and conditionally consistent with exterior noise levels greater than 65 dBA CNEL.

A technical memorandum for Airport-Related Safety Hazards and Noise Analysis was prepared for the Project by Johnson Aviation and is included as Attachment No. 7. The memorandum compiled and analyzed the publicly available and relevant information for the Project related to airport-related safety hazards and noise problems, aircraft hazards, airport land use risks, and wildlife hazard management. Information presented in the AELUP was also reviewed, specifically as it relates to aviation safety, aircraft noise, airspace protection, and aircraft overflight of the Project site and the proposed land use. The technical memorandum concluded the following:

1. The Project would comply with all aviation safety, aircraft noise, airspace protection and aircraft overflight criteria of the Orange County ALUC as published in the AELUP;

2. The Project would comply with the people per acre intensity limits of uses allowed within the AELUP and Caltrans Handbook Safety Zones 2, 4 and 6;

3. No aircraft accidents have occurred on the Project site and the accidents that have occurred within the Project vicinity have no causal relationship to the site location or the proposed land uses;

4. Wildlife aircraft strikes at SNA are consistent with national averages for wildlife strikes and lower than other similarly situated coastal airports in California;

5. Aircraft noise at the Project site would likely be between 65 dB CNEL and 70 dB CNEL and would not affect the proposed recreational uses;

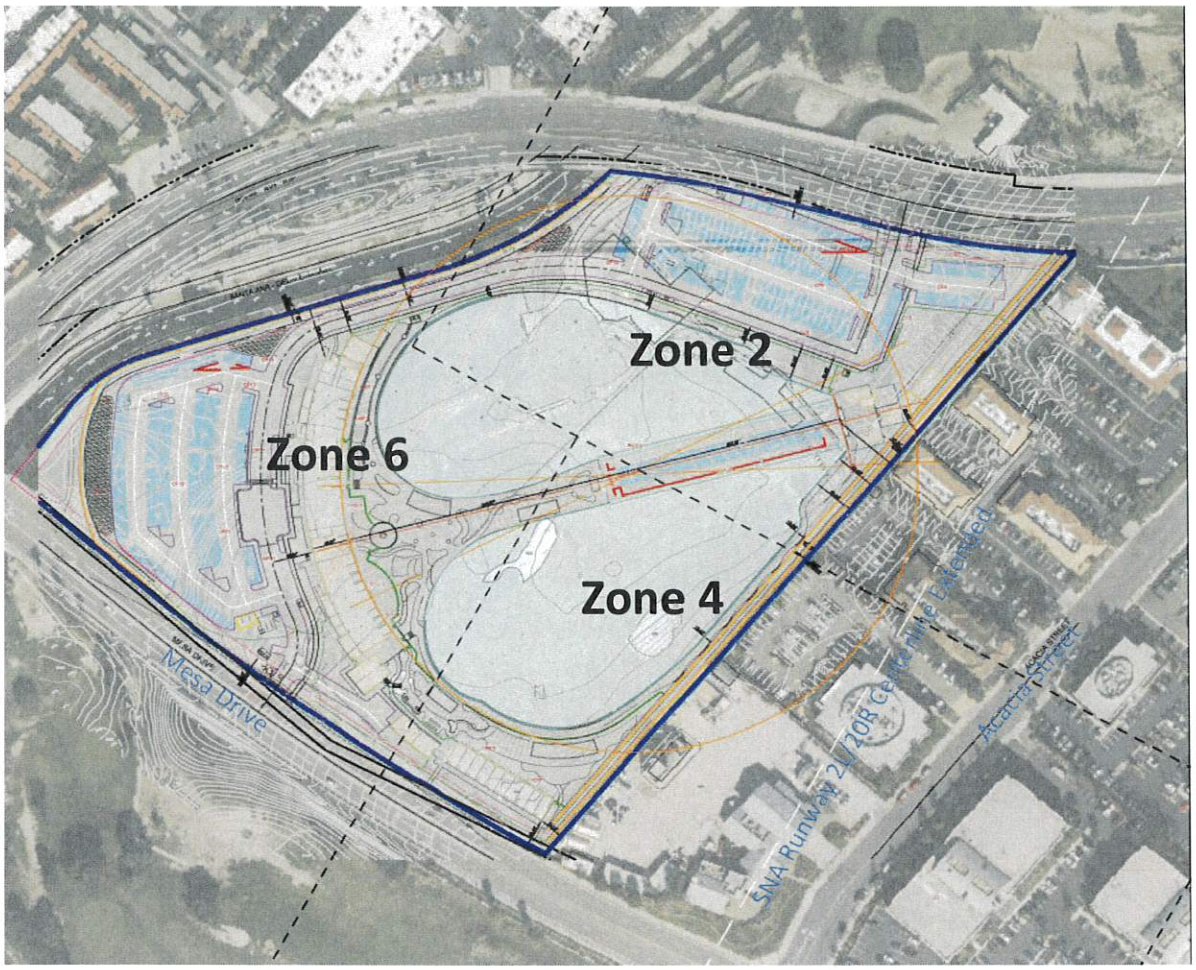
6. The tallest proposed buildings on the Project site would not exceed the 14 CFR Part 77 construction notification imaginary surfaces over the Project site;

7. The findings of a separate Solar Glare Analysis are that the proposed Project passes the FAA's recommended solar glare tests and would not be a hazard to air navigation to aircraft using SNA or for air traffic controllers at the SNA Tower;

8. Aircraft overflight of the Project site would include a total of 9.7 percent of the annual aircraft operations associated with SNA airspace. Approximately 95 percent of these overflights would be departures south of SNA and remainder would include a mix of SNA arrivals north, overflights to other airports in the vicinity and helicopter traffic at SNA and in the vicinity of the Airport.

Runway Protection and Safety Zones Analysis

As shown on John Wayne Airport Safety Zones for 2L/20R, the Project site is located within Safety Zone 2, the Inner Approach/Departure Zone; Safety Zone 4, Outer Approach/Departure Zone; and Safety Zone 6, the Traffic Pattern Zone, for the 2L/20R runway that is used by commercial aircraft. The Project site is not located within any of the Safety Zones for the 2R/20L runway that is used by general aviation prop-powered aircraft. The exhibit below depicts the portions of the Project located within Safety Zones 2, 4, and 6.



Approximately 5.79 acres of the Project site are located within Safety Zone 2, the Inner Approach/Departure Zone, poses a higher risk to persons in the area for aircraft accidents. The Project components within Zone 2 include a surface parking field, mechanical and equipment storage, and a portion of the surf lagoon. All uses in Zone 2 will be outdoors with an anticipated 35-45 people and a maximum of 72 people using the surf lagoon per hour.

Approximately 4.48 acres of the Project site is located within Zone 4, the Outer Approach/Departure Zone has moderate aircraft accident risk; aircraft emergencies can occur over this area approximately two to six percent of the time. The Project components within Zone 4 primarily include the surf lagoon with the overnight accommodations located at the southeast corner of the Project site.

Approximately 6.16 acres of the Project site is located within Zone 6, the Traffic Pattern Zone, has the lowest risk for aircraft accidents. The Project components within Zone 6 include the surf lagoon, a surface parking lot, and the club house building.

Glare Analysis

The Project includes a series of rooftop and carport-mounted solar PV array installations on the Project site. The solar PV array installation would cover approximately 70,583 square feet of rooftop and carport area on the north, west, and south sides of the Project site.

A Solar Glare Analysis was prepared for the Project by Johnson Aviation, Inc. and is included as Attachment No. 8. The analysis used the ForgeSolar Glare Analysis tool to assess ocular impact of the proposed solar energy system on a federally obligated airport. The conclusion of Solar Glare Analysis is that the Project passes the Federal Aviation Administration's (FAA's) recommended solar glare tests.

FAA Notification

The Project site is located under the FAR Part 77 Obstruction Imaginary Surface area for both runways. As shown on Figure 5.8-5, FAA Part 77 Obstruction Imaginary Surfaces for Runway 2L/20R, a majority of the Project site is located under the Approach Surface and the westernmost portion of the site is located under the Inner Transitional Surface for the 2L/20R runway that is used by commercial aircraft. Figure 5.8-6, FAA Part 77 Obstruction Imaginary Surfaces for Runway 2R/20L, shows that the Project site is under the Conical Surface for the 2R/20L runway.

FAR Part 77 requires notification to FAA for any project that would be more than 200 feet in height above ground level or within the imaginary surface of a 100:1 slope extending outward for 20,000 feet from the nearest runway. The Project site had previously undergone FAA Park 77 evaluation as part of installation of poles on the existing driving range, which determined that structures on the site that are below 162 feet above mean sea level (amsl) would not have a significant adverse impact related to aeronautical hazards (FAA, 2016).

Notification was provided to FAA for the Project. The FAA conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and Title 14 of the Code of Federal Regulations, part 77. The aeronautical study revealed that the structures do not exceed obstruction standards and would not be a hazard to air navigation. Approximately 50 determinations of no hazard to air navigation were issued for the Project. Representative determinations for the clubhouse, athlete accommodations, light poles, and other accessory structures, are included as Attachment No. 9. The complete set of FAA determinations of no hazard to air navigation are available upon request.

CEQA Analysis

A Draft Environmental Impact Report (EIR) (State Clearinghouse [SCH] Number 2024110238) evaluating the environmental effects that may result from the construction and operation of the Snug Harbor Surf Park Project (proposed Project) was prepared in

conformance with State and City of Newport Beach environmental policy guidelines for the implementation of the California Environmental Quality Act (CEQA). The Draft EIR was released for a 45-day public review on May 23, 2025.

Conclusion

Per Section 21676(b) of the Public Utilities Code, the City requests that the Airport Land Use Commission place this item on the July 17, 2025, meeting agenda for formal review and a consistency determination.

Please let me know if any additional information is required to be placed on an upcoming agenda.

Thank you in advance for your assistance in this matter.

Attachment No. 13

Proposed General Plan Amendment
(in redline)

ATTACHMENT 3

Table LU2 Anomaly Locations

Anomaly Number	Statistical Area	Land Use Designation	Development Limit (sf)	Development Limit (Other)	Additional Information
1	L4	MU-H2	460,095	471 Hotel Rooms (not included in total square footage)	
2	L4	MU-H2	1,052,880		
2.1	L4	MU-H2	18,810		11,544 sf restricted to general office use only (included in total square footage)
3	L4	CO-G	734,641		
4	L4	MU-H2	250,176		
5	L4	MU-H2	32,500		
6	L4	MU-H2	46,044		
7	L4	MU-H2	81,372		
8	L4	MU-H2	442,775		
9	L4	CG	120,000	164 Hotel Rooms (included in total square footage)	
10	L4	MU-H2	31,362	349 Hotel Rooms (not included in total square footage)	
11	L4	CG	11,950		
12	L4	MU-H2	457,880		
13	L4	CO-G	288,264		
14	L4	CO-G/MU-H2	860,884		
15	L4	MU-H2	228,214		
16	L4	CO-G	344,231		
17	L4	MU-H2	33,292	304 Hotel Rooms (not included in total square footage)	
18	L4	CG	225,280		
19	L4	CG	228,530		
21	J6	CO-G	687,000		Office: 660,000 sf; Retail: 27,000 sf
		CV		300 Hotel Rooms	
22	J6	PI	85,000		Residential Care Facility for the Elderly (RCFE)
23	K2	PR	15,000		
24	L3	IG	89,624		
25	L3	PI	84,585		
26	L3	IG	33,940		
27	L3	IG	86,000		
28	L3	IG	110,600		
29	L3	CG	47,500		
30	M6	CG	54,000		
31	L2	PR	75,000		
32	L2	PI	34,000		
33	M3	PI	163,680		Administrative Office and Support Facilitates: 30,000 sf Community Mausoleum and Garden Crypts: 121,680 sf Family Mausoleums: 12,000 sf
34	L1	CO-R	484,348		
35	L1	CO-R	197,010		
36	L1	CO-R	227,797		

Table LU2 Anomaly Locations

Anomaly Number	Statistical Area	Land Use Designation	Development Limit (sf)	Development Limit (Other)	Additional Information
37	L1	CO-R	131,201	2,050 Theater Seats (not included in total square footage)	
38	L1	CO-M	443,627		
39	L1	MU-H3	408,084		
40	L1	MU-H3	1,426,634	425 Hotel Rooms (included in total Square Footage)	
41	L1	CO-R	327,671		
42	L1	CO-R	286,166		
43	L1	CV		611 Hotel Rooms	
44	L1	CR	1,619,525	1,700 Theater Seats (not included in total square footage)	
45	L1	CO-G	162,364		
46	L1	MU-H3/PR	3,725	24 Tennis Courts	Residential permitted in accordance with MU-H3.
47	L1	CG	105,000		
48	L1	MU-H3	337,261		
49	L1	MU-H3	16,000	90 Dwelling Units	
50	L1	CG	25,000		
51	K1	PR	20,000		
52	K1	CV		479 Hotel Rooms	
53	K1	PR	567,500		See Settlement Agreement
54	J1	CM	2,000		
55	H3	PI	119,440		
56	A3	PI	1,343,238	990,349 sf Upper Campus 577,889 sf Lower Campus	In no event shall the total combined gross floor area of both campuses exceed the development limit of 1,343,238 sq. ft.
57	Intentionally Blank				
58	J5	PR	~~20,000~~ 59,772		
59	H4	MU-W1	247,402	144 Dwelling Units (included in total square footage)	
60	N	CV	*3,035,000	2,150 Hotel Rooms (2,960,000 square feet for hotel rooms and related commercial uses identified in Newport Coast LCP) 75,000 square feet for Day Use Commercial	Newport Coast LCP Planning Area 13 *Correction per Planning Commission Resolution 2030 adopted October 6, 2016*
61	N	CV	125,000		Newport Coast LCP Planning Areas 3B and 14
62	L2	CG	2,300		
63	G1	CN	66,000		
64	M3	CN	74,000		
65	M5	CN	80,000		
66	J2	CN	138,500		
67	D2	PI	25,000		
68	L3	PI	71,150		
69	K2	CN	75,000		
70	D2	RM-D			Parking Structure for Bay Island (No Residential Units)
71	L1	CO-G	11,630		

Table LU2 Anomaly Locations

Anomaly Number	Statistical Area	Land Use Designation	Development Limit (sf)	Development Limit (Other)	Additional Information
72	L1	CO-G	8,000		
73	A3	CO-M	350,000		
74	L1	PR	56,000		
75	L1	PF			City Hall, and the administrative offices of the City of Newport Beach, and related parking, pursuant to Section 425 of the City Charter.
76	H1	CO-G		0.5 FAR	1.0 FAR permitted, provided all four legal lots are consolidated into one parcel to provide unified site design
77	H4	CV	240,000	157 Hotel Rooms (included in total square footage)	
78	B5	CM	139,840		
79	H4	CG		0.3/0.5	Development limit of 19,905 sq.ft. permitted, provided all six legal lots are consolidated into one parcel to provide unified site design
80	K1	MU-W2	Nonresidential Development: 131,290	49 Residential Units	For mixed-use development, residential floor area shall not exceed a 1:1 ratio to nonresidential floor area
81	K1	RM		296 Residential Units	
82	L1	RM		28 Dwelling Units	
83	Reserved				
84	Reserved				
85	B5	CV-LV	118,573 sf of hotel		Accessory commercial floor area is allowed in conjunction with a hotel and it is included within the hotel development limit. Municipal facilities are not restricted or included in any development limit.
86	L4	MU-H2	Nonresidential Development 297,572	329 dwelling units	

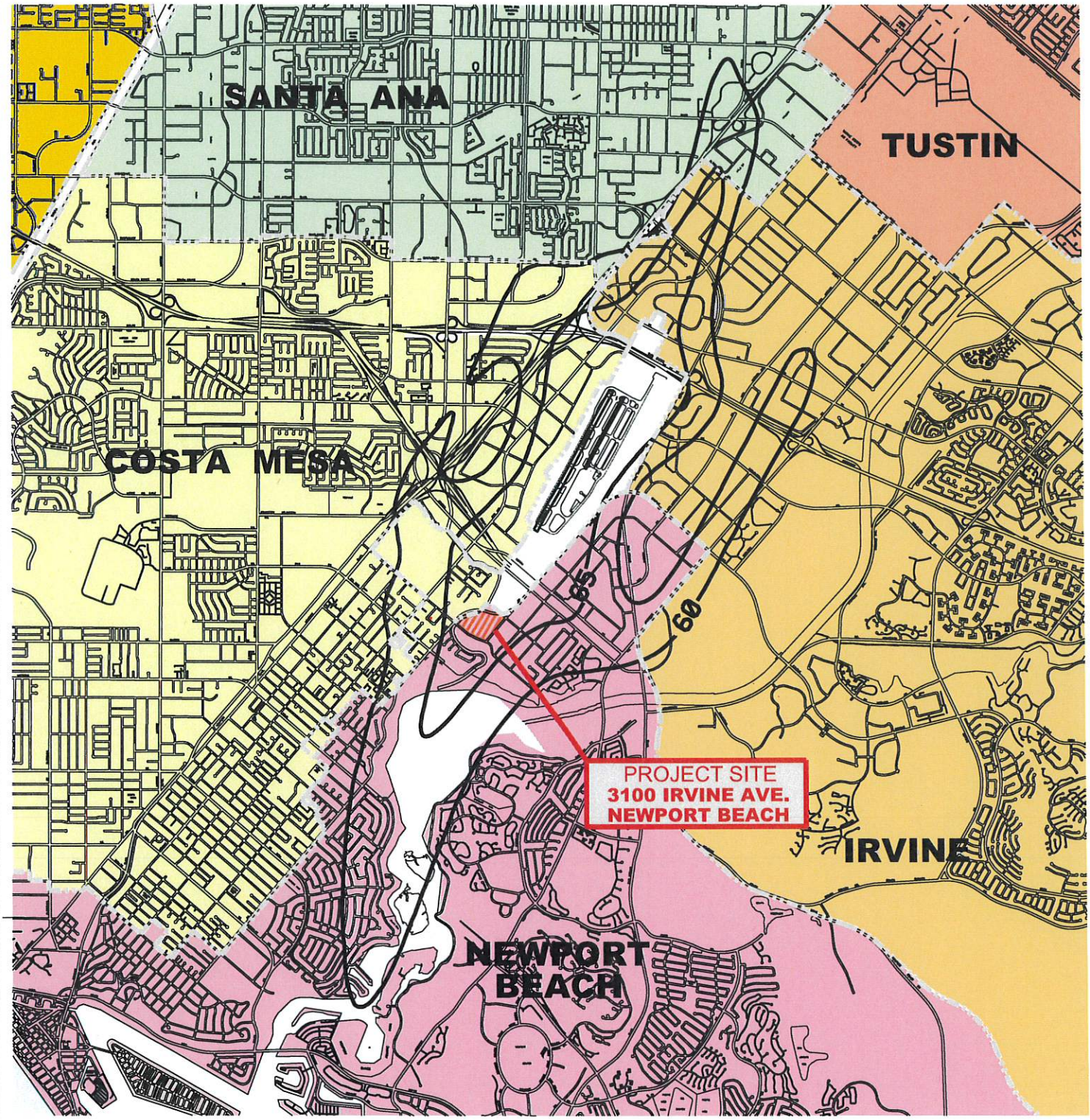
LU 4.2 Prohibition of New Residential Subdivisions

Prohibit new residential subdivisions that would result in additional dwelling units unless authorized by an amendment of the General Plan (GPA). Lots that have been legally merged through the *Subdivision Map Act* and City Subdivision Code approvals are exempt from the GPA requirements and may be re-subdivided to the original underlying legal lots. This policy is applicable to all Single Unit, Two Unit, and Multiple Unit Residential land use categories. *(Imp 6.1)*

LU 4.3 Transfer of Development Rights

Permit the transfer of development rights from a property to one or more other properties when:

a. The donor and receiver sites are within the same Statistical Area.



Note: County Unincorporated areas are shown in white.

John Wayne Airport Impact Zones

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

LEGEND

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

Scale in Feet

CERTIFICATION

for Orange County

ATTACHMENT 4

Date

AELUP-2007/3100Irvine_NewportBeach.dgn

and is necessary to assess potential noise impacts due to the Project's contribution to the ambient noise levels.

5.3 NOISE MEASUREMENT RESULTS

The noise measurements presented below focus on the average or equivalent sound levels (L_{eq}). The equivalent sound level (L_{eq}) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. Table 5-1 identifies the hourly daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) noise levels at each noise level measurement location.

TABLE 5-1: 24-HOUR AMBIENT NOISE LEVEL MEASUREMENTS

Location[1]	Description	Energy Average Noise Level (dBA L_{eq})[2]	
		Daytime	Nighttime
L1	Located northwest of the site near the residence at 20352 Kline Dr.	71.3	50.9
L2	Located west of the site near the pool at 1619 Mesa Dr.	67.8	51.8
L3	Located west of the site near the residence at 1691 Mesa Dr.	72.4	62.5
L4	Located southwest of the site near the residence at 2698 Riverside Dr.	69.1	54.2
L5	Located southwest of the site near the residence at 2503 Anniversary Lane.	73.4	65.6
L6	Located south of the site near the residence at 2139 Anniversary Lane.	68.3	44.2
L7	Located southeast of the site near the park at 2081 Mesa Dr.	70.6	50.0
L8	Located east of the site near the residence at 20250 SW Acacia St.	73.7	53.5

[1] See Exhibit 5-A for the noise level measurement locations.
[2] Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2. "Daytime" = 7:00 a.m. to 7:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

Table 5-1 provides the (energy average) noise levels used to describe the daytime and nighttime ambient conditions. These daytime and nighttime energy average noise levels represent the average of all hourly noise levels observed during these time periods expressed as a single number. Appendix 5.2 provides summary worksheets of the noise levels for each hour as well as the minimum, maximum, L_1, L_2, L_5, L_8, L_{25}, L_{50}, L_{90}, L_{95}, and L_{99} percentile noise levels observed during the daytime and nighttime periods.

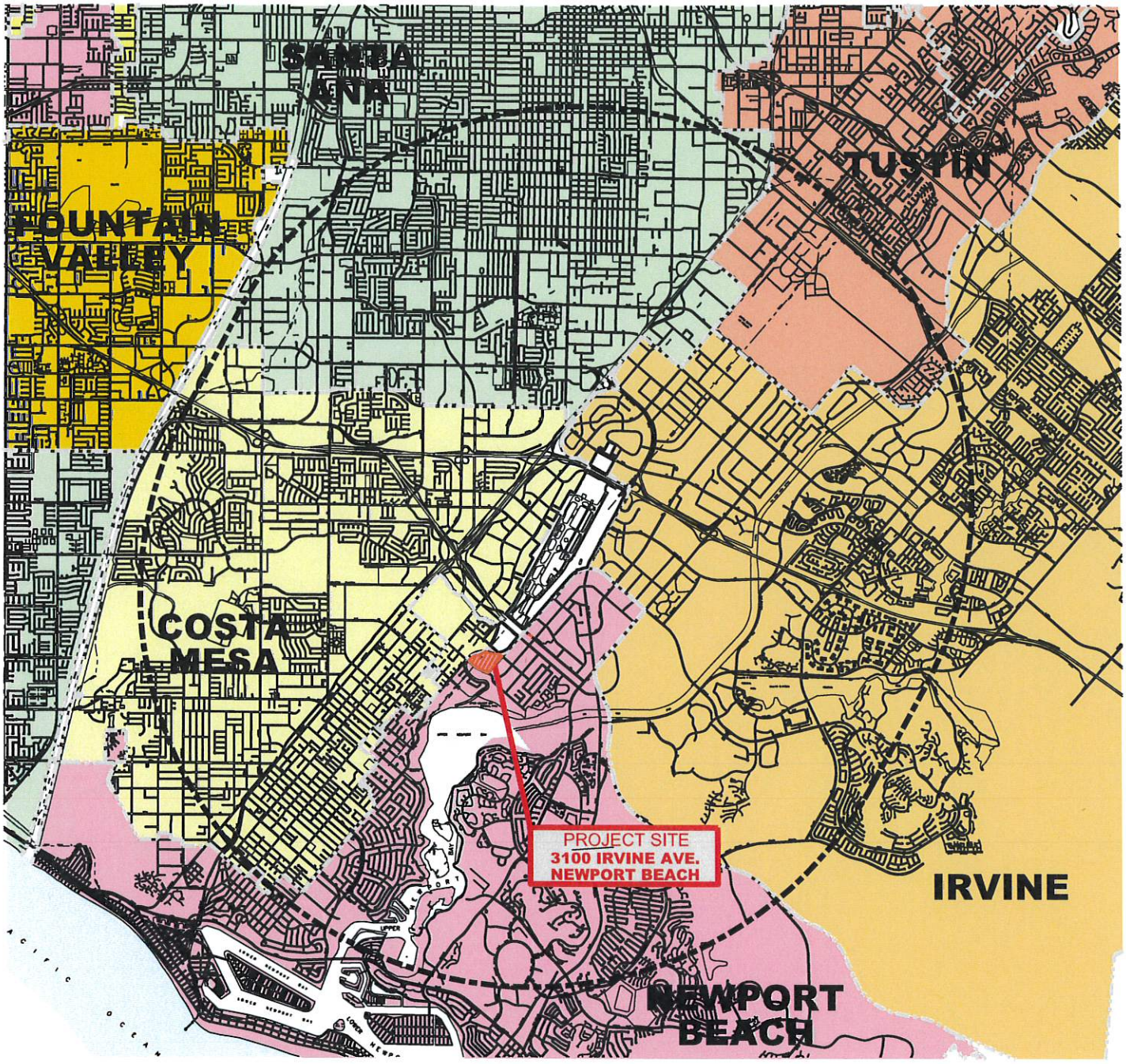
ATTACHMENT 5

The background ambient noise levels in the Project study area are dominated by the overflight of airplanes from John Wayne Airport and transportation-related noise associated with surface streets, including the auto and heavy truck activities on study area roadway segments near the noise level measurement locations. The 24-hour existing noise level measurement results are shown in Table 5-1.

EXHIBIT 5-A: NOISE MEASUREMENT LOCATIONS

AELUP Notification Area for JWA

ATTACHMENT 3



Note: County Unincorporated areas are shown in white.

FAR PART 77

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

LEGEND

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

0 1000 2000 3000 4000 5000 7500
500 Scale In Feet

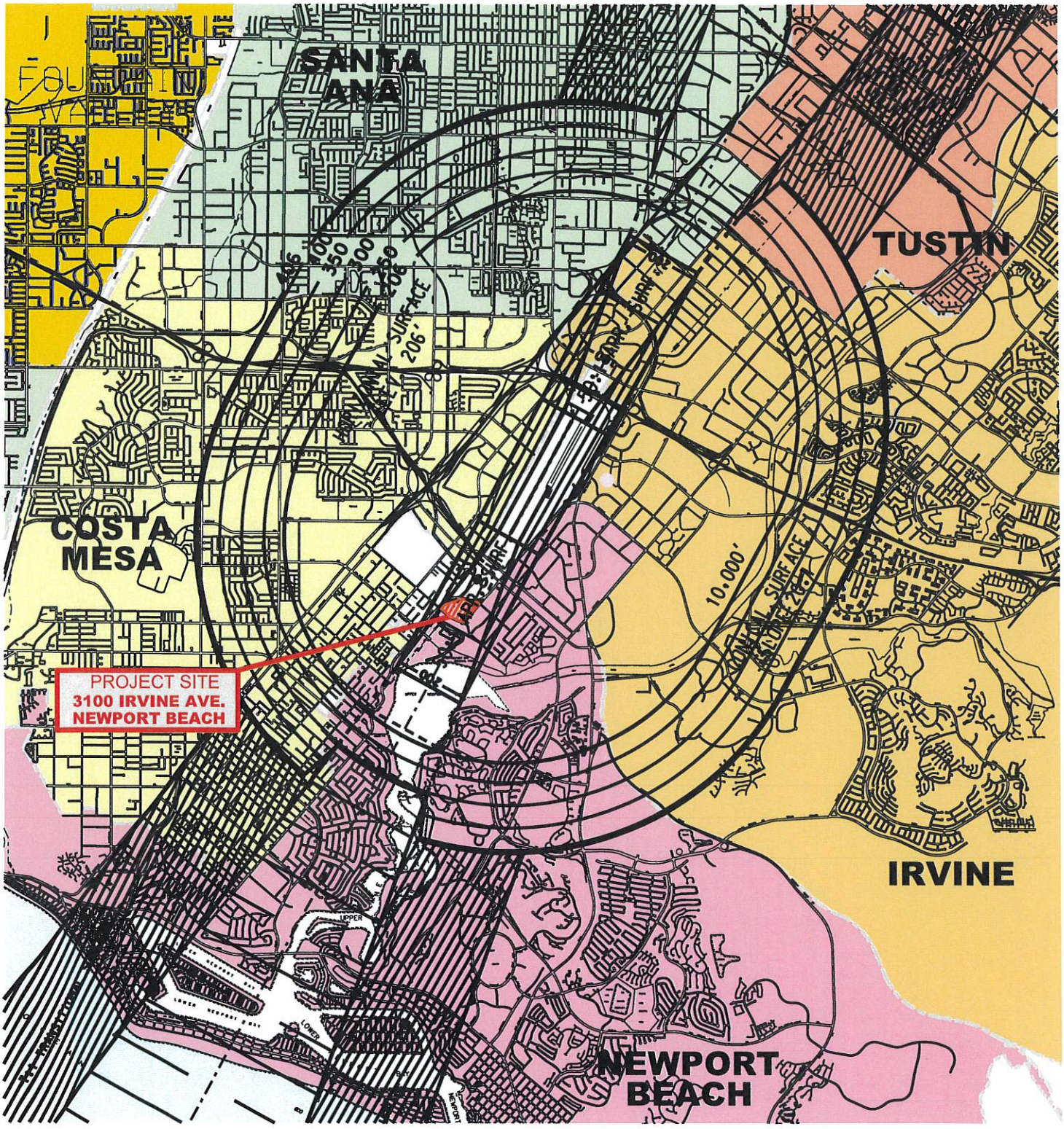
CERTIFICATION

for Orange County

ATTACHMENT 6

Date

AELUP-2007/Jwanotf-3100Irvine_NewportBeach.dgn



Note: County Unincorporated areas are shown in white.

FAR PART 77
John Wayne Airport Obstruction Imaginary Surfaces

0 1000 2000 3000 4000 5000 7500
500 Scale In Feet

LEGEND

CITY BOUNDARIES

AIRPORT BOUNDARIES

CERTIFICATION

Adopted by the Airport Land Use Commission for Orange County

ATTACHMENT 7

Lea Choum, Executive Officer

Date

AELUP-2007/3100Irvine_NewportBeach).dgn

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

Aeronautical Study No.
2025-AWP-4136-OE

Issued Date: 05/06/2025

Adam Cleary
Back Bay Barrels, LLC
3857 Birch Street
Suite 521
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:	Commercial Use Building Clubhouse
Location:	Newport Beach, CA
Latitude:	33-39-29.21N NAD 83
Longitude:	117-52-57.18W
Heights:	42 feet site elevation (SE)
	50 feet above ground level (AGL)
	92 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)
__X__ 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 Change 1.

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 11/06/2026 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 8

(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, 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) 294-7572, or william.e.wills@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-AWP-4136-OE.

Signature Control No: 652355497-658531359 (DNE)
William Wills
Specialist

Attachment(s)
Map(s)

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

Aeronautical Study No.
2025-AWP-4141-OE

Issued Date: 05/06/2025

Adam Cleary
Back Bay Barrels, LLC
3857 Birch Street
Suite 521
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:	Commercial Use Building Clubhouse
Location:	Newport Beach, CA
Latitude:	33-39-27.25N NAD 83
Longitude:	117-52-55.27W
Heights:	46 feet site elevation (SE)
	40 feet above ground level (AGL)
	86 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)
__X__ 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 Change 1.

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 11/06/2026 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, 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.

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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) 294-7572, or william.e.wills@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-AWP-4141-OE.

Signature Control No: 652355512-658531369 (DNE)
William Wills
Specialist

Attachment(s)
Map(s)

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

Aeronautical Study No.
2025-AWP-4176-OE

Issued Date: 05/06/2025

Adam Cleary
Back Bay Barrels, LLC
3857 Birch Street
Suite 521
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:	Light Pole Light Pole
Location:	Newport Beach, CA
Latitude:	33-39-28.24N NAD 83
Longitude:	117-52-51.62W
Heights:	37 feet site elevation (SE)
	71 feet above ground level (AGL)
	108 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)
__X__ 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 Change 1.

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 11/06/2026 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, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

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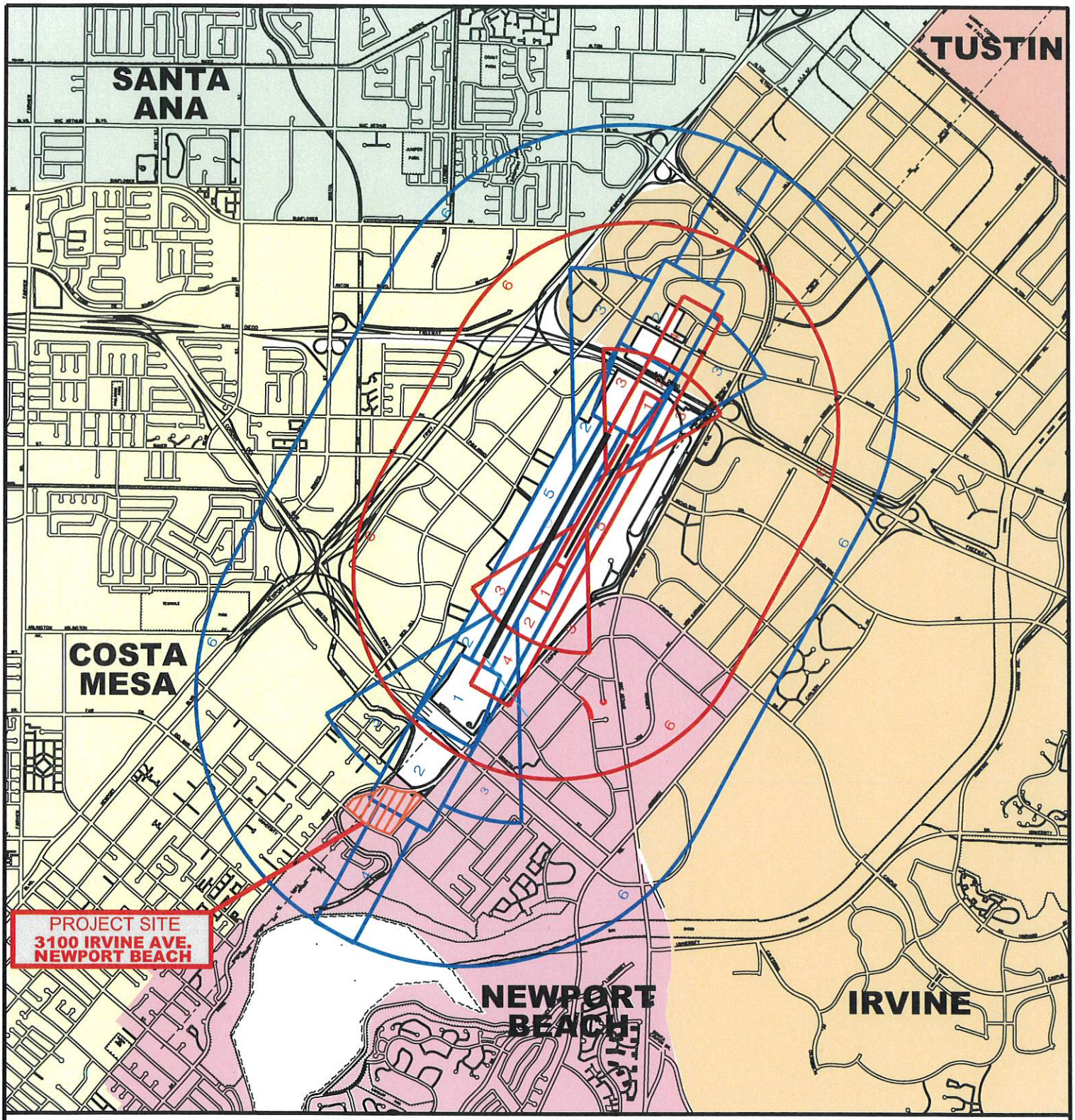
This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure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

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

If we can be of further assistance, please contact our office at (847) 294-7572, or william.e.wills@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-AWP-4176-OE.

Signature Control No: 652376341-658531565 (DNE)
William Wills
Specialist

Attachment(s)
Map(s)



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

1-6 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)

1-6 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)

0 500 1000 1500 2000
Scale In Feet

CERTIFICATION

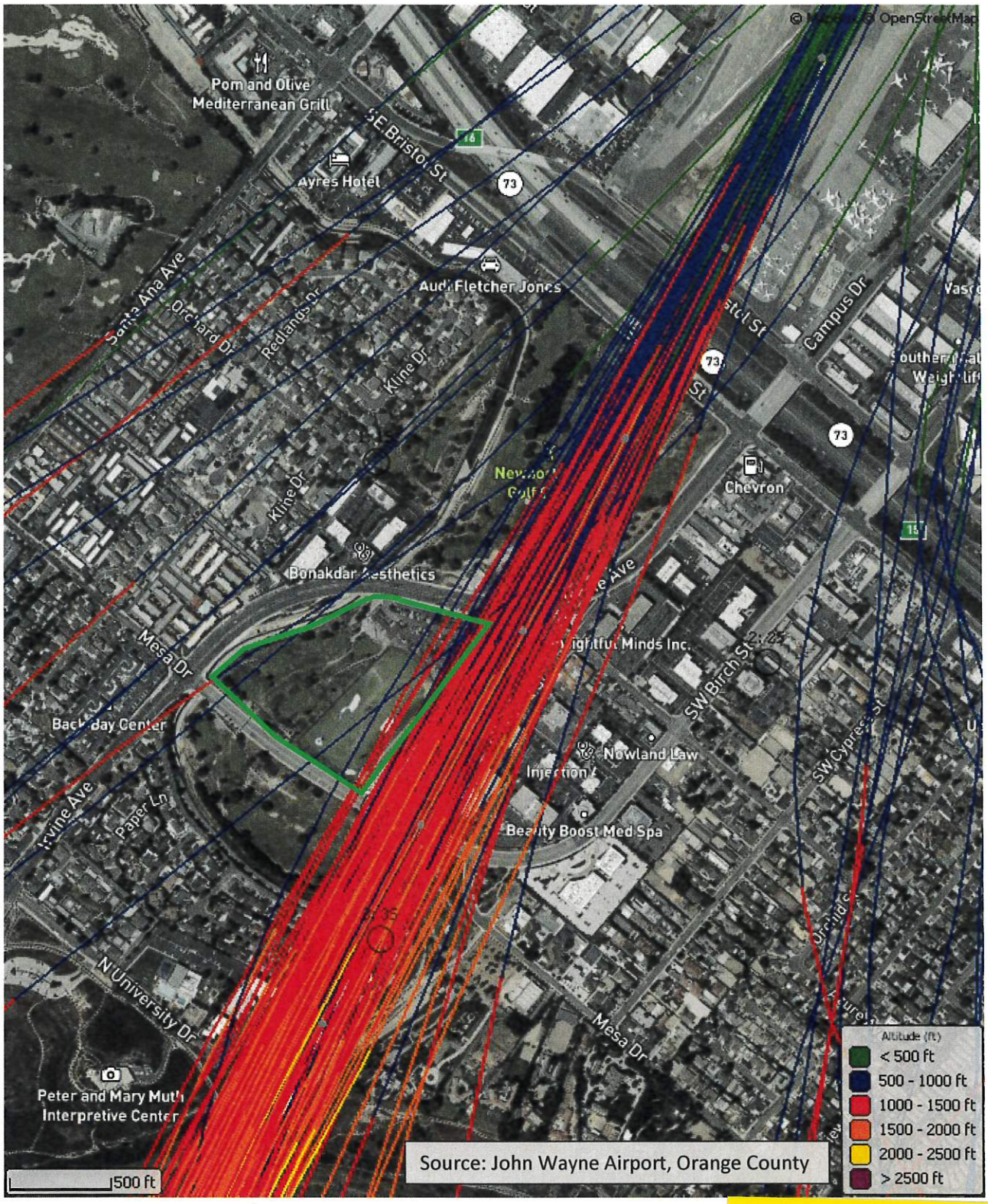
for Orange County

ATTACHMENT 9

Date

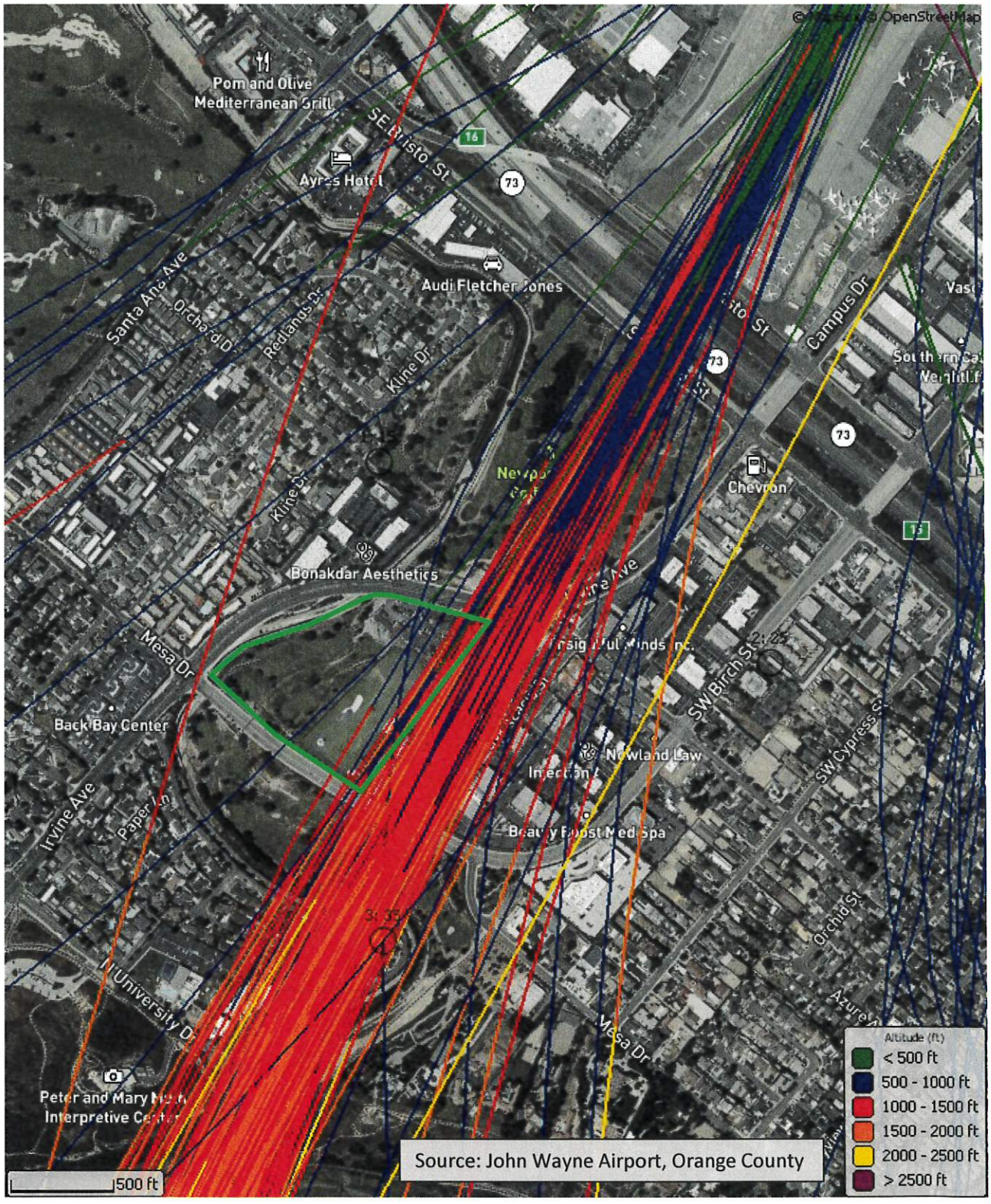
AELUP-2007/jwastzonerf-3100Irvine_NewportBeach.dgn

John Wayne Airport Altitude Analysis
Tuesday, June 3, 2025
475 Operations

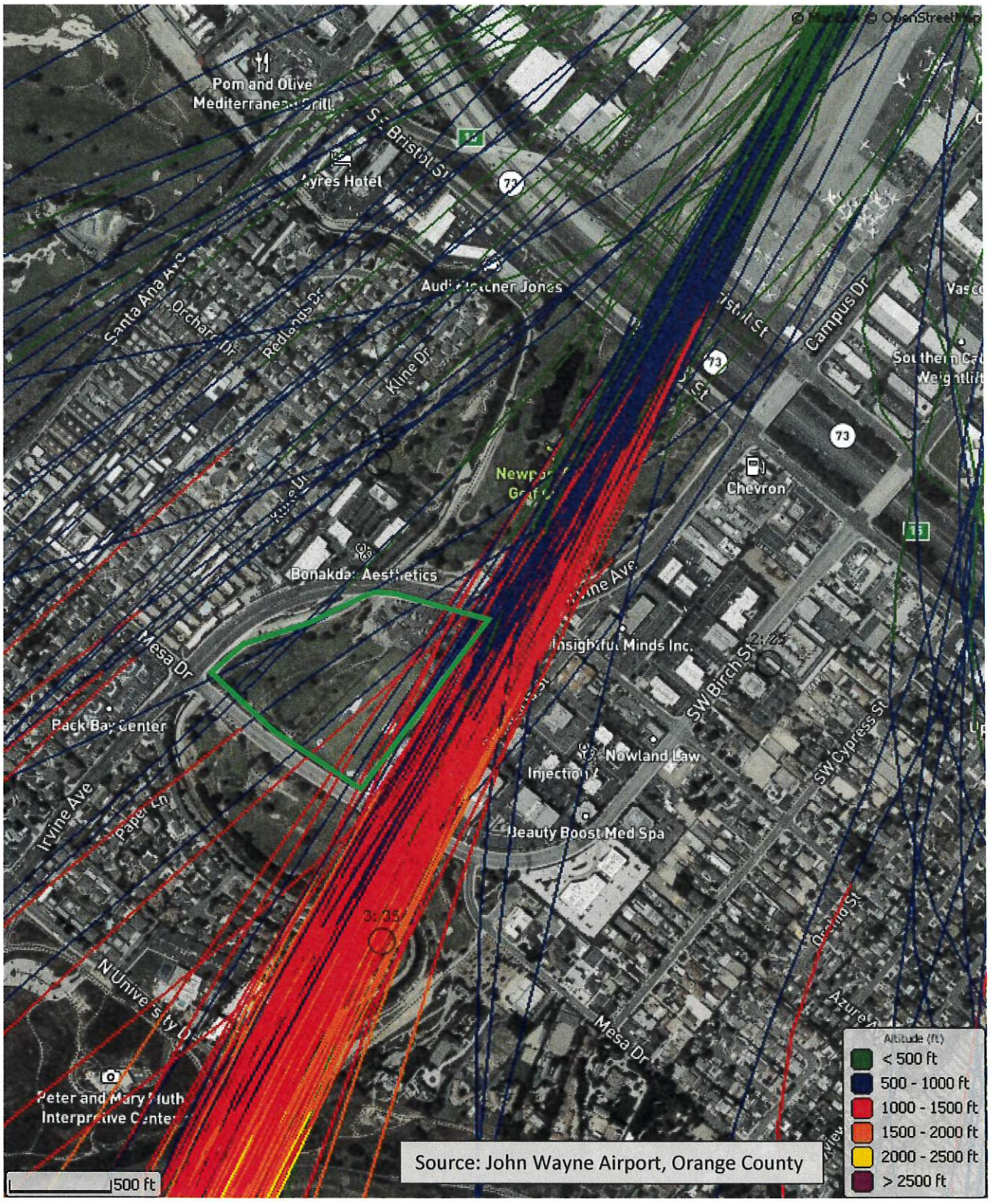


ATTACHMENT 10

John Wayne Airport Altitude Analysis
Thursday, June 5, 2025
695 Operations



John Wayne Airport Altitude Analysis
Saturday, June 7, 2025
519 Operations



AIRPORT LAND USE COMMISSION
FOR ORANGE COUNTY
3160 Airway Avenue • Costa Mesa, California 92626 • 949.252.5170 fax: 949.252.6012

December 6, 2024

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

Delivered via email: jperez@newportbeachca.gov

Subject: City of Newport Beach NOP of an EIR for Snug Harbor Surf Park at 3100 Irvine Avenue

Dear Ms. Perez:

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the proposed Snug Harbor Surf Park ("Project") at 3100 Irvine Avenue. These comments are provided in the context of the Airport Land Use Commission's *Airport Environs Land Use Plan for John Wayne Airport (AELUP for JWA)*.

The proposed 15.38-acre project site is located within the central portion of the Newport Beach Golf Course bound by Irvine Avenue and Mesa Drive, approximately 3,900 feet from the end of the runway (2L). The Project would remove the existing improvements including the driving range, three holes of golf, pro shop, and restaurant/bar, and would redevelop the site with a 7-acres of surf lagoons with viewing platforms, warming pools, and spa, as well as a 50,340 square foot, three-story clubhouse building. The clubhouse would include a reception area, surf academy, fitness facilities, administrative offices, retail store, restaurant, and other incidental uses. The Project would also include a two-story 9,400 square foot "athlete accommodation building" consisting of 20 lodging units.

The Project falls within the Airport Planning Area/Notification for JWA and raises potentially significant land use compatibility concerns as defined in the AELUP for JWA.

The Project is located within the 65 dB CNEL contour for JWA. The EIR should address the noise impacts of airport operations on the occupants of the proposed lodging units (i.e., sound attenuation to meet interior noise standards). In addition, noise impacts on the exterior recreational uses should be addressed.

ATTACHMENT 11

The Project is within the Federal Aviation Administration (FAA) Notification Area as well as the Federal Aviation Regulations (FAR) Part 77, Obstruction Imaginary Surfaces for JWA. The EIR should address the height restrictions relative to both the notification area and imaginary surfaces. ALUC staff recommends that policies be established ensuring that the maximum allowable building heights for projects located within the JWA Planning Area do not penetrate the FAA Part 77 Obstruction Surfaces for JWA. Further, the Project site is located within the primary approach surface for JWA. The EIR should emphasize that future patrons and occupants and would be exposed to significant commercial overflight with a high number of aircraft as low as 1,000 feet Above Mean Sea Level (AMSL).

The EIR should also discuss safety concerns related to the Project's location within Safety Zones 2, 4, and 6 for JWA. According to the 2011 California Airport Land Use Planning Handbook, Safety Zone 2 is the Inner Approach/Departure Zone where all residential uses, multi-story, high density/intensity uses, and most eating establishments should be avoided. Safety Zone 4 is the Outer Approach/Departure Zone in which "assemblages of people" should be restricted. Safety Zone 6 is the Traffic Pattern Zone where non-residential densities should be limited to 200-300 people per gross acre (p. 4-25 of the Handbook).

The NOP indicates that the Project is consistent with the existing General Plan Land Use designation of Parks and Recreation (PR) but would require a General Plan Amendment to increase the current development limit of 20,000 square feet to 59,772 square feet. Due to the need for a General Plan Amendment, the Project is required to be submitted to the Airport Land Use Commission (ALUC) for review after a Planning Commission Public Hearing and prior to City Council adoption. Please contact our office at (949) 252-5170 or at alucinfo@ocair.com if you would like more information.

Sincerely,

Julie Fitch
Executive Officer

CITY OF NEWPORT BEACH
100 Civic Center Drive
Newport Beach, California 92660
949 644-3200
newportbeachca.gov/communitydevelopment

June 13, 2025

Ms. Julie Fitch, Executive Officer
Airport Land Use Commission
3160 Airway Avenue
Costa Mesa, CA 92626

RE: 3100 Irvine Avenue, Snug Harbor Surf Park

Dear Ms. Fitch,

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 and California Public Utilities Code, Section 21676(c), Airport Land Use Commission, the City of Newport Beach (City) requests that the Airport Land Use Commission (ALUC) review the City's proposed amendment to the General Plan to increase the current development limit of 20,000 net square feet (per Anomaly Number 58) to 59,772 net square feet for consistency with the Airport Environs Land Use Plan (AELUP) at its July 17, 2025 meeting.

The Snug Harbor Surf Park Project (Project) would remove all existing improvements on the Project site including the driving range, pro shop, restaurant and bar, and three holes of golf, and redevelop the site with a 5.06-acre surf lagoon including three warming pools and a spa, a three-story approximately 50,341 net square foot clubhouse building, and a two-story approximately 9,432 net square foot athlete accommodation building. The total Project development intensity would be approximately 59,773 net square feet. The surf lagoon would be lit for evening use by 71-foot-high light poles that would be located adjacent to the lagoon with lights focused down onto the surf lagoon.

Should you have any questions concerning the preceding information, I can be reached at 949-644-3312 or via email at jperez@newportbeachca.gov.

Sincerely,

Joselyn Perez
Senior Planner

ATTACHMENT 12

Attachments:

1. Submittal Forms and Checklist
2. JWA Notification Area Maps
3. JWA Noise Contour Maps
4. JWA Safety Zones Maps
5. Obstruction Imaginary Surfaces Maps
6. Background Discussion with CEQA, Noise, Safety, and Height Analysis
7. Airport-Related Safety Hazards and Noise Analysis
8. Solar Glare Analysis
9. FAA Determinations of No Hazard to Air Navigation
10. Proposed Height Exhibit for Snug Harbor Surf Park
11. Lighting Study
12. Architectural and Landscape Plans
13. Proposed General Plan Amendment (in redline)

Attachment No. 1

Submittal Form and Checklist

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 Joselyn Perez, Senior Planner
   Agency: City of Newport Beach
   Address: 100 Civic Center Drive, Newport Beach, CA 92660
   Phone/email: 949-644-3312 jperez@newportbeachca.gov

3. Airport Planning Area(s):
   ☒ 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 Choose month. Public Hearing: 8/21/2025

6. Tentative date of City Council/Board of Supervisors Public Hearing: 9/23/2025

7. Requested date of ALUC Review July 17.
   ***Complete** submittals must be received by the first day of the month to be considered for the next meeting date.*

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 (see attachments) and proposed (see attachments) maximum heights allowed.

Continued on next page.

SUBMITTAL CHECKLIST: General Plan · Specific Plan · Zoning Code

- ☒ Cover letter on City/County letterhead.
- ☒ Completed Submittal Form.
- ☒ Link to existing (see attachments) and proposed (see attachments) General Plan Element, Specific Plan or Zoning Code for this submittal.
- ☒ Attachment showing proposed changes to General Plan Element, Specific Plan or Zoning Code Section(s) with strikethrough/underline.
- ☒ Exhibit showing location(s) of proposed new uses within the Notification Area/Planning Area for airport(s).
- ☒ Exhibit showing location(s) of proposed new uses in relation to noise contours for airport(s).
- ☒ Exhibit showing location(s) of proposed new uses in relation to Airport Safety Zones.
- ☒ Exhibit showing location(s) of proposed new uses in relation to the Obstruction Imaginary Surfaces.
- ☒ Attachment showing current and proposed noise policies/mitigation measures.
- ☒ 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 attached.
- ☒ 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.
- ☒ Provide information regarding CEQA compliance.

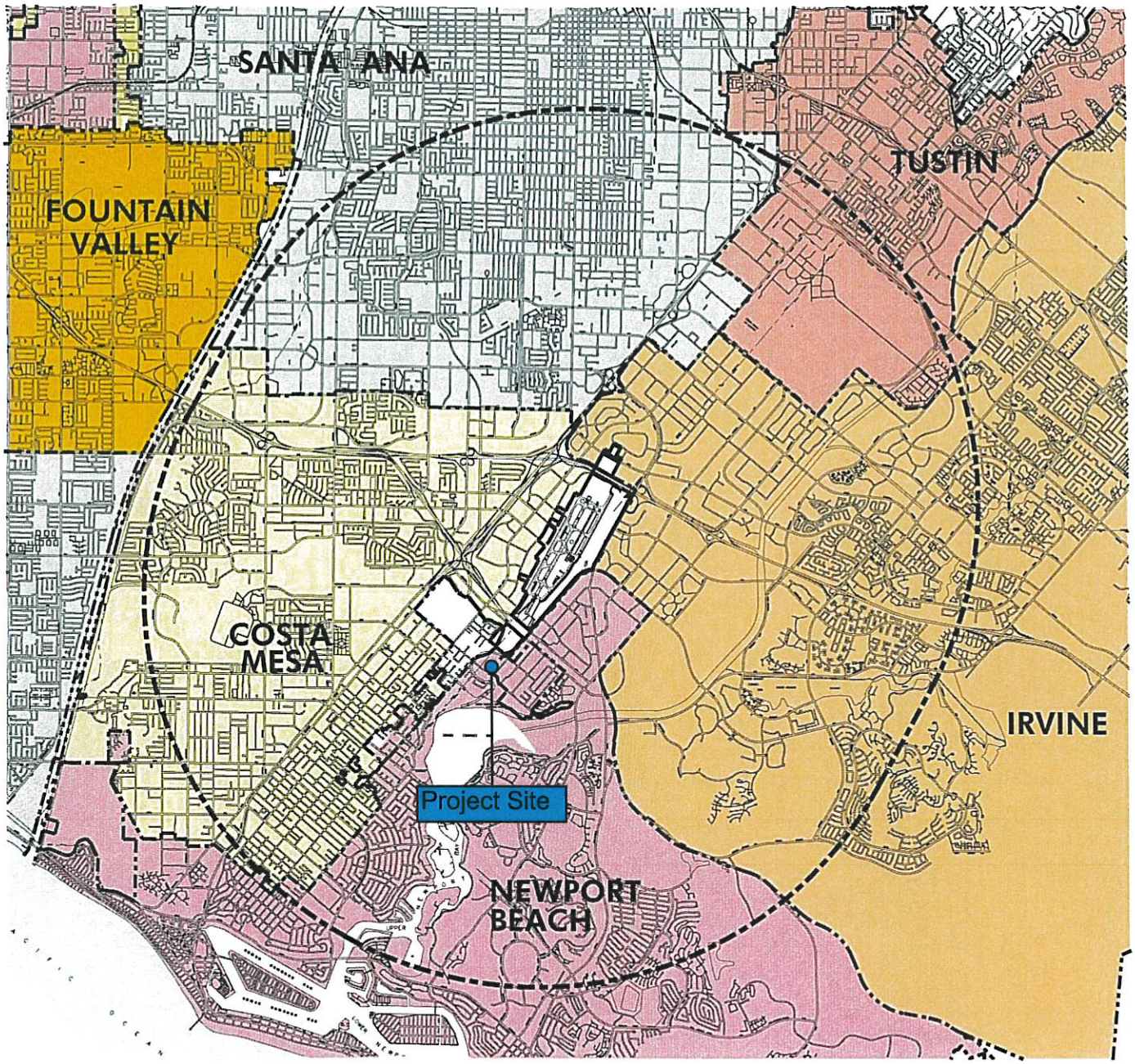
*For airport planning/notification areas, noise contours, safety zones and obstruction imaginary surfaces see Appendix D of the applicable Airport Environs Land Use Plan (AELUP) at: https://www.ocair.com/about/administration/airport-governance/commissions/airport-land-use-commission/

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.

Attachment No. 2

JWA Notification Area Maps

AELUP Notification Area for JWA



Note: County Unincorporated areas are shown in white.

FAR PART 77

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

LEGEND

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

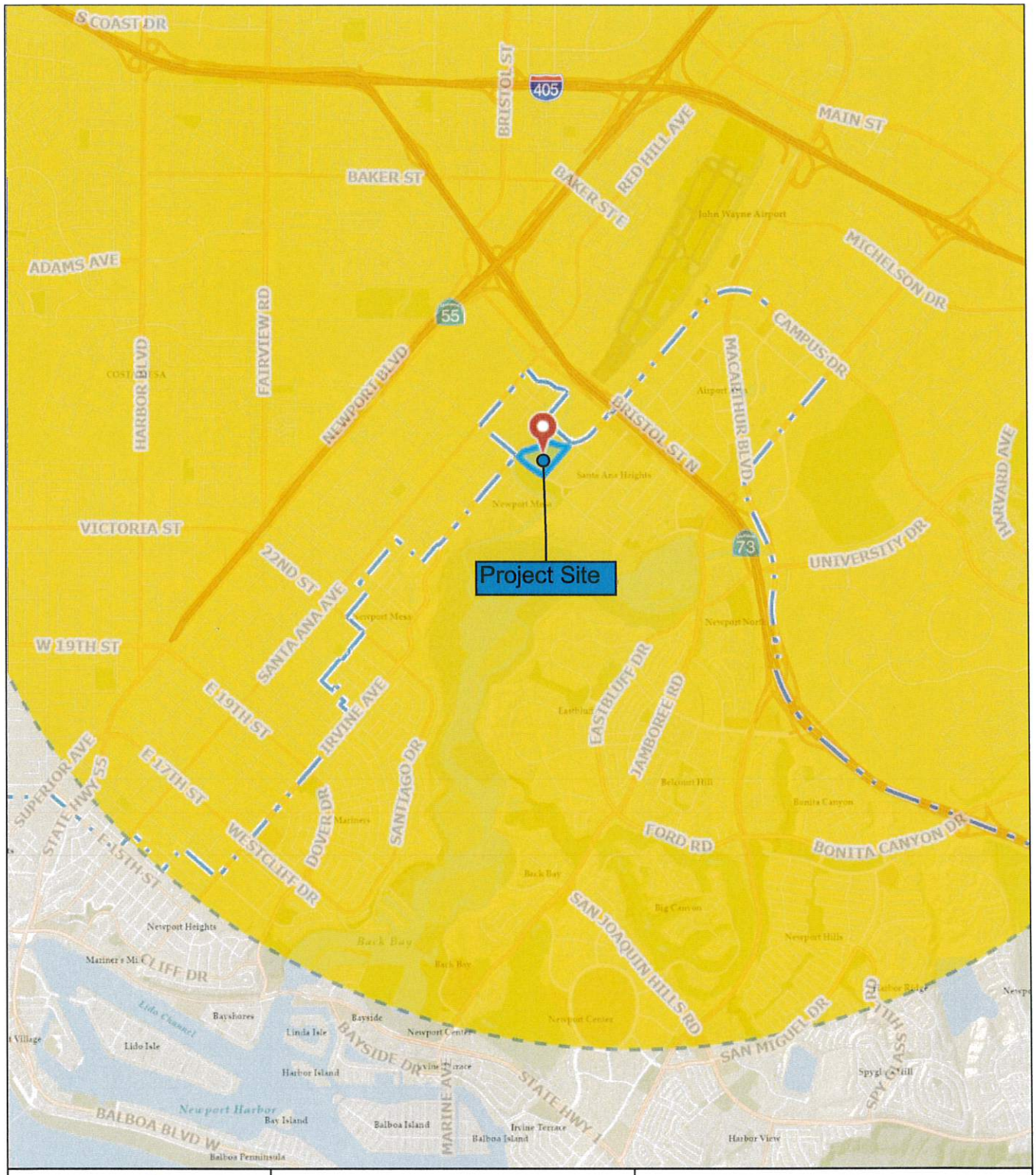
0 1000 2000 3000 4000 5000 7500
500 Scale in Feet

CERTIFICATION

Adopted by the Airport Land Use Commission for Orange County

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

AELUP-2007/Jwanotf-07.dgn



NBGIS NEWPORT BEACH

CITY OF NEWPORT BEACH CALIFORNIA

0 4,000 8,000

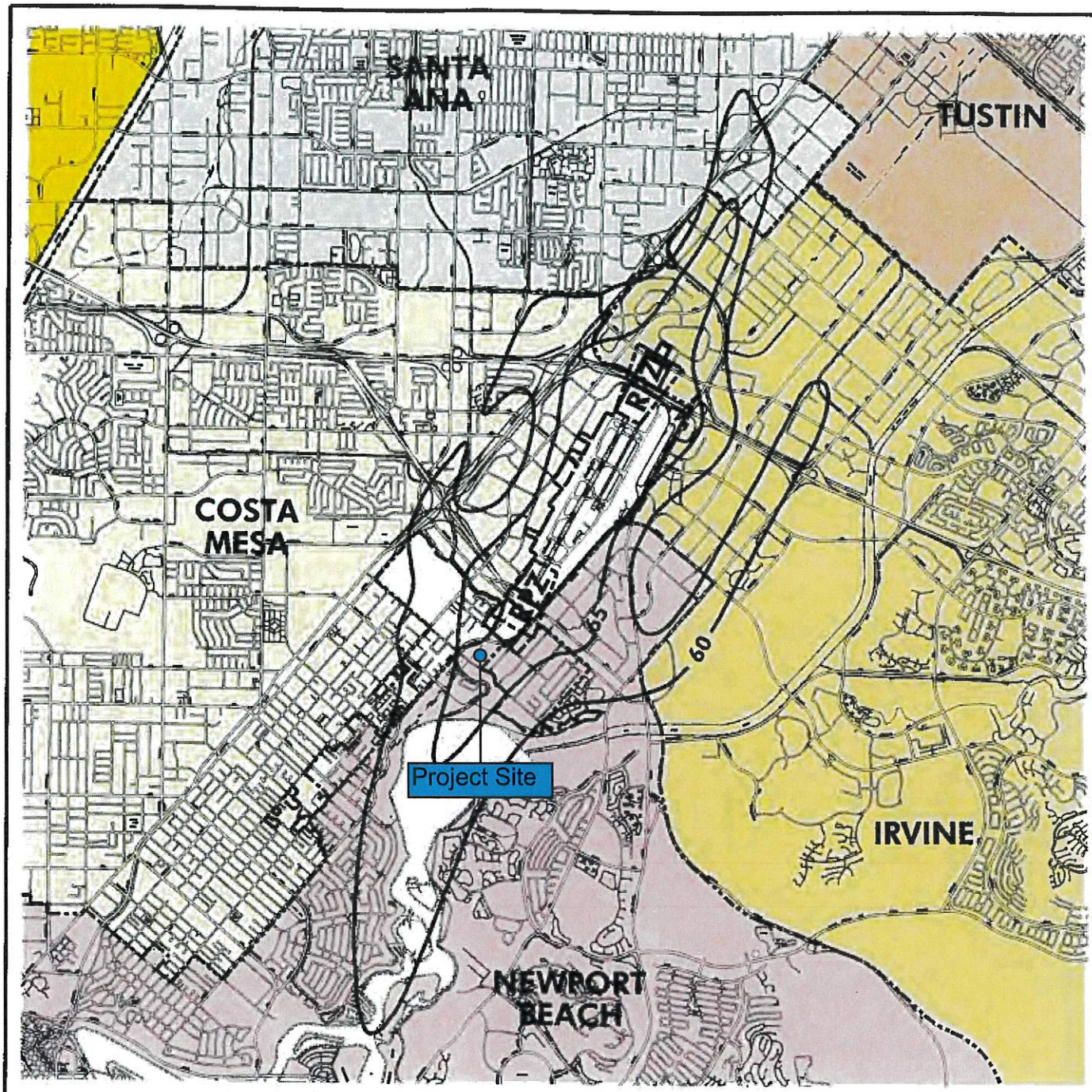
Feet

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.

6/12/2025

Attachment No. 3

JWA Noise Contour Maps



Note: County Unincorporated areas are shown in white.

John Wayne Airport Impact Zones

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

LEGEND

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

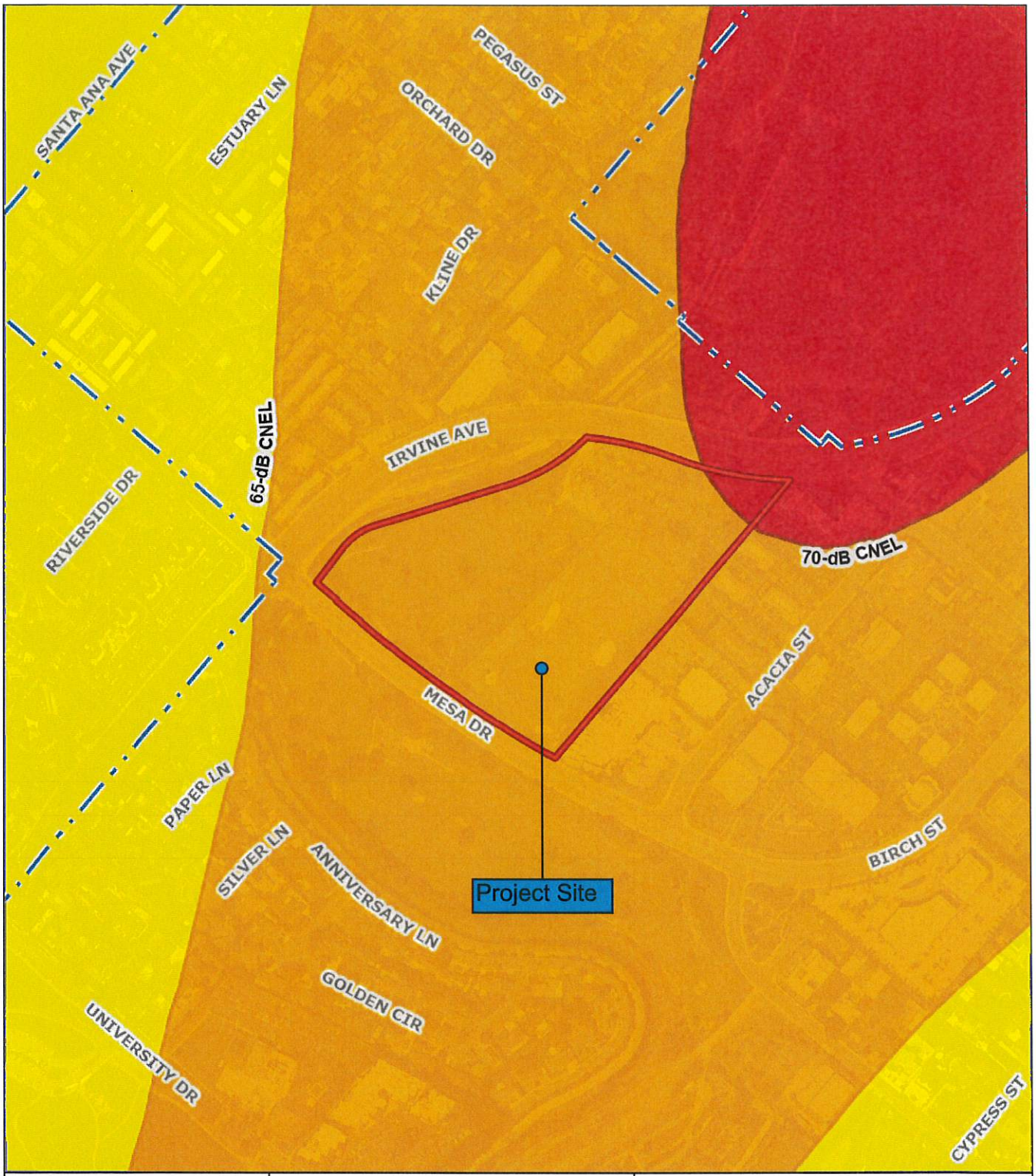
Scale in Feet

CERTIFICATION

Adopted by the Airport Land Use Commission for Orange County

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

AELUP-2007/Jwaipzone-07.dgn dgn



NBGIS NEWPORT BEACH

CITY OF NEWPORT BEACH CALIFORNIA

0 417 833

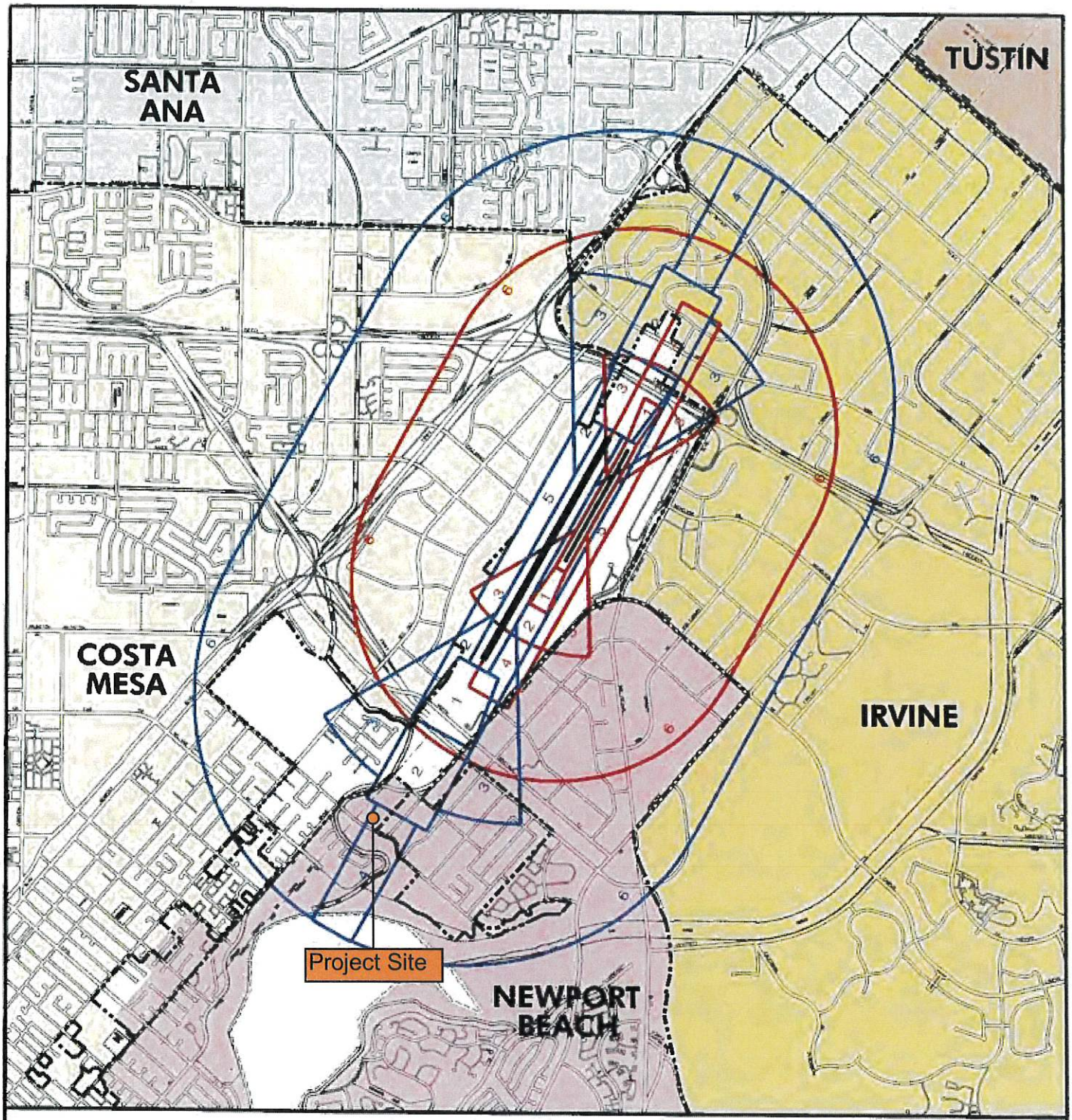
Feet

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.

6/12/2025

Attachment No. 4

JWA Safety Zones Maps



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

1-6 SAFETY COMPATIBILITY ZONES FOR RUNWAY 1L & 19R (A MEDIUM GENERAL AVIATION RUNWAY AS DESCRIBED IN THE CALIFORNIA AIRPORT LAND USE PLANNING HANDBOOK, JANUARY 2002 EDITION)

1-6 SAFETY COMPATIBILITY ZONES FOR RUNWAY 1R & 19L (A SHORT GENERAL AVIATION RUNWAY AS DESCRIBED IN THE CALIFORNIA AIRPORT LAND USE PLANNING HANDBOOK, JANUARY 2002 EDITION)

Scale in Feet

CERTIFICATION

Adopted by the Airport Land Use Commission for Orange County

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

AELUP-2007/jwasizonerfm.dgn

NBGIS NEWPORT BEACH

CITY OF NEWPORT BEACH CALIFORNIA

0 417 833

Feet

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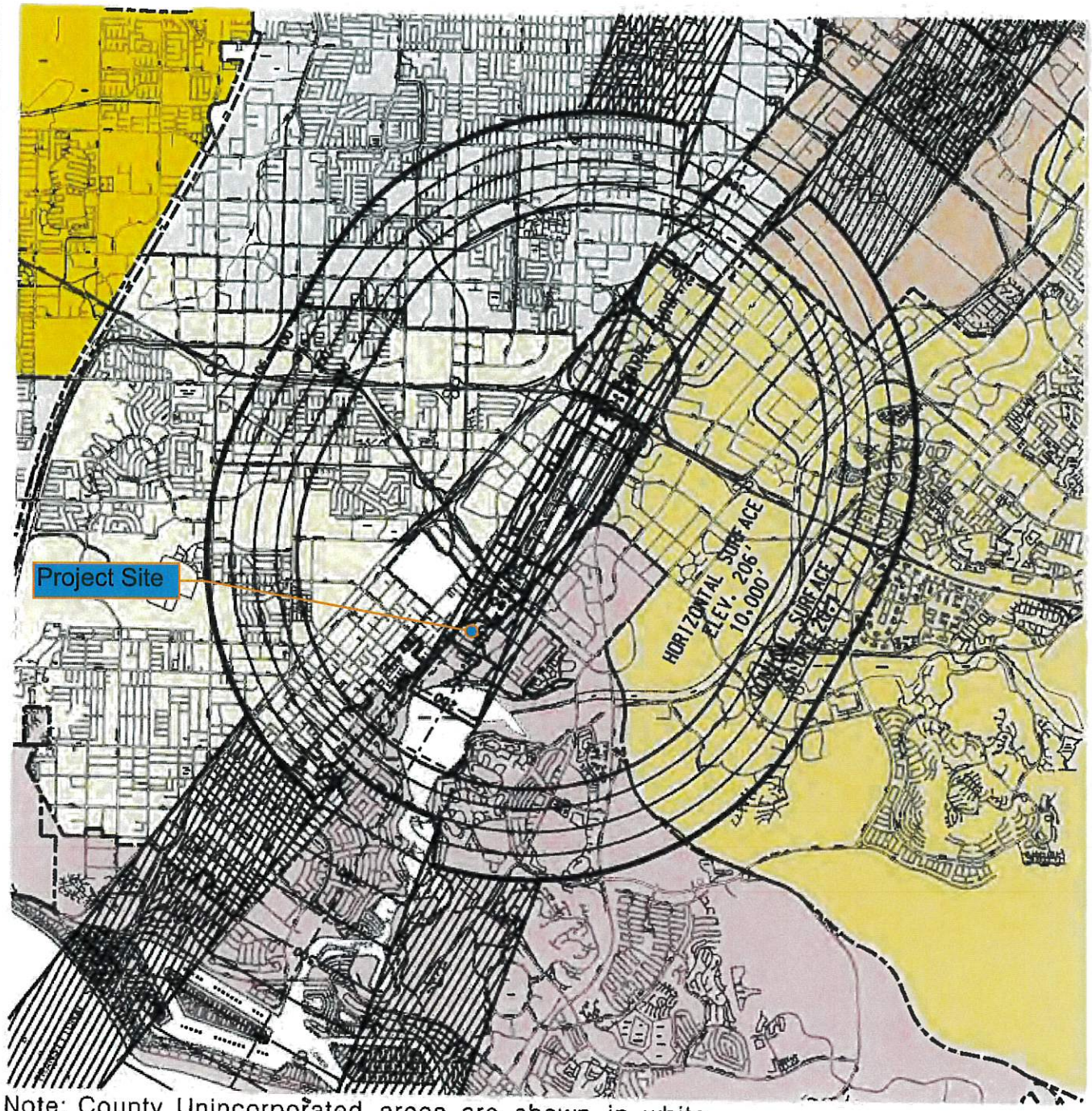
6/12/2025

Attachment No. 5

Obstruction Imaginary Surfaces Maps



Note: County Unincorporated areas are shown in white.

FAR PART 77
John Wayne Airport Obstruction Imaginary Surfaces

LEGEND

---- CITY BOUNDARIES

—— AIRPORT BOUNDARIES

0 1000 2000 3000 4000 5000 7500
500 Scale in Feet

CERTIFICATION

Adopted by the Airport Land Use Commission for Orange County

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

AELUP-2007/jwahsurface-07.dgn

NBGIS NEWPORT BEACH

CITY OF NEWPORT BEACH CALIFORNIA

0 3,829 7,659

Feet

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6/12/2025

NBGIS NEWPORT BEACH

CITY OF NEWPORT BEACH CALIFORNIA

0 1,000 2,000

Feet

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6/12/2025

Attachment No. 6

Background Discussion with CEQA, Noise, Safety, and Height Analysis

Background Discussion with CEQA, Noise, Safety, and Height Analysis

General Background

The City of Newport Beach (City) is requesting the Airport Land Use Commission's (ALUC) review of the above-referenced project consistent with the Airport Environs Land Use Plan for John Wayne Airport (AELUP).

The Project includes a General Plan Amendment (GPA), a Conditional Use Permit (CUP), a Modification Permit, and a Major Site Development Review (SDR). The Project site is within the Airport Environs Land Use Plan (AELUP) Notification Area for John Wayne Airport. In accordance with the City of Newport Beach General Plan Land Use Policy 3.8 the proposed project is submitted to the ALUC for review. Policy 3.8 states:

> Refer the adoption or amendment of the General Plan, Zoning Code, specific plans and Planned Community Development Plans for land within the John Wayne Airport planning area, as established in the JWA Airport Environs Land Use Plan (AELUP), to the Airport Land Use Commission (ALUC) for Orange County for review, as required by Section 21676 of the California Public Utilities Code.

Description of Project

The Snug Harbor Surf Park Project (Project) would remove the existing improvements within the 15.38-acre center portion of the larger 57-acre Newport Beach Golf Course (NB Golf Course). and develop a 5.06-acre surf lagoon with warming pools, a spa, and seating areas; a three-story amenity clubhouse; a two-story, 20-unit athlete accommodation building; ancillary storage and maintenance areas; and two surface parking areas providing a total of 351 parking spaces. The clubhouse building would have a maximum height of 50 feet and the athlete accommodations building would have a maximum height of 40 feet. In addition, the exterior lighting poles would be 71 feet in height. Solar panels would be installed on the roofs of the buildings and on 14-foot-high solar canopies in portions of the parking areas to provide onsite renewable energy.

The surf lagoon will be divided into two 5.1-million-gallon basins that would be hydrologically separated by wave making equipment forming a heart-shaped surf lagoon that would be up to 13 feet deep. The two basins would provide four distinct surfing areas including two outside surf breaks in the deeper part of the lagoon that produces larger waves and two inside surf breaks in the shallower part of the lagoon that produces smaller waves. One basin would provide waves going to the right and the other basin would provide waves going to the left. The wave machinery would bisect the two basins and be located within a 40-foot-wide by 350-foot-long above- and below-grade continuous footing structure. The machinery has various modes of operation to alter the waves of the lagoon to accommodate a wide range of surfers and abilities.

Three warming pools and one spa ranging in size from 640 to 1,600 square feet (SF) with nine outdoor showers, located adjacent to the surf lagoon.

The surf lagoon will be lighted for evening use by 71-foot-high light poles that would be located adjacent to the lagoon with lights focused down onto the surf lagoon. The additional lagoon equipment, such as the lagoon heating equipment and storage areas, would have a height of approximately 15 feet and would be located northeast of the surf lagoon near the north parking lot.

The clubhouse building will be a three-story, 50,341 net SF building and would wrap around the northwestern border of the surf lagoon. The proposed building would have a maximum height of 50 feet. The first floor would contain a reception area as well as a surf academy area, changing rooms, storage lockers, and a surf themed retail store. There would also be a sit-down restaurant with a full-service bar in addition to a quick food service coffee bar/snack shack. The second floor would have a fitness facility, locker room, spa, and yoga room. The third floor would contain administrative offices, an operations center, and day use cabanas. Both the second and third floors would have a deck along the entire eastern frontage of the building, providing views of the surf lagoon.

In addition to the net SF, the building would also include 18,137 SF of ancillary areas that are considered incidental to the private recreation (PR) land use and are exempt from the General Plan development limit calculation. These ancillary uses include a basement level for golf cart storage, surfboard storage, maintenance and equipment storage rooms, and a freestanding restroom.

The two-story athlete accommodation building will provide 20 accommodation units, 10 on each floor. The building would be 9,432 net SF and have a maximum height of 40 feet. The units would be exclusively for visiting surfers and surf park guests to stay while using the onsite amenities. In addition to the net SF, the athlete accommodations would have a freestanding 1,624 SF storage/restroom building that would be located to the northwest of the athlete accommodation structure, which is ancillary and exempt from the General Plan development limit calculation.

Project would include approximately 235,650 SF (not including circulation and parking areas) of open space, including 5,014 SF of synthetic turf coverage. The Project will replace 17 existing trees with approximately 143,844 SF of drought tolerant ornamental landscaping that would cover approximately 20 percent of the site. The Project landscaping plan specifically excludes trees that are known to attract birds. The Project landscaping does not include vegetation that produces seeds, fruits, nuts, or berries, such as fruit bearing trees and shrubs to limit on-site bird attractants.

The portions of the golf course to the north of Irvine Avenue (holes 10-18) and south of Mesa Drive (holes 3-8) would remain and golf cart path of travel between holes 3-8 and holes 10-18 would be provided. The Project includes golf course parking, a starter

shack for the golf course, and golf cart storage in the basement level of the proposed amenity clubhouse.

General Plan/Zoning Designations

The 15.38-acre Project site is categorized as Parks and Recreation (PR) by the Land Use Element of the General Plan. The PR category is intended to provide areas appropriate for the development of parks (both active and passive), golf courses, marina support facilities, aquatic facilities, tennis clubs and courts, private recreation, and similar facilities. The Project site is within the area designated as Anomaly Number 58 by Table LU2 of the Land Use Element of the General Plan. The General Plan limits the development intensity of Anomaly No. 58 to 20,000 SF. A General Plan Amendment is requested to increase the development intensity for the site from the current limit of 20,000 SF to approximately 59,772 SF.

The Project site is zoned Santa Ana Heights Specific Plan (SP-7). The Santa Ana Heights Specific Plan designates the site as Open Space and Recreation (OSR). Permitted uses within the OSR zone, subject to a use permit, include golf courses and/or outdoor commercial recreation. Accessory uses and structures are permitted within the OSR zone when customarily associated with and subordinate to a principal permitted use on the same building site.

Existing Uses on the Site and Adjacent Properties

The NB Golf Course is separated into three physically distinct land areas; the northern, center, and southern portions. The northern portion is mostly located outside of city limits and owned by the County of Orange. The center and southern portions are privately owned. The NB Golf Course is not a City owned or operated golf course. The Project is proposed for the center portion of the NB Golf Course, located at 3100 Irvine Avenue and bounded by Irvine Avenue and Mesa Drive. The Project site is comprised of one parcel encompassing 15.38 acres that currently includes a 38-bay partially covered synthetic turf driving range, a 1,050-square-foot (SF) putting green, a 8,975 SF building that includes a pro shop and a restaurant that seats 233 people, a surface parking lot with 280 parking spaces, and three holes of the existing NB Golf Course (holes 1, 2, and 9).

The majority of the site is covered in grass or artificial grass associated with the golf course. The remainder of the site is paved and provides parking. The driving range is surrounded by approximately 40 net poles that range in height from 25 to 80 feet depending on location. The poles and netting separating the driving range from the buildings to the east are approximately 80 feet tall while the poles and netting separating the driving range from the golf course on the west are approximately 50 feet tall and the poles and netting separating the driving range from Mesa Drive to the south are between 62 and 65 feet tall. Some of the poles are wood (telephone pole-like) while others are pipes. In addition, some of the poles have pipe extensions to increase the

overall height of the netting for safety purposes. The site also includes exterior lighting provided by 30-foot-high light poles located in the golf course and near the driving range, and 20-foot-high light poles in the parking area.

The Project site is center to the two other portions of the NB Golf Course. The 21.28-acre northern portion, located northeast of the Project site across Irvine Avenue, serves as the back-nine holes of the golf course (holes 10-18) and contains the 2,782 SF golf course maintenance building. The 14.51-acre southern portion, located southwest of the Project site across Mesa Drive, provides six holes of the golf course (holes 3-8). Additionally, the Santa Ana-Delhi Channel is located along the northwesterly Project site boundary. The table below details the surrounding uses.

Surrounding Uses

Direction	Existing Use	General Plan Land Use	Zoning	Santa Ana Heights Specific Plan Designation
Northwest	The Santa Ana-Delhi Channel followed by Irvine Avenue followed by multifamily residential	Multiple-Unit Residential	Santa Ana Heights Specific Plan (SP-7)	Residential Multifamily
North	Irvine Avenue followed by "The Jetty" commercial center and 9 holes of the NB Golf Course (holes 10-18)	General Commercial; Office Parks and Recreation (City of Newport Beach); Open Space (Unincorporated Orange County)	SP-7	Professional and Administrative Office; Open Space Recreation (Unincorporated Orange County)
Northeast	Commercial and Office Uses	General Commercial Office	SP-7	Business Park
Southeast	Newport Beach Fire Station 7 and Fire Department Training Center	Public Facilities	SP-7	Business Park
South	Mesa Drive followed by 6 holes of the NB Golf Course (holes 3-8)	Parks and Recreation	SP-7	Open Space Recreation
Southwest	The Santa Ana-Delhi Channel followed by Mesa Drive, followed by "The Ranch" retail shopping center	Community Commercial (Unincorporated Orange County)	Commercial Neighborhood (Unincorporated Orange County)	--

Approval Process/Schedule

Planning Commission Study Session: June 19, 2025
Planning Commission Review: August 21, 2025
City Council Review: September 23, 2025

Noise Analysis and Safety Hazards

John Wayne Airport (SNA) is located approximately 0.4-mile northeast of the Project site. The Project site is located within the airport planning boundaries and ALUC notification area. The John Wayne Airport Noise Contours, provided as Attachment No. 3, depicts the majority of the Project site as located within the SNA 65 CNEL noise contour, which indicates that noise from aircraft on the Project site is 65 dB CNEL and is within the noise impact area related to SNA operations. A small portion of the Project site at the northeast corner is located within the 70 CNEL. This area includes a portion of the parking lot and the lagoon equipment area. While there are no aircraft noise restrictions for outdoor recreational and commercial land uses, daily and hourly aircraft noise levels will be prevalent and noticeable at the Project site.

The AELUP establishes aircraft noise exposure exterior noise level compatibility thresholds for new developments by land use category. According to the AELUP exterior noise thresholds included below, commercial development is considered normally consistent with exterior noise levels of less than 65 dBA CNEL, and conditionally consistent with exterior noise levels greater than 65 dBA CNEL.

A technical memorandum for Airport-Related Safety Hazards and Noise Analysis was prepared for the Project by Johnson Aviation and is included as Attachment No. 7. The memorandum compiled and analyzed the publicly available and relevant information for the Project related to airport-related safety hazards and noise problems, aircraft hazards, airport land use risks, and wildlife hazard management. Information presented in the AELUP was also reviewed, specifically as it relates to aviation safety, aircraft noise, airspace protection, and aircraft overflight of the Project site and the proposed land use. The technical memorandum concluded the following:

1. The Project would comply with all aviation safety, aircraft noise, airspace protection and aircraft overflight criteria of the Orange County ALUC as published in the AELUP;

2. The Project would comply with the people per acre intensity limits of uses allowed within the AELUP and Caltrans Handbook Safety Zones 2, 4 and 6;

3. No aircraft accidents have occurred on the Project site and the accidents that have occurred within the Project vicinity have no causal relationship to the site location or the proposed land uses;

4. Wildlife aircraft strikes at SNA are consistent with national averages for wildlife strikes and lower than other similarly situated coastal airports in California;

5. Aircraft noise at the Project site would likely be between 65 dB CNEL and 70 dB CNEL and would not affect the proposed recreational uses;

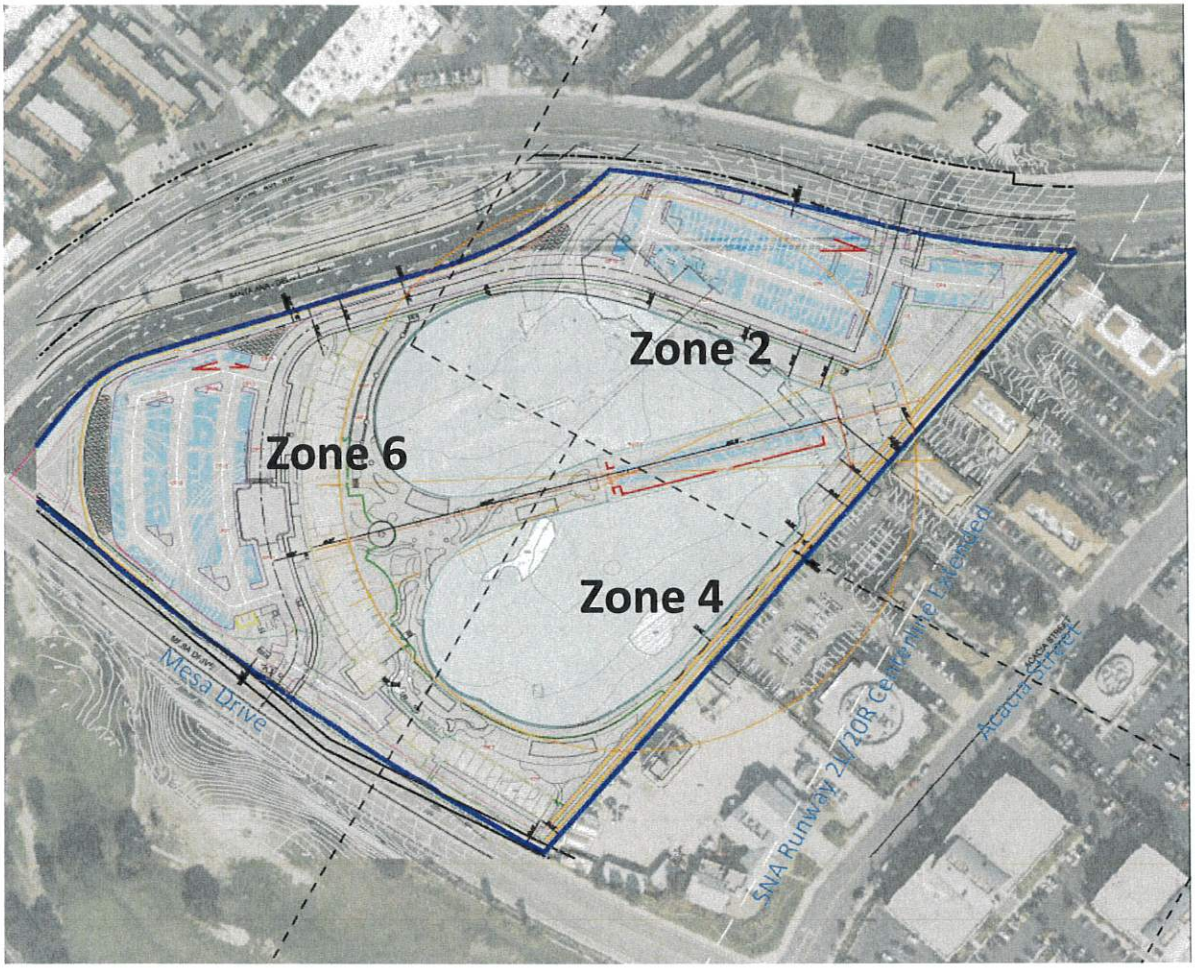
6. The tallest proposed buildings on the Project site would not exceed the 14 CFR Part 77 construction notification imaginary surfaces over the Project site;

7. The findings of a separate Solar Glare Analysis are that the proposed Project passes the FAA's recommended solar glare tests and would not be a hazard to air navigation to aircraft using SNA or for air traffic controllers at the SNA Tower;

8. Aircraft overflight of the Project site would include a total of 9.7 percent of the annual aircraft operations associated with SNA airspace. Approximately 95 percent of these overflights would be departures south of SNA and remainder would include a mix of SNA arrivals north, overflights to other airports in the vicinity and helicopter traffic at SNA and in the vicinity of the Airport.

Runway Protection and Safety Zones Analysis

As shown on John Wayne Airport Safety Zones for 2L/20R, the Project site is located within Safety Zone 2, the Inner Approach/Departure Zone; Safety Zone 4, Outer Approach/Departure Zone; and Safety Zone 6, the Traffic Pattern Zone, for the 2L/20R runway that is used by commercial aircraft. The Project site is not located within any of the Safety Zones for the 2R/20L runway that is used by general aviation prop-powered aircraft. The exhibit below depicts the portions of the Project located within Safety Zones 2, 4, and 6.



Approximately 5.79 acres of the Project site are located within Safety Zone 2, the Inner Approach/Departure Zone, poses a higher risk to persons in the area for aircraft accidents. The Project components within Zone 2 include a surface parking field, mechanical and equipment storage, and a portion of the surf lagoon. All uses in Zone 2 will be outdoors with an anticipated 35-45 people and a maximum of 72 people using the surf lagoon per hour.

Approximately 4.48 acres of the Project site is located within Zone 4, the Outer Approach/Departure Zone has moderate aircraft accident risk; aircraft emergencies can occur over this area approximately two to six percent of the time. The Project components within Zone 4 primarily include the surf lagoon with the overnight accommodations located at the southeast corner of the Project site.

Approximately 6.16 acres of the Project site is located within Zone 6, the Traffic Pattern Zone, has the lowest risk for aircraft accidents. The Project components within Zone 6 include the surf lagoon, a surface parking lot, and the club house building.

Glare Analysis

The Project includes a series of rooftop and carport-mounted solar PV array installations on the Project site. The solar PV array installation would cover approximately 70,583 square feet of rooftop and carport area on the north, west, and south sides of the Project site.

A Solar Glare Analysis was prepared for the Project by Johnson Aviation, Inc. and is included as Attachment No. 8. The analysis used the ForgeSolar Glare Analysis tool to assess ocular impact of the proposed solar energy system on a federally obligated airport. The conclusion of Solar Glare Analysis is that the Project passes the Federal Aviation Administration's (FAA's) recommended solar glare tests.

FAA Notification

The Project site is located under the FAR Part 77 Obstruction Imaginary Surface area for both runways. As shown on Figure 5.8-5, FAA Part 77 Obstruction Imaginary Surfaces for Runway 2L/20R, a majority of the Project site is located under the Approach Surface and the westernmost portion of the site is located under the Inner Transitional Surface for the 2L/20R runway that is used by commercial aircraft. Figure 5.8-6, FAA Part 77 Obstruction Imaginary Surfaces for Runway 2R/20L, shows that the Project site is under the Conical Surface for the 2R/20L runway.

FAR Part 77 requires notification to FAA for any project that would be more than 200 feet in height above ground level or within the imaginary surface of a 100:1 slope extending outward for 20,000 feet from the nearest runway. The Project site had previously undergone FAA Park 77 evaluation as part of installation of poles on the existing driving range, which determined that structures on the site that are below 162 feet above mean sea level (amsl) would not have a significant adverse impact related to aeronautical hazards (FAA, 2016).

Notification was provided to FAA for the Project. The FAA conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and Title 14 of the Code of Federal Regulations, part 77. The aeronautical study revealed that the structures do not exceed obstruction standards and would not be a hazard to air navigation. Approximately 50 determinations of no hazard to air navigation were issued for the Project. Representative determinations for the clubhouse, athlete accommodations, light poles, and other accessory structures, are included as Attachment No. 9. The complete set of FAA determinations of no hazard to air navigation are available upon request.

CEQA Analysis

A Draft Environmental Impact Report (EIR) (State Clearinghouse [SCH] Number 2024110238) evaluating the environmental effects that may result from the construction and operation of the Snug Harbor Surf Park Project (proposed Project) was prepared in

conformance with State and City of Newport Beach environmental policy guidelines for the implementation of the California Environmental Quality Act (CEQA). The Draft EIR was released for a 45-day public review on May 23, 2025.

Conclusion

Per Section 21676(b) of the Public Utilities Code, the City requests that the Airport Land Use Commission place this item on the July 17, 2025, meeting agenda for formal review and a consistency determination.

Please let me know if any additional information is required to be placed on an upcoming agenda.

Thank you in advance for your assistance in this matter.

Attachment No. 7

Airport-Related Safety Hazards and Noise Analysis

Technical Memorandum

To: Steve Coyne, Back Bay Barrels LLC – 3857 Birch Street #521
Newport Beach, CA 92660

From: Nick Johnson, Johnson Aviation, Inc.
Date: January 17, 2025

Subject: Airport-Related Safety Hazards and Noise Analysis – Snug Harbor Project

A. Introduction and Purpose

This technical memorandum is prepared for the Snug Harbor Project located at 3100 Irvine Avenue in the City of Newport Beach ("Project"). John Wayne Airport (SNA, "JWA," or "Airport") property is located approximately 2,700 feet to the north of the Project site. The Project's proximity to the Airport places it within the SNA Airport Influence Area (AIA) as identified by the Orange County Airport Land Use Commission (ALUC) and is subject to the Orange County Airport Environs Land Use Plan (AELUP)[1].

The California Environmental Quality Act (CEQA) Guidelines provide the requirements for lead agencies preparing an environmental impact report (EIR) analyzing airport-related safety hazards and noise problems for projects within the vicinity of California airports[2]. The CEQA Guidelines require use of the California Department of Transportation (Caltrans), Division of Aeronautics, Airport Land Use Planning Handbook[3] ("Handbook") and other technical resources from the Federal Aviation Administration (FAA), National Transportation Safety Board (NTSB) and related aviation safety resources when analyzing a project's potential safety hazards and noise impacts.

The purpose of this technical memorandum is to compile and analyze the publicly available and relevant information for the Project related to airport-related safety hazards and noise problems, aircraft hazards, airport land use risks, and wildlife hazard management. A detailed aircraft operations and overflight analysis has been prepared to support this analysis. Information presented in the AELUP is also reviewed, specifically as it relates to aviation safety, aircraft noise, airspace protection, and aircraft overflight of the Project site and the proposed land use. Other definitive aviation safety and noise information from the FAA, NTSB and other aviation safety sources is provided to support aviation safety and noise findings associated with the Project. Additionally, a solar photovoltaic (PV) glare analysis of proposed Project solar PV facilities was completed and that analysis and findings are summarized herein and provided in detail in a separate Technical Memorandum.

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[1] Orange County ALUC, *Airport Environs Land Use Plan for John Wayne Airport*, Amended April 17, 2008. The SNA AELUP has not been updated to be consistent with the Caltrans Airport Land Use Planning Handbook that was updated in 2011. On September 30, 2014, the Orange County Board of Supervisors amended the John Wayne Airport (JWA) Settlement Agreement and certified EIR 617 that provided significant updates to the noise and safety information associated with Airport facilities and operations. On June 25, 2019, the Orange County Board of Supervisors adopted the General Aviation Improvement Program (GAIP) and certified the Final Program EIR 627 that provides additional significant updates to the noise and safety information associated with the Airport facilities and operations. Neither of these updates to Airport noise and safety information have been incorporated into the AELUP. While review of the Project relative to the AELUP is required, more recent and definitive aviation safety and noise sources are relied upon for this technical analysis.

[2] California Code, Public Resources Code – PRC § 21096.

[3] California Department of Transportation, Division of Aeronautics, Airport Land Use Planning Handbook, Prepared pursuant to Public Utilities Code, Section 21674.5, 2011.

B. Project Description

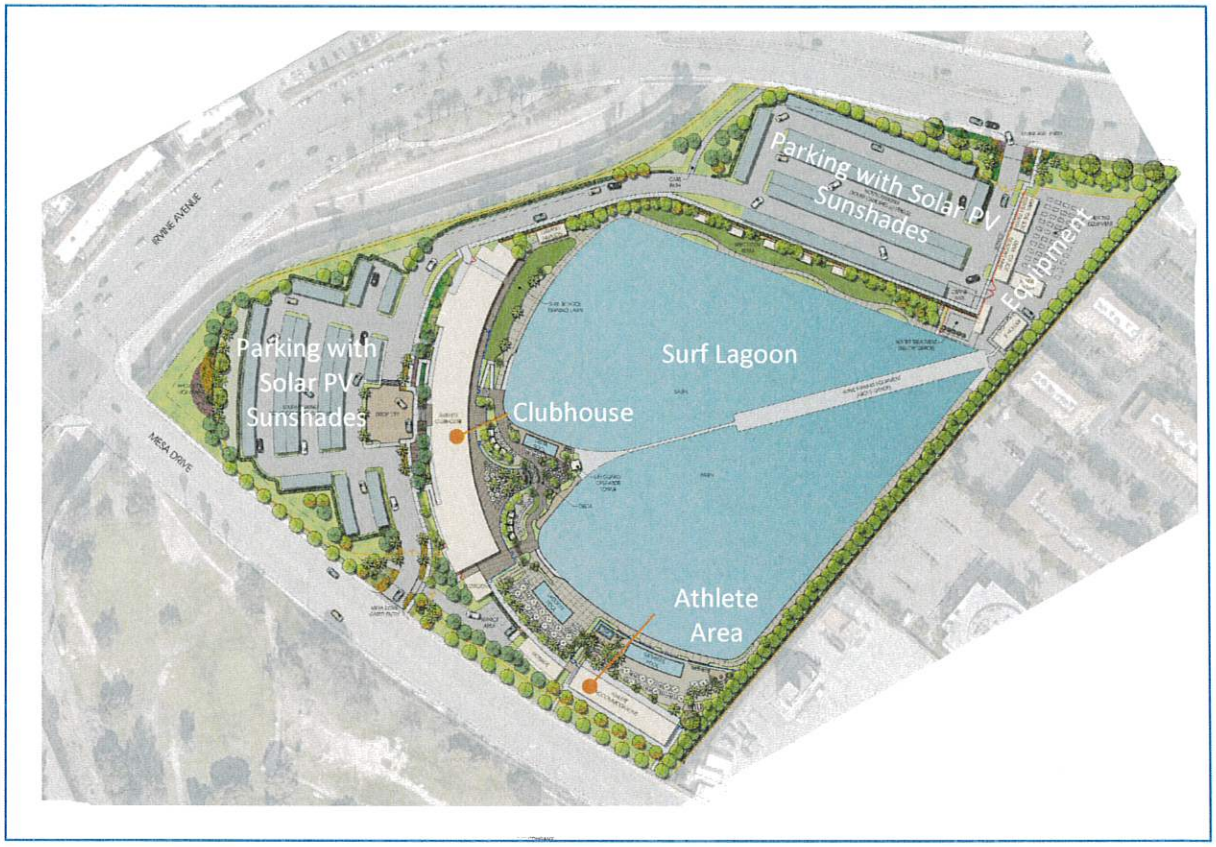
The Project site is located at 3100 Irvine Avenue near the northern boundary of the City of Newport Beach, southwest of the California 73 Toll Road (SR73) and east of the California 55 Freeway (SR 55); between Irvine Avenue and Mesa Drive. John Wayne Airport property is located approximately 2,700 feet to the north of the Project site (See Figure 1).

Figure 1 - Project Site

Commercial office buildings adjoin the Project site to the east, and the Newport Beach-Santa Ana Heights Fire Station and Training Center is located adjacent to the southeast corner of the Project site. The immediate surrounding area is largely built-out with low-rise offices, commercial development, apartment complexes, and single-family residences. The Upper Newport Bay Nature Preserve is located approximately one-quarter mile to the south of the Project site. The Upper Newport Bay State Marine Conservation Area, San Diego Creek and Irvine Ranch Water District (IRWD) San Joaquin Marsh & Wildlife Sanctuary are located south, southeast and east of the Project site, respectively.

The proposed Project site is approximately 15.38 acres and would replace an existing golf driving range and three golf course holes of the larger Newport Beach Golf Course (Holes 1, 2, and 9). The focal use of the Snug Harbor Project is a proposed seven-acre surf lagoon along with associated outdoor recreation, and other ancillary uses. The lagoon would be divided into four distinct areas including two outside surf breaks for left and right experienced surfers as well as two inside breaks (smaller waves) for left and right beginning surfers. Snug Harbor would include a variety of amenities ancillary to the surf lagoon such as health and fitness facilities, a surf-related retail store, locker rooms, storage lockers, and food service. The Site Plan is shown in Figure 2.

Figure 2 – Project Site Plan



The proposed main clubhouse building would be three levels with a basement. The amenities that are open to the public would be primarily located on the first floor and a portion of the second floor with the third floor reserved for staff and member use only. The basement level would contain maintenance and storage related uses. A second building located at the southeast corner of the Project site would house 20 bungalow-style athlete accommodations. The general space plan for these two buildings is shown on Table 1.

The proposed Project would have a maximum main building height of 48 feet and the proposed athlete accommodations building would have a maximum height of 38 feet. A use permit would be required to address the proposed building heights.

A collection of solar photovoltaic (PV) panels located in the major parking areas (as carports) and on the building and patio shade structures would provide power for the wave machine as well as water heating for the lagoon.

Table 1 – Building Area Space Plan Summary

Main Building		
Basement	4,085 sf	Staff Area, mechanical
Level 1	17,830 sf	Surf academy, change room and locker room, food and beverage service, surf shop
Level 2	15,324 sf	Fitness, members locker room and lounge, spa
Level 3	11,982 sf	Operations, recording studio, VIP suites
Total	49,221 sf	
Athlete Accommodations		
Level 1	4,716 sf	10 units
Level 2	4,716 sf	10 units
Total	9,432 sf	
Total Building Area	58,653 sf	20 units

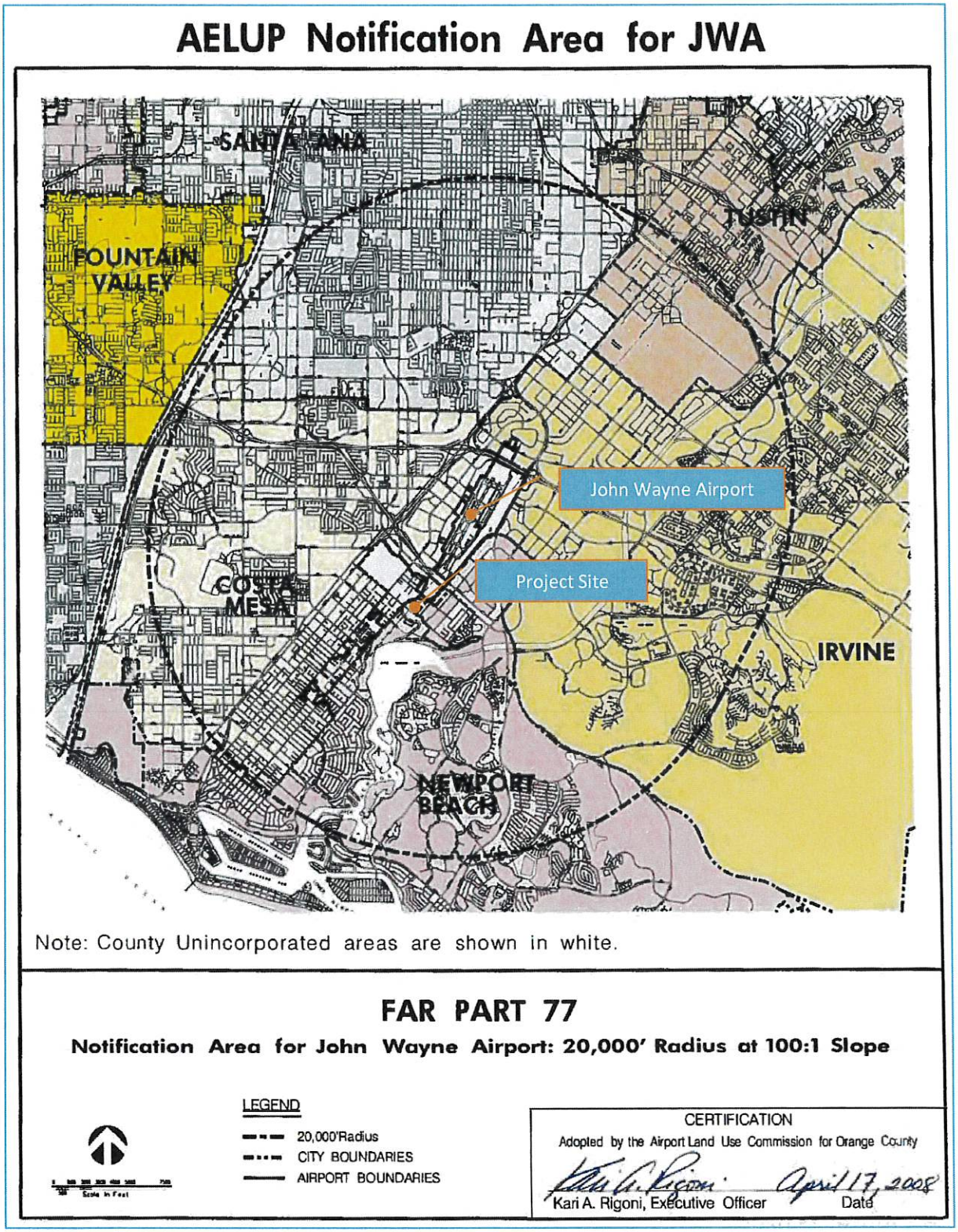
The City's General Plan designation for the Project site is Parks and Recreation (PR), which applies to land used or proposed for active public or private recreational use. Permitted uses include parks (both active and passive), golf courses, marina support facilities, aquatic facilities, tennis clubs and courts, private recreation, and similar facilities. The proposed outdoor recreation use is consistent with the Parks and Recreation General Plan land use designation, which allows for public and private recreational uses.

The Project site is also located within the Santa Ana Heights Specific Plan, which provides the zoning regulations for the property. The zoning designation for the Project site is Open Space/Recreation (OS/R). Permitted uses, subject to a use permit, include golf courses and outdoor commercial recreation. The Specific Plan provides for a building height maximum of 18 feet unless a use permit is approved. Figure 3 provides an artistic south perspective drawing of the Project layout.

Figure 3 - Project South Perspective

The Project site is within the AELUP notification area for John Wayne Airport as shown in Figure 4.

Figure 4 - Project Site and AELUP Notification Area for John Wayne Airport



C. Airport Safety

Land use near airports requires careful consideration to ensure the safety of people and property on the ground and for the safety of passengers and the aircrew in aircraft. California state law[4] provides specific direction for the establishment of airport land use commissions in each county with an airport and for the development, adoption and update of airport land use compatibility plans to guide land use development near airports. The primary means of ensuring safety is through the establishment of safety zones that coincide with the level of risk and severity of potential aircraft accidents near airports and limiting the number of people and the types of land uses within these areas. This section provides information and analysis on the SNA airport safety zones, the application of Handbook intensity limits associated with the Project land uses and historical information on aircraft accidents within the Project vicinity.

1. Airport Land Use Compatibility Safety Zones

The Orange County AELUP was last amended April 17, 2008, by the ALUC. The AELUP intends to safeguard the general welfare of the inhabitants within the vicinity of the airport, "to protect the public from the adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities adversely affect navigable airspace".

Safety and compatibility zones "depict which land uses are acceptable and which are unacceptable in various portions of airport environs. 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". The John Wayne Airport Safety Compatibility Zones were developed using the California Airport Land Use Planning Handbook (Handbook) January 2002 Edition. As noted previously, the Handbook was updated in 2011 but there has not been a subsequent update to the AELUP.

The Project site is located within the AELUP Safety Zones 2, 4, and 6 as shown in Figure 5 from the AELUP. Figures 6 and 7 (wide view and close view, respectively) provide a scaled view of the Project site relative to the applicable AELUP Safety Zones. The AELUP uses further descriptions from the 2002 Handbook to define safety risk and basic land use compatibility in these zones. For the purpose of this analysis, safety zone descriptions from the most current 2011 Handbook are used.

As shown in Figure 8, Zone 2, the Inner Approach/Departure Zone, poses a higher risk to persons in the area for aircraft accidents. Aircraft are typically overflying this zone at lower altitudes and emergency landings from straight out departures can be more prevalent in this zone than in other zones. Figure 9 shows a summary of accident risk and land use compatibility for Zone 4, the Outer Approach/Departure Zone. This zone has moderate aircraft accident risk; aircraft emergencies can occur over this area approximately two to six percent of the time. Zone 6, the Traffic Pattern Zone, is shown in Figure 10. This zone has the lowest risk for aircraft accidents and no land use is prohibited.

[4] Public Utilities Code Section 21670, et. Seq.

Figure 3 - Project Site and AELUP Safety Compatibility Zones

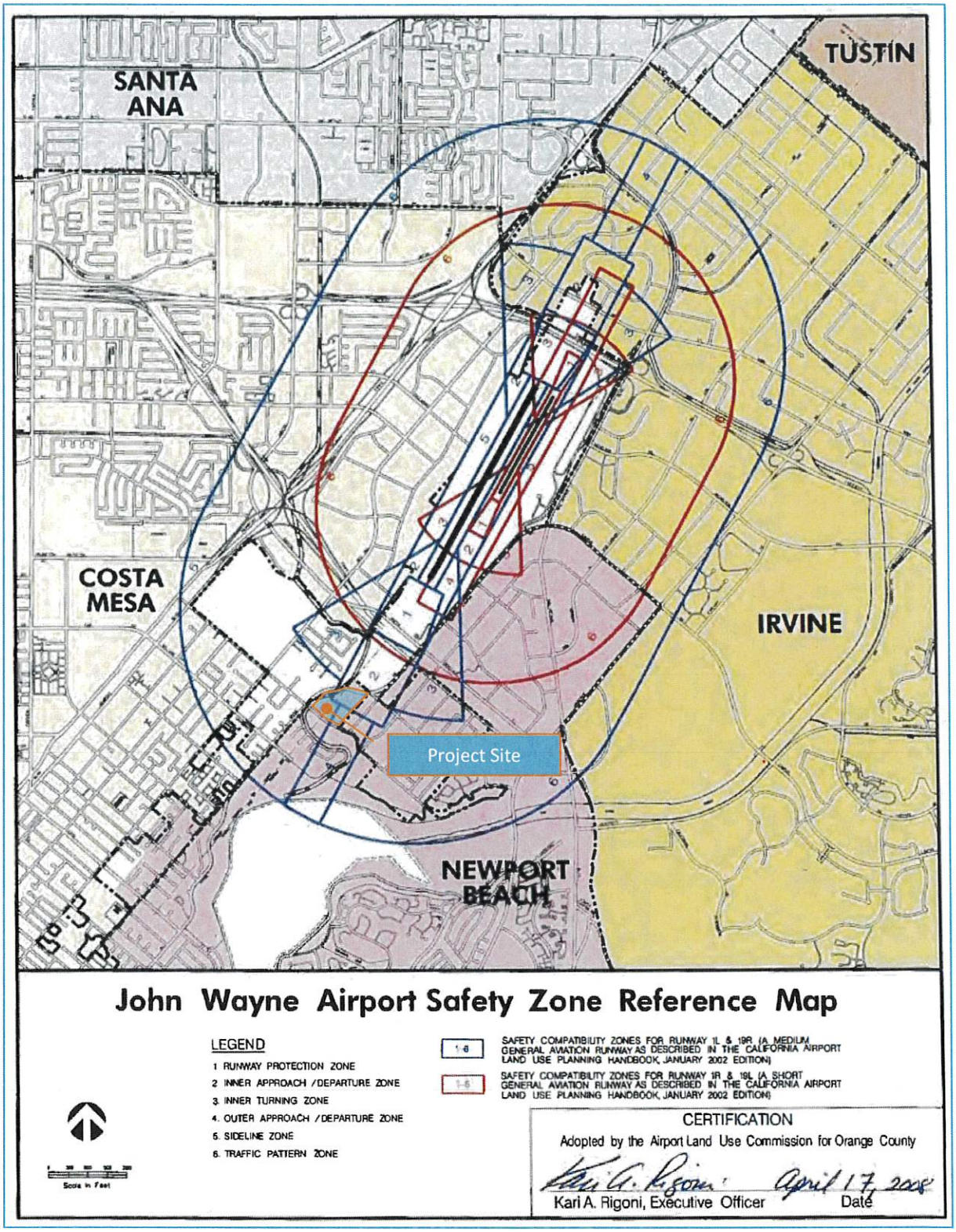


Figure 6 - Project Site and AELUP Safety Compatibility Zones - Wide View

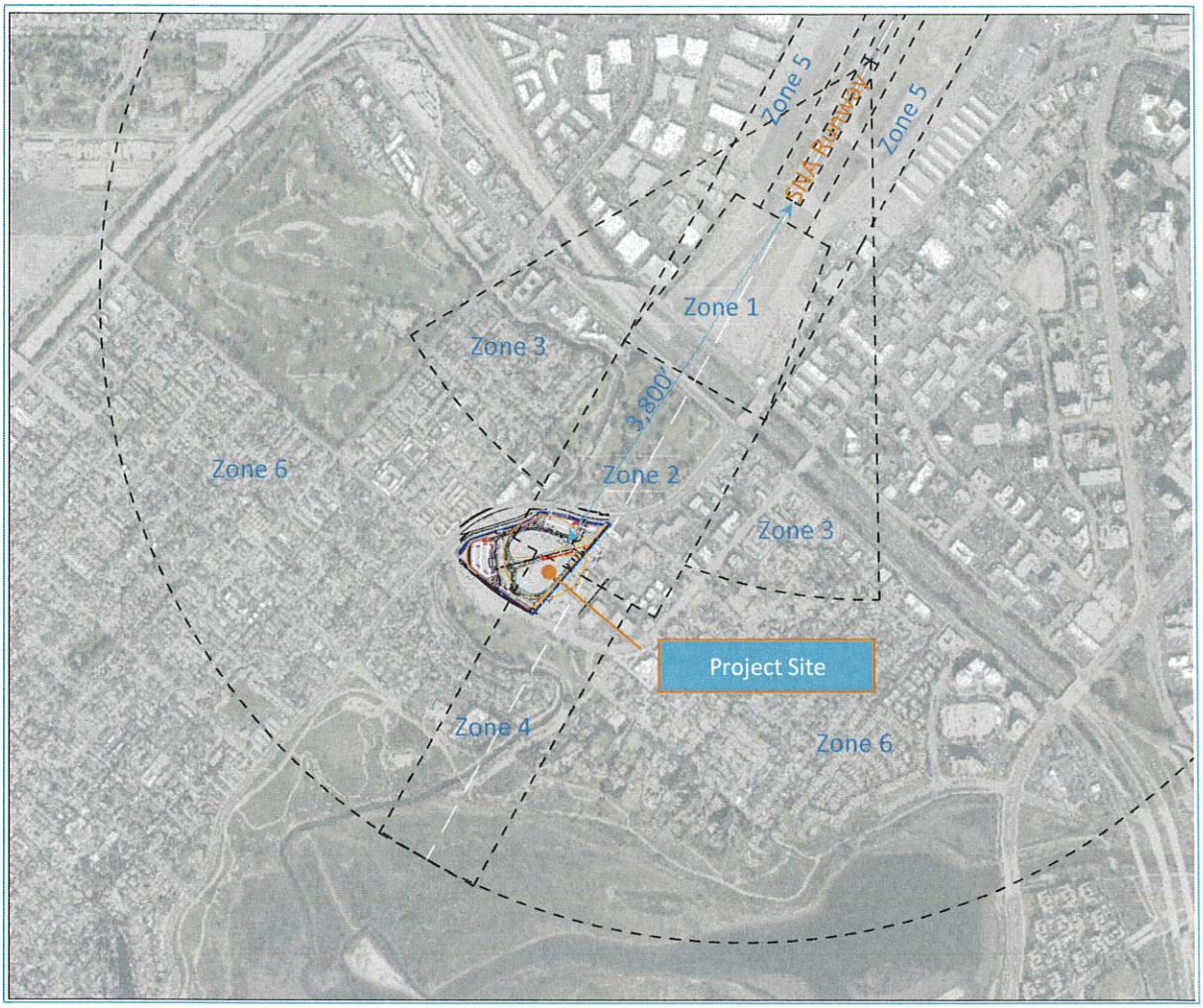


Figure 7 - Project Site and AELUP Safety Compatibility Zones – Close View

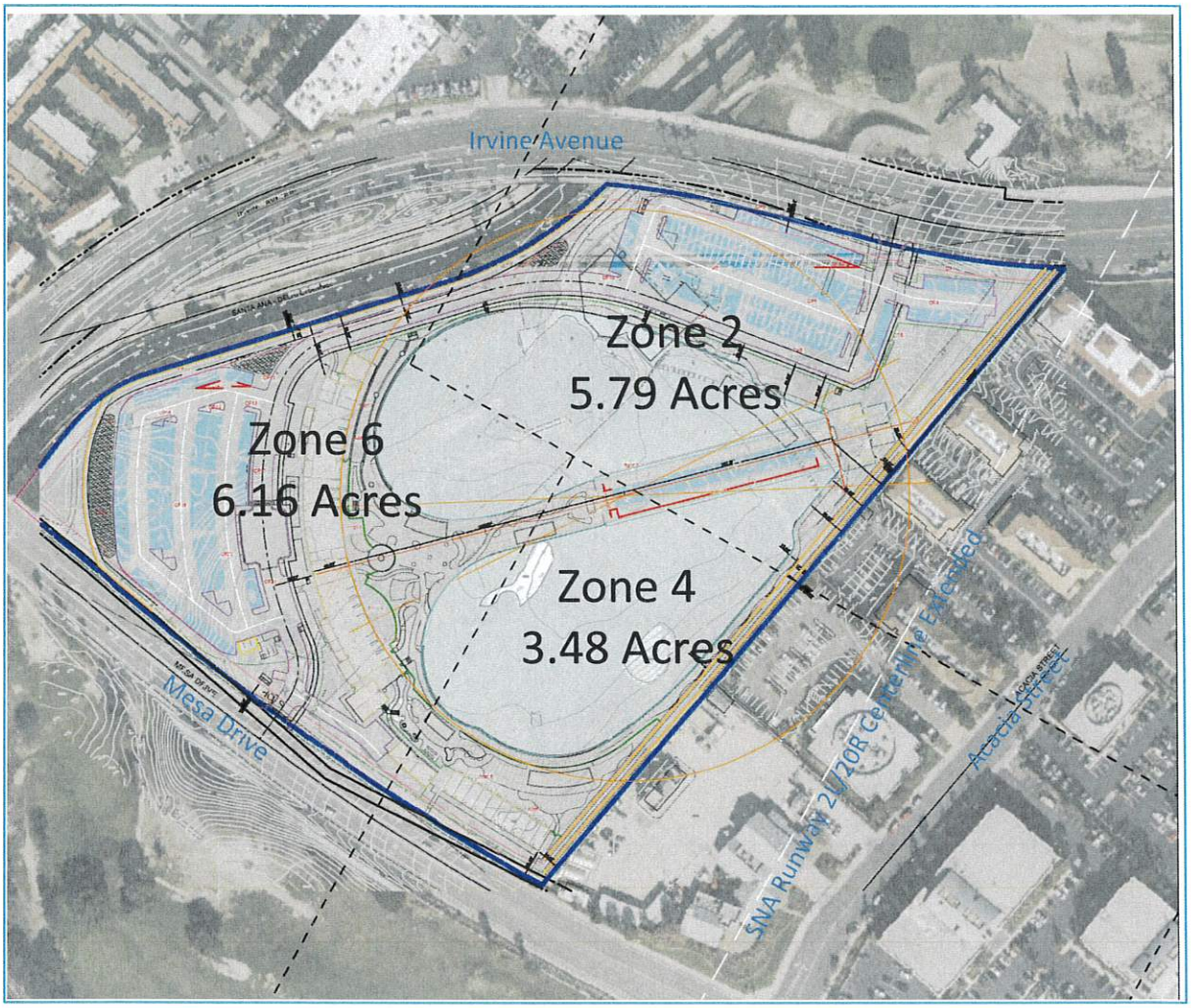


Table 2 applies the Handbook criteria (See Figures 8, 9 and 10 below) for nonresidential intensities of people allowed on the Project site by the portions of site within each Safety Zone. The Project site and associated land uses are configured to best comply with the intensity criteria for each Safety Zone.

Table 2 – Handbook Urban Nonresidential Intensities Criteria Applied to Snug Harbor Project Site Plan

Snug Harbor Project		Zone 2 Nonresidential Intensities				Zone 4 Nonresidential Intensities			
Safety Zone	Acres per Zone	Average People/Acre		Maximum Single Acre		Average People/Acre		Maximum Single Acre	
		60	80	120	160	150	200	450	600
Zone 2	5.79	347.4	463.2	694.8	926.4	-	-	-	-
Zone 4	3.48	-	-	-	-	522.0	696.0	1566.0	2088.0
Zone 6	6.16	No Limit	No Limit	No Limit	No Limit	No Limit	No Limit	No Limit	No Limit

Figure 8 – Safety Zone 2 – Inner Approach/Departure Zone (Caltrans Handbook, 2011)

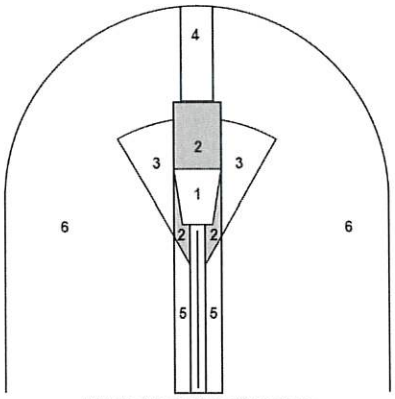
Nature of Risk

- Normal Maneuvers
  - Aircraft overflying at low altitudes on final approach and straight-out departures
- Altitude
  - Between 200 and 400 feet above runway
- Common Accident Types
  - Arrival: Similar to Zone 1, aircraft under-shooting approaches, forced short landings
  - Departure: Similar to Zone 1, emergency landing on straight-out departure
- Risk Level
  - High
  - Percentage of near-runway accidents in this zone: 8% - 22%

FINAL APPROACH

Basic Compatibility Policies

- Normally Allow
  - Agriculture; non-group recreational uses
  - Low-hazard materials storage, warehouses
  - Low-intensity light industrial uses; auto, aircraft, marine repair services
- Limit
  - Single-story office buildings
  - Nonresidential uses to activities that attract few people
- Avoid
  - All residential uses except as infill in developed areas
  - Multi-story uses; uses with high density or intensity
  - Shopping centers, most eating establishments
- Prohibit
  - Theaters, meeting halls and other assembly uses
  - Office buildings greater than 3 stories
  - Labor-intensive industrial uses
  - Children's schools, large daycare centers, hospitals, nursing homes
  - Stadiums, group recreational uses
  - Hazardous uses (e.g. aboveground bulk fuel storage)



Refer to Chapter 3 for dimensions.

	Maximum Residential Densities	Maximum Nonresidential Intensities	Maximum Single Acre
	Average number of dwelling units per gross acre	Average number of people per gross acre	2x the Average number of people per gross acre
Rural	See Note A	10 – 40	50 – 80
Suburban	1 per 10 - 20 ac.	40 – 60	80 – 120
Urban	0	60 – 80	120 – 160
Dense Urban	0	See Note B	See Note B

Note A: Maintain current zoning if less than density criteria for suburban setting.
Note B: Allow infill at up to average intensity of comparable surrounding uses.

Figure 9 – Safety Zone 4 – Outer Approach/Departure Zone (Caltrans Handbook, 2011)

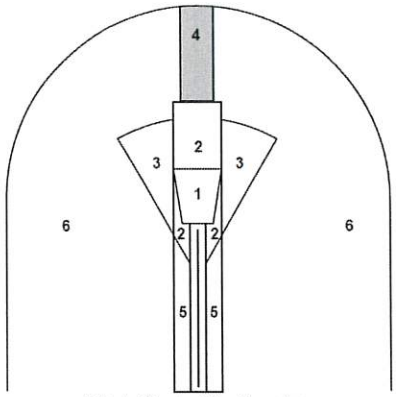
Nature of Risk

- Normal Maneuvers
  - 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
- Altitude
  - Less than 1,000 feet above runway
- Common Accident Types
  - Arrival: Pilot undershoots runway during an instrument approach, aircraft loses engine on approach, forced landing
  - Departure: Mechanical failure on takeoff
- Risk Level
  - Moderate
  - Percentage of near-runway accidents in this zone: 2% - 6%

LONG FINAL

Basic Compatibility Policies

- Normally Allow
  - Uses allowed in Zone 3
  - Restaurants, retail, industrial
- Limit
  - Residential uses to low density
- Avoid
  - High-intensity retail or office buildings
- Prohibit
  - Children's schools, large daycare centers, hospitals, nursing homes
  - Stadiums, group recreational uses
- Other Factors
  - Most low to moderate intensity uses are acceptable. Restrict assemblages of people
  - Consider potential airspace protection hazards of certain energy/industrial projects



Refer to Chapter 3 for dimensions.

	Maximum Residential Densities	Maximum Nonresidential Intensities	Maximum Single Acre
	Average number of dwelling units per gross acre	Average number of people per gross acre	3x the Average number of people per gross acre
Rural	See Note A	70 – 100	210 – 300
Suburban	1 per 2 - 5 ac.	100 – 150	300 – 450
Urban	See Note B	150 – 200	450 – 600
Dense Urban	See Note B	See Note B	See Note B

Note A: Maintain current zoning if less than density criteria for suburban setting.
Note B: Allow infill at up average density/intensity of comparable surrounding users.

Figure 10 – Safety Zone 6 – Traffic Pattern Zone (Caltrans Handbook, 2011)

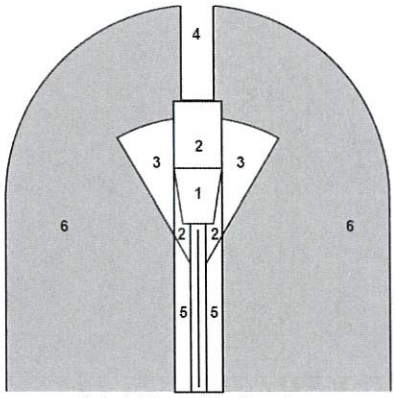
Nature of Risk

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

IN TRAFFIC PATTERN

Basic Compatibility Policies

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



Refer to Chapter 3 for dimensions.

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

Note A: Noise and overflight should be considered.
Note B: Large stadiums and similar uses should be avoided.

Level of Risk at Project Site

The first step to understanding level of risk more specifically, and at the Project site, is to review aircraft operations and runway use at SNA. The most recent FAA Terminal Area Forecast (TAF), issued January 2024, notes that there were 328,889 total operations at SNA in 2022, and 367 based aircraft. Air carrier operations accounted for 93,918 of those operations, 444 of those operations were military, and the rest

were attributed to general aviation. The John Wayne Airport General Aviation Improvement Program (GAIP) Environmental Impact Report (EIR) further broke down its operations data by fleet mix for its "existing conditions", which were based on the year 2016:

> *In 2016, there were 284,246 aircraft operations at JWA. Of these operations, 91,522 were large and regional jets, 9,798 were turbo prop aircraft, 31,712 were business jets, and 3,862 were helicopter. The remaining 147,352 were propeller driven aircraft. In summary, there are 91,522 commercial operations and 192,724 general aviation operations at JWA.*

The EIR states the following with regards to operations and runway use at SNA based on existing conditions (2016):

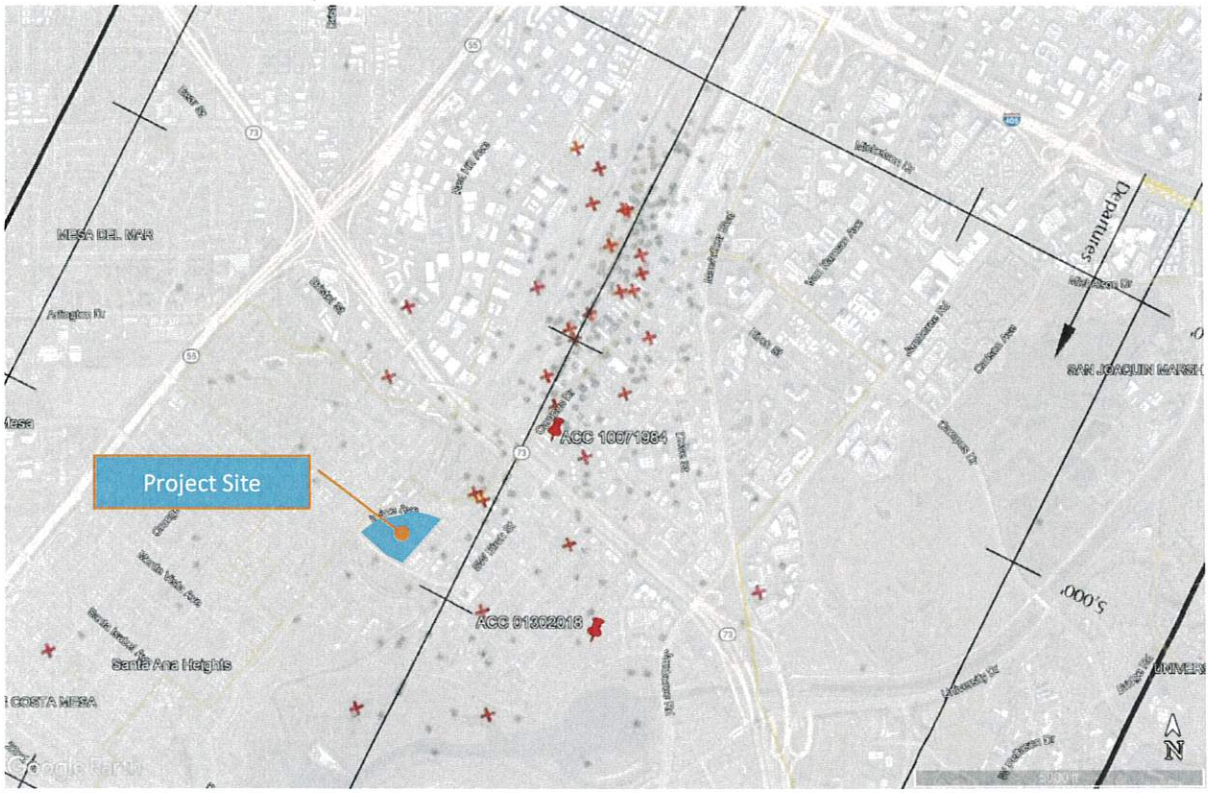
> *The flight paths at JWA are well established to take advantage of the runway configuration and prevailing wind conditions. Runway 20R/02L is approximately 5,700 feet long and is the only runway suitable for larger commercial aircraft. With winds predominantly coming from the ocean, aircraft typically depart to the southwest and arrive from the northeast about 95 percent of the time with slight variations from year to year. The reverse (depart to northeast and arrive from southwest) occurs primarily when Santa Ana wind conditions occur, but there are times where winds aloft, or other weather conditions may cause operations to go into reverse.*
>
> *Departures to the southwest proceed one (1) nautical mile and turn left approximately 20 degrees to generally follow Newport Bay. Arrivals use a straight in approach from the northeast to Runway 20R, generally lining up with the runway centerline over Anaheim Hills. Additionally, aircraft arriving from the northwest arrive from the ocean over Huntington Beach on a downwind path that is parallel to JWA after which a right base leg turn to Runway 20R begins. This turn begins anywhere over a wide area starting near South Coast Plaza extending to the Riverside Freeway.*

The EIR further noted that for existing conditions (2016), large jets, regional jets, and business jets, predominantly used Runway 20R for arrivals and departures. Runway 20L was predominantly used by general aviation prop-powered aircraft.

Because the predominant direction of aircraft departing SNA is to the southwest and aircraft arriving into SNA is from the northeast (about 95 percent of the time), the Project area would mostly be exposed to overflight by aircraft departing SNA to the southwest, therefore accident risk over the Project area is also predominantly from aircraft departing SNA. As per accident trends, there is generally a lower rate of accidents that occur during takeoff (departure) versus during landing (on approach). At SNA, 10 of the 66 accidents reported by the NTSB between 1982 and 2024 occurred during the takeoff phase of flight. All of those ten accidents, except for one, were attributed to general aviation operations.

The Handbook provides a plot of the approximate location of general aviation departure-related accidents for airports nationwide for the period 1983-1992 (shown as circles). That same plot in the Handbook also includes an analysis of 154 accidents in California between 2000 and 2009 (shown as X's). That plot is shown in Figure 11, is lined up with Runway 20L, and shows the Project site and actual accident locations south of the Airport (within 7,500 feet from the departure end of the runway), for perspective. The plot is lined up with Runway 20L because that runway is used by general aviation aircraft approximately 50 percent of the time according to the EIR.

Figure 11 – Handbook Accident Research and Project Site



Using the accident data in the Handbook and from the NTSB database for SNA, it is possible to develop a rough order of magnitude estimate of accident risk at the Project site. There were no actual SNA-recorded accidents in the Project area, nor would any accidents have occurred in the Project area based on the 2011 Handbook accident research. Since there was a potential of one accident occurring in the Project area based on the 2002 Handbook research, for the purpose of this rough order of magnitude estimate, only the Handbook's accident research between 1983 and 1992 is included (873 accidents).

Approximately 1, or 0.115%, of the 873 total accidents represented in the 1983 to 1992 Handbook database would have occurred within the Project site.

Over the most recent ten-year period, 2014-2024, SNA had 11 accidents listed in the NTSB database, however, only two occurred during the takeoff or departure phase of flight (the Project is located in the departure path of Runways 20R and 20L). During this same time period there were over 3 million aircraft operations at SNA. This is approximately a risk rate of 0.067 accidents per 100,000 aircraft operations.

Combining these two figures (0.3 accidents per year) provides an estimate of the chances of an accident per year on the Project site as 0.035% per year. Considering that aircraft typically depart to the southwest about 95 percent of the time, brings the chances of an accident per year on the Project site to 0.033% per year.

In terms of the annual risk to an individual on the Project site, if there is a 0.033% chance of an on-site accident per year, and as per the Handbook, approximately, 0.11% of general aviation aircraft accidents result in fatalities to people on the ground, this yields a 0.000036% chance of a fatality per year, or an approximate risk of 0.036 in 100,000 operations. Therefore, impacts from potential aircraft accidents would be less than significant.

2. John Wayne Airport Accidents

The 2011 California Airport Land Use Planning Handbook (Handbook) is the guiding land use document under State law[5]. To better define accident risk near airports in the Handbook, and recommend airport safety zones and compatibility criteria, aircraft accident research was completed in 2002 and 2010. The results of this research can be found in Appendix E of the Handbook. The 2002 research analyzed accident data between the years 1983 and 1992. The 2010 research is an update to the information provided in the 2002 Handbook and focuses on accidents that occurred between the years 2000 and 2009, exclusively in California (research in 2002 focused on accident data nationwide).

This research is important from a land use planning perspective, because the risk associated with where accidents may occur in the future based on where they have occurred in the past, comes down to frequency and consequences. It's also the first step in creating and justifying airport safety compatibility zones. These two studies form the basis for the recommended safety compatibility zones in the 2011 Handbook.

Some of the major findings from the research in the 2002 Handbook and 2011 Handbook are as follows[6]:

- Over two-thirds of both general aviation (68%) and commercial (67%) aircraft accidents take place on an airport.
- Another 3% of general aviation and 7% of commercial aviation are enroute accidents— defined as ones occurring more than 5 miles from an airport.
- 29% of general aviation and 26% of commercial aviation accidents can be classified as airport-vicinity accidents—within 5 miles of an airport.
- Three-fourths (77%) of all general aviation landing accidents occur during touchdown or roll-out (usually hard or long landings, ground loops, etc.). The remaining 23% of general aviation landing accidents take place in the landing pattern, on final approach, or during a go-around attempt.
- Accidents on or near the runway range from 64% for air carrier operations, to 51% for commuter operations, to 58% for air taxi operations.
- Accident sites tend to be fairly close to the extended runway centerline and closer to the runway end than at points farther away.
- The greatest proportion of general aviation takeoff/departure accidents (some 65%) take place during the initial climb phase.
- For single-engine airplanes, a high percentage of accidents can be expected to occur within 7,000 to 9,000 feet of the start of takeoff roll.
- For multi-engine airplanes, including jets, a high percentage of accidents can be expected to occur within 5,000 to 10,000 feet of the start of takeoff roll.
- Approximately 86% of all general aviation accidents and 61% of commercial aircraft accidents take place during dawn, daylight, or dusk with about 14% of general aviation accidents and 39% of commercial aviation accidents occurring in hours of darkness.

A review of aircraft accidents at John Wayne Airport as found in the National Transportation Safety Board (NTSB) database[7] indicates that there have been 66 accidents investigated by the NTSB at SNA between

[5] California Public Utilities Code, Section 21674.7(a).
[6] This data is summarized from the 2011 California Airport Land Use Planning Handbook, Appendix E.
[7] https://www.ntsb.gov/Pages/home.aspx

1982 and 2024 (through October 9, 2024). Of the investigated accidents, 14 were fatal and 57 (86%) occurred during the takeoff, climb, approach, landing or traffic pattern phase of flight. Of the fatal accidents, one person on the ground sustained minor injuries. Nine accidents (14%) were caused by wake turbulence. Wake turbulence is a type of turbulence created by the wings of a heavy aircraft, like a commercial jet, and can linger for a significant amount of time after the passage of the aircraft, sometimes more than a minute. This type of turbulence can seriously upset or invert a smaller aircraft that encounters it, either in the air or on the ground.

Over the 42-year review period, five fatal accidents involving aircraft using SNA were generally located south of the Airport and within 3.5 miles. During this same period, over 15 million aircraft operations took place at SNA (0.033 fatal accidents per 100,000 aircraft operations). The five fatal accident sites south of the Airport are shown in Figure 12 and described in more detail below.

Most recently, on January 30, 2018, a private helicopter pilot departed with three passengers on a cross-country flight. The helicopter reached a maximum altitude of 500 feet mean sea level (MSL) before it entered a rapid descent and impacted homes in Newport Beach (Egret Court near Shearwater Place in the Bayview Terrace community) and the ground less than one mile from the Airport on a southeasterly heading. There were three fatalities, one person seriously injured and one person on the ground sustained minor injuries.

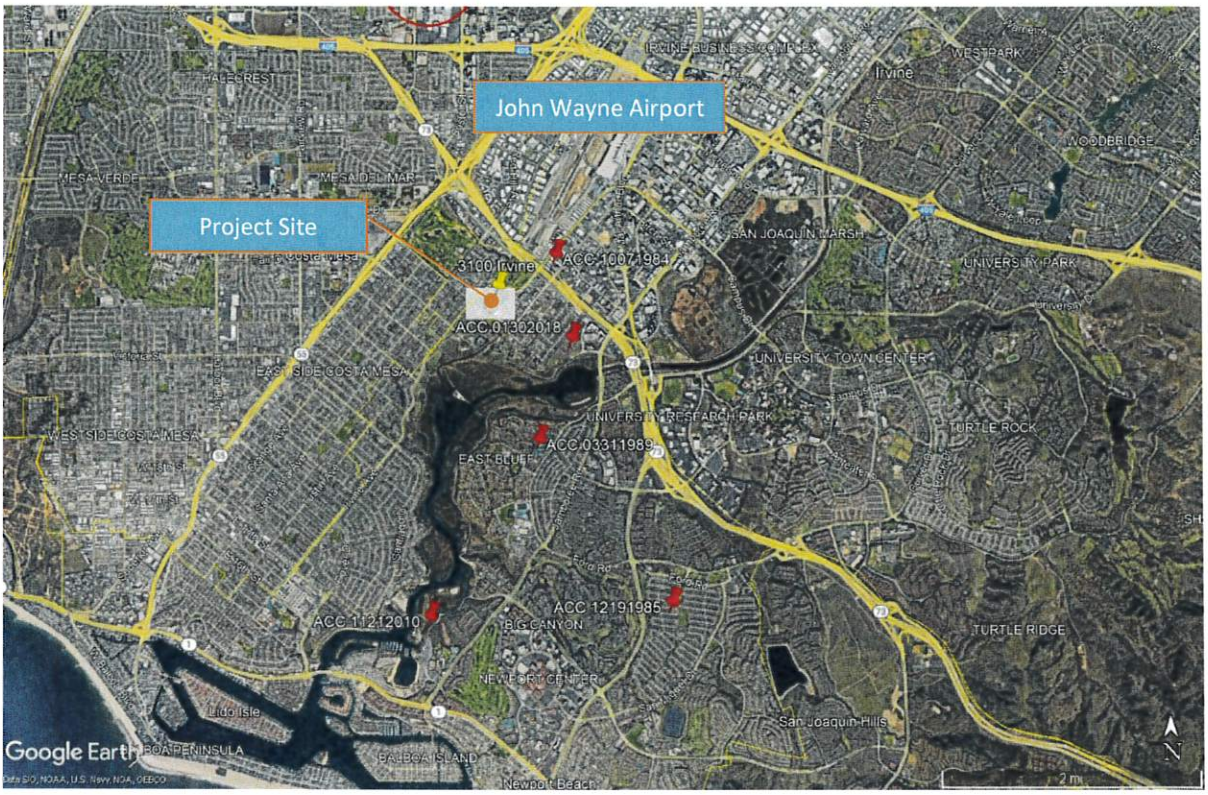
On November 21, 2010, during a cross-country flight at night, the pilot contacted air traffic control (ATC) that the Beech 19 aircraft had run out of fuel. The pilot was unable to reach the Airport and landed in an ecological reserve at "Back Bay", south of the Airport, in about three feet of water. The accident resulted in three fatalities.

On March 31, 1989, a Piper aircraft took off from the Airport with a trail of black smoke, as per several witnesses. The aircraft staggered off the ground and never got above 100 feet above ground level (AGL). The pilot contacted ATC that the aircraft was coming back to the runway, but shortly thereafter entered a steep left turn, stalled and crashed into tennis courts (Newport Beach Tennis Club) approximately two nautical miles (nm) from the Airport. The accident resulted in five fatalities.

On December 19, 1985, a Piper aircraft on a cross-country flight from San Diego to Torrance declared an emergency because the engine had quit and requested vectors to the Airport. The pilot received clearance to land on either runway but three minutes later told ATC that he did not think he was going to reach the Airport. The aircraft subsequently collided with trees, a house, and a fence in a residential area approximately three nm from the Airport. The accident resulted in one fatality.

On October 7, 1984, shortly after takeoff, the propeller separated from a Beech aircraft. The aircraft continued to climb straight ahead and then was observed in a steep left turn and crashed into the roof of a building approximately one quarter mile southeast of the Airport. There was one fatality.

Figure 12 – Accidents South of Airport and Within Approximately 3.5 Miles.



The historical accident data at SNA is in line with the major findings from the research in the 2002 Handbook and 2011 Handbook. A summary of the accidents reported in the NTSB database is provided in Appendix A of this Report. The full NTSB reports for the five accidents south of the Airport and within 3.5 miles can be reviewed in Appendix B.

The California Airport Land Use Planning Handbook requires the assessment of historical accident data at an airport as a first step in defining airport safety zones within an airport land use compatibility plan. Each safety zone carries a certain level of risk and this risk is addressed by land use and density/intensity policies.

3. Wildlife Hazards

The 2011 California Airport Land Use Planning Handbook recognizes that "A variety of land uses, facilities, and structures on and near airports can create wildlife hazard attractants that pose a threat to aircraft operations. Examples of these include sanitary landfills, water management facilities, ponds built for recreational use, wetlands, agricultural areas, natural areas, and landscaping." These areas may provide food and drinking sources, wildlife corridors, roost sites, migratory flyway stop over sites or numerous other functions that may benefit wildlife, while creating a hazard to aircraft operations. Parks and golf courses, with their large grassy areas and water features, may also act as attractants to wildlife. Special attention should be given to avoiding open sources of garbage and certain types of vegetation on these land uses near airport operations areas. Airport owners and project proponents are encouraged to assess potential wildlife hazard attractants on and near airports and to work to avoid or mitigate the establishment of non-compatible land uses. This section provides information on the suggested wildlife hazard management guidance and the steps SNA operations staff are taking to control wildlife on and near the Airport. Also included is an analysis of the wildlife strikes (including bird strikes) by aircraft that have taken place at and nearby SNA.

a. Wildlife Hazard Management

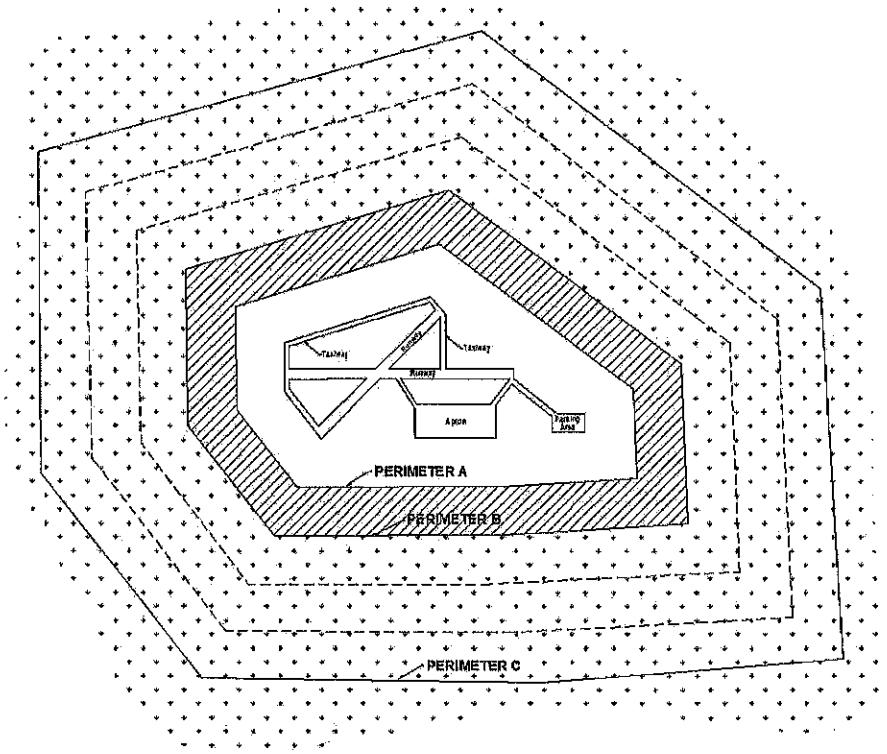
FAA Advisory Circular 150/5200-33C, Wildlife Hazard Attractants on and near Airports, recommends the use of minimum separation criteria for land uses that attract wildlife to the vicinity of airports; into, or across the airport's approach or departure paths or aircraft operations areas. Generally, the FAA recommends five miles between the airport's aircraft operations area and a wildlife attractant. Specifically, for airports serving turbine-powered aircraft, the FAA recommends a separation distance of 10,000 feet between an airport's operations area and a wildlife attractant. Figure 13 depicts the FAA's recommended separation standards.

Whether these separation criteria are feasible, or not, airport operators, local land use planners and developers should give them consideration to determine whether a development plan has the potential to impact aircraft operations by attracting wildlife, whether design changes should be made, and whether any mitigation measures need to be enacted.

For projects that are located within five miles of the airport's aircraft operations area, the FAA may review development plans, however, the FAA is not a permitting agency for land use modifications, therefore their review is advisory in nature. FAA review can be initiated by using FAA Form 7460-1, Notice of Proposed Construction or Alteration. Project proponents can contact the appropriate FAA Regional Airports Division Office for assistance with the notification process prior to submitting Form 7460-1.

The Newport Beach Golf Course, which is just south of SNA, is considered a wildlife attractant and the Snug Harbor surf lagoon would be situated on the southerly portion of the existing golf course. The surf lagoon would be located approximately 2,700 feet south of SNA property and would be considered as having the potential to attract wildlife hazards. Water in general, is considered a wildlife attractant, however, this Project is a type of pool with no food sources or resting or nesting sites like those found in an ocean or the Upper Newport Bay ecological preserve. While the Project has the potential to be a wildlife attractant like the golf course, design, operational, and monitoring initiatives would mitigate most risk associated with attracting wildlife, therefore impacts would be less than significant.

Figure 13 – FAA Recommended Wildlife Attractant Separation Distances



PERIMETER A: For airports serving piston-powered aircraft, it is recommended hazardous wildlife attractants be 5,000 feet from the nearest aircraft operations area.

PERIMETER B: For airports serving turbine-powered aircraft, it is recommended hazardous wildlife attractants be 10,000 feet from the nearest aircraft operations area.

PERIMETER C: Recommended for all airports, 5-mile range to protect approach, departure and circling airspace.

Source: FAA Advisory Circular 150/5200-33B

Project Design and Operation

The Project proposes a new surf lagoon, associated outdoor recreation, and ancillary uses on approximately 15.38 acres. The Project would be part of the larger Newport Beach Golf Course. The Project is located approximately 2,700 feet south of SNA property, which is near the airport operations area.

The Project site currently has approximately 75 trees growing along the perimeter of the property and the Santa Ana-Delhi Channel is located along the westerly Project site boundary. The northerly portion of the golf course, that would partially be converted to the Project use, also currently has a water feature closer to the SNA airfield.

The focal use of Snug Harbor is a 7-acre surf lagoon. The lagoon would be divided into two outside surf breaks for left and right experienced surfers as well as two inside breaks (smaller waves) for left and right beginning surfers. The maximum number of participants in the lagoon is assumed to be 72 people with an average hourly usage of 35-45 people. The wave mechanics can be changed at any time to alter the wave experience of the lagoon. The hours of operation would be similar to the John Wayne Airport Commercial

Curfew and General Aviation Noise Ordinance that restrict aircraft arrivals and departures. The presence of surfers and other users would further discourage bird use of the surf lagoon. Further, the lack of food sources in the surf lagoon would not create an attractant to sea birds and other large water fowl, particularly when compared to the rich sources of food and other attractants within the Upper Newport Bay Nature Preserve and Ecological Reserve, San Diego Creek and the San Joaquin Marsh & Wildlife Sanctuary.

The outdoor areas of Snug Harbor would include seating and lounging areas around the surf lagoon, wave viewing platforms for spectators, private cabanas with bathrooms and showers, and three warming pools and a spa. Snug Harbor includes a variety of amenities ancillary to the surf lagoon such as health and fitness facilities, a surf-related retail store, locker rooms, storage lockers, and food service. The Project site would also house 20 bungalow-style athlete accommodations. Proposed beach theme native planting would surround the wave pool, and in adjacent outdoor areas would complement the parking lot and exterior landscape areas.

The facility would employ approximately 50 full-time and part-time employees with a range of responsibilities from executive management to water safety to custodial and cleanliness duties. The surf-themed retail shop, restaurant and bar would staff additional employees based on volume and standards consistent with a high-end recreation facility. This level of human activity on the Project site would further discourage birds and wildlife on the property.

Area Wildlife and Attractants

As described in the John Wayne Airport General Aviation Improvement Program (GAIP) Environmental Impact Report (EIR), the Santa Ana River Basin, which feeds into the Santa Ana Delhi Channel and Newport Bay supports a variety of habitats and wildlife. Aquatic habitats, estuarine habitats, invertebrates, prey species used by waterfowl and other wildlife, marine habitats, vegetation (e.g., kelp), fish and shellfish and wildlife (e.g., marine mammals, waterfowl and shorebirds) are all present in these natural areas.

The Airport's Wildlife Hazard Management Plan (WHMP) identifies the following off-Airport Wildlife attractants:

> *San Joaquin Marsh & Wildlife Sanctuary - Located one mile southeast of SNA on Irvine Ave, the San Joaquin Marsh encompasses 300 acres of land including San Diego Creek and coastal wetlands. The area serves as a key component for the Irvine Ranch Water District's natural water treatment system. Facilities for the Audubon Society of Orange County are also located within this sanctuary. The University of California, Irvine is directly adjacent to the marsh sanctuary.*
>
> *Upper Newport Bay - Upper Newport Bay Nature Preserve and Ecological Reserve is located approximately one mile south of SNA and is directly underneath the departure path. The Back Bay consists of approx. one thousand acres of natural estuary coastal wetland consisting of salt marsh, mudflat, and marine habitats. Large mudflats with suitable loafing areas above high tide are desirable for migrating shorebirds and waterfowl. Sheltered waters provide foraging, spawning and nursery habitat for marine fishes. The land is managed by California Department of Fish & Wildlife. The Back Bay serves as a popular destination for outdoor recreational activities including running, biking, kayaking and bird watching.*
>
> *Newport Beach Golf Course - Located directly south of the runways, the Newport Beach Golf Course is an 18 hole public golf course that offers night play. While much of the land is privately owned, a portion of the course, between Irvine Ave and Bristol St., located directly south of the airport is leased from the Airport. Aside from the constantly maintained grass lengths, this*

property contains man-made bodies of water along with a storm water drainage canal running throughout.

The SNA WHMP identifies the migratory and resident species present on, or in the vicinity of the Airport, as shown in Figure 14.

Figure 14 – SNA WHMP Migratory and Resident Problem Species

Species Category	Federal Permit Required	Federal Permit Obtained
European Starlings, House Sparrows and Rock Pigeons	No	N/A
Red-tailed Hawks, Ferruginous Hawks, Red-shouldered Hawks, Cooper's Hawks, Peregrine Falcons*, Prairie falcons, American Kestrels, Ospreys, Barn Owls, Great Horned Owls, Burrowing Owls, Turkey Vultures, Barn Swallows, Cliff Swallows, House Finches, Western Kingbirds, Horned Larks, Northern Mockingbirds, Brewer's Blackbirds, Common Ravens, Western Meadowlarks, Mourning Doves, Northern Pintail, Whimbrels, Double-crested Cormorants, Mallards, Canada Geese, Great Egrets, Great Blue Herons, Killdeers, and California Gulls.	Yes	Yes
Red-winged & Brewer's Blackbirds, Brown- headed Cowbirds and all Crows and Grackles	No	N/A
All species of mammals, including coyotes	No	N/A
Threatened and Endangered species	Yes	No

Monitoring, Mitigation, and Communication

The Newport Beach Golf Course is identified as a wildlife attractant in the SNA WHMP and the surf lagoon Project would be situated on the southerly portion of the golf course, therefore it would have the potential to attract wildlife. Water is also generally considered a wildlife attractant, however, this Project is a type of pool with no food sources or resting or nesting sites like the ocean or the Upper Newport Bay ecological preserve. Regardless, operators of the Snug Harbor surf lagoon should have protocols in place to monitor and manage any wildlife that presents itself on the property.

As noted in FAA AC 150/5200-33C, the following management protocols should be considered for land uses in the vicinity of airports that have the potential of attracting wildlife that could impact aircraft operations:

1. Vegetation Management - Remove all unnecessary trees, shrubs, weeds, and plants. Avoid vegetation that is known to attract wildlife; that may provide food, water, cover, or a nesting site for wildlife. Vegetation that produces seeds, fruits, nuts, or berries, or that provides dense roosting or nesting cover should not be used.
2. Landscaping - Avoid landscaping that could become an attractant to wildlife. Avoid fruit bearing palm trees that can attract birds or remove fruit from these trees regularly. Avoid turf and ornamental landscaping. Disturbed areas or areas in need of re- vegetating should not be planted with seed mixtures containing millet or any other large seed producing grass. The FAA

recommends consulting with a Qualified Airport Wildlife Biologist before finalizing the design of landscaping and wildlife management techniques.

3. Buildings – Avoid structural design features that are attractive to wildlife. Buildings should not provide potential nesting, perching or roosting sites for birds and should not allow access for such mammals as coyotes, rabbits and rodents. Flat rooftops can be attractive for nesting, and light posts can provide loafing/hunting perches. Wire spikes or other cost-effective bird exclusion devices can be used on vertical uprights where feasible.
4. Ongoing Observations – Staff should be trained to conduct physical inspections of all property on a regular basis. Staff should understand control and communication techniques for detracting and removing wildlife or working with wildlife specialists on these techniques.

The FAA's Wildlife Hazard Management at Airports Manual[8] provides additional guidance for recognizing hazardous wildlife attractants, developing wildlife hazard management programs, wildlife hazard management training, and wildlife control strategies and techniques. While this manual is aimed at airport personnel, it is a good resource for any business operator that is proposing a use that has the potential for attracting wildlife in the vicinity of an airport. The FAA also recommends consulting with a Qualified Airport Wildlife Biologist before finalizing the design of landscaping and wildlife management techniques. Additionally, the County of Orange and the City of Newport Beach should be consulted for their own local recommendations related to vegetation, landscaping, and wildlife management.

b. Wildlife Aircraft Strikes (Birds, Terrestrial Mammals, Bats)

In reviewing the 66 accidents at SNA found in the National Transportation Safety Board (NTSB) database between 1982 and 2024, none were caused by a wildlife strike. In reviewing the FAA's wildlife strike database[9], there were 670 wildlife strike incidents reported for SNA between 1990 and 2024. There was a total of 305,523 wildlife strike incidents across airports in the United States during the same time frame. The FAA and the U.S. Department of Agriculture Wildlife Services produce a serial report each year compiling wildlife aircraft strike data and information. Tables 3 through 6 and Figures 15 and 16 provide the annual figures from 1990 to 2023 for wildlife aircraft strike occurrences, including the totals by year and total damage strikes by year, the types of airports by year, the time of day by animal type, and the phase of flight by animal type.

To put the wildlife strike data at SNA into perspective, a comparative analysis of other coastal airports in California with similar operational, land use and nearby marsh/channel/bay characteristics shows that SNA had the least total wildlife strikes. The three California airports analyzed in addition to SNA were Oakland International (OAK), San Diego International (SAN) and Santa Barbara (SBA). From 1990 to 2024, SNA had 670 strikes, OAK had 1,768 strikes, SAN had 806 strikes and SBA had 823 strikes. These lower wildlife strike numbers at SNA are despite the fact that SNA had the most total aircraft operations during the same time period (See Table 7). Normalizing the total wildlife strikes at each airport based on the total aircraft operations, SNA was the lowest with 5.16 strikes per 100,000 operations while OAK had 5.90, SAN had 9.13 and SBA had 14.29. The highest number of strikes recorded per year was 46 in 2021 at SNA, 114 in 2018 at OAK, 50 in 2012 at SAN and 52 in 2024 at SBA.

The FAA reports on the severity of wildlife strikes within the database by classifying it as "unknown, no damage, minimal, substantial and destroyed." There were no strikes that destroyed any aircraft over the study period. "Substantial" aircraft damage was recorded 14 times at SNA, 24 times at OAK, 11 times at SAN, and 4 times at SBA. In each instance of "substantial" damage at SNA, the incident involved jet aircraft

[8] https://www.faa.gov/airports/airport_safety/wildlife/management
[9] https://wildlife.faa.gov/search

ingesting a bird or multiple birds into one of its engines causing substantial damage to one or more of the fan blades in the first stage (front) of the engine intake. Investigations into the types of birds involved included pigeons, doves, meadowlarks, gulls, ducks, and hawks. In eight cases the flight crew was on the takeoff run on the runway when the strike occurred. In five of these takeoff cases, the crew aborted the takeoff and in the remaining three they continued the takeoff. In one case the aircraft was on landing roll and the crew completed the landing. The five remaining cases occurred when the aircraft was in a climb away from the runway. In seven cases where the strike occurred on the runway or in a climb and the flight continued, the flight crew elected to land back at SNA or a nearby airport as a precaution and to inspect the damage to the aircraft engine. In one incident, the engine damage was found after the flight was completed and did not affect the operation of the aircraft.

The FAA reports on the phase of flight when wildlife strikes occur. The majority of strikes take place while aircraft are on approach to landing. In general, wildlife strikes on approach/arrival happen about 2.5 time as often as departure/climb strikes. Table 8 provides the breakdown on wildlife strikes at SNA by phase of flight. Of the "substantial" damage strike incidents at SNA, 13 took place on takeoff and climb phases of flight while one strike incident took place on the landing rollout.

As a result of the foregoing wildlife aircraft strike analysis, aircraft strike hazard frequency and severity associated with the Project is less than the national average and less than similarly situated land uses near other coastal airports in California. The location of the Project site to the south/southwest of the Airport is in the departure area of the operation over 95 percent of the time given the prevailing wind and weather conditions at SNA. Based on these operational statistics and the projected rate of wildlife aircraft strikes of all phases of flight and severity to the aircraft over or near the Project site is 1.48 per 100,000 operations. The projected rate of substantial damage on takeoff and climb at SNA due to wildlife aircraft strikes over or near the Project site is 0.06 per 100,000 operations.

D. Aircraft Noise

Aircraft noise at the Project site would be a regular occurrence and identical to the current golf course and driving range recreational uses on the site. The AELUP noise contours represent outdated noise contours and outdated planning for the Airport facilities. In 2014 the Airport Settlement Agreement was updated to allow for additional facilities and increases in passengers and operations at the Airport and extended the Agreement through 2030. In 2019 the General Aviation Improvement Program (GAIP) EIR 627 was certified by the County Board of Supervisors. The GAIP allows for renovation of the general aviation facilities at the Airport and the EIR prepared updated noise contours as part of the change in operations. These more recent planning processes provide more up to date and accurate noise contours reflecting the level of noise that users of the Project site would experience.

While there are no aircraft noise restrictions for outdoor recreational and commercial land uses, daily and hourly aircraft noise levels will be prevalent and noticeable at the Project site.

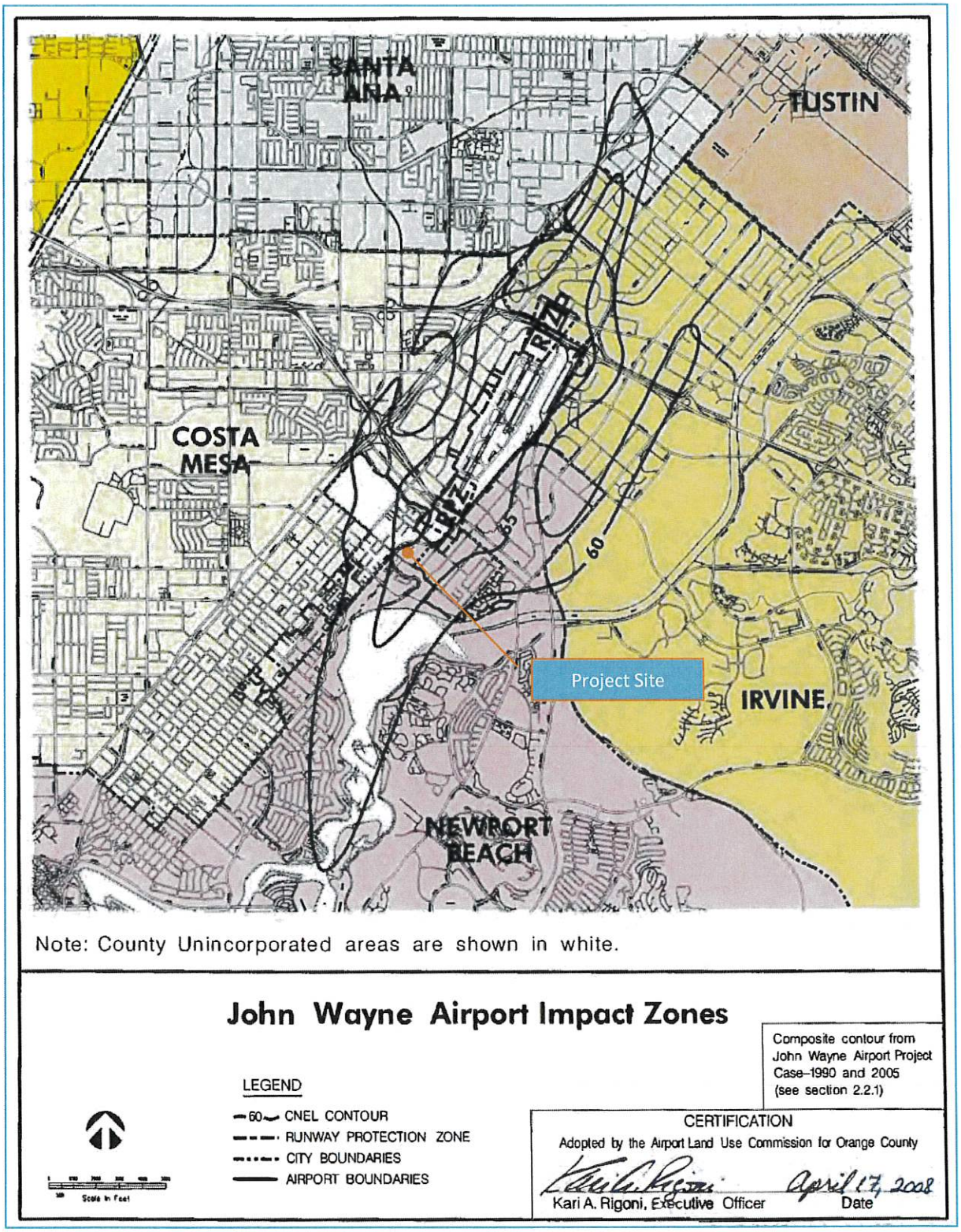
1. AELUP Noise Contours

The AELUP states that the noise contours "Policy Implementation Line" is,

> A line adopted by the Orange County Board of Supervisors in 1985 which corresponds to the location of the 65-decibel CNEL contour for John Wayne Airport. This line is based on the highest noise level at a given location utilizing noise projections from both the 1990 and 2005 project case contours developed as part of the 1985 John Wayne Airport Master Plan (See Section 2.2.1). These contours continue to be applicable as a result of the most recent JWA Airport Layout Plan (ALP) approval on March 24, 2005.

This line is provided as information for consideration but is out of date for the facilities at SNA, the level of aircraft operations by each class and type of aircraft and the time of day that these aircraft operate (See Figure 17).

Figure 17 – John Wayne Airport AELUP Noise Impact Zones – Adopted April 17, 2008



2. SNA Settlement Agreement EIR 617 Noise Contours

In 2014 the Airport Settlement Agreement was updated to allow for additional facilities and increases in passengers and operations at the Airport and extended the Agreement through 2030. This analysis shows the Project site bisected by the then "Existing" and projected future 65 dB CNEL noise contour (See Figures 18 and 19).

Figure 18 – 1985 Master Plan and Existing Noise Contours – JWA Settlement Agreement Amendments – EIR 617

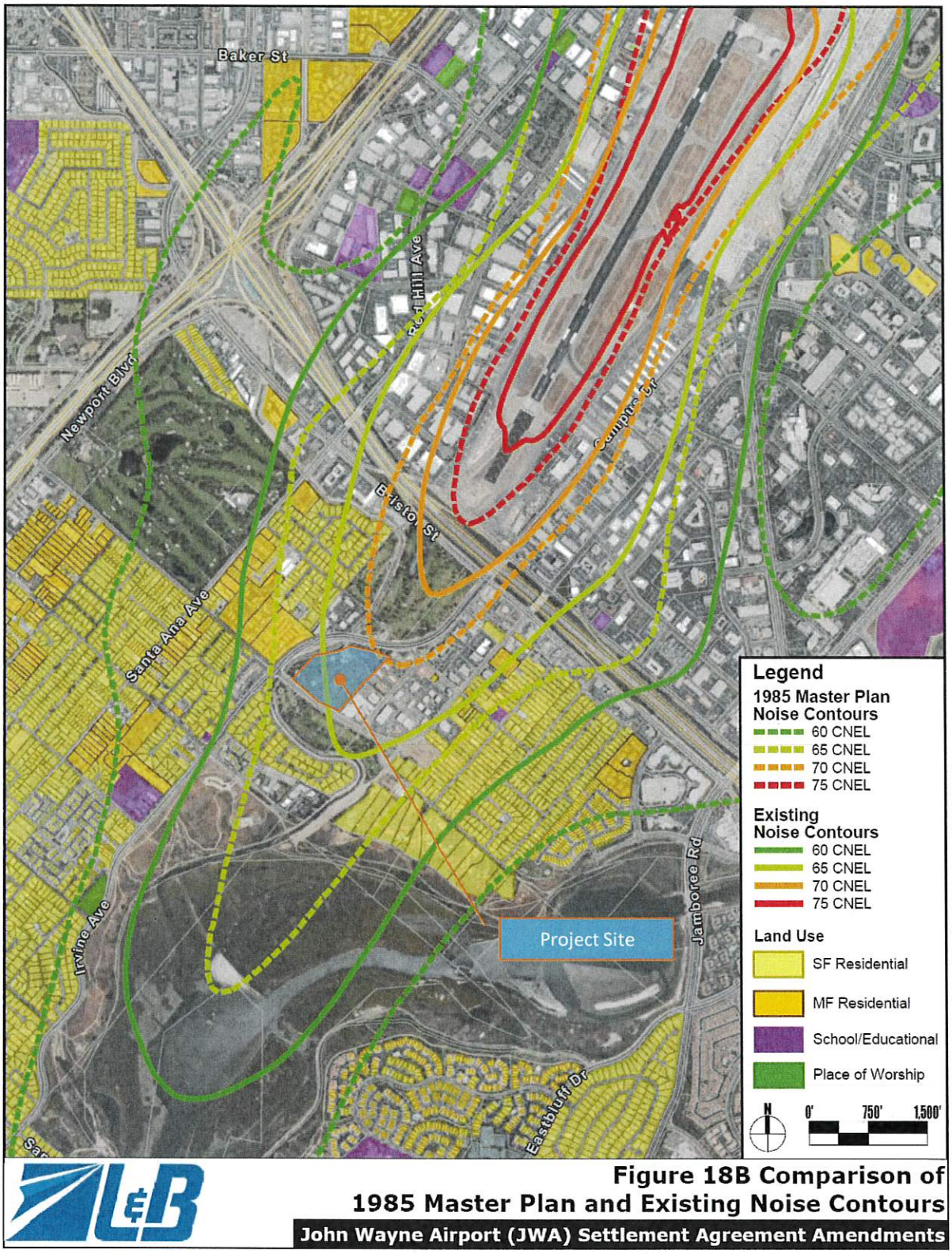


Figure 19 – CNEL Noise Contours – JWA Settlement Agreement Amendments – EIR 617

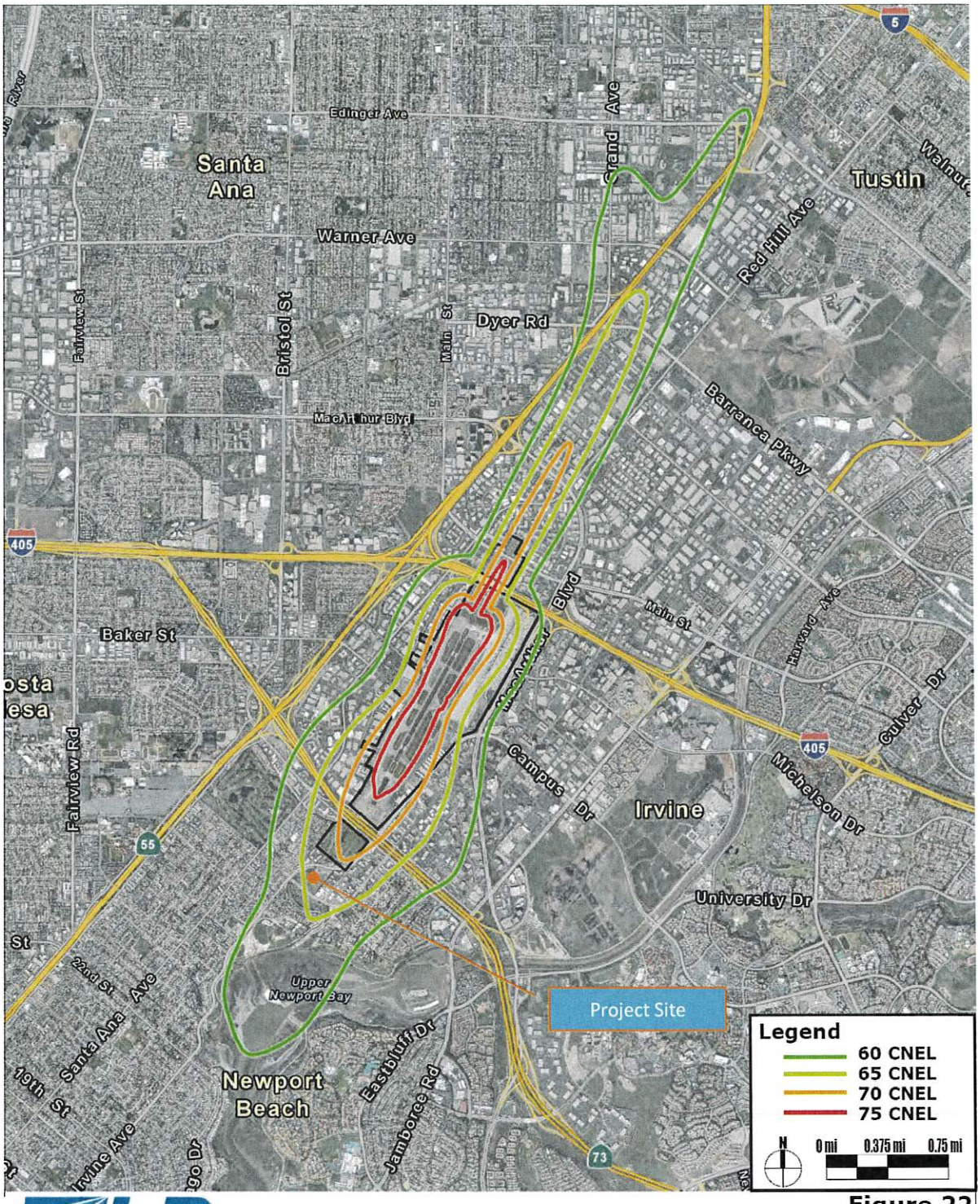


Figure 22
CNEL Contours - Proposed Project Phase 3
John Wayne Airport (JWA) Settlement Agreement Amendments

3. SNA General Aviation Implementation Program EIR 627 Noise Contours

In 2019 the General Aviation Improvement Program (GAIP) EIR 627 was certified by the County Board of Supervisors. This analysis shows the Project site between the then "Existing" and projected future 65 dB CNEL noise contour and 70 dB CNEL noise contour (See Figures 20 and 21.)

Figure 20 – Comparison of 1985 Master Plan to 2016 Existing Noise Contours – SNA GAIP EIR 627

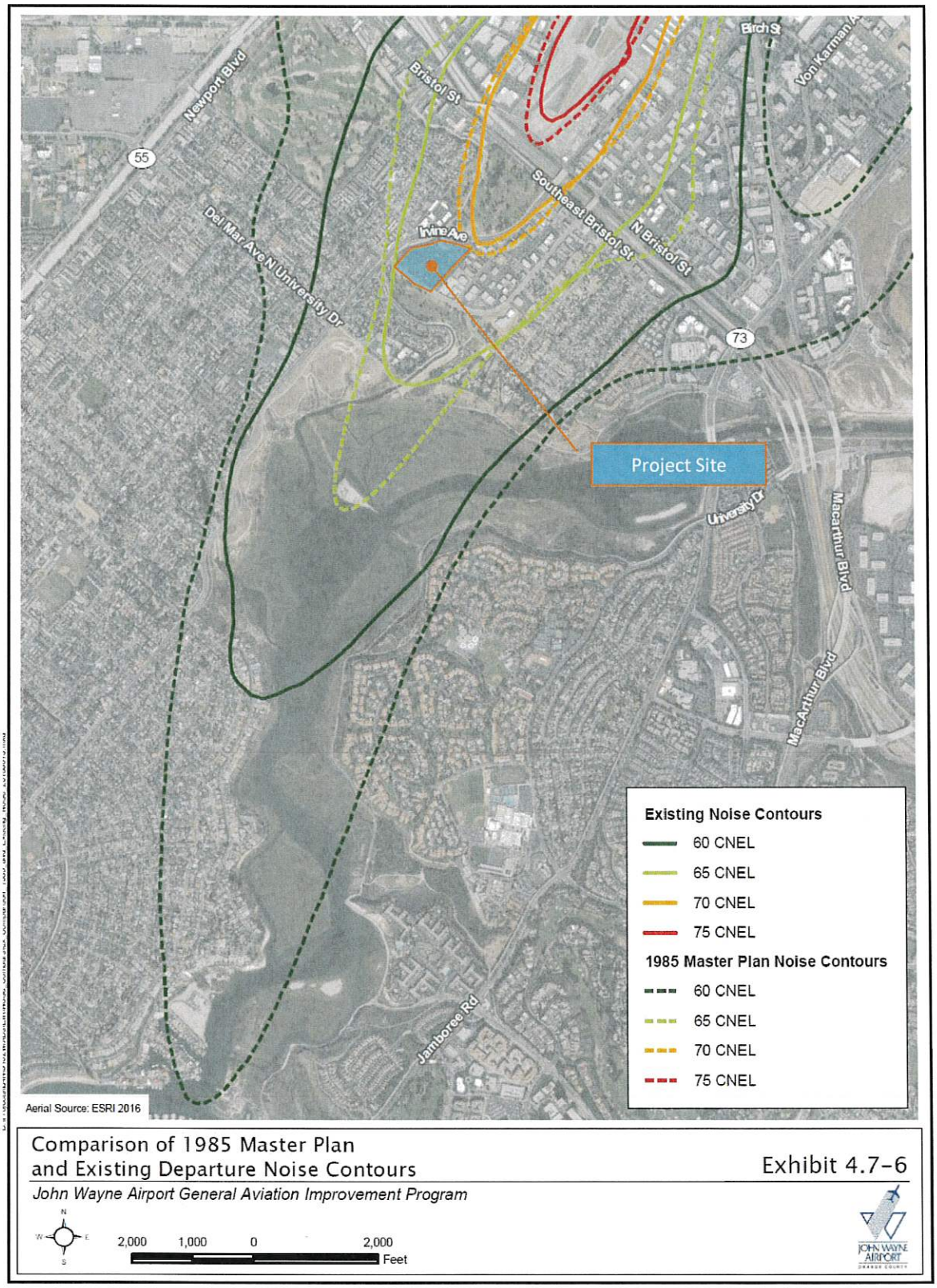
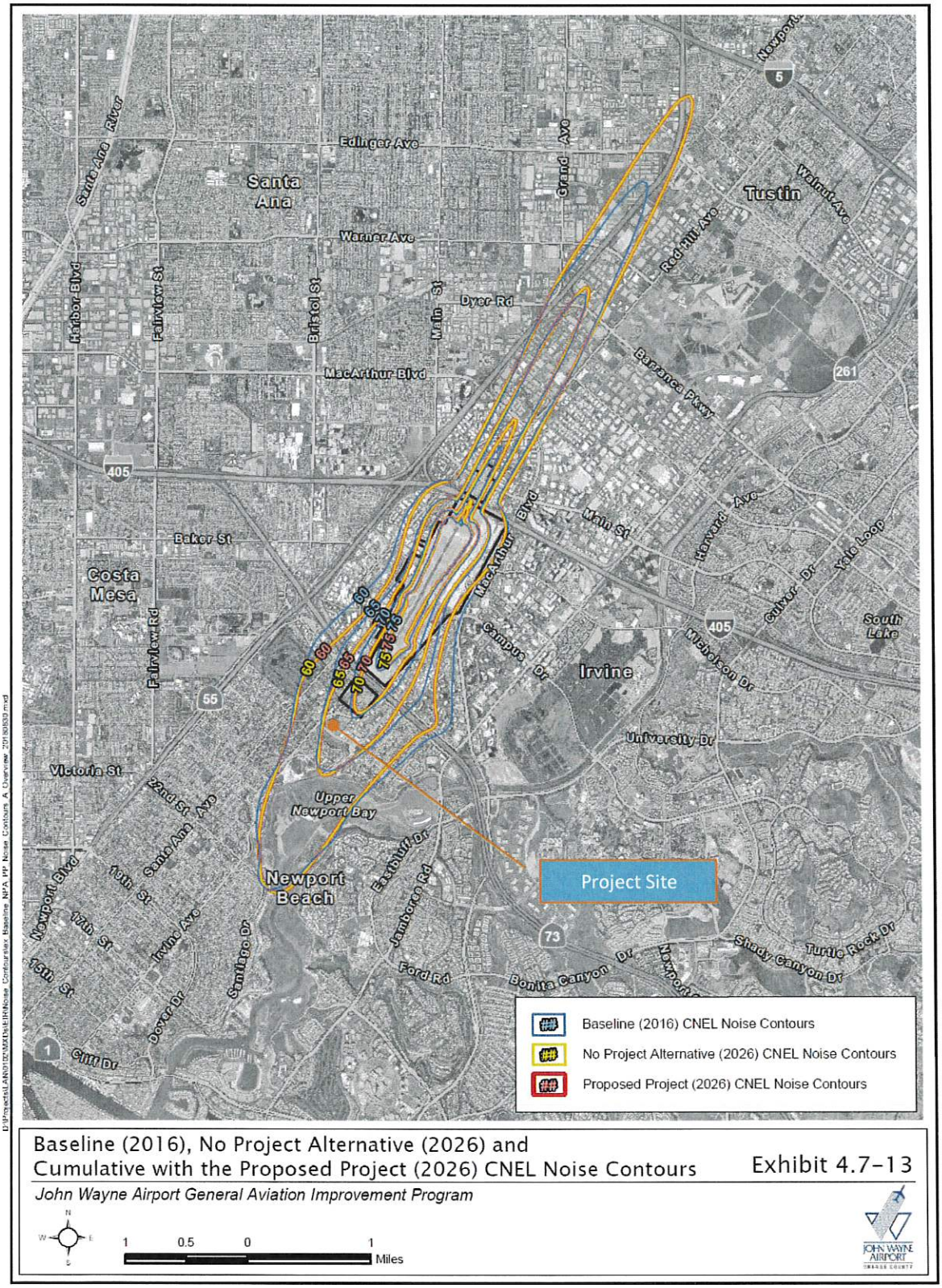


Figure 21 – Forecast Noise Contours – SNA GAIP EIR 627



Baseline (2016), No Project Alternative (2026) and Cumulative with the Proposed Project (2026) CNEL Noise Contours — Exhibit 4.7-13

John Wayne Airport General Aviation Improvement Program

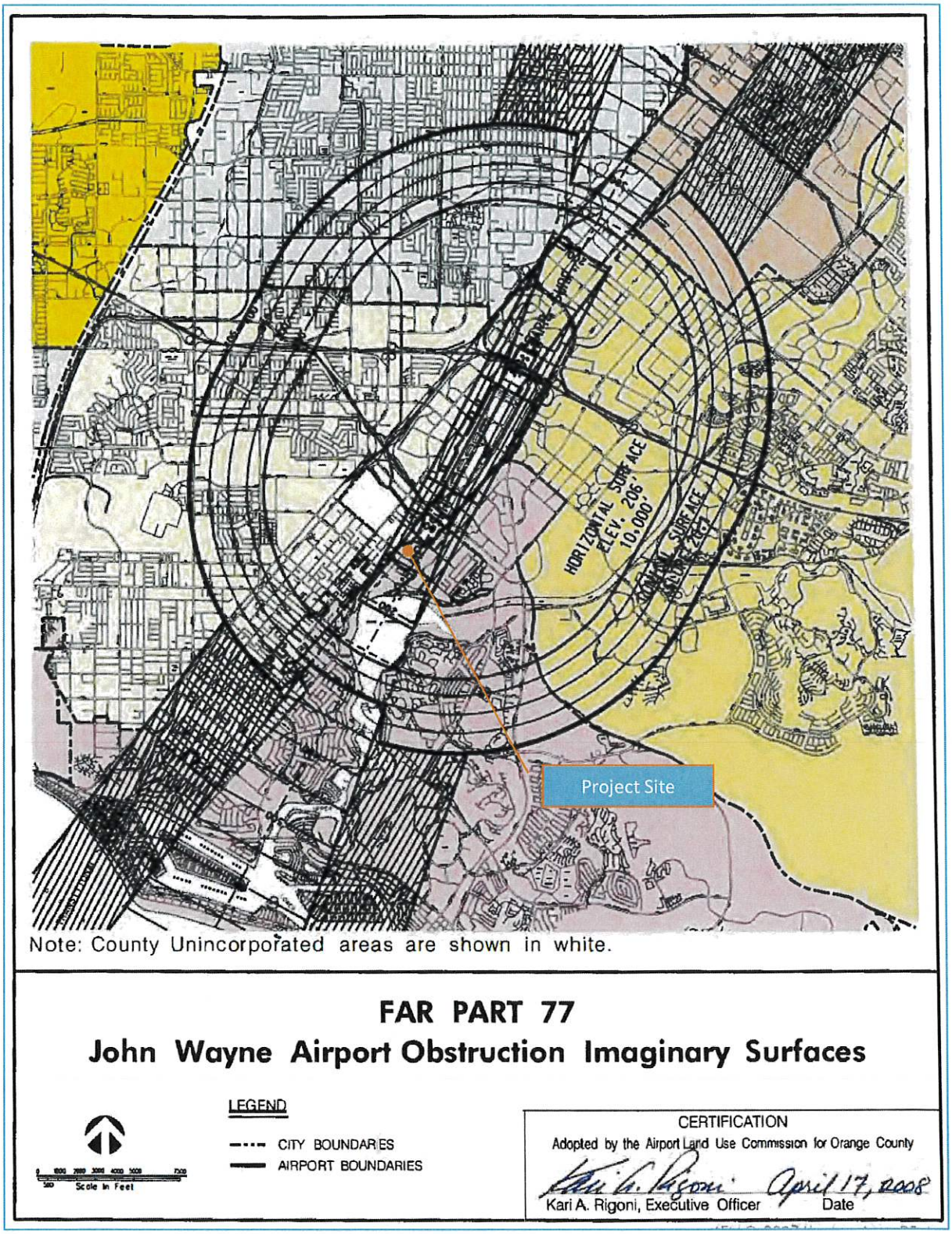
E. Airspace Protection

Airspace protection around airports ensures that the investment in and viability of the Airport to serve the community remains. The FAA is responsible for the use and integrity of the nation's airspace to serve all users. However, the FAA has no land use jurisdiction outside of the Airport property and relies on local communities to establish and enforce local height and use standards in the Airport vicinity. The City of Newport Beach is the sole entity responsible for land use in the City. The City's Zoning Code establishes height zoning to comply with the AELUP criteria and the 14 Code of Federal Regulations, Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*.

1. AELUP Part 77 Surfaces

The Project site is located within the SNA Runway 2L Primary Approach Imaginary Surface. This surface begins 200 feet south of the runway end point and angles up at a ratio of 50 feet horizontally for each one foot vertically (50:1). 14 CFR Part 77.9(b)(1) prescribes an even lower imaginary surface extending outward and upward at 100 to 1 from the nearest point of he nearest runway more than 3,200 feet in length (SNA Runway 2L/20R is 5,700 feet long). The Runway 2L end point has an elevation of 56 feet above mean sea level.

Figure 22 – AELUP Code of Federal Regulations (CFR) Part 77 Airport Obstruction Imaginary Surfaces



2. Project Site Clear of Part 77 Surfaces

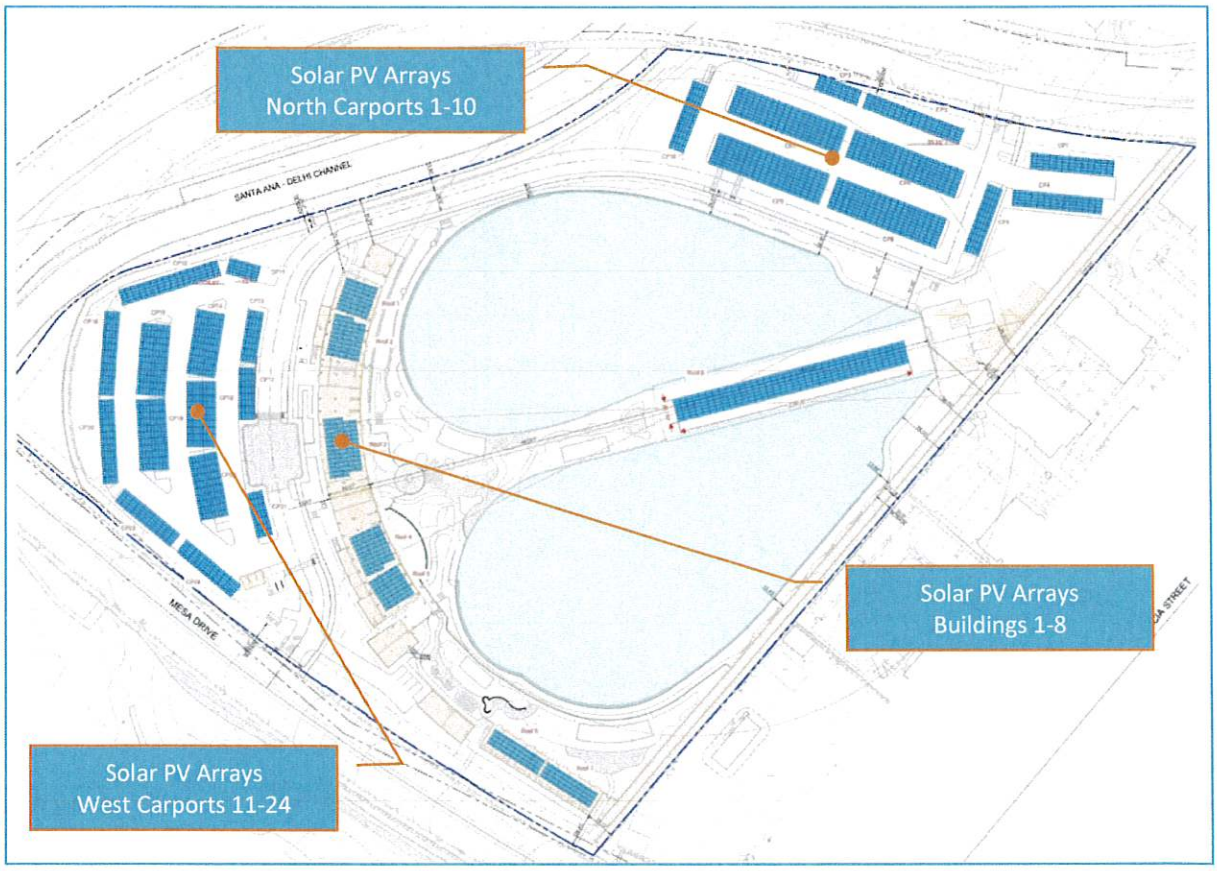
The closest point on the Project site is approximately 3,527 feet from the SNA Runway 2L end point. The construction notice imaginary surface of 100 to 1 is approximately 89 feet above mean sea level at this location. The furthest point on the Project site is approximately 4,533 feet from the SNA Runway 2L end point. The construction notice imaginary surface is approximately 101 feet above mean sea level at this location. The top of the tallest building on the Project site is approximately 88 feet above mean sea level and located on the south/southwesterly portion of the site. This building height would fit anywhere on the Project site and not exceed the FAA's construction notice surface.

Despite the low building heights relative to the FAA's construction notice criteria, it is recommended that the Project file construction notice with the FAA to clear temporary construction equipment on the site.

3. Project Solar Photovoltaic Glare Analysis

A separate Solar Photovoltaic (PV) Glare Analysis for the Project was completed and presented in a separate Technical Memorandum. The findings of this Solar Glare Analysis are that the Proposed Project **PASSES** the FAA's recommended solar glare tests and would not be a hazard to air navigation to aircraft using SNA or for air traffic controllers at the SNA Tower.

Figure 23 – Snug Harbor Project – Proposed Solar PV Arrays



F. Aircraft Overflight

A comprehensive aircraft overflight flight track analysis has been prepared for the Project. The purpose of this analysis is to clearly understand the segment of SNA air traffic that is overflying the Project site, the aircraft types and their phase of flight (arrivals vs. departures). This study used the full 2023 calendar year aircraft operations within five nautical miles of the SNA airport reference point (ARP) and up to and including 4,500 above mean sea level (AMSL) to ensure a comprehensive data set. To undertake this analysis, our firm contracted with ATAC Corporation[10] in Sunnyvale, California. ATAC provides air traffic operations and flight track data and analysis to the aviation industry and specifically to the FAA for air traffic management and analysis purposes.

There are two primary sections to this analysis. The first is an assessment of the 2023 aircraft operations to ensure that the data set is representative of the full year of activity at SNA. The second is a geographical and spatial analysis of the isolated flight tracks that overflew the Project site. A summary of each is provided in the following sections. Appendix D to this technical memorandum contains the full set of overflight slides associated with this analysis.

1. 2023 Aircraft Operations

The full year of 2023 aircraft operations at SNA were collected from the FAA's Southern California Terminal Radar Approach Control (TRACON) or SCT, and verified that the radar data sample is reflective of independent operational flight counts at SNA. These include overflights of aircraft that flew through SNA airspace without departing or landing at the Airport. Tables 9 and 10 compare the 2023 total aircraft operations counts to measure consistency between the data sets. The ATAC data set is 99.89% representative of the FAA operations counts for SNA.

Table 9 – Skyview Data Services (SDS) SNA Operations Data vs. FAA ATADS Operations Counts

SDS Data			
Ooeration Type	Count of flights	Multiplier	Total
Landing	109323	1	109,323
TakeOff	112193	1	112,193
TouchAndGo	40569	2	81,138
		Total per Year	302,654

ATADS Counts	
Airport Operations	297,153
Tower Operations	302,984

* "TouchAndGo" includes touch and go, low approaches, stop and go, etc. it has multiplier = 2 because they are being counted twice, one count for the arrival part and the other count for the departure part.

Table 10 – FAA Air Traffic Data System (ATADS) – SNA Aircraft Operations Counts

ATADS : Tower Operations : Standard Report

From 01/2023 To 12/2023 | Facility=SNA

	IFR Itinerant					IFR Overflight					VFR Itinerant					VFR Overflight					Local				
Calendar Year	Air Carrier	Air Taxi	General Aviation	Military	Total	Air Carrier	Air Taxi	General Aviation	Military	Total	Air Carrier	Air Taxi	General Aviation	Military	Total	Air Carrier	Air Taxi	General Aviation	Military	Total	Civil	Military	Total	Airport Operations	Tower Operations
2023	96,368	27,486	37,033	65	160,952	718	209	374	61	1,362	5	193	60,123	160	60,481	1	83	4,241	144	4,469	75,710	10	75,720	297,153	302,984
Total:	96,368	27,486	37,033	65	160,952	718	209	374	61	1,362	5	193	60,123	160	60,481	1	83	4,241	144	4,469	75,710	10	75,720	297,153	302,984

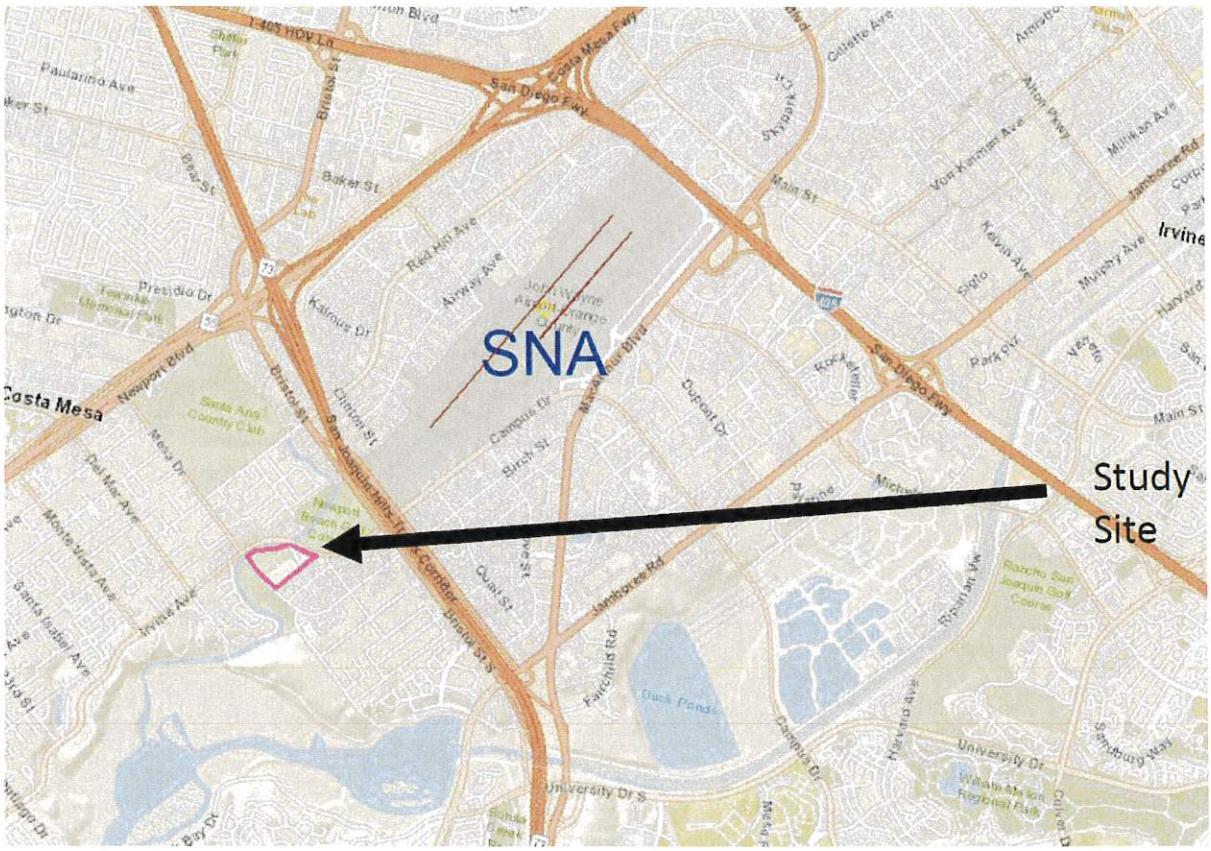
Report created on Mon Jan 20 17:25:31 EST 2025
Sources: Air Traffic Activity System (ATADS)
Show data notices.

[10] ATAC Corporation specializes in air traffic data collection, analysis, simulation and reporting (www.ATAC.com).

2. Flight Track Analysis

Of the total SNA aircraft operations (including overflights), only about 9.7 percent of these aircraft flew over the Project site or 29,353. This subset of flights was identified by creating a volume of airspace at the Project property line and extending that volume up to 4,500 feet MSL (See Figure 24). Average daily total overflights of the Project site were 80 to 88 of the annual average daily SNA total of 829 aircraft operations.

Figure 24 – Snug Harbor Project Site – Aircraft Overflight Analysis Area



G. Findings

As stated at the opening of this Technical Memorandum, the purpose is to compile and analyze the publicly available and relevant information for the Project related to airport-related safety hazards and noise problems, aircraft hazards, airport land use risks, and wildlife hazard management. A detailed aircraft operations and overflight analysis has been prepared to support this analysis. Information presented in the AELUP is also reviewed, specifically as it relates to aviation safety, aircraft noise, airspace protection, and aircraft overflight of the Project site and the proposed land use. Other definitive aviation safety and noise information from the FAA, NTSB and other aviation safety sources is provided to support aviation safety and noise findings associated with the Project. Additionally, a solar photovoltaic (PV) glare analysis of proposed Project solar PV facilities was completed and that analysis and findings are summarized herein and provided in detail in a separate Technical Memorandum.

The following summary of findings based on the foregoing analysis are provided below.

1. The Project would comply with all aviation safety, aircraft noise, airspace protection and aircraft overflight criteria of the Orange County ALUC as published in the AELUP.
2. The Project would comply with the people per acre intensity limits of uses allowed within the AELUP and Caltrans Handbook Safety Zones 2, 4 and 6.
3. No aircraft accidents have occurred on the Project site and the accidents that have occurred within the Project vicinity have no causal relationship to the site location or the proposed land uses.
4. Wildlife aircraft strikes at SNA are consistent with national averages for wildlife strikes and lower than other similarly situated coastal airports in California.
5. Aircraft noise at the Project site would likely be between 65 dB CNEL and 70 dB CNEL and would not affect the proposed recreational uses.
6. The tallest proposed buildings on the Project site would not exceed the 14 CFR Part 77 construction notification imaginary surfaces over the Project site.
7. The findings of a separate Solar Glare Analysis are that the proposed Project passes the FAA's recommended solar glare tests and would not be a hazard to air navigation to aircraft using SNA or for air traffic controllers at the SNA Tower.
8. Aircraft overflight of the Project site would include a total of 9.7 percent of the annual aircraft operations associated with SNA airspace. Approximately 95 percent of these overflights would be departures south of SNA and remainder would include a mix of SNA arrivals north, overflights to other airports in the vicinity and helicopter traffic at SNA and in the vicinity of the Airport.

Attachment No. 8

8Solar Glare Analysis

Technical Memorandum

To: Steve Coyne
Back Bay Barrels LLC
3857 Birch Street, #521
Newport Beach, CA 92660

From: Nick Johnson, Johnson Aviation, Inc.
Date: January 17, 2025
Subject: Solar Glare Analysis – Solar Photovoltaic (PV) Installation – Snug Harbor Project

A. Findings

The findings of this Solar Glare Analysis are that the Proposed Project **PASSES** the Federal Aviation Administration's (FAA's) recommended solar glare tests. This Technical Memorandum outlines the study of the proposed solar PV Project and substantiates these findings.

B. Introduction

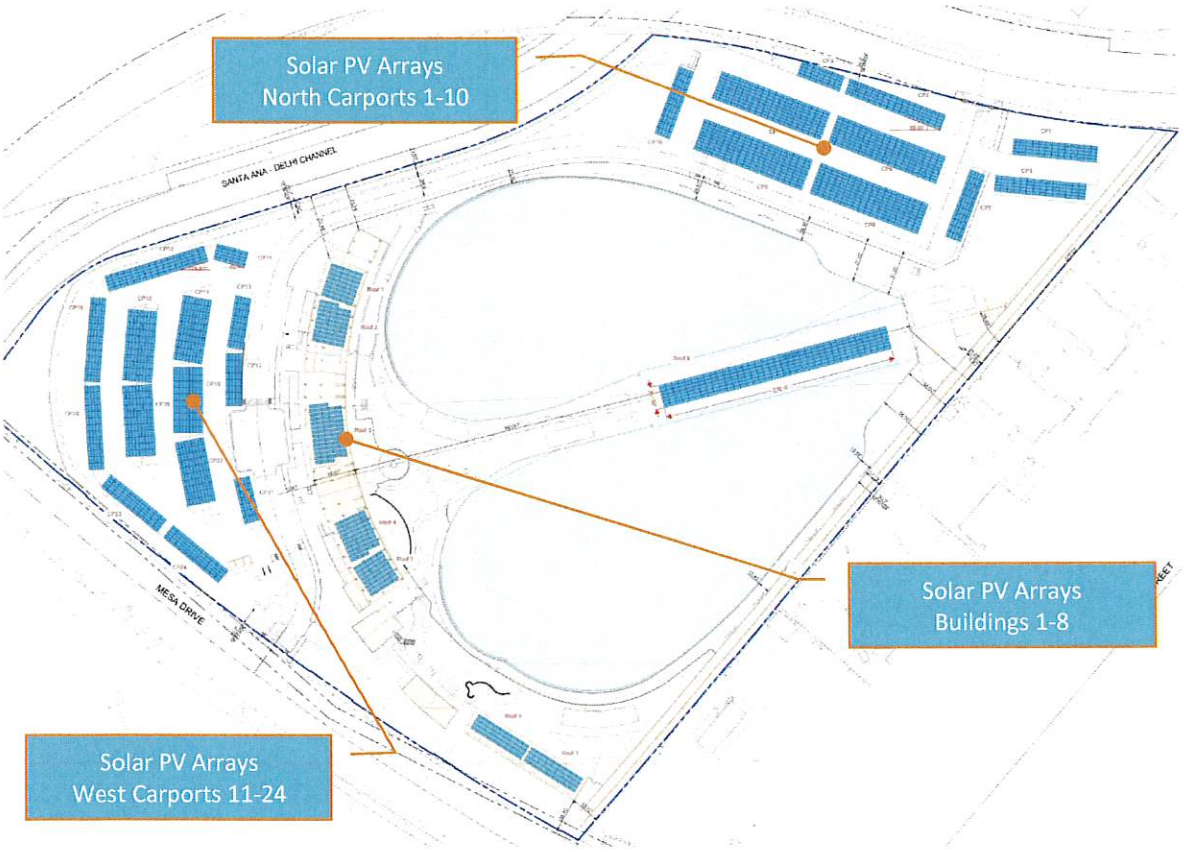
The purpose of this technical memorandum is to assess the airport compatibility of a proposed solar PV installation on the roof and carports as part of the Snug Harbor Project (Project). The Project site is generally located at 3100 Irvine Avenue in the northern boundary of the City of Newport Beach, near the California 73 Toll Road (SR73) and the California 55 Freeway (SR 55); between Irvine Avenue and Mesa Drive. John Wayne Airport is located approximately 2,700 feet to the north (Figure 1).

Figure 1: Project Site Location

C. Proposed Solar PV Installation

The Snug Harbor Project includes a plan for a series of rooftop and carport-mounted solar PV array installations on the Project site. The solar PV array installation would cover approximately 70,583 square feet of rooftop and carport area on the north, west, and south sides of the project (See Figure 2).

Figure 2: Snug Harbor Project–Solar PV Installations



D. Standard of Review

This study and its findings have been prepared consistent with the Federal Aviation Administration's (FAA) policy to eliminate hazards to air navigation that may arise as the result of implementing solar energy facilities on and near airports. The FAA adopted an Interim Policy[1] for Solar PV project review in 2013 and completed a final solar glare policy in 2021[2]. In both the 2013 Interim Policy and the 2021 Final Policy, off-airport solar arrays are not required to meet the FAA's policies, but they are strongly encouraged to consider the requirements of this policy guidance when siting systems. The FAA does not control land use off airport property. The FAA encourages collaboration with local land use jurisdictions like the City to avoid solar glare impacts on airport operations.

[1] Background on the Interim Policy, FAA Review of Solar Energy System Projects on Federally Obligated Airports, Federal Register, October 23, 2013.

[2] Federal Aviation Administration Policy: Review of Solar Energy System Projects on Federally-Obligated Airports, 86 Fed. Reg. 25801 (May 11, 2021), https://www.federalregister.gov/documents/2021/05/11/2021-09862/federal-aviation-administration-policy-review-of-solar-energy-system-projects-on-federally-obligated

As solar PV was being implemented on and near airports in recent years, the FAA was finding that solar PV reflections of sunlight glint and glare were affecting pilots' vision, particularly on final approach to runways, and was also impacting some air traffic controllers' vision when controlling aircraft near airports. In conjunction with Sandia National Laboratories, the FAA developed a computer analysis tool to measure the potential impact of reflected glint and glare from Solar PV installations. The analysis of this impact is achieved through use of the Solar Glare Hazard Assessment Tool (SGHAT). At the time of the Interim Policy, Sandia Labs produced the tool to meet the analysis requirement. Since then, Sandia Labs has licensed the tool to other providers to sell commercially for solar glare analysis. ForgeSolar licensed the SGHAT tool and incorporated its software into their Glare Analysis tool. Johnson Aviation, Inc. uses the ForgeSolar Glare Analysis tool under subscription license from Sims Industries d/b/a ForgeSolar.

The following is the Standard for Measuring Ocular Impact from the FAA's 2013 Interim Policy:

> Standard for Measuring Ocular Impact
> FAA adopts the Solar Glare Hazard Analysis Plot as the standard for measuring the ocular impact of any proposed solar energy system on a federally obligated airport. To obtain FAA approval to revise an airport layout plan to depict a solar installation and/or a "no objection" to a Notice of Proposed Construction Form 7460-1, the airport sponsor will be required to demonstrate that the proposed solar energy system meets the following standards:
>
> 1. No potential for glint or glare in the existing or planned Airport Traffic Control Tower (ATCT) cab; and
> 2. No potential for glare or "low potential for after-image" along the final approach path for any existing landing threshold or future landing thresholds (including any planned interim phases of the landing thresholds) as shown on the current FAA-approved Airport Layout Plan (ALP). The final approach path is defined as two (2) miles from fifty (50) feet above the landing threshold using a standard three (3) degree glidepath.
> 3. Ocular impact must be analyzed over the entire calendar year in one (1) minute intervals from when the sun rises above the horizon until the sun sets below the horizon.

After significant additional study of the issue, the FAA concluded in its final 2021 Policy that less restrictive analysis can achieve the same goals for limiting solar PV glare. The following are the revised FAA 2021 Policy limitations:

> This policy does not apply to:
>
> 1. Solar energy systems on airports that do not have an ATCT,
>
> 2. Airports that are not federally-obligated, or
>
> 3. Solar energy systems not located on airport property.

Though this policy does not apply to proponents of solar energy systems located off airport property, they are encouraged to consider ocular impact for proposed systems in proximity to airports with ATCTs. In these cases, solar energy system proponents should coordinate with the local airport sponsor.

E. Solar Glare Analysis Reports

The following pages of this Technical Memorandum provide the solar glare analysis reports for each of the suggested studies. The FAA standard study of the final approach paths to the runway ends and the Air Traffic Control Tower analysis is included in each individual report. The results of this study show that the proposed Project would not produce any glint or glare on the air traffic control tower cab or in any of the final approach areas to the runways.

- FAA 2013 Policy Review
  - Buildings 1-8 (See Attachment A-1)
  - North Carports 1-10 (See Attachment A-2)
  - West Carports 11-24 (See Attachment A-3)
- FAA 2021 Policy Review
  - Buildings 1-8 (See Attachment B-1)
  - North Carports 1-10 (See Attachment B-2)
  - West Carports 11-24 (See Attachment B-3)
- Full Solar Glare Analysis Report 2021 Policy
  - Buildings 1-8 (See Attachment C-1)
  - North Carports 1-10 (See Attachment C-2)
  - West Carports 11-24 (See Attachment C-3)

Attachment No. 9

FAA Determinations 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.
2025-AWP-4131-OE

Issued Date: 05/06/2025

Adam Cleary
Back Bay Barrels, LLC
3857 Birch Street
Suite 521
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:	Commercial Use Building Clubhouse
Location:	Newport Beach, CA
Latitude:	33-39-27.90N NAD 83
Longitude:	117-52-56.46W
Heights:	42 feet site elevation (SE)
	12 feet above ground level (AGL)
	54 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)
__X__ 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 Change 1.

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 11/06/2026 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, 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) 294-7572, or william.e.wills@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-AWP-4131-OE.

Signature Control No: 652355489-658531371 (DNE)
William Wills
Specialist

Attachment(s)
Map(s)

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

Aeronautical Study No.
2025-AWP-4170-OE

Issued Date: 05/06/2025

Adam Cleary
Back Bay Barrels, LLC
3857 Birch Street
Suite 521
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 Mechanical/Equipment Storage 3
Location:	Newport Beach, CA
Latitude:	33-39-31.97N NAD 83
Longitude:	117-52-47.81W
Heights:	37 feet site elevation (SE)
	18 feet above ground level (AGL)
	55 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)
__X__ 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 Change 1.

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 11/06/2026 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, 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.

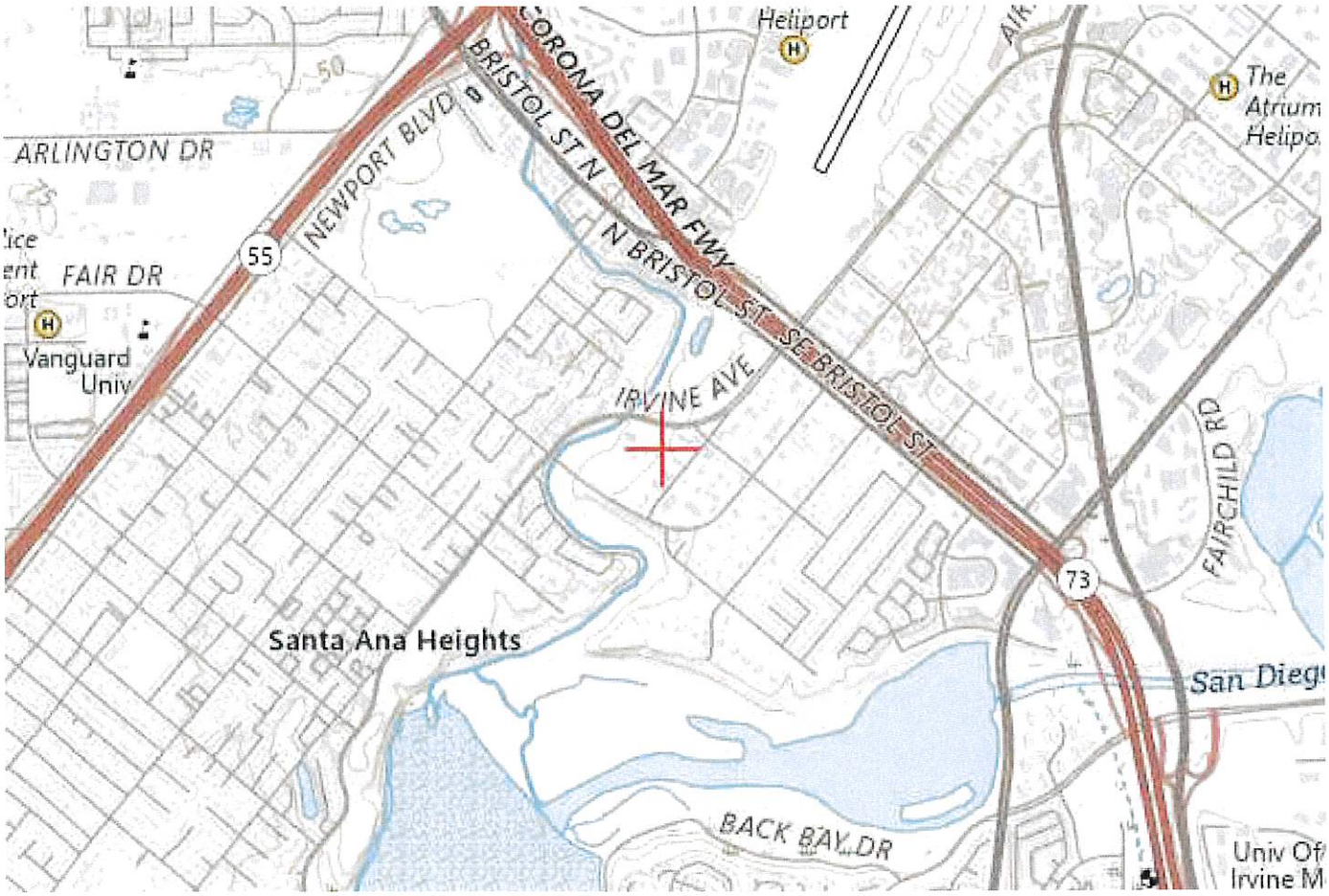
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7572, or william.e.wills@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-AWP-4170-OE.

Signature Control No: 652370035-658531510 (DNE)
William Wills
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2025-AWP-4170-OE



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

Aeronautical Study No.
2025-AWP-4189-OE

Issued Date: 05/06/2025

Adam Cleary
Back Bay Barrels, LLC
3857 Birch Street
Suite 521
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:	Light Pole Light Pole
Location:	Newport Beach, CA
Latitude:	33-39-32.81N NAD 83
Longitude:	117-52-50.66W
Heights:	36 feet site elevation (SE)
	71 feet above ground level (AGL)
	107 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)
__X__ 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 Change 1.

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 11/06/2026 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, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

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

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

If we can be of further assistance, please contact our office at (847) 294-7572, or william.e.wills@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-AWP-4189-OE.

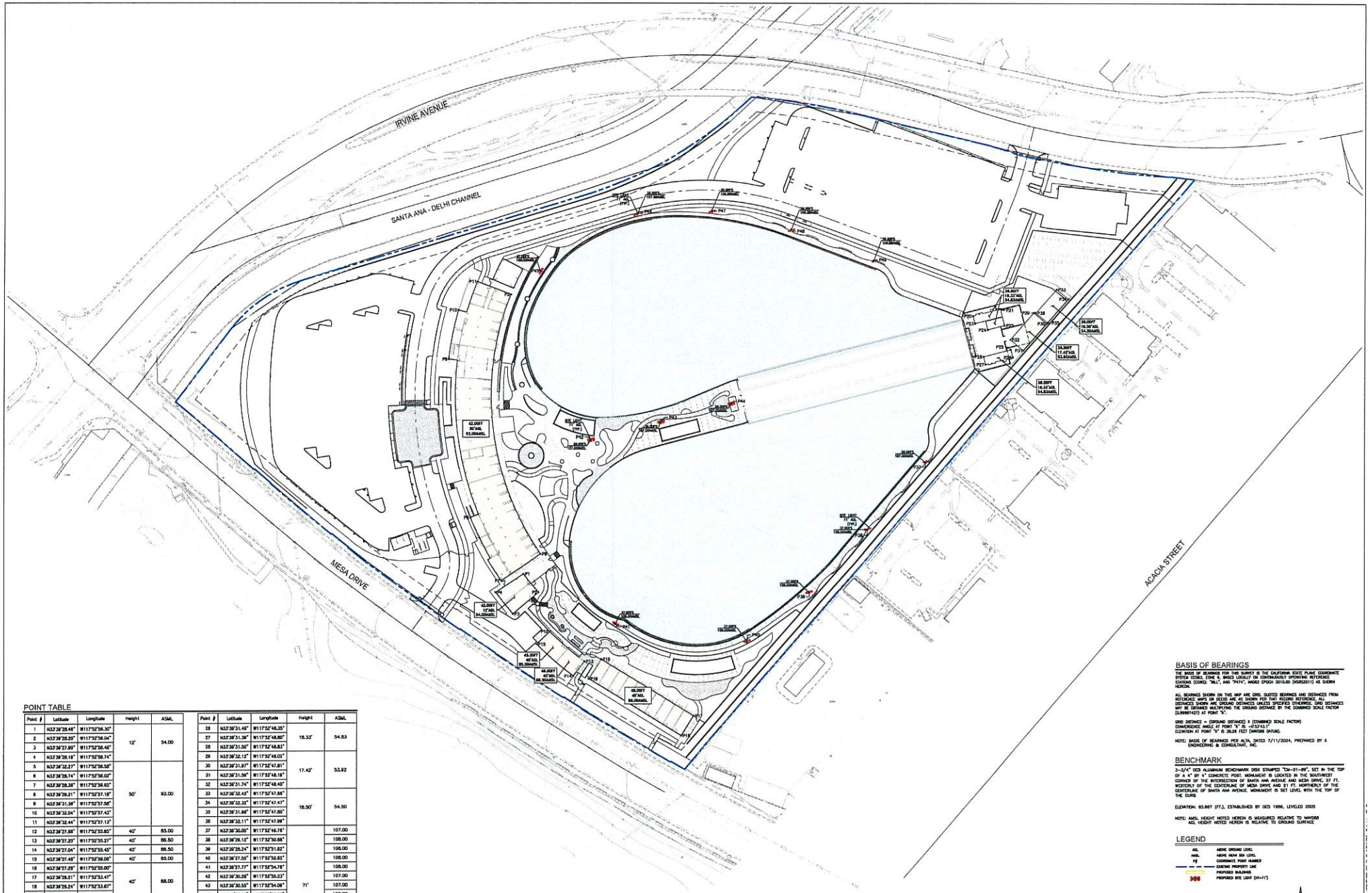
Signature Control No: 652376534-658531669 (DNE)
William Wills
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2025-AWP-4189-OE

Attachment No. 10

Proposed Height Exhibit for Snug Harbor
Surf Park



POINT TABLE

Point #	Latitude	Longitude	Height	ASML
1	N33°38'28.46"	W117°52'56.30"	12'	34.00
2	N33°38'28.20"	W117°52'56.04"		
3	N33°38'27.90"	W117°52'56.45"		
4	N33°38'28.18"	W117°52'56.74"		
5	N33°38'32.27"	W117°52'56.58"	50'	92.00
6	N33°38'28.74"	W117°52'56.02"		
7	N33°38'28.36"	W117°52'56.65"		
8	N33°38'29.21"	W117°52'57.18"		
9	N33°38'31.36"	W117°52'57.56"		
10	N33°38'32.04"	W117°52'57.43"		
11	N33°38'32.44"	W117°52'57.13"		
12	N33°38'27.66"	W117°52'55.85"	40'	85.00
13	N33°38'27.25"	W117°52'55.27"	40'	85.50
14	N33°38'27.04"	W117°52'53.45"	40'	85.50
15	N33°38'27.48"	W117°52'56.06"	40'	85.00
16	N33°38'27.28"	W117°52'55.00"	40'	86.00
17	N33°38'28.51"	W117°52'53.47"		
18	N33°38'28.24"	W117°52'53.67"		
19	N33°38'27.01"	W117°52'55.20"		
20	N33°38'32.06"	W117°52'48.02"	18.33'	54.83
21	N33°38'32.16"	W117°52'48.51"		
22	N33°38'31.93"	W117°52'48.90"		
23	N33°38'31.66"	W117°52'48.98"		
24	N33°38'31.67"	W117°52'48.77"		
25	N33°38'31.60"	W117°52'48.39"	18.33'	54.83

Point #	Latitude	Longitude	Height	ASML
26	N33°38'31.49"	W117°52'48.35"	18.33'	54.83
27	N33°38'31.36"	W117°52'48.80"		
28	N33°38'31.50"	W117°52'48.83"		
29	N33°38'32.12"	W117°52'48.02"	17.42'	53.92
30	N33°38'31.97"	W117°52'47.81"		
31	N33°38'31.56"	W117°52'48.18"		
32	N33°38'31.74"	W117°52'48.40"		
33	N33°38'32.45"	W117°52'47.56"	18.50'	54.50
34	N33°38'32.32"	W117°52'47.47"		
35	N33°38'31.98"	W117°52'47.80"		
36	N33°38'32.11"	W117°52'47.99"		
37	N33°38'30.05"	W117°52'49.76"	71'	107.00
38	N33°38'29.12"	W117°52'50.66"		106.00
39	N33°38'28.24"	W117°52'51.62"		105.00
40	N33°38'27.55"	W117°52'52.62"		105.00
41	N33°38'27.77"	W117°52'54.78"		105.00
42	N33°38'30.28"	W117°52'55.23"		107.00
43	N33°38'30.55"	W117°52'54.09"		107.00
44	N33°38'30.81"	W117°52'52.95"		107.00
45	N33°38'32.61"	W117°52'54.11"		106.00
46	N33°38'33.43"	W117°52'54.53"		107.66
47	N33°38'33.43"	W117°52'53.32"		106.66
48	N33°38'33.22"	W117°52'52.02"		106.66
49	N33°38'32.61"	W117°52'50.66"		106.66

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA STATE PLANE COORDINATE SYSTEM (CCS83), ZONE 6, BASED LOCALLY ON CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS), "SL1," AND "P414", HAVING EPOCH 2010.00 (NGS2011) AS SHOWN HEREON.

ALL BEARINGS SHOWN ON THIS MAP ARE GRID, QUOTED BEARINGS AND DISTANCES FROM REFERENCE MAPS OR DEEDS ARE AS SHOWN FOR THAT RECORD REFERENCE. ALL DISTANCES SHOWN ARE GROUND DISTANCES UNLESS SPECIFIED OTHERWISE. GRID DISTANCES MAY BE OBTAINED MULTIPLYING THE GROUND DISTANCE BY THE COMBINED SCALE FACTOR (0.99991427) AT POINT "A".

GRID DISTANCE = (GROUND DISTANCE) X (COMBINED SCALE FACTOR)
CONVERGENCE ANGLE AT POINT "A" IS: -0°33'43.1"
ELEVATION AT POINT "A" IS 28.26 FEET (NAVD88 DATUM).

NOTE: BASIS OF BEARINGS PER ALTA, DATED 7/11/2024, PREPARED BY X ENGINEERING & CONSULTANT, INC.

BENCHMARK

3-3/4" DOS ALUMINUM BENCHMARK DISK STAMPED "CM-31-89", SET IN THE TOP OF A 4" BY 4" CONCRETE POST. MONUMENT IS LOCATED IN THE SOUTHWEST CORNER OF THE INTERSECTION OF SANTA ANA AVENUE AND MESA DRIVE, 37 FT. WESTERLY OF THE CENTERLINE OF MESA DRIVE AND 21 FT. NORTHERLY OF THE CENTERLINE OF SANTA ANA AVENUE. MONUMENT IS SET LEVEL WITH THE TOP OF THE CURB.

ELEVATION: 83.867 (FT.), ESTABLISHED BY OCS 1998, LEVELED 2005

NOTE: AMSL HEIGHT NOTED HEREON IS MEASURED RELATIVE TO NAVD88
AGL HEIGHT NOTED HEREON IS RELATIVE TO GROUND SURFACE

LEGEND

AGL	ABOVE GROUND LEVEL
AMSL	ABOVE MEAN SEA LEVEL
P#	COORDINATE POINT NUMBER
	EXISTING PROPERTY LINE
	PROPOSED BUILDINGS
34'	PROPOSED SITE LIGHT (HT=71')

N

40' 0' 20' 40' 80'

SCALE: 1" = 40'

SNUG HARBOR
NEWPORT BEACH, CA

PROPOSED BUILDINGS & SITE LIGHTS - HEIGHTS EXHIBIT

3/31/25

FEI # 4264-001

FUSCOE ENGINEERING
15535 Sand Canyon Ave 949.474.1960
Suite 100
Irvine, California 92618 fuscoe.com

Attachment No. 11

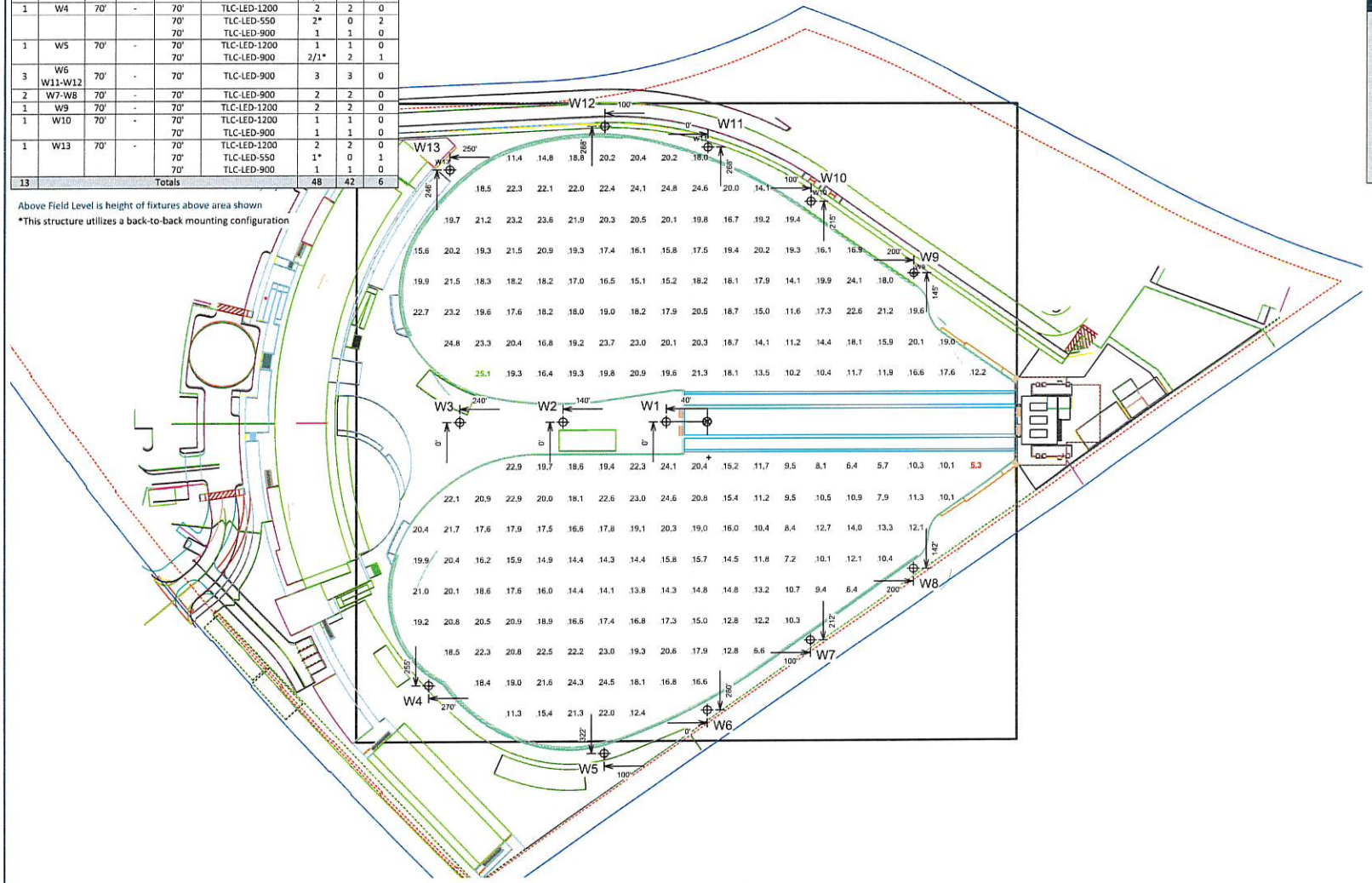
Lighting Study

Equipment List For Areas Shown

Structure				Fixtures				
QTY	STRUCTURE ID	SIZE	GRADE ELEVATION	ABOVE FIELD LEVEL	FIXTURE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
1	W1	70'	-	70'	TLC-LED-1200	1/1*	2	0
				70'	TLC-LED-900	2/2*	4	0
1	W2	70'	-	70'	TLC-LED-900	3/3*	6	0
1	W3	70'	-	70'	TLC-LED-1200	1/1*	2	0
				70'	TLC-LED-550	1/1*	0	2
				70'	TLC-LED-900	1/1*	2	0
1	W4	70'	-	70'	TLC-LED-1200	2	2	0
				70'	TLC-LED-550	2*	0	2
				70'	TLC-LED-900	1	1	0
1	W5	70'	-	70'	TLC-LED-1200	1	1	0
				70'	TLC-LED-900	2/1*	2	1
3	W6 W11-W12	70'	-	70'	TLC-LED-900	3	3	0
2	W7-W8	70'	-	70'	TLC-LED-900	2	2	0
1	W9	70'	-	70'	TLC-LED-1200	2	2	0
1	W10	70'	-	70'	TLC-LED-1200	1	1	0
				70'	TLC-LED-900	1	1	0
1	W13	70'	-	70'	TLC-LED-1200	2	2	0
				70'	TLC-LED-550	1*	0	1
				70'	TLC-LED-900	1	1	0
13	Totals					48	42	6

Above Field Level is height of fixtures above area shown

*This structure utilizes a back-to-back mounting configuration



SCALE IN FEET 1 : 100

0' 100' 200'

Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊠

ENGINEERED DESIGN By: D.Lohman • File #238925E • 09-May-25

Newport Beach Surf Club

Newport Beach, CA

Grid Summary

Name:	Surf Pool
Size:	640' x 620'
Spacing:	30.0' x 30.0'
Height:	3.0' above grade

Illumination Summary

MAINTAINED HORIZONTAL FOOTCANDLES

	Entire Grid
Scan Average:	17.36
Maximum:	25
Minimum:	5
Avg/Min:	3.25
Max/Min:	4.71
UG (adjacent pts):	1.95
CU:	0.80
No. of Points:	229
FIXTURE INFORMATION	
Applied Circuits:	A,B
No. of Fixtures:	42
Total Load:	40.44 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the **"Musco Control System Summary"** for electrical sizing.

Installation Requirements: Results assume ± 3% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

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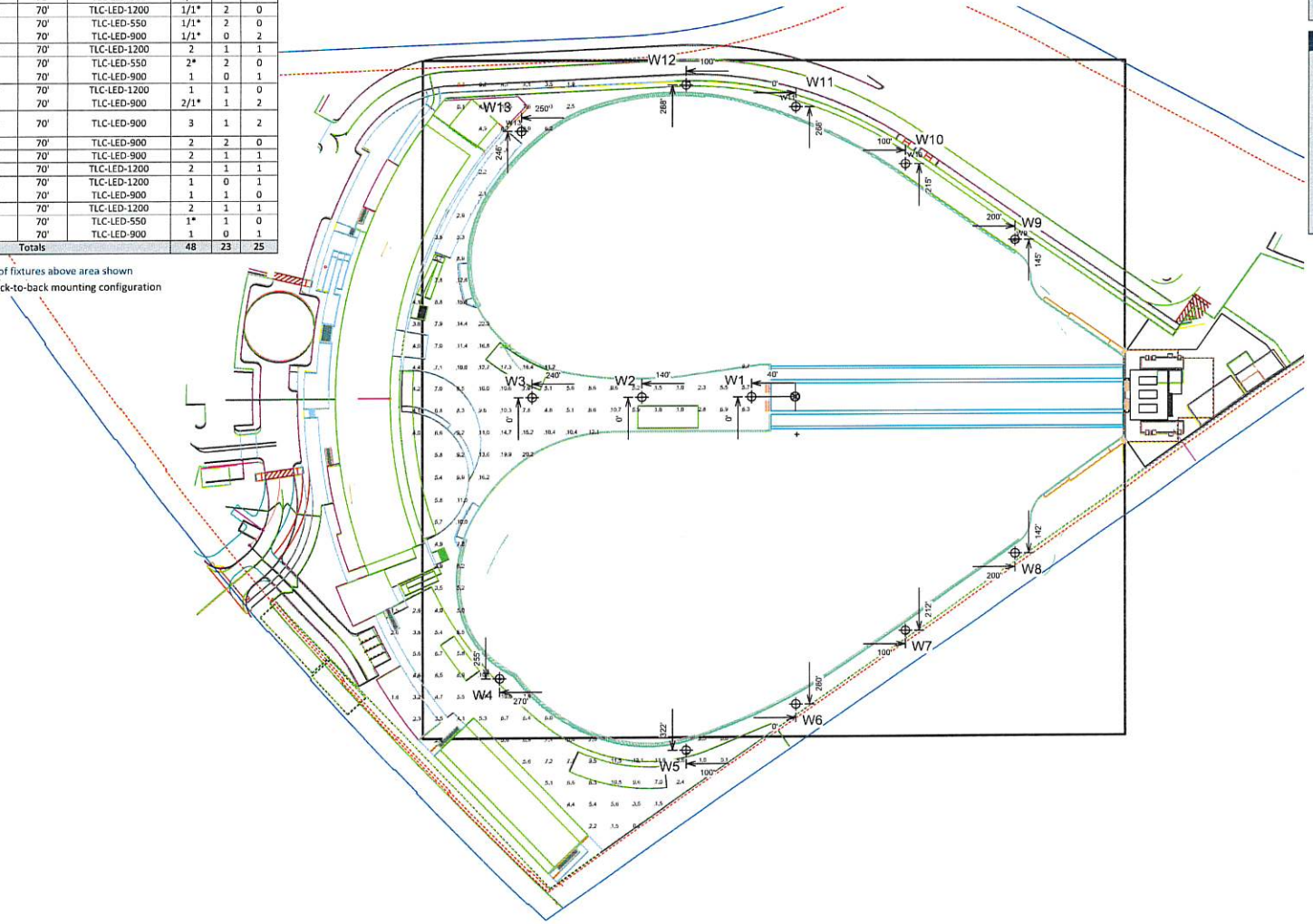
ILLUMINATION SUMMARY

Equipment List For Areas Shown

Structure				Fixtures				
QTY	STRUCTURE ID	SIZE	GRADE ELEVATION	ABOVE FIELD LEVEL	FIXTURE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
1	W1	70'	-	70'	TLC-LED-1200	1/1*	0	2
				70'	TLC-LED-900	2/2*	2	2
1	W2	70'	-	70'	TLC-LED-900	3/3*	2	4
1	W3	70'	-	70'	TLC-LED-1200	1/1*	2	0
				70'	TLC-LED-550	1/1*	2	0
				70'	TLC-LED-900	1/1*	0	2
1	W4	70'	-	70'	TLC-LED-1200	2	1	1
				70'	TLC-LED-550	2*	2	0
				70'	TLC-LED-900	1	0	1
1	W5	70'	-	70'	TLC-LED-1200	1	1	0
				70'	TLC-LED-900	2/1*	1	2
3	W6 W11-W12	70'	-	70'	TLC-LED-900	3	1	2
1	W7	70'	-	70'	TLC-LED-900	2	2	0
1	W8	70'	-	70'	TLC-LED-900	2	1	1
1	W9	70'	-	70'	TLC-LED-1200	2	1	1
1	W10	70'	-	70'	TLC-LED-1200	1	0	1
				70'	TLC-LED-900	1	1	0
1	W13	70'	-	70'	TLC-LED-1200	2	1	1
				70'	TLC-LED-550	1*	1	0
				70'	TLC-LED-900	1	0	1
13				Totals		48	23	25

Above Field Level is height of fixtures above area shown

*This structure utilizes a back-to-back mounting configuration



Newport Beach Surf Club

Newport Beach, CA

Grid Summary

Name:	Egress
Size:	640' x 620'
Spacing:	20.0' x 20.0'
Height:	3.0' above grade

Illumination Summary

MAINTAINED HORIZONTAL FOOTCANDLES

	Entire Grid
Scan Average:	6.83
Maximum:	24
Minimum:	0
Avg/Min:	5291.20
Max/Min:	18678.96
UG (adjacent pts):	290.32
CU:	0.20
No. of Points:	167
FIXTURE INFORMATION	
Applied Circuits:	B,C
No. of Fixtures:	23
Total Load:	20.05 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the **"Musco Control System Summary"** for electrical sizing.

Installation Requirements: Results assume ± 3% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

SCALE IN FEET 1 : 100

0' 100' 200'

Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊠

ENGINEERED DESIGN By: D.Lohman • File #238925E • 09-May-25

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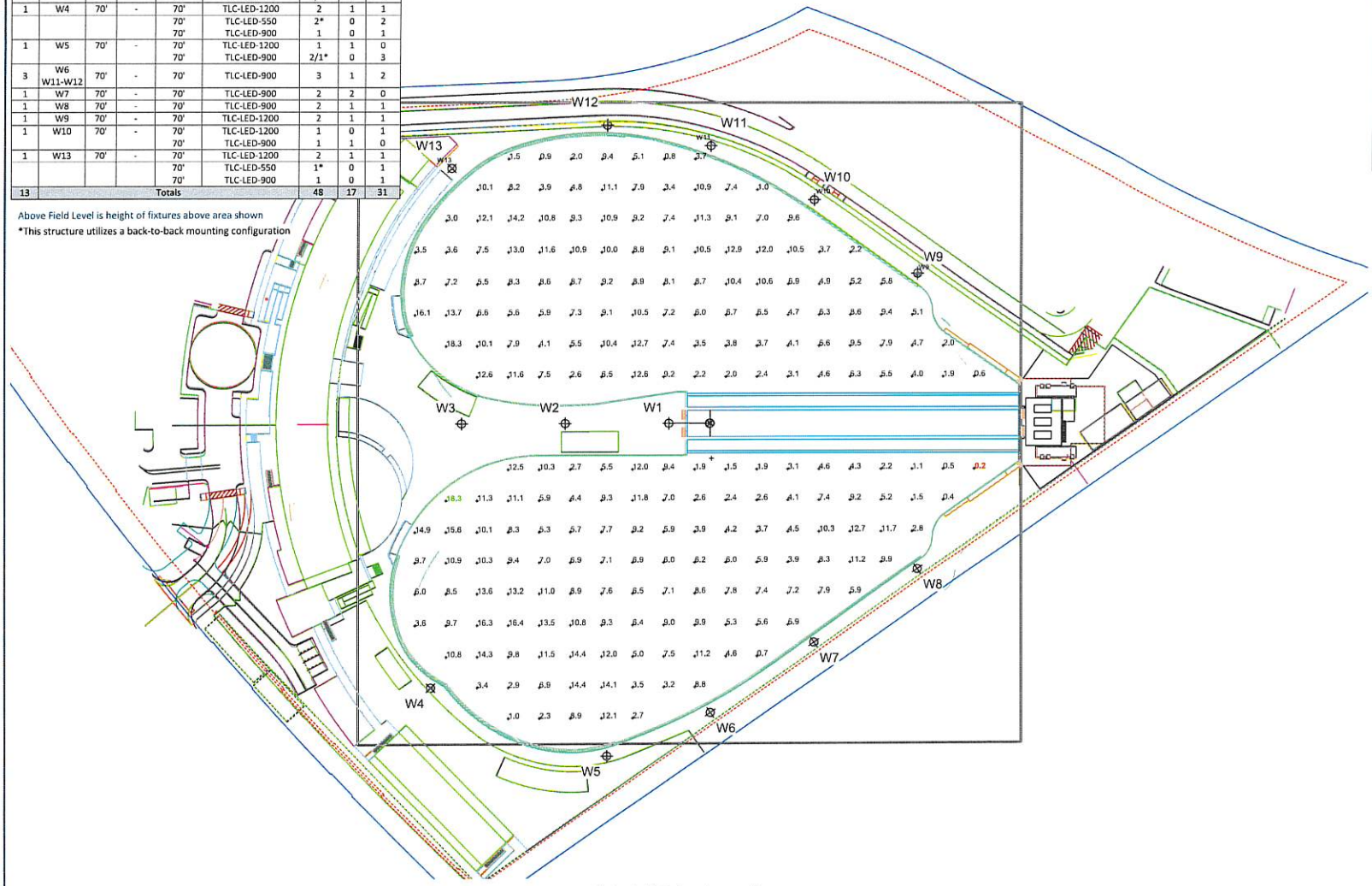
ILLUMINATION SUMMARY

Equipment List For Areas Shown

Structure				Fixtures				
QTY	STRUCTURE ID	SIZE	GRADE ELEVATION	ABOVE FIELD LEVEL	FIXTURE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
1	W1	70'	-	70'	TLC-LED-1200	1/1*	0	2
				70'	TLC-LED-900	2/2*	2	2
1	W2	70'	-	70'	TLC-LED-900	3/3*	2	4
1	W3	70'	-	70'	TLC-LED-1200	1/1*	2	0
				70'	TLC-LED-550	1/1*	0	2
				70'	TLC-LED-900	1/1*	0	2
1	W4	70'	-	70'	TLC-LED-1200	2	1	1
				70'	TLC-LED-550	2*	0	2
				70'	TLC-LED-900	1	0	1
1	W5	70'	-	70'	TLC-LED-1200	1	1	0
				70'	TLC-LED-900	2/1*	0	3
3	W6 W11-W12	70'	-	70'	TLC-LED-900	3	1	2
1	W7	70'	-	70'	TLC-LED-900	2	2	0
1	W8	70'	-	70'	TLC-LED-900	2	1	1
1	W9	70'	-	70'	TLC-LED-1200	2	1	1
1	W10	70'	-	70'	TLC-LED-1200	1	0	1
				70'	TLC-LED-900	1	1	0
1	W13	70'	-	70'	TLC-LED-1200	2	1	1
				70'	TLC-LED-550	1*	0	1
				70'	TLC-LED-900	1	0	1
13	Totals					48	17	31

Above Field Level is height of fixtures above area shown

*This structure utilizes a back-to-back mounting configuration



SCALE IN FEET 1 : 100

0' 100' 200'

Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊠

ENGINEERED DESIGN By: D.Lohman • File #238925E • 09-May-25

Newport Beach Surf Club

Newport Beach, CA

Grid Summary

Name:	**Surf Pool Egress**
Spacing:	30.0' x 30.0'
Height:	3.0' above grade

Illumination Summary

MAINTAINED HORIZONTAL FOOTCANDLES

	Entire Grid
Scan Average:	**7.42**
Maximum:	18
Minimum:	0
Avg/Min:	39.71
Max/Min:	**98.07**
UG (adjacent pts):	7.68
CU:	0.81
No. of Points:	229
FIXTURE INFORMATION	
Applied Circuits:	B
No. of Fixtures:	**17**
Total Load:	16.70 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the **"Musco Control System Summary"** for electrical sizing.

Installation Requirements: Results assume ± 3% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

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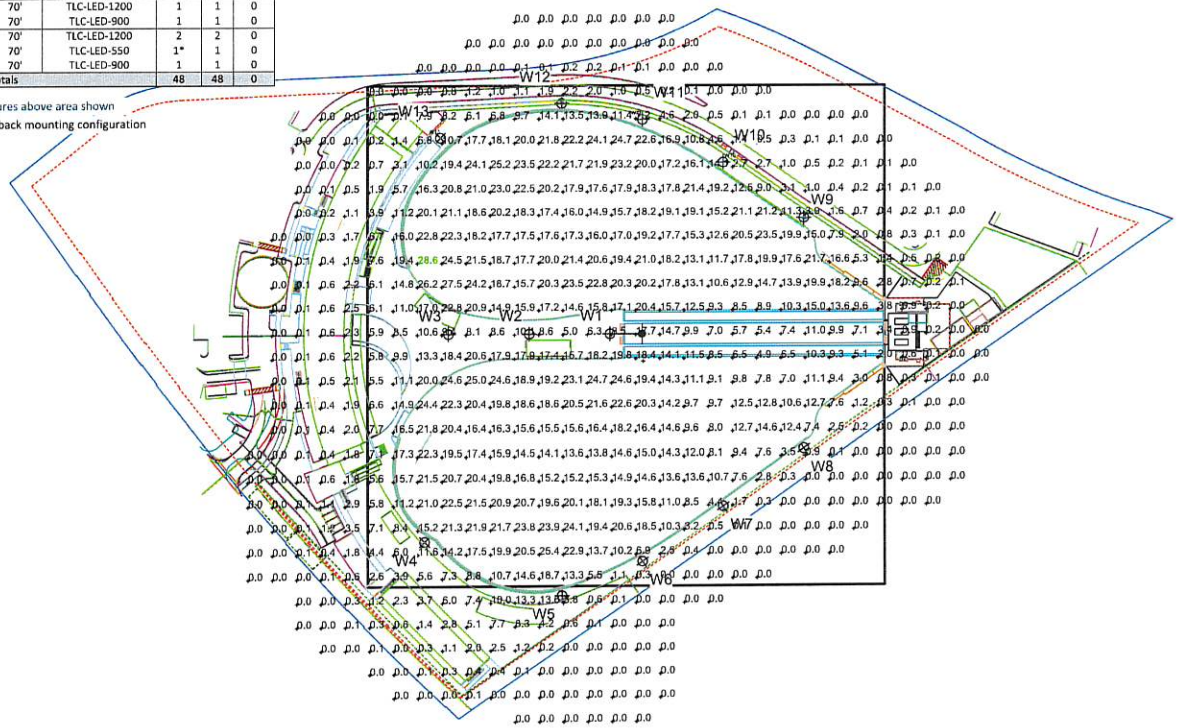
ILLUMINATION SUMMARY

Equipment List For Areas Shown

Structure				Fixtures			
QTY	STRUCTURE ID	SIZE	GRADE ELEVATION	ABOVE FIELD LEVEL	FIXTURE TYPE	QTY/POLE	THIS GRID	OTHER GRIDS
1	W1	70'	-	70'	TLC-LED-1200	1/1*	2	0
				70'	TLC-LED-900	2/2*	4	0
1	W2	70'	-	70'	TLC-LED-900	3/3*	6	0
1	W3	70'	-	70'	TLC-LED-1200	1/1*	2	0
				70'	TLC-LED-550	1/1*	2	0
				70'	TLC-LED-900	1/1*	2	0
1	W4	70'	-	70'	TLC-LED-1200	2	2	0
				70'	TLC-LED-550	2*	2	0
				70'	TLC-LED-900	1	1	0
1	W5	70'	-	70'	TLC-LED-1200	1	1	0
				70'	TLC-LED-900	2/1*	3	0
3	W6 W11-W12	70'	-	70'	TLC-LED-900	3	3	0
2	W7-W8	70'	-	70'	TLC-LED-900	2	2	0
1	W9	70'	-	70'	TLC-LED-1200	2	2	0
1	W10	70'	-	70'	TLC-LED-1200	1	1	0
				70'	TLC-LED-900	1	1	0
1	W13	70'	-	70'	TLC-LED-1200	2	2	0
				70'	TLC-LED-550	1*	1	0
				70'	TLC-LED-900	1	1	0
13				Totals		48	48	0

Above Field Level is height of fixtures above area shown

*This structure utilizes a back-to-back mounting configuration



SCALE IN FEET 1 : 150

0' 150' 300'

Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊠

ENGINEERED DESIGN By: D.Lohman • File #238925E • 09-May-25

Newport Beach Surf Club

Newport Beach, CA

Grid Summary

Name:	Spill to 0.0 Horizontal
Spacing:	30.0' x 30.0'
Height:	3.0' above grade

Illumination Summary

MAINTAINED HORIZONTAL FOOTCANDLES

	Entire Grid
Scan Average:	7.90
Maximum:	29
Minimum:	0
Avg/Min:	-
Max/Min:	-
UG (adjacent pts):	420.09
CU:	1.00
No. of Points:	682
FIXTURE INFORMATION	
Applied Circuits:	A,B,C
No. of Fixtures:	48
Total Load:	43.79 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document.

Field Measurements: Individual field measurements may vary from computer-calculated predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the **"Musco Control System Summary"** for electrical sizing.

Installation Requirements: Results assume ± 3% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

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ILLUMINATION SUMMARY

Newport Beach Surf Club

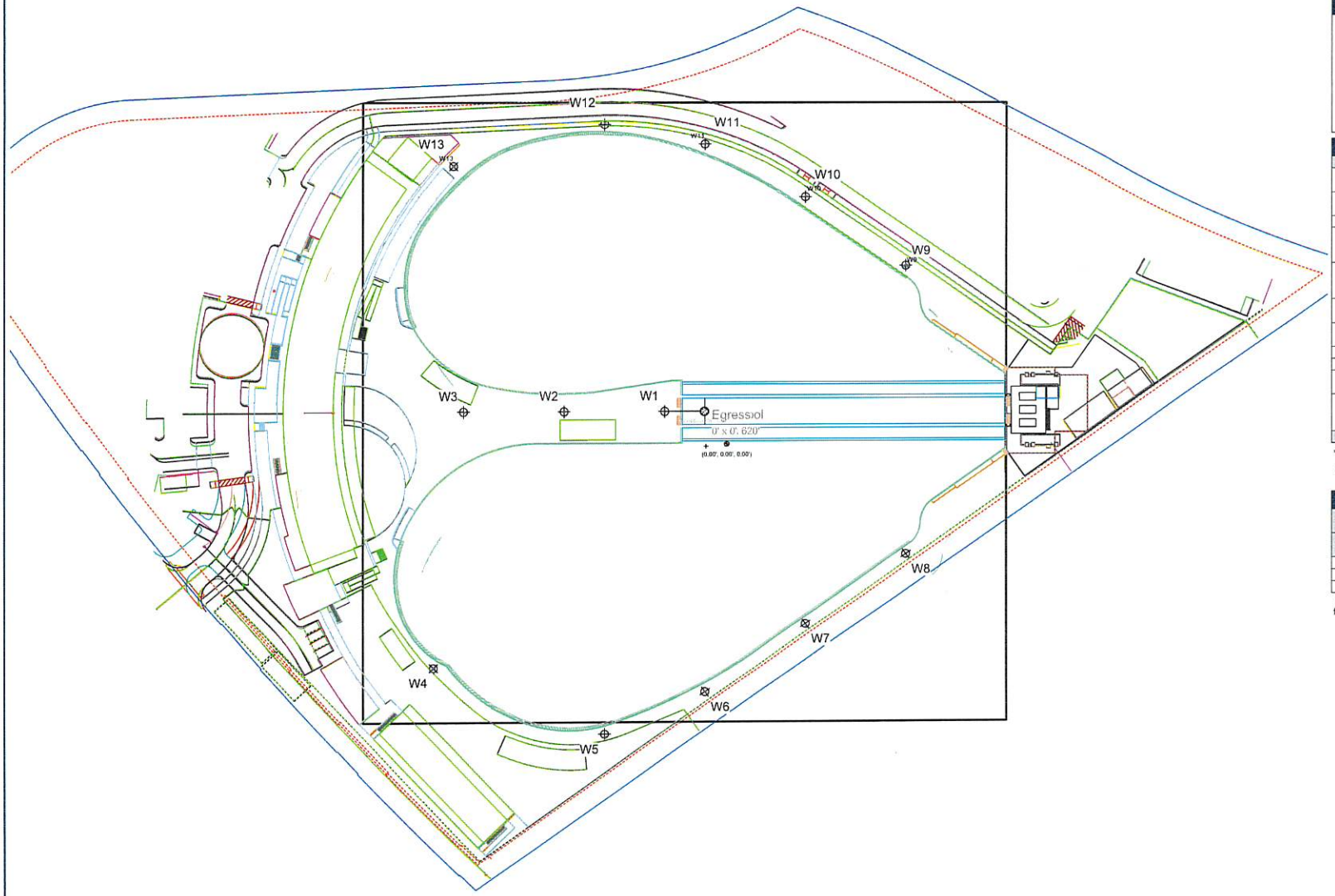
Newport Beach, CA

Equipment Layout

INCLUDES:
· Egress
· Surf Pool

Electrical System Requirements: Refer to Amperage Draw Chart and/or the **"Musco Control System Summary"** for electrical sizing.

Installation Requirements: Results assume ± 3% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.



Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊠

SCALE IN FEET 1 : 100

0' 100' 200'

ENGINEERED DESIGN By: D.Lohman • File #238925E • 09-May-25

Equipment List For Areas Shown

Structure				Fixtures		
QTY	STRUCTURE ID	SIZE	GLOBAL ELEVATION	ABOVE GLOBAL LEVEL	FIXTURE TYPE	QTY/POLE
1	W1	70'	-	70'	TLC-LED-1200	1/1*
				70'	TLC-LED-900	2/2*
1	W2	70'	-	70'	TLC-LED-900	3/3*
1	W3	70'	-	70'	TLC-LED-1200	1/1*
				70'	TLC-LED-550	1/1*
				70'	TLC-LED-900	1/1*
1	W4	70'	-	70'	TLC-LED-1200	2
				70'	TLC-LED-550	2*
				70'	TLC-LED-900	1
1	W5	70'	-	70'	TLC-LED-1200	1
				70'	TLC-LED-900	2/1*
3	W6 W11-W12	70'	-	70'	TLC-LED-900	3
2	W7-W8	70'	-	70'	TLC-LED-900	2
1	W9	70'	-	70'	TLC-LED-1200	2
1	W10	70'	-	70'	TLC-LED-1200	1
				70'	TLC-LED-900	1
1	W13	70'	-	70'	TLC-LED-1200	2
				70'	TLC-LED-550	1*
				70'	TLC-LED-900	1
13	Totals					48

*This structure utilizes a back-to-back mounting configuration

Above Global Level is height of fixtures above design (0,0,0)

Single Fixture Amperage Draw Chart

Driver Specifications (.90 min power factor)	Line Amperage Per Fixture (max draw)						
Single Phase Voltage	208 (60)	220 (60)	240 (60)	277 (60)	347 (60)	380 (60)	480 (60)
TLC-LED-1200	6.9	6.5	6.0	5.2	4.2	3.8	3.0
TLC-LED-900	5.2	4.9	4.5	3.9	3.1	2.9	2.3
TLC-LED-550	3.2	3.0	2.8	2.4	1.9	1.8	1.4

*Amp draw based on 100% fixture output, consult design specific datasheet for adjusted amperage draw chart

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Attachment No. 12

Architectural and Landscape Plans

SNUG HARBOR

NEWPORT BEACH

SITE DEVELOPMENT REVIEW

SNUG HARBOR
NEWPORT BEACH, CA 92660
SITE DEVELOPMENT REVIEW

BACK BAY BARRELS, LLC
3427 BIRCH STREET, SUITE 521
NEWPORT BEACH, CA 92660
PHONE: 949.300.9852

MVE + PARTNERS
1920 MAIN STREET, SUITE 600
IRVINE, CA 92614
PHONE: 949.809.3388

A0.0
COVER

MARCH 4TH 2025

PROJECT SUMMARY

SITE ADDRESS

3100 IRVINE AVE, NEWPORT BEACH, CA 92660

CONTACT

APPLICANT

BACK BAY BARRELS, LLC
3457 BIRCH STREET, SUITE 621
NEWPORT BEACH, CA 92660
CONTACT: STEVE COYNE
PHONE: 949.300.9692

ARCHITECT

MVE + PARTNERS
1100 MAIN STREET, SUITE 600
IRVINE, CA 92614
CONTACT: PETER BERGER
PHONE: 949.559.3388

CIVIL

FUSCOE ENGINEERING, INC.
16533 SAND CANYON AVE
IRVINE, CA 92618
CONTACT: BRODI ATTARD
PHONE: 949.474.1900

LANDSCAPE

CONCEPTUAL DESIGN + PLANNING COMPANY
1475 SCENIC AVENUE, SUITE 200
COSTA MESA, CA 92626
CONTACT: JENNIFER FREDERICK
PHONE: 949.395.9970

PROJECT DESCRIPTION

Proposed outdoor commercial recreation project consists of two main buildings. The site consist of 15,336 acres.

- Clubhouse: 3-story, type VA, with one level below grade, fully sprinklered.
- Athlete accommodations: 3-story, type VA, fully sprinklered.

ZONE

ADDRESS:	3100 IRVINE AVE, NEWPORT BEACH, CA 92660
APN:	115 200 44
ZONE:	SP-7 (OSR)
DESIGNATION:	Land Use Designations. The following land use designations are established for the Santa Ana Heights specific plan area: Open Space and Recreation District, SP-7 (OSR). Land use and development standards for Santa Ana Heights shall be in accordance with ESSM 2L34-1, Land Use Map—Specific Plan District No. 7, and the provisions of this section. Principal Uses Allowed. The following principal uses are permitted: Outdoor commercial recreation.

LOT INFORMATION

REQUIRED:	Building Site Area. One acre minimum
LOT AREA:	15.394 ACRES

HEIGHT

HEIGHT PROPOSED:	60' - 5" (CLUBHOUSE - MEASURED FROM ESTABLISHMENT OF GRADE) 40' - 7" (ATHLETE ACCOMMODATIONS - MEASURED FROM ESTABLISHMENT OF GRADE)

SETBACKS

REQUIRED:	Building Setbacks. Twenty (20) feet minimum from all property lines.
PROPOSED:	Building setbacks are larger than 20 feet all around the property. See setback and dimensions on Site Plan. Setback measured to the face of finish

NOTE:

1. THE APPLICANT PREVIEWED THE PROJECT WITH THE ORANGE COUNTY HEALTH DEPARTMENT ON JULY 23, 2024 AT AN IN PERSON MEETING. PRELIMINARY APPROVAL WAS WITH RECEIVED. FINAL APPROVAL WILL BE OBTAINED DURING PERMIT PROCESS.

2. ALL SIGNS COMPLY WITH CHAPTER 20.42 OF THE ZONING CODE OR AN APPROVED SIGN PROGRAM AND REQUIRE SEPARATE REVIEW AND PERMITS.

BUILDING AREA

GENERAL PLAN SQUARE FOOTAGE - CLUBHOUSE

LEVEL	PROGRAM	AREA
LEVEL B1	CORRIDOR	2,916 SF
LEVEL B1	MEP	479 SF
LEVEL B1	STAFF	1,310 SF
		4,695 SF
LEVEL 1	CORRIDOR	206 SF
LEVEL 1	DRYING ROOM	288 SF
LEVEL 1	KITCHEN	1,721 SF
LEVEL 1	MAIN ELECTRICAL	395 SF
LEVEL 1	MEMBERS LOBBY	985 SF
LEVEL 1	MEP	667 SF
LEVEL 1	PREP ROOM	183 SF
LEVEL 1	REST.	1,470 SF
LEVEL 1	RESTAURANT / BAR	6,340 SF
LEVEL 1	RESTROOMS / CHANGING ROOMS	1,387 SF
LEVEL 1	STORAGE	245 SF
LEVEL 1	SURF ACADEMY	2,760 SF
LEVEL 1	SURF SHOP	2,789 SF
LEVEL 1	WASH ROOM	286 SF
		19,122 SF
LEVEL 2	CORRIDOR	90 SF
LEVEL 2	FITNESS	3,240 SF
LEVEL 2	MEMBER LOCKERS / SPA	2,490 SF
LEVEL 2	MEP	583 SF
LEVEL 2	REST.	1,162 SF
LEVEL 2	STORAGE	295 SF
LEVEL 2	STORAGE / BOH	436 SF
LEVEL 2	TYKE POINT LOUNGE	8,846 SF
LEVEL 2	YOGA	1,780 SF
		18,922 SF
LEVEL 3	CORRIDOR	90 SF
LEVEL 3	MEP	404 SF
LEVEL 3	RECORDING STUDIO	2,188 SF
LEVEL 3	REST.	261 SF
LEVEL 3	SERVICE	427 SF
LEVEL 3	STORAGE	184 SF
LEVEL 3	VIP	6,143 SF
		9,697 SF
		50,341 SF

GENERAL PLAN SQUARE FOOTAGE - A. A.

LEVEL	PROGRAM	AREA
ATHLETE ACCOMMODATIONS LEVEL 1	19 UNITS	4,716 SF
		4,716 SF
ATHLETE ACCOMMODATIONS LEVEL 2	19 UNITS	4,716 SF
		4,716 SF
		9,432 SF

TOTAL GENERAL PLAN SQUARE FOOTAGE: 59,773 SF

EXCLUDED AREA FROM GENERAL PLAN S.F. - CLUBHOUSE

LEVEL	PROGRAM	AREA
LEVEL B1	STORAGE 1, GOLF CART STORAGE	3,573 SF
LEVEL B1	STORAGE 2, FACILITY STORAGE	5,472 SF
LEVEL B1	STORAGE 3, SURF BOARD STORAGE	6,226 SF
		15,971 SF
LEVEL 1	BOARD STORAGE	568 SF
LEVEL 1	REST.	1,618 SF
		2,186 SF
		18,157 SF

EXCLUDED AREA FROM GENERAL PLAN S.F.

LEVEL	PROGRAM	AREA
ATHLETE ACCOMMODATIONS LEVEL 1	REST.	738 SF
ATHLETE ACCOMMODATIONS LEVEL 1	STORAGE	886 SF
		1,624 SF
		1,624 SF

TOTAL EXCLUDED AREA FROM GENERAL PLAN SQUARE FOOTAGE: 19,781 SF

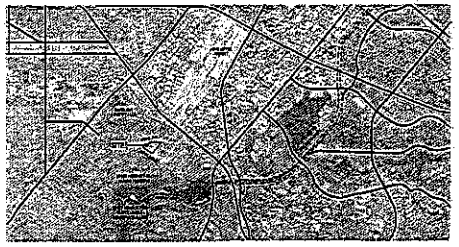
TOTAL GROSS SQUARE FOOTAGE: 79,554 SF

NOTE:

PER CITY OF NEWPORT BEACH MUNICIPAL CODE, TITLE 20 PLANNING AND ZONING, CHAPTER 20.70 DEFINITIONS, 20.70.020 DEFINITIONS OF SPECIALIZED TERMS AND PHRASES, FLOOR AREA, GROSS:

2. MULTI-UNIT RESIDENTIAL (THREE-PLUS DWELLINGS), MIXED-USE, AND NONRESIDENTIAL STRUCTURES
A. FOR MULTI-UNIT RESIDENTIAL, MIXED-USE, AND NONRESIDENTIAL STRUCTURES, THE FOLLOWING AREAS SHALL BE INCLUDED IN CALCULATIONS OF GROSS FLOOR AREA:
1. THE AREA WITHIN AND INCLUDING THE SURROUNDING EXTERIOR WALLS; AND
2. ANY INTERIOR PORTION OF A STRUCTURE THAT IS ACCESSIBLE AND THAT MEASURES MORE THAN SEVEN FEET FROM FLOOR TO CEILING.
B. THE FOLLOWING AREAS SHALL BE EXCLUDED:
1. STAIRWELLS AND ELEVATOR SHAFTS ABOVE THE FIRST LEVEL;
2. OUTDOOR DINING AREAS ASSOCIATED WITH AN EATING AND DRINKING ESTABLISHMENT; AND
3. PARKING STRUCTURES ASSOCIATED WITH AN ALLOWED USE WITHIN THE SAME DEVELOPMENT.

VICINITY MAP



PARKING SUMMARY

REQUIRED: As required by city approved parking demand study

PROPOSED: 351 Parking Stalls

PARKING SCHEDULE

LOCATION	TYPE	WIDTH	LENGTH	COUNT
NORTH	ADA	9' - 0"	18' - 0"	5
NORTH	ADA AMBULATORY EV	10' - 0"	18' - 0"	1
NORTH	ADA EV	9' - 0"	18' - 0"	1
NORTH	ADA VAN	12' - 0"	18' - 0"	1
NORTH	ADA VAN EV	12' - 0"	18' - 0"	1
NORTH	EV	8' - 6"	17' - 0"	35
NORTH	EVSE	8' - 6"	17' - 0"	9
NORTH	STANDARD	8' - 6"	17' - 0"	116
				171
SOUTH	ADA	9' - 0"	18' - 0"	5
SOUTH	ADA AMBULATORY EV	10' - 0"	18' - 0"	1
SOUTH	ADA EV	9' - 0"	18' - 0"	1
SOUTH	ADA VAN	12' - 0"	18' - 0"	1
SOUTH	ADA VAN EV	12' - 0"	18' - 0"	1
SOUTH	EV	8' - 6"	17' - 0"	35
SOUTH	EVSE	8' - 6"	17' - 0"	9
SOUTH	STANDARD	8' - 6"	17' - 0"	127
				180
				351

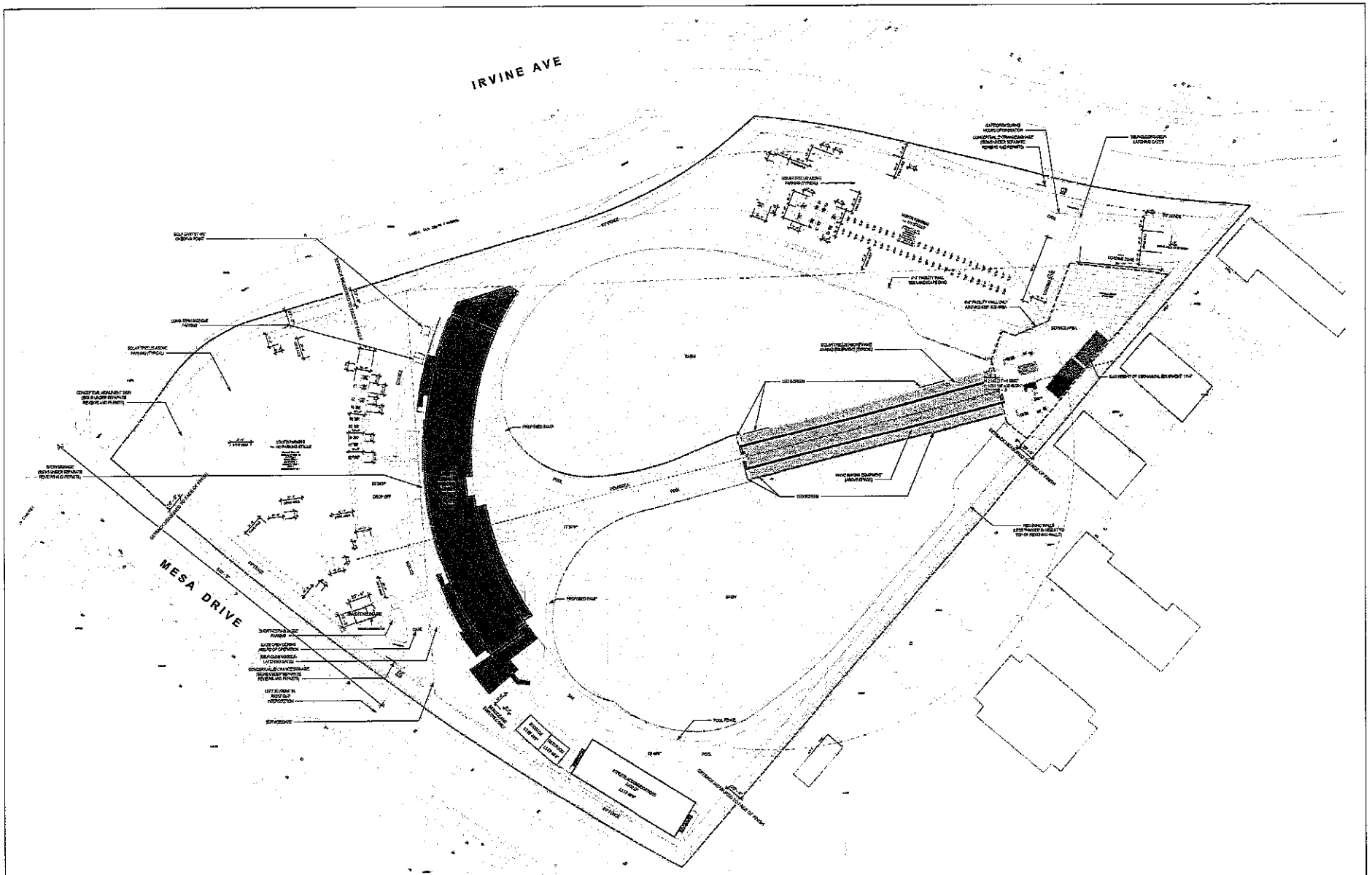
NOTE:

1. EV CAPABLE, EVSE AND EV ACCESSIBLE PARKING WILL COMPLY WITH TABLE 5.106.5.3.1 OF CAL GREEN AND TABLE 11B-228.3.2.1 OF CBC.

2. THE LOCATION OF DIFFERENT PARKING STALLS WILL BE DESIGNATED DURING PLAN CHECK.

3. THE DIMENSIONS OF PARKING STALLS AND DRIVE AISLES WILL COMPLY WITH NEWPORT BEACH CITY STANDARDS.

SHEET INDEX



SNUG HARBOR
NEWPORT BEACH, CA 92660

SITE DEVELOPMENT REVIEW

BACK BAY BARRELS, LLC
3857 BIRCH STREET, SUITE 521
NEWPORT BEACH, CA 92660
PHONE: 949.300.9882

MVE + PARTNERS
1900 MAIN STREET, SUITE #90
IRVINE, CA 92614
PHONE: 949.809.3388

0' 20' 40' 80' 160'

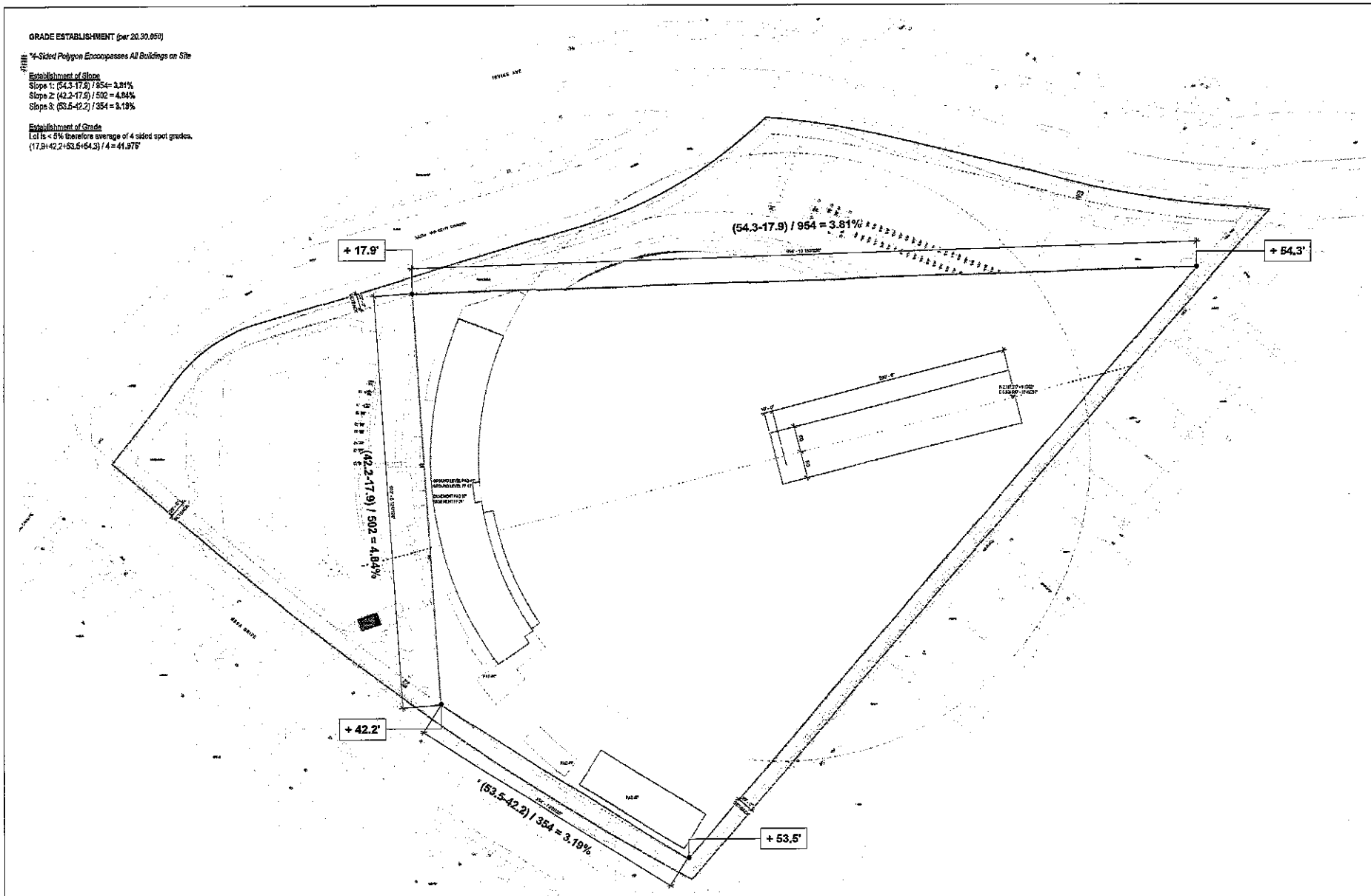
A0.2
SITE PLAN
1" = 40'-0"
MARCH 4TH 2025

GRADE ESTABLISHMENT *(per 20.30.050)*

**4-Sided Polygon Encompasses All Buildings on Site*

Establishment of Slope
Slope 1: (54.3-17.9) / 954= 3.81%
Slope 2: (42.2-17.9) / 502 = 4.84%
Slope 3: (53.5-42.2) / 354 = 3.19%

Establishment of Grade
Lot is < 5% therefore average of 4 sided spot grades.
(17.9+42.2+53.5+54.3) / 4 = 41.975'



SNUG HARBOR
NEWPORT BEACH, CA 92660
SITE DEVELOPMENT REVIEW

BACK BAY BARRELS, LLC
3401 BIRCH STREET, SUITE 521
NEWPORT BEACH, CA 92660
PHONE: 949.300.9692

MVE + PARTNERS
1900 MAIN STREET, SUITE 600
IRVINE, CA 92614
PHONE: 949.809.3396

0' 20' 40' 80' 160'

A0.3
GRADE ESTABLISHMENT
1" = 40'-0"
MARCH 4TH 2025

1

2

3

8

4

7

6

5

SNUG HARBOR
NEWPORT BEACH, CA 92660

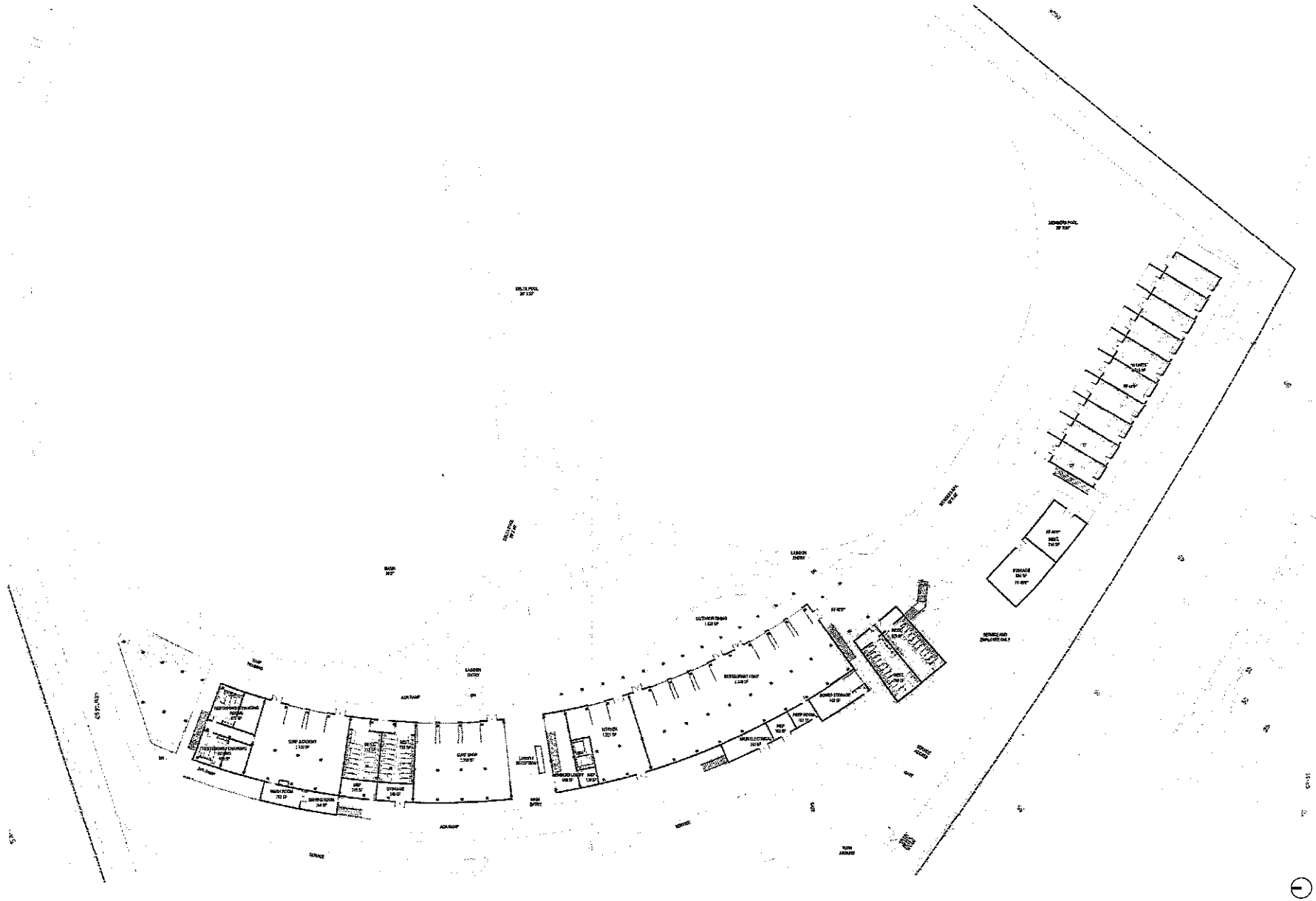
SITE DEVELOPMENT REVIEW

BACK BAY BARRELS, LLC
3657 BIRCH STREET, SUITE 521
NEWPORT BEACH, CA 92660
PHONE 949.300.9632

MVE + PARTNERS
1600 MAIN STREET, SUITE 600
IRVINE, CA 92614
PHONE 949.609.3388

A0.4
SITE CONTEXT IMAGERY

MARCH 4TH 2025



SNUG HARBOR
NEWPORT BEACH, CA 92660

SITE DEVELOPMENT REVIEW

BACK BAY BARRELS, LLC
3857 BIRCH STREET, SUITE 521
NEWPORT BEACH, CA 92660
PHONE: 949.500.9552

HVE + PARTNERS
1600 MAIN STREET, SUITE 200
IRVINE, CA 92614
PHONE: 949.609.3366

A1.0
FLOOR PLAN - SHORELINE
1" = 20'-0"
MARCH 4TH 2025

GENERAL PLAN SQUARE FOOTAGE - CLUBHOUSE		
LEVEL	PROGRAM	AREA
LEVEL B1	CORRIDOR	2,916 SF
LEVEL B1	MEP	479 SF
LEVEL B1	STAFF	1,210 SF
		4,605 SF
LEVEL 1	CORRIDOR	200 SF
LEVEL 1	DRYING ROOM	268 SF
LEVEL 1	KITCHEN	1,721 SF
LEVEL 1	MAIN ELECTRICAL	365 SF
LEVEL 1	MEMBERS LOBBY	688 SF
LEVEL 1	MEP	557 SF
LEVEL 1	PREP ROOM	183 SF
LEVEL 1	REST.	1,470 SF
LEVEL 1	RESTAURANT / BAR	6,349 SF
LEVEL 1	RESTROOMS / CHANGING ROOMS	1,297 SF
LEVEL 1	STORAGE	245 SF
LEVEL 1	SURF ACADEMY	2,750 SF
LEVEL 1	SURF SHOP	2,759 SF
LEVEL 1	WASH ROOM	285 SF
		19,127 SF
LEVEL 2	CORRIDOR	90 SF
LEVEL 2	FITNESS	3,240 SF
LEVEL 2	MEMBER LOCKERS / SPA	2,480 SF
LEVEL 2	MEP	593 SF
LEVEL 2	REST.	1,162 SF
LEVEL 2	STORAGE	295 SF
LEVEL 2	STORAGE / BOH	436 SF
LEVEL 2	THE POINT LOUNGE	6,846 SF
LEVEL 2	YOGA	1,790 SF
		16,922 SF
LEVEL 3	CORRIDOR	80 SF
LEVEL 3	MEP	404 SF
LEVEL 3	RECORDING STUDIO	2,188 SF
LEVEL 3	REST.	261 SF
LEVEL 3	SERVICE	427 SF
LEVEL 3	STORAGE	184 SF
LEVEL 3	VIP	6,143 SF
		9,687 SF
		50,341 SF

GENERAL PLAN SQUARE FOOTAGE - A. A.		
LEVEL	PROGRAM	AREA
ATHLETE ACCOMMODATIONS LEVEL 1	10 UNITS	4,716 SF
		4,716 SF
ATHLETE ACCOMMODATIONS LEVEL 2	10 UNITS	4,716 SF
		4,716 SF
		9,432 SF

TOTAL GENERAL PLAN SQUARE FOOTAGE: 59,773 SF

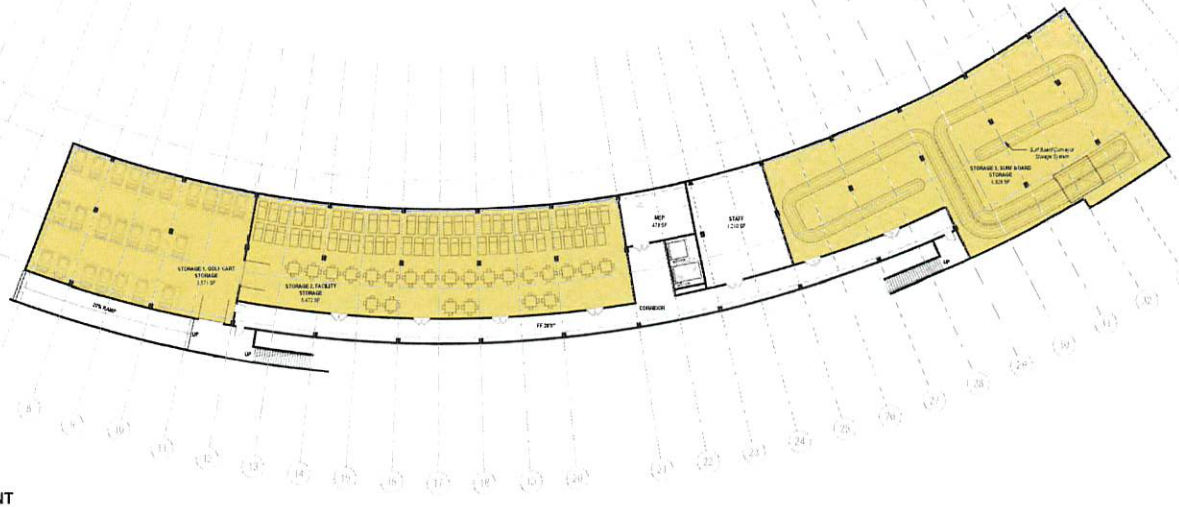
EXCLUDED AREA FROM GENERAL PLAN S.F. - CLUBHOUSE		
LEVEL	PROGRAM	AREA
LEVEL B1	STORAGE 1, GOLF CART STORAGE	3,571 SF
LEVEL B1	STORAGE 2, FACILITY STORAGE	5,472 SF
LEVEL B1	STORAGE 3, SURF BOARD STORAGE	6,928 SF
		15,971 SF
LEVEL 1	BOARD STORAGE	548 SF
LEVEL 1	REST.	1,618 SF
		2,166 SF
		18,137 SF

EXCLUDED AREA FROM GENERAL PLAN S.F.		
LEVEL	PROGRAM	AREA
ATHLETE ACCOMMODATIONS LEVEL 1	REST.	738 SF
ATHLETE ACCOMMODATIONS LEVEL 1	STORAGE	886 SF
		1,624 SF
		1,624 SF

TOTAL EXCLUDED AREA FROM GENERAL PLAN SQUARE FOOTAGE: 19,761 SF

TOTAL GROSS SQUARE FOOTAGE: 79,534 SF

LEVEL 1



LEVEL BASEMENT

** General Plan Table LU-1 Parks and Recreation - Private uses in this category may include incidental buildings, such as maintenance equipment sheds, supply storage, and restrooms, not included in determining intensity limits*

SNUG HARBOR
NEWPORT BEACH, CA 92660

SITE DEVELOPMENT REVIEW

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PHONE: 949.300.9632

MVE + PARTNERS
1900 MAIN STREET, SUITE 800
IRVINE, CA 92614
PHONE: 949.809.3388

A1.1
FLOOR PLAN - LEVEL B1 + LEVEL 1
1/16" = 1'-0"
MARCH 4TH 2025

GENERAL PLAN SQUARE FOOTAGE - CLUBHOUSE		
LEVEL	PROGRAM	AREA
LEVEL B1	CORRIDOR	2,916 SF
LEVEL B1	MEP	479 SF
LEVEL B1	STAFF	1,210 SF
		4,605 SF
LEVEL 1	CORRIDOR	200 SF
LEVEL 1	DRYING ROOM	268 SF
LEVEL 1	KITCHEN	1,721 SF
LEVEL 1	MAIN ELECTRICAL	365 SF
LEVEL 1	MEMBERS LOBBY	688 SF
LEVEL 1	MEP	957 SF
LEVEL 1	PREP ROOM	183 SF
LEVEL 1	REST.	1,470 SF
LEVEL 1	RESTAURANT / BAR	6,349 SF
LEVEL 1	RESTROOMS / CHANGING ROOMS	1,267 SF
LEVEL 1	STORAGE	245 SF
LEVEL 1	SURF ACADEMY	2,750 SF
LEVEL 1	SURF SHOP	2,759 SF
LEVEL 1	WASH ROOM	265 SF
		19,727 SF
LEVEL 2	CORRIDOR	80 SF
LEVEL 2	FITNESS	3,240 SF
LEVEL 2	MEMBER LOCKERS / SPA	2,480 SF
LEVEL 2	MEP	563 SF
LEVEL 2	REST.	1,162 SF
LEVEL 2	STORAGE	295 SF
LEVEL 2	STORAGE / BOH	436 SF
LEVEL 2	THE POINT LOUNGE	9,846 SF
LEVEL 2	YOGA	1,790 SF
		18,922 SF
LEVEL 3	CORRIDOR	80 SF
LEVEL 3	MEP	404 SF
LEVEL 3	RECORDING STUDIO	2,188 SF
LEVEL 3	REST.	261 SF
LEVEL 3	SERVICE	427 SF
LEVEL 3	STORAGE	184 SF
LEVEL 3	VIP	6,143 SF
		9,687 SF
		50,341 SF

GENERAL PLAN SQUARE FOOTAGE - A. A.		
LEVEL	PROGRAM	AREA
ATHLETE ACCOMMODATIONS LEVEL 1	10 UNITS	4,716 SF
		4,716 SF
ATHLETE ACCOMMODATIONS LEVEL 2	10 UNITS	4,716 SF
		4,716 SF
		9,432 SF

TOTAL GENERAL PLAN SQUARE FOOTAGE: 59,773 SF

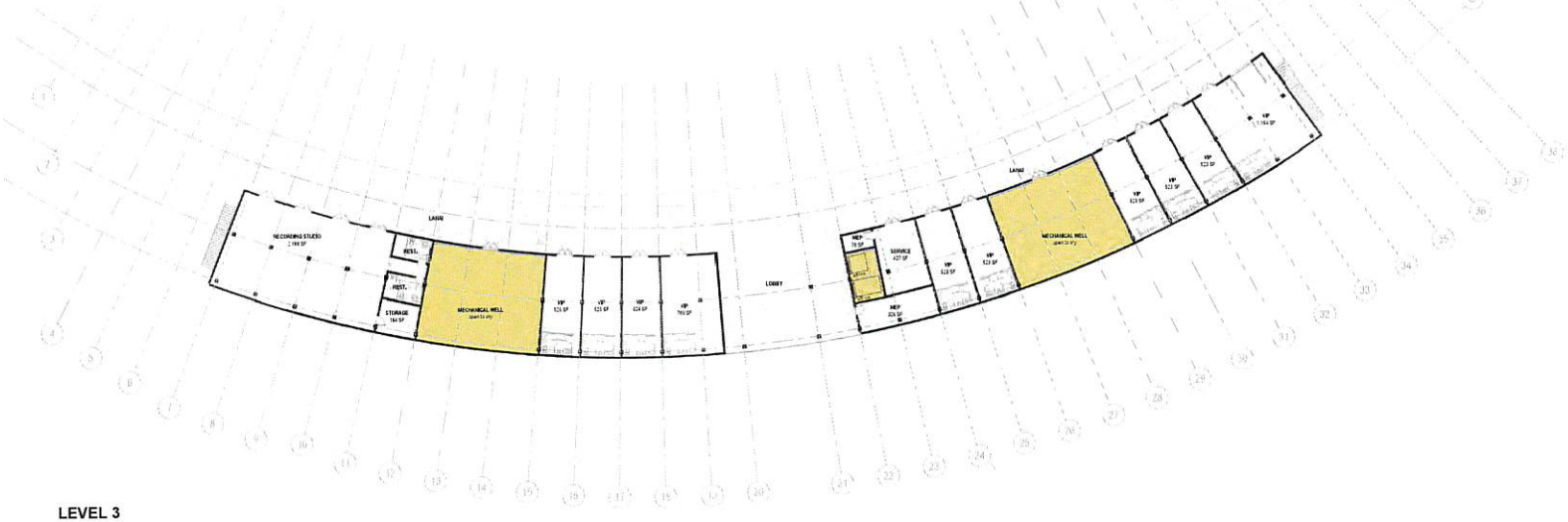
EXCLUDED AREA FROM GENERAL PLAN S.F. - CLUBHOUSE		
LEVEL	PROGRAM	AREA
LEVEL B1	STORAGE 1, GOLF CART STORAGE	3,571 SF
LEVEL B1	STORAGE 2, FACILITY STORAGE	5,472 SF
LEVEL B1	STORAGE 3, SURF BOARD STORAGE	6,928 SF
		15,971 SF
LEVEL 1	BOARD STORAGE	548 SF
LEVEL 1	REST.	1,618 SF
		2,166 SF
		18,137 SF

EXCLUDED AREA FROM GENERAL PLAN S.F.		
LEVEL	PROGRAM	AREA
ATHLETE ACCOMMODATIONS LEVEL 1	REST.	738 SF
ATHLETE ACCOMMODATIONS LEVEL 1	STORAGE	886 SF
		1,624 SF
		1,624 SF

TOTAL EXCLUDED AREA FROM GENERAL PLAN SQUARE FOOTAGE: 19,761 SF

TOTAL GROSS SQUARE FOOTAGE: 79,534 SF

LEVEL 2



LEVEL 3

** General Plan Table LU-1 Parks and Recreation - Private uses in this category may include accessory buildings, such as maintenance equipment sheds, supply storage, and restrooms, not included in determining intensity limits.*

SNUG HARBOR
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SITE DEVELOPMENT REVIEW

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MVE + PARTNERS
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IRVINE, CA 92614
PHONE: 949.809.3388

A1.2
FLOOR PLAN - LEVEL 2 + 3
1/16" = 1'-0"
MARCH 4TH 2025

GENERAL PLAN SQUARE FOOTAGE - CLUBHOUSE		
LEVEL	PROGRAM	AREA
LEVEL B1	CORRIDOR	2,916 SF
LEVEL B1	MEP	479 SF
LEVEL B1	STAFF	1,210 SF
		4,605 SF
LEVEL 1	CORRIDOR	200 SF
LEVEL 1	DRYING ROOM	268 SF
LEVEL 1	KITCHEN	1,721 SF
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LEVEL 1	SURF ACADEMY	2,750 SF
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LEVEL 1	WASH ROOM	286 SF
		19,127 SF
LEVEL 2	CORRIDOR	90 SF
LEVEL 2	FITNESS	3,240 SF
LEVEL 2	MEMBER LOCKERS / SPA	2,483 SF
LEVEL 2	MEP	583 SF
LEVEL 2	REST.	1,162 SF
LEVEL 2	STORAGE	295 SF
LEVEL 2	STORAGE / BOH	436 SF
LEVEL 2	THE POINT LOUNGE	6,846 SF
LEVEL 2	YOGA	1,750 SF
		16,922 SF
LEVEL 3	CORRIDOR	80 SF
LEVEL 3	MEP	404 SF
LEVEL 3	RECORDING STUDIO	2,188 SF
LEVEL 3	REST.	261 SF
LEVEL 3	SERVICE	427 SF
LEVEL 3	STORAGE	184 SF
LEVEL 3	VIP	6,143 SF
		9,687 SF
		50,341 SF

GENERAL PLAN SQUARE FOOTAGE - A. A.		
LEVEL	PROGRAM	AREA
ATHLETE ACCOMMODATIONS LEVEL 1	10 UNITS	4,716 SF
		4,716 SF
ATHLETE ACCOMMODATIONS LEVEL 2	10 UNITS	4,716 SF
		4,716 SF
		9,432 SF

TOTAL GENERAL PLAN SQUARE FOOTAGE: 59,773 SF

EXCLUDED AREA FROM GENERAL PLAN S.F. - CLUBHOUSE		
LEVEL	PROGRAM	AREA
LEVEL B1	STORAGE 1, GOLF CART STORAGE	3,571 SF
LEVEL B1	STORAGE 2, FACILITY STORAGE	5,472 SF
LEVEL B1	STORAGE 3, SURF BOARD STORAGE	6,928 SF
		15,971 SF
LEVEL 1	BOARD STORAGE	548 SF
LEVEL 1	REST.	1,618 SF
		2,166 SF
		18,137 SF

EXCLUDED AREA FROM GENERAL PLAN S.F.		
LEVEL	PROGRAM	AREA
ATHLETE ACCOMMODATIONS LEVEL 1	REST.	738 SF
ATHLETE ACCOMMODATIONS LEVEL 1	STORAGE	886 SF
		1,624 SF
		1,624 SF

TOTAL EXCLUDED AREA FROM GENERAL PLAN SQUARE FOOTAGE: 19,761 SF

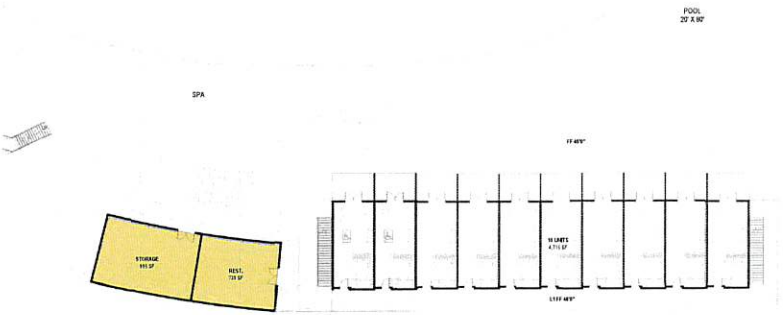
TOTAL GROSS SQUARE FOOTAGE: 79,534 SF

NOTE:

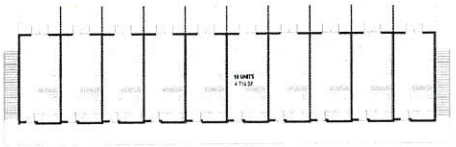
PER 11B-206.2.3, EXCEPTION 5, CBC, WITHIN MULTISTORY TRANSIENT LODGING GUEST ROOMS WITH MOBILITY FEATURES REQUIRED TO COMPLY WITH SECTION 11B-806.2, AN ACCESSIBLE ROUTE SHALL NOT BE REQUIRED TO CONNECT STORIES PROVIDED THAT SPACES COMPLYING WITH SECTION 11B-806.2 ARE ON AN ACCESSIBLE ROUTE AND SLEEPING ACCOMMODATIONS FOR TWO PERSONS MINIMUM ARE PROVIDED ON A STORY SERVED BY AN ACCESSIBLE ROUTE.

PER 11B-224.2, CBC, TWO GUEST ROOMS WITH MOBILITY FEATURES ARE REQUIRED. TWO GUEST ROOMS WITH MOBILITY FEATURES WILL BE PROVIDED AND LOCATED ON GROUND LEVEL. SEE HANDICAP ADA SYMBOL IN THE TWO GUEST ROOMS.

PER 11B-224.4, CBC, TWO GUEST ROOMS WITH COMMUNICATION FEATURES WILL BE LOCATED ON GROUND LEVEL. SEE HANDICAP ADA SYMBOL IN THE TWO GUEST ROOMS.



LEVEL 1



LEVEL 2

* *General Plan Table LU-1 Parks and Recreation - Private uses in this category may include incidental buildings, such as maintenance equipment sheds, supply storage, and restrooms, not included in determining intensity limits.*

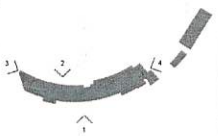
SNUG HARBOR
NEWPORT BEACH, CA 92660

SITE DEVELOPMENT REVIEW

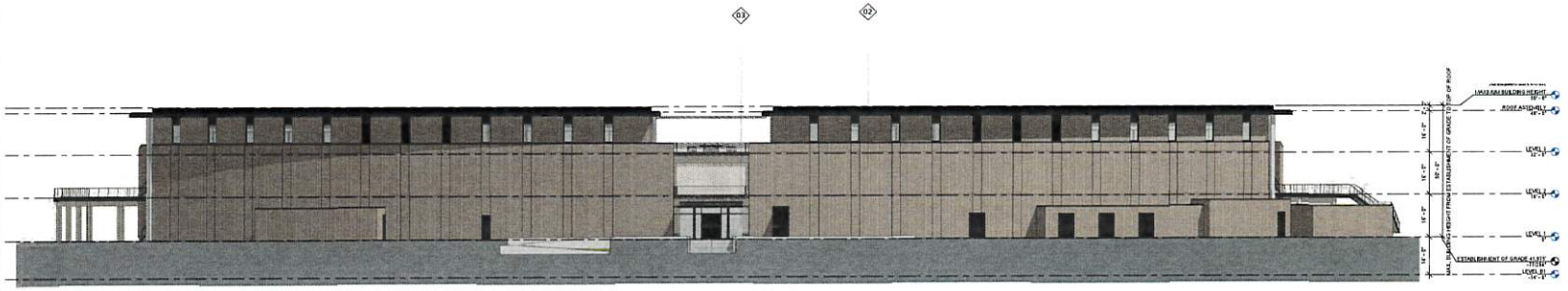
BACK BAY BARRELS, LLC
3657 BIRCH STREET, SUITE 521
NEWPORT BEACH, CA 92660
PHONE: 949.300.9632

MVE + PARTNERS
1900 MAIN STREET, SUITE 600
IRVINE, CA 92614
PHONE: 949.809.3388

A1.3
FLOOR PLAN - ATHLETE ACCOMMODATIONS LEVEL 1 + 2
1/16" = 1'-0"
MARCH 4TH 2025

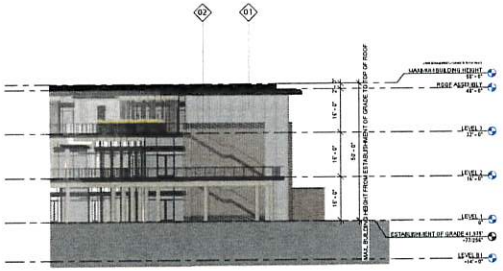


- 01 CONCRETE
- 02 WOOD PANEL
- 03 GLASS STOREFRONT
- 04 GLASS ROLL-UP DOOR
- 05 METAL RAILING
- 06 HEAVY TIMBER COLUMN & BEAM

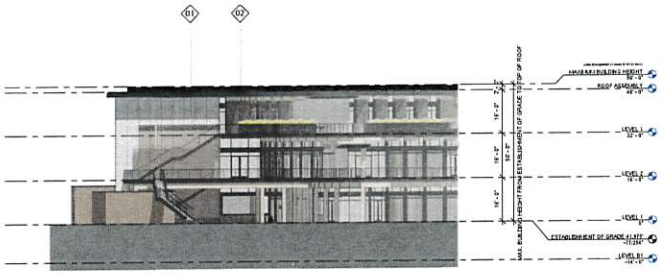


CLUBHOUSE BUILDING ELEVATION - 1

CLUBHOUSE BUILDING ELEVATION - 2



CLUBHOUSE BUILDING ELEVATION - 3



CLUBHOUSE BUILDING ELEVATION - 4

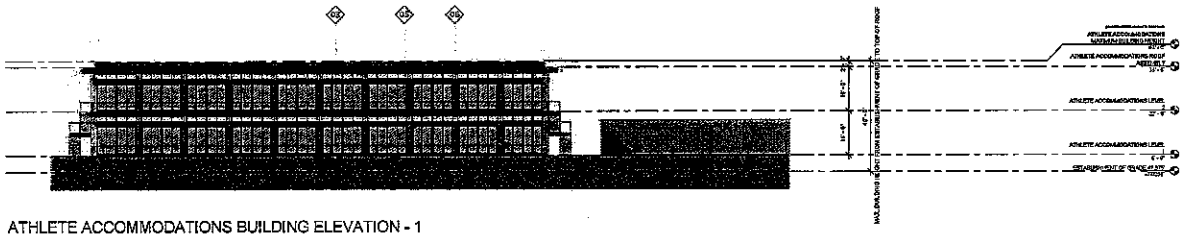
SNUG HARBOR
NEWPORT BEACH, CA 92660
SITE DEVELOPMENT REVIEW

BACK BAY BARRELS, LLC
3857 BIRCH STREET, SUITE 521
NEWPORT BEACH, CA 92660
PHONE: 949.300.9632

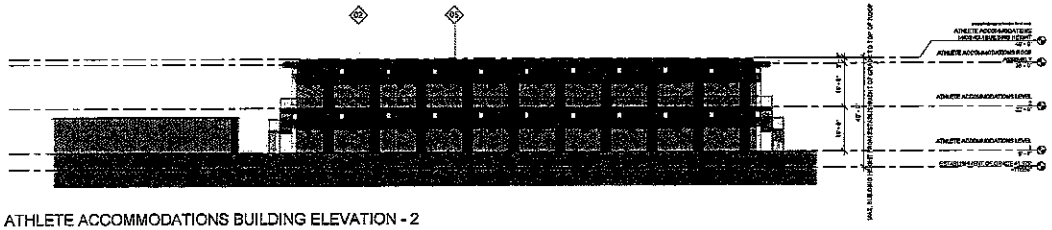
MVE + PARTNERS
1900 MAIN STREET, SUITE 600
IRVINE, CA 92614
PHONE: 949.809.3388

A2.0
BUILDING ELEVATIONS
1/16" = 1'-0"
MARCH 4TH 2025

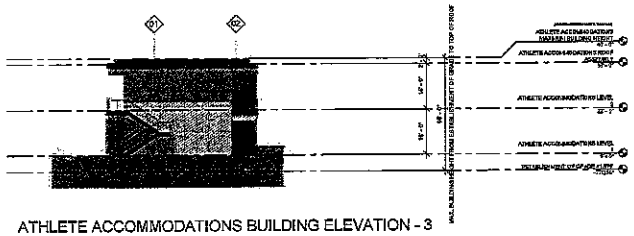
- CONCRETE
- WOOD PANEL
- GLASS STOREFRONT
- GLASS ROLL-UP DOOR
- METAL RAILING
- HEAVY TIMBER COLUMN & BEAM



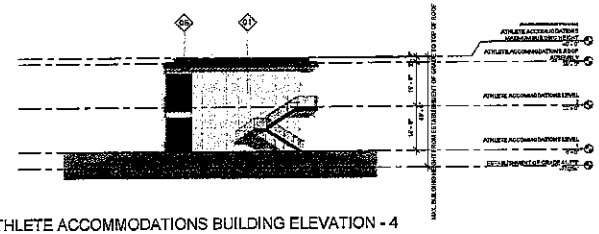
ATHLETE ACCOMMODATIONS BUILDING ELEVATION - 1



ATHLETE ACCOMMODATIONS BUILDING ELEVATION - 2



ATHLETE ACCOMMODATIONS BUILDING ELEVATION - 3



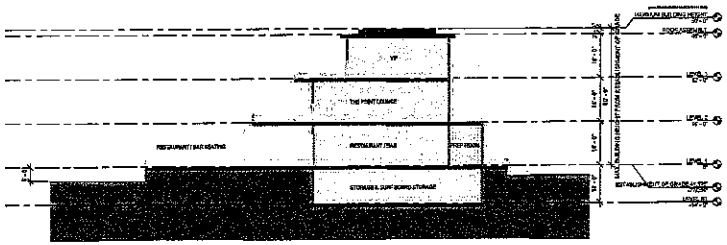
ATHLETE ACCOMMODATIONS BUILDING ELEVATION - 4

SNUG HARBOR
NEWPORT BEACH, CA 92660
SITE DEVELOPMENT REVIEW

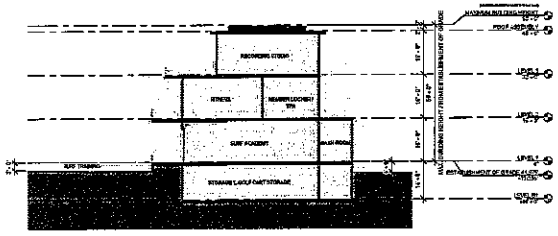
BACK BAY BARRELS, LLC
3407 BIRCH STREET, SUITE 521
NEWPORT BEACH, CA 92660
PHONE: 949.306.9932

MVE + PARTNERS
1920 MAIN STREET, SUITE 900
IRVINE, CA 92614
PHONE: 949.809.3388

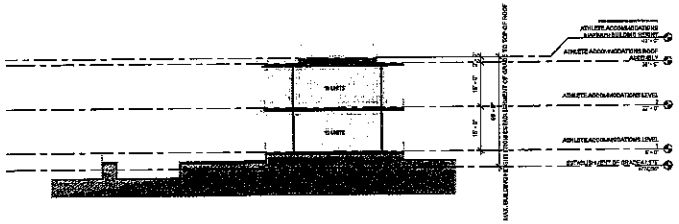
A2.1
BUILDING ELEVATIONS
1/16" = 1'-0"
MARCH 4TH 2025



2 CLUBHOUSE BUILDING SECTION - 2



1 CLUBHOUSE BUILDING SECTION - 1



3 ATHLETE ACCOMMODATIONS - 1

SNUG HARBOR
NEWPORT BEACH, CA 92660

SITE DEVELOPMENT REVIEW

BACK BAY BARRELS, LLC
3857 BIRCH STREET, SUITE 521
NEWPORT BEACH, CA 92660
PHONE: 949.300.9922

MVE + PARTNERS
1900 MAIN STREET, SUITE 600
IRVINE, CA 92614
PHONE: 949.999.3363

A3.0
BUILDING SECTIONS
1/16" = 1'-0"
MARCH 4TH 2025

SNUG HARBOR
NEWPORT BEACH, CA 92660

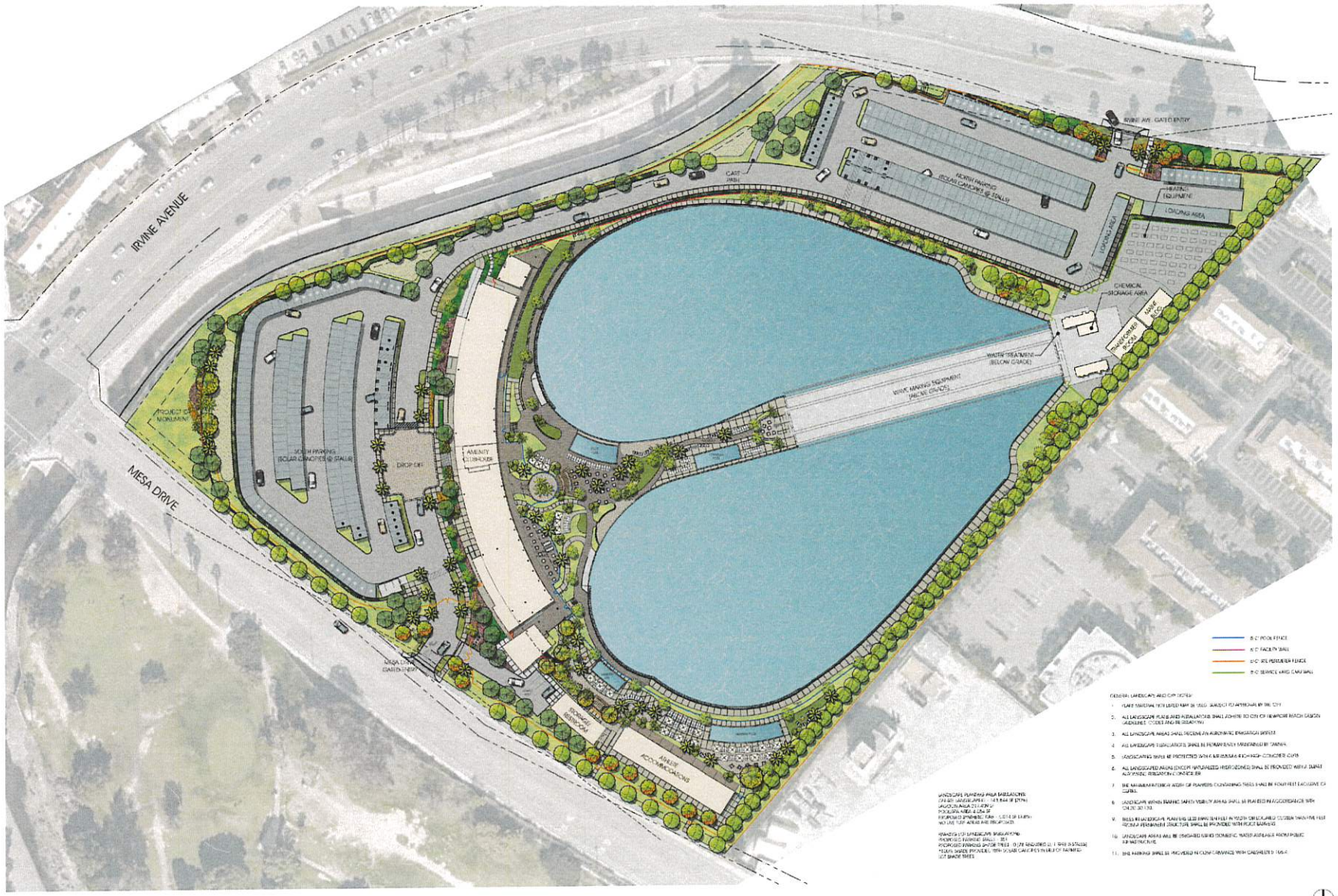
SITE DEVELOPMENT REVIEW

BACK BAY BARRELS, LLC
3657 BIRCH STREET, SUITE 521
NEWPORT BEACH, CA 92660
PHONE: 949.300.9632

MVE + PARTNERS
1900 MAIN STREET, SUITE 600
IRVINE, CA 92614
PHONE: 949.809.3388

A4.0
BUILDING PERSPECTIVE

MARCH 4TH 2025



SNUG HARBOR
NEWPORT BEACH, CA 92660

Site Development Review

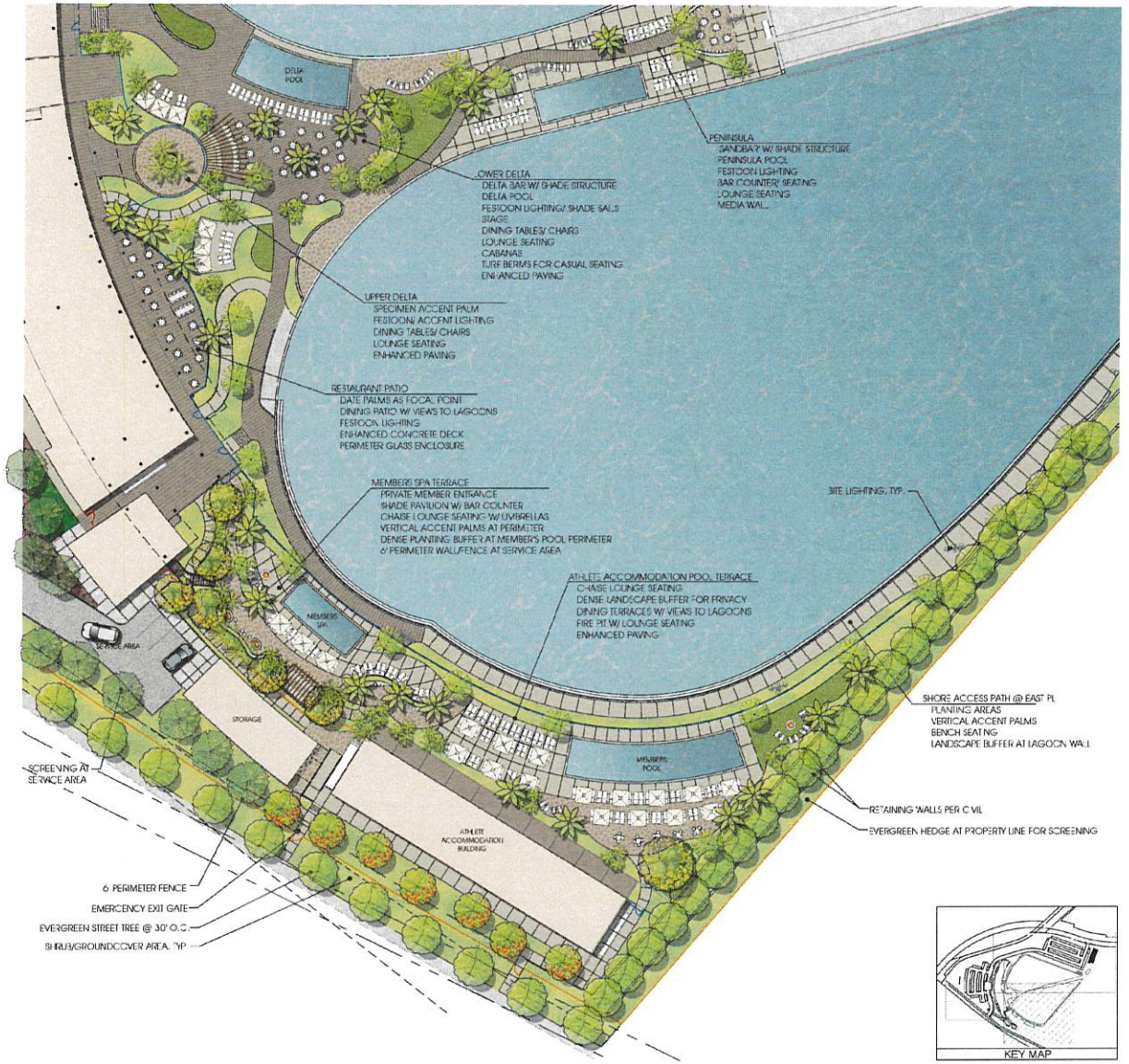
BACK BAY BARRELS, LLC
3657 BIRCH STREET, SUITE 521
NEWPORT BEACH, CA 92660

MVE + PARTNERS
1920 MAIN STREET, SUITE 900
IRVINE, CA 92614

CONCEPTUAL DESIGN + PLANNING COMPANY
1675 SCENIC AVENUE, SUITE 200
COSTA MESA, CA 92626

FUSCOE ENGINEERING
15535 SAND CANYON AVENUE, SUITE 100
COSTA MESA, CA 92626

L-1
SCHEMATIC PLAN
1"=40'-0"
03/07/2025



1

L-2

LANDSCAPE PLAN ENLARGEMENT - AMENITY DECKS

1"=20'-0"

03/07/2025

SNUG HARBOR
NEWPORT BEACH, CA 92660

Site Development Review

BACK BAY BARRELS, LLC
3957 BIRCH STREET, SUITE 521
NEWPORT BEACH, CA 92660

MVE + PARTNERS
1500 MAIN STREET, SUITE 600
IRVINE, CA 92614

CONCEPTUAL DESIGN + PLANNING COMPANY
1675 SCENIC AVENUE, SUITE 200
COSTA MESA, CA 92626

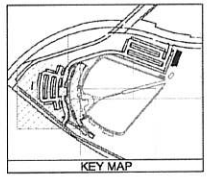
FUSCOE ENGINEERING
15535 SAND CANYON AVENUE, SUITE 100
COSTA MESA, CA 92626

ACCENT PLANTING AT PROJECT ID

LAYERED, TEXTURED PLANTING

RETAINING WALL W/ VINES

ENHANCED PAVING AT ENTRY (COMPOSITE WOOD DECKING / INTEGRAL COLOR CONCRETE / STONE/ PAVERS)



KEY MAP

L-3

LANDSCAPE PLAN ENLARGEMENT - MAIN ENTRY & WEST PARKING LOT
1"=20'-0"
03/07/2025

SNUG HARBOR
NEWPORT BEACH, CA 92660

Site Development Review

BACK BAY BARRELS, LLC
3657 BIRCH STREET, SUITE 521
NEWPORT BEACH, CA 92660

MVE + PARTNERS
1600 MAIN STREET, SUITE 800
IRVINE, CA 92614

CONCEPTUAL DESIGN + PLANNING COMPANY
1675 SCENIC AVENUE, SUITE 200
COSTA MESA, CA 92626

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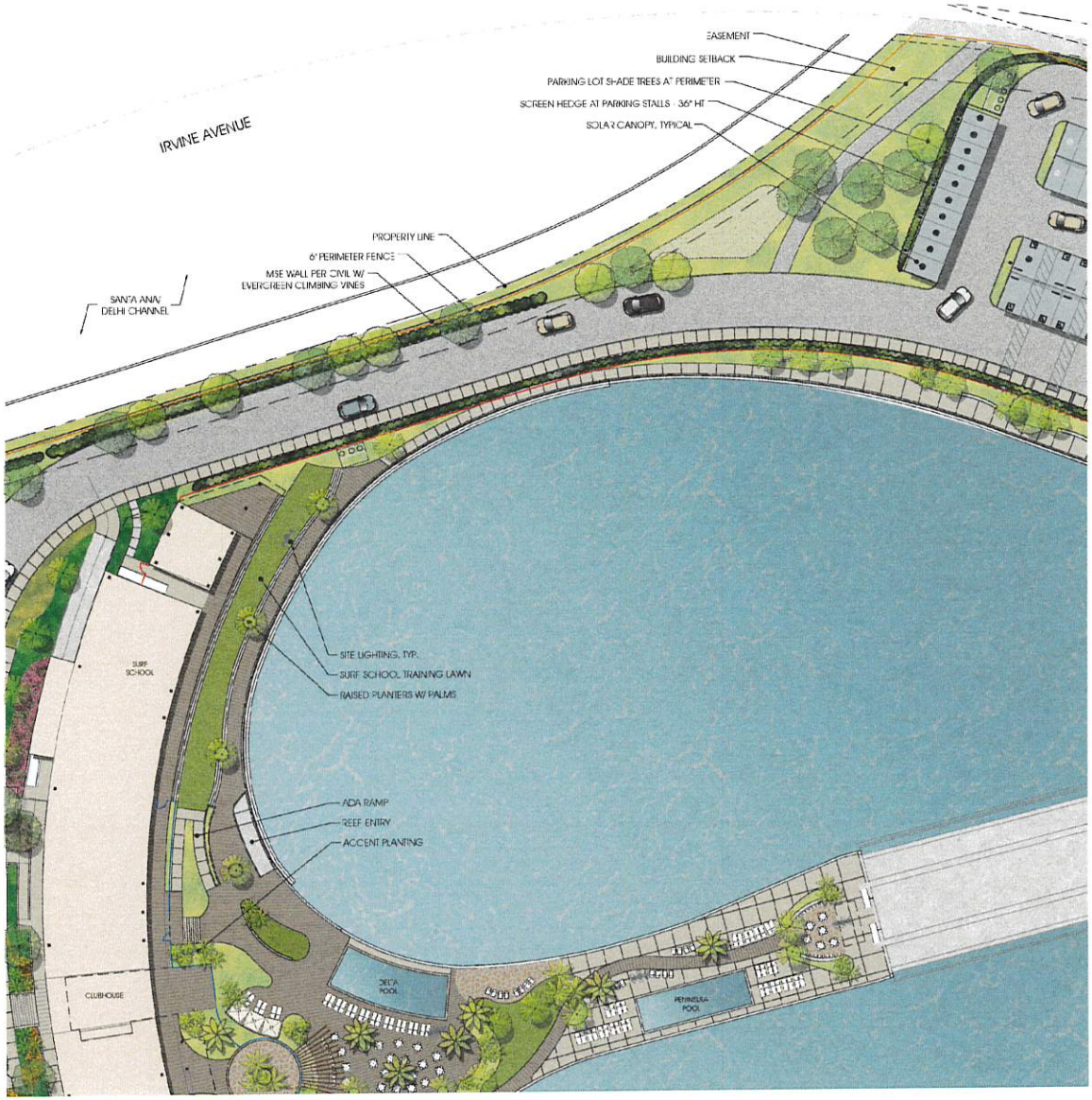
15535 SAND CANYON AVENUE, SUITE 100
COSTA MESA, CA 92626



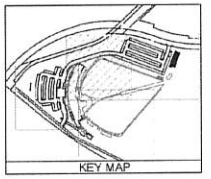
SHADE PAVILION

ACCENT PALMS

SHADE

SURF SCHOOL TRAINING LAWN

SYNTHETIC TURF BERM FOR VIEWING LAGOON



1

L-4

LANDSCAPE PLAN ENLARGEMENT - SURF SCHOOL TRAINING LAWN & SHORELINE PERIMETER

1"=20'-0"

03/07/2025

SNUG HARBOR
NEWPORT BEACH, CA 92660

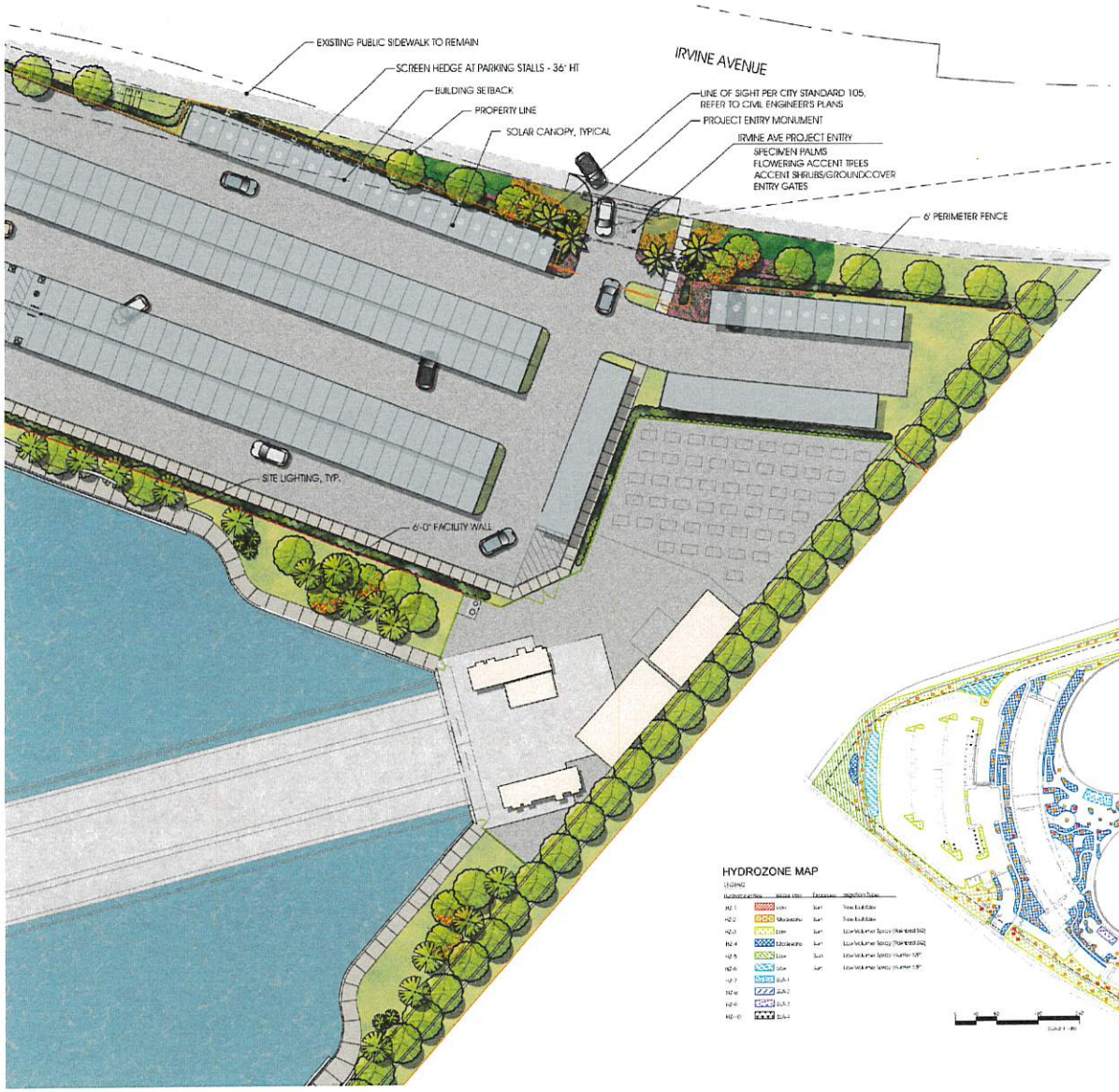
Site Development Review

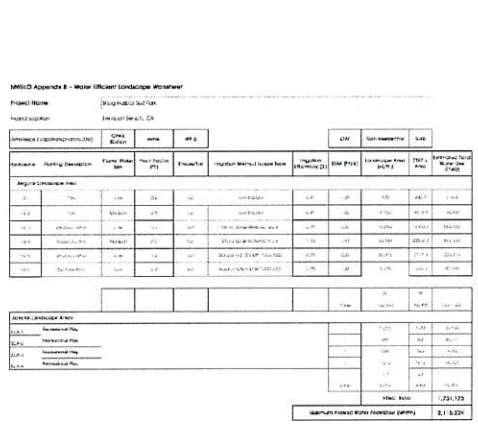
BACK BAY BARRELS, LLC
3967 BIRCH STREET, SUITE 521
NEWPORT BEACH, CA 92660

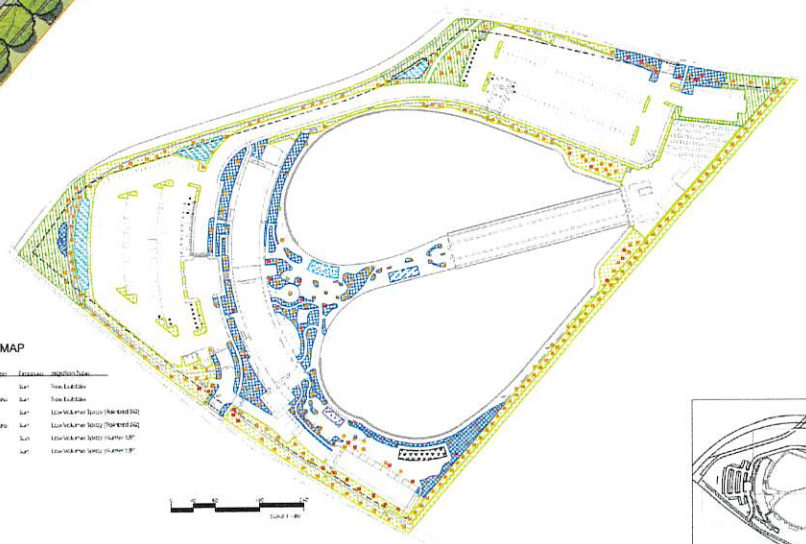
MVE + PARTNERS
1600 MAIN STREET, SUITE 200
IRVINE, CA 92614

CONCEPTUAL DESIGN + PLANNING COMPANY
1675 SCENIC AVENUE, SUITE 280
COSTA MESA, CA 92626

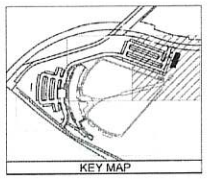
FUSCOE ENGINEERING
15535 SAND CANYON AVENUE, SUITE 100
COSTA MESA, CA 92626







HYDROZONE MAP



KEY MAP

SNUG HARBOR
NEWPORT BEACH, CA 92660

Site Development Review

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COSTA MESA, CA 92626

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COSTA MESA, CA 92626

L-5
LANDSCAPE PLAN ENLARGEMENT - IRVINE AVENUE ENTRY
1"=20'-0"
03/07/2025

PALM TREES

Archontophoenix cunninghamiana / King Palm — Chamaerops humilis / Mediterranean Fan Palm — Dypsis decaryi / Triangle Palm — Howea forsteriana / Kentia Palm — Phoenix dactylifera / Date Palm — Phoenix reclinata / Senegal Date Palm — Phoenix roebelenii / Pygmy Date Palm — Trachycarpus fortunei / Windmill Palm — Washingtonia x filibusta / Hybrid Fan Palm

TREES

Acca sellowiana / Pineapple Guava — Arbutus 'Marina' (Multi trunk) / Marina Strawberry Tree — Cassia leptophylla / Golden Medallion Tree — Cercis canadensis 'Forest Pansy' / Forest Pansy Redbud — Eriobotrya 'Coppertone' / Coppertone Loquat — Lagerstroemia hybrid 'Tuscarora' / Tuscarora Crape Myrtle — Laurus nobilis 'Saratoga' / Saratoga Laurel — Lophostemon confertus / Brisbane Box — Magnolia grandiflora 'Little Gem' / Little Gem Magnolia — Pistacia chinensis / Chinese Pistache

Podocarpus gracilior / Fern Pine — Olea europaea 'Wilsonii' / Wilson Fruitless Olive — Ulmus parvifolia 'Drake' / Drake Evergreen Chinese Elm — Spathodea campanulata / African Tulip Tree

SCREEN SHRUBS

Alyogyne huegelii / Blue Hibiscus — Callistemon viminalis 'Slim' / Dwarf Bottlebrush — Dodonaea viscosa 'Purpurea' / Purple Hopseed Bush — Ficus nitida / Indian Laurel Fig — Frangula californica 'Eve Case' / Dwarf Coffeeberry — Prunus caroliniana 'Compacta' / Compact Carolina Cherry Laurel

SHRUBS

Alpinia zerumbet / Variegated Ginger — Agave 'Blue Flame' / Blue Flame Agave — Aloe ferox / Cape Aloe — Anigozanthos 'Big Red' / Big Red Kangaroo Paw — Bougainvillea 'Raspberry Ice' / Raspberry Ice Bougainvillea — Bouteloua 'Blonde Ambition' / Blue Grama Grass — Bulbine frutescens 'Hallmark' / Orange Stalked Bulbine — Callistemon viminalis 'Little John' / Dwarf Bottlebrush — Coprosma repens 'Marble Queen' / Dwarf Variegated Mirror Plant — Cordyline 'Design-A-Line' / Burgundy Cordyline — Dietes vegeta / Fortnight Lily

Dracaena marginata / Red Edge Dracaena — Ensete 'Maurelii' / Red Abyssinian Banana — Fatsia japonica / Japanese Aralia — Furcraea foetida 'Mediopicta' / Mauritius Hemp — Hesperaloe parviflora / Red Yucca — Lomandra 'Breeze' / Dwarf Mat Rush — Lomandra 'Platinum Beauty' / Platinum Beauty Lomandra — Mahonia 'Soft Caress' / Soft Caress Mahonia — Miscanthus sinensis 'Morning Light' / Morning Light Maiden Grass — Monstera deliciosa / Split Leaf Philodendron — Myrtus communis 'Compacta' / Dwarf Myrtle

Nandina 'Lemon Lime' / Lemon Lime Dwarf Bamboo — Phormium 'Sunset' / Sunset New Zealand Flax — Phormium 'Surfer' / Surfer New Zealand Flax — Phormium tenax 'Variegata' / Variegated New Zealand Flax — Russelia equisetiformis / Firecracker Plant — Salvia leucantha / Mexican Bush Sage — Strelitzia nicolai / Giant Bird of Paradise — Woodwardia fimbriata / Giant Chain Fern — Strelitzia reginae / Bird of Paradise — Westringia fruticosa 'Blue Gem' / Blue Gem Coast Rosemary — Zamia furfuracea / Cardboard Fern

GROUNDCOVER

Acacia redolens 'Low Boy' / Prostrate Acacia — Baccharis pilularis 'Twin Peaks' / Twin Peaks Coyote Bush — Carissa macrocarpa 'Green Carpet' / Dwarf Natal Plum — Eremophila glabra 'Mingenew Gold' / Gold Emu Bush — Myoporum parvifolium 'Pink' / Dwarf Pink Myoporum — Senecio mandraliscae / Blue Chalksticks — Westringia fruticosa 'Mundi' / Mundi Coast Rosemary — Tradescantia pallida 'Purpurea' / Purple Heart

PLANT PALETTE

Symbol	Botanical Name	Common Name	WUCOLS (Region 4)	Mature Height	Mature Spread
PALMS					
	Archontophoenix cunninghamiana	King Palm	Moderate	30-50'	10-15'
	Howea forsteriana	Kentia Palm	Moderate	30-40'	6'-10'
	Phoenix reclinata	Senegal Date Palm	Moderate	25-40'	12'-25'
	Chamaerops humilis	Mediterranean Fan Palm	Low	10-15'	10-15'
	Phoenix roebelenii	Pygmy Date Palm	Moderate	6-8'	5'-6'
	Dypsis decaryi	Triangle Palm	Moderate	25-30'	12-15'
	Phoenix dactylifera 'Deglet Noor'	Date Palm	Low	60-80'	20'-40'
	Trachycarpus fortunei	Windmill Palm	Moderate	20-40'	6-10'
	Washingtonia x filibusta	Hybrid Fan Palm	Low	40-60'	15'-18'
TREES					
	Cercis c. 'Forest Pansy'	Forest Pansy Redbud	Low	20-30'	15'-35'
	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	Low	15-25'	10-20'
	Olea europaea 'Wilsonii'	Wilson Fruitless Olive	Low	20-30'	20-30'
	Cassia leptophylla	Golden Medallion Tree	Moderate	20-30'	15'-30'
	Magnolia grandiflora 'St. Mary'	St Mary Southern Magnolia	Moderate	20-25'	20-30'
	Spathodea campanulata	African Tulip Tree	Moderate	50-65'	35'-60'
	Laurus nobilis 'Saratoga'	Saratoga Laurel	Moderate	15-30'	15-30
	Lophostemon confertus	Brisbane Box	Moderate	30-40'	15'-25'
	Podocarpus gracilior	Fern Pine	Moderate	40-60'	25-40
	Pistacia chinensis	Chinese Pistache	Moderate	25-35	25'-35'
	Ulmus parvifolia 'Drake'	Evergreen Chinese Elm	Moderate	40-60'	40'-70'
SCREEN SHRUBS					
	Alyogyne huegelii	Blue Hibiscus	Moderate	5-10'	5-8'
	Callistemon viminalis 'Slim'	Slim Bottlebrush	Low	9-10'	4-6'
	Dodonaea viscosa 'Purpurea'	Purple Hopseed Bush	Moderate	12-16'	4-6
	Ficus nitida	Indian Laurel Fig	Low	30-60'	25-40'
	Frangula c. 'Eve Case'	Dwarf Coffeeberry	Low	4-8'	4-8'
	Prunus caroliniana 'Compacta'	Compact Cherry Laurel	Moderate	8'-12'	6-8'
SHRUBS/ GROUNDCOVERS					
	Alpinia zerumbet	Variegated Ginger	High	4'-6'	2-3
	Acacia r. 'Lowboy'	Prostrate Acacia	Low	1'-2'	10-15'
	Agave 'Blue Flame'	Blue Flame Agave	Low	2-3	3'-4'
	Aloe ferox	Cape Aloe	Low	6'-10'	3-6
	Anigozanthos 'Big Red'	Hybrid Kangaroo Paw	Low	4'-6'	2-3
	Aspidistra elatior	Cast Iron Plant	Moderate	2-3'	1-2'
	Baccharis p. 'Twin Peaks'	Twin Peaks Coyote Bush	Low	2-3	6-8'
	Bougainvillea 'Raspberry Ice'	Raspberry Ice Bougainvillea	Low	2-3'	5-6
	Bouteloua 'Blonde Ambition'	Blue Grama Grass	Low	8"-24"	8"-24"
	Bulbine frutescens 'Hallmark'	Orange Stalked Bulbine	Low	1'-2'	3-4'
	Callistemon viminalis 'Little John'	Dwarf Bottlebrush	Low	2-3'	4-5
	Canna spp.	Canna	Moderate	2'-8'	1-3'
	Carissa m. 'Green Carpet'	Dwarf Natal Plum	Low	2-3	3-6
	Coprosma repens 'Marble Queen'	Dwarf Variegated Mirror Plant	Moderate	3-5'	4-6
	Cordyline 'Design-A-Line'	Burgundy Cordyline	Moderate	2-3'	2-3
	Dianella tasmanica 'Variegata'	Variegated Flax Lily	Moderate	1'-2'	2-3'
	Dianella revoluta 'Little Rev'	Little Rev Flax Lily	Low	1'-2'	2-3
	Dietes vegeta	Fortnight Lily	Low	3'-4'	3-4
	Dracaena marginata	Red Edge Dracaena	Moderate	6'-10'	2-3'
	Ensete ventricosum 'Maurelii'	Red Abyssinian Banana	High	8'-10'	6-8
	Eremophila glabra 'Mingenew Gold'	Gold Emu Bush	Low	1'-2'	6-12
	Fatsia japonica	Japanese Aralia	Moderate	6'-10'	6-10'
	Ficus pumila	Creeping Fig	Low	8'-10'	3'-6'
	Furcraea foetida 'Mediopicta'	Mauritius Hemp	Low	4'-6'	6-8
	Grevillea 'Superb'	Superb Grevillea	Low	4'-6'	4-6
	Hesperaloe parviflora	Red Yucca	Low	2'-5'	3'-4'
	Lomandra longifolia 'Breeze'	Dwarf Mat Rush	Low	2'-3'	2-3
	Lomandra l. 'Platinum Beauty'	Platinum Beauty Lomandra	Low	2'-3'	2-3
	Leucadendron hybrid 'Jester'	Jester Conebush	Low	4'-5'	4-5'
	Mahonia 'Soft Caress'	Soft Caress Mahonia	Low	3'-4'	3-6
	Miscanthus sinensis 'Morning Light'	Morning Light Maiden Grass	Low	4'-6'	3-4
	Monstera deliciosa	Split Leaf Philodendron	Moderate	6'-10'	10-15'
	Myoporum parvifolium	Dwarf Pink Myoporum	Low	3"-6"	6-12'
	Myrtus communis 'Compacta'	Dwarf Myrtle	Low	2-3'	2-3
	Nandina 'Lemon Lime'	Lemon Lime Dwarf Bamboo	Low	3'-4'	3-4
	Phormium 'Sunset'	Sunset New Zealand Flax	Moderate	2'-6	3-6'
	Phormium 'Surfer'	Surfer New Zealand Flax	Moderate	3'-4'	1'-3'
	Phormium tenax 'Variegata'	Variegata New Zealand Flax	Low	6'-8'	4-5
	Plumeria spp.	Plumeria	Low	10-15'	10-15'
	Russelia equisetiformis	Firecracker Plant	Low	2'-5'	3'-6'
	Salvia leucantha	Mexican Bush Sage	Low	3'-4'	3-4
	Sansevieria spp.	Sansevieria	Low	2'-4'	1-2'
	Senecio mandraliscae	Blue Pickle	Low	12"-18"	18"-24"
	Strelitzia nicolai	Giant Bird of Paradise	Moderate	20-30'	10-15
	Strelitzia reginae	Bird of Paradise	Moderate	3'-5'	2-4'
	Westringia 'Blue Gem'	Blue Gem Coast Rosemary	Low	4'-6'	3-4'
	Westringia fruticosa 'Mundi'	Mundi Coast Rosemary	Low	1'-2'	4-6'
	Woodwardia fimbriata	Giant Chain Fern	Moderate	4'-5'	4-6
	Tradescantia pallida 'Purpurea'	Purple Heart	Moderate	12"-18"	2-3'
	Zamia furfuracea	Cardboard Fern	Moderate	2'-5'	5-8'
	Artificial Turf				

NOTES:

PLANT MATERIAL NOT LISTED MAY BE USED, SUBJECT TO APPROVAL BY THE CITY.

ALL LANDSCAPE PLANS AND INSTALLATIONS SHALL ADHERE TO CITY DESIGN GUIDELINES, CODES AND REGULATIONS.

ALL LANDSCAPE AREAS SHALL RECEIVE AN AUTOMATIC IRRIGATION SYSTEM.

ALL LANDSCAPE INSTALLATIONS SHALL BE PERMANENTLY MAINTAINED.

ALL TREES SHALL BE MIN. 15 GALLON.

ALL ACCENT TREES SHALL BE MIN. 24" BOX.

ALL PALM TREES SHALL BE MIN. 10' BTH.

ALL SHRUBS SHALL BE MIN. 5 GALLON.

ALL SCREENING SHRUBS SHALL BE MIN. 15 GALLON.

ALL GROUND COVER PLANTING SHALL BE MIN. 1 GALLON.

TOTAL LANDSCAPE AREA PROVIDED: 132,600 S.F.

ESTIMATED NUMBER OF PLANTS PROVIDED: 16,300 SHRUBS

Attachment No. 13

Proposed General Plan Amendment
(in redline)

Table LU2 Anomaly Locations

Anomaly Number	Statistical Area	Land Use Designation	Development Limit (sf)	Development Limit (Other)	Additional Information
1	L4	MU-H2	460,095	471 Hotel Rooms (not included in total square footage)	
2	L4	MU-H2	1,052,880		
2.1	L4	MU-H2	18,810		11,544 sf restricted to general office use only (included in total square footage)
3	L4	CO-G	734,641		
4	L4	MU-H2	250,176		
5	L4	MU-H2	32,500		
6	L4	MU-H2	46,044		
7	L4	MU-H2	81,372		
8	L4	MU-H2	442,775		
9	L4	CG	120,000	164 Hotel Rooms (included in total square footage)	
10	L4	MU-H2	31,362	349 Hotel Rooms (not included in total square footage)	
11	L4	CG	11,950		
12	L4	MU-H2	457,880		
13	L4	CO-G	288,264		
14	L4	CO-G/MU-H2	860,884		
15	L4	MU-H2	228,214		
16	L4	CO-G	344,231		
17	L4	MU-H2	33,292	304 Hotel Rooms (not included in total square footage)	
18	L4	CG	225,280		
19	L4	CG	228,530		
21	J6	CO-G	687,000		Office: 660,000 sf; Retail: 27,000 sf
		CV		300 Hotel Rooms	
22	J6	PI	85,000		Residential Care Facility for the Elderly (RCFE)
23	K2	PR	15,000		
24	L3	IG	89,624		
25	L3	PI	84,585		
26	L3	IG	33,940		
27	L3	IG	86,000		
28	L3	IG	110,600		
29	L3	CG	47,500		
30	M6	CG	54,000		
31	L2	PR	75,000		
32	L2	PI	34,000		
33	M3	PI	163,680		Administrative Office and Support Facilitates: 30,000 sf Community Mausoleum and Garden Crypts: 121,680 sf Family Mausoleums: 12,000 sf
34	L1	CO-R	484,348		
35	L1	CO-R	197,010		
36	L1	CO-R	227,797		

Table LU2 Anomaly Locations

Anomaly Number	Statistical Area	Land Use Designation	Development Limit (sf)	Development Limit (Other)	Additional Information
37	L1	CO-R	131,201	2,050 Theater Seats (not included in total square footage)	
38	L1	CO-M	443,627		
39	L1	MU-H3	408,084		
40	L1	MU-H3	1,426,634	425 Hotel Rooms (included in total Square Footage)	
41	L1	CO-R	327,671		
42	L1	CO-R	286,166		
43	L1	CV		611 Hotel Rooms	
44	L1	CR	1,619,525	1,700 Theater Seats (not included in total square footage)	
45	L1	CO-G	162,364		
46	L1	MU-H3/PR	3,725	24 Tennis Courts	Residential permitted in accordance with MU-H3.
47	L1	CG	105,000		
48	L1	MU-H3	337,261		
49	L1	MU-H3	16,000	90 Dwelling Units	
50	L1	CG	25,000		
51	K1	PR	20,000		
52	K1	CV		479 Hotel Rooms	
53	K1	PR	567,500		See Settlement Agreement
54	J1	CM	2,000		
55	H3	PI	119,440		
56	A3	PI	1,343,238	990,349 sf Upper Campus 577,889 sf Lower Campus	In no event shall the total combined gross floor area of both campuses exceed the development limit of 1,343,238 sq. ft.
57	Intentionally Blank				
58	J5	PR	~~20,000~~ 59,772		
59	H4	MU-W1	247,402	144 Dwelling Units (included in total square footage)	
60	N	CV	*3,035,000	2,150 Hotel Rooms (2,960,000 square feet for hotel rooms and related commercial uses identified in Newport Coast LCP) 75,000 square feet for Day Use Commercial	Newport Coast LCP Planning Area 13 *Correction per Planning Commission Resolution 2030 adopted October 6, 2016*
61	N	CV	125,000		Newport Coast LCP Planning Areas 3B and 14
62	L2	CG	2,300		
63	G1	CN	66,000		
64	M3	CN	74,000		
65	M5	CN	80,000		
66	J2	CN	138,500		
67	D2	PI	25,000		
68	L3	PI	71,150		
69	K2	CN	75,000		
70	D2	RM-D			Parking Structure for Bay Island (No Residential Units)
71	L1	CO-G	11,630		

Table LU2 Anomaly Locations

Anomaly Number	Statistical Area	Land Use Designation	Development Limit (sf)	Development Limit (Other)	Additional Information
72	L1	CO-G	8,000		
73	A3	CO-M	350,000		
74	L1	PR	56,000		
75	L1	PF			City Hall, and the administrative offices of the City of Newport Beach, and related parking, pursuant to Section 425 of the City Charter.
76	H1	CO-G		0.5 FAR	1.0 FAR permitted, provided all four legal lots are consolidated into one parcel to provide unified site design
77	H4	CV	240,000	157 Hotel Rooms (included in total square footage)	
78	B5	CM	139,840		
79	H4	CG		0.3/0.5	Development limit of 19,905 sq.ft. permitted, provided all six legal lots are consolidated into one parcel to provide unified site design
80	K1	MU-W2	Nonresidential Development: 131,290	49 Residential Units	For mixed-use development, residential floor area shall not exceed a 1:1 ratio to nonresidential floor area
81	K1	RM		296 Residential Units	
82	L1	RM		28 Dwelling Units	
83	Reserved				
84	Reserved				
85	B5	CV-LV	118,573 sf of hotel		Accessory commercial floor area is allowed in conjunction with a hotel and it is included within the hotel development limit. Municipal facilities are not restricted or included in any development limit.
86	L4	MU-H2	Nonresidential Development 297,572	329 dwelling units	

LU 4.2 Prohibition of New Residential Subdivisions

Prohibit new residential subdivisions that would result in additional dwelling units unless authorized by an amendment of the General Plan (GPA). Lots that have been legally merged through the *Subdivision Map Act* and City Subdivision Code approvals are exempt from the GPA requirements and may be re-subdivided to the original underlying legal lots. This policy is applicable to all Single Unit, Two Unit, and Multiple Unit Residential land use categories. *(Imp 6.1)*

LU 4.3 Transfer of Development Rights

Permit the transfer of development rights from a property to one or more other properties when:

a. The donor and receiver sites are within the same Statistical Area.