



# AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

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

## AGENDA ITEM 1

March 19, 2026

**TO:** Commissioners/Alternates  
**FROM:** Julie Fitch, Executive Officer  
**SUBJECT:** City of Newport Beach Comprehensive General Plan Update (PA2022-080)

### Background

In 2006, the City of Newport Beach submitted a Comprehensive General Plan Update (Update) to the Airport Land Use Commission (ALUC) for a consistency review. ALUC found the 2006 Update to be consistent with the *AELUP for JWA* and the *AELUP for Heliports*. The Update was found consistent based, in part, on policies disallowing residential development within the 65 dB CNEL contour as defined in the *AELUP for JWA*.

The City has submitted numerous projects to ALUC over the past twenty years, including three Housing Element Updates, two of which were found to be consistent. The 2021-2029 Housing Element Update was found to be inconsistent, and the City overruled ALUC and adopted the Housing Element Update in February of 2022. Since then, the City has submitted ten projects to ALUC, six entailed Land Use Element Amendments and one also entailed a Noise Element Amendment. All six General Plan Amendments were found to be inconsistent with the *AELUP for JWA*, and the City overruled all of them. Most notable is the August 2023 *Housing Element Implementation and Noise-Related Amendments* in which the City incorporated the smaller noise contours from the 2014 Settlement Agreement Amendment (EIR 617) into its General Plan. The City also included noise policies that would accommodate residential uses within the 65 dB CNEL contours for JWA. The proposed changes were found inconsistent by ALUC and overruled by the City in November 2023.

### Proposed Project

The City of Newport Beach has requested a consistency review of the City's proposed Comprehensive General Plan Update (GPU). A General Plan is a state-mandated, long-term policy document that guides a community's physical development and informs local decision-making on land use, housing, transportation, infrastructure, parks, and related issues over a 20- to 30-year horizon. The City's GPU involves the following eight Elements: (1) Arts and

Culture; (2) Historical Resources; (3) Harbor, Bay, and Beaches; (4) Land Use; (5) Natural Resources; (6) Noise; (7) Recreation; and (8) Safety. The proposed GPU does not include the Housing or Circulation Elements. Although the City submitted all eight Elements of the Draft GPU for a consistency review, the focus of this report is on the Land Use, Noise, and Safety Elements, as they contain policies related to areas within the Airport Notification/Planning Area. (See Attachment 1).

The City's proposed Draft Noise Element includes minor revisions to the Noise Policies included in the currently adopted Noise Element intended to emphasize noise as a planning priority in Newport Beach. Also included in the Draft Noise Element are the 2014 Settlement Agreement (EIR 617) Noise Contours which have not been adopted by ALUC or incorporated into the AELUP, and policies which allow residential uses within the 65 dB CNEL contours. The Draft Land Use Element includes mixed-use/residential uses within both the ALUC-adopted 65 dB noise contours and the smaller 2014 Settlement Agreement contours.

The City has scheduled the following public hearings:

April 23, 2026

May 26, 2026

Planning Commission

City Council

### *AELUP for JWA*

#### **Regarding Aircraft Noise Impacts**

The City's February 27, 2026 submittal indicates that there are no substantive proposed changes to General Plan goals or policies related to noise from John Wayne Airport, and that the City will continue to rely on its updated General Plan Land Use Element and Noise Element to provide pertinent goals and policies. The submittal states that the Noise Element is being "refreshed to further emphasize noise as a planning priority in Newport Beach." See Attachment 2 for specific noise policies included in the Draft Noise and Land Use Elements. While the proposed changes attempt to emphasize Noise as a priority and do not pose additional conflicts with the *AELUP for JWA*, the policies allow for residential development within the 65 dB CNEL, and refer to Exhibit N-3, 2014 Settlement Agreement Airport Noise Contours rather than the ALUC adopted contours in the *AELUP for JWA*.

The following excerpt from Section 2.2.1 of the AELUP for JWA states the following:

"In February, 1985, the Board of Supervisors adopted the John Wayne Airport Master Plan (AMP) and the Santa Ana Heights Land Use Compatibility Program (LUCP). The Airport Master Plan includes a limit of 73 average daily departures (ADDs) for most commercial jet operations. In preparing the LUCP, a projected 65 dB CNEL noise contour reflecting expected future flight levels and a reasonable mix of aircraft types was utilized. This contour, referred to as the Project Case and depicted in EIR 508 (Figure 4.15-15) (prepared jointly for the AMP and LUCP), was approved by the Board of Supervisors as the implementation line for two noise compatibility programs: Purchase Assurance and Acoustical Insulation. It was also

utilized in the preparation and Board adoption of a land use plan. The Commission recognizes and utilizes the noise contours referred to in EIR 508 (Figure 4.15-15).”

As stated in the August 17, 2023 ALUC staff report, Agenda Item 1 – Newport Beach Noise-Related Amendments:

“Consideration of a future revision to this set of contours, referred to as the 73 ADD-Project Case-1990 Contours, would probably occur subsequent to full implementation of Phase II of the JWA Master Plan, based on the JWA continuous noise monitoring program and the Commercial Airline Access Plan and Regulation. The Commission determined that the partial noise contour for JWA resulting from the 1992 FAA Demonstration Study (EIR 546, JWA Phase II Access Plan Amendments) should not be adopted. The Commission will re-evaluate this set of contours at such time as a comprehensive noise study is conducted as part of an Airport Master Plan update.

The Commercial Airline Access Plan regulates flight operations at JWA. The Commission also adopted a set of noise contours referred to as the 73 ADD-Project Case – 2005 Contour (Figure 4.15-17) from EIR 508. The Commission will utilize noise projections from either the 1990 or the 2005 Project Case contours, which ever projects the highest noise level at the given location. The JWA CNEL contours adopted by the Commission are reflected in Appendix D and reflect the 1990/2005 highest noise level contour.

For purposes of the AELUP consistency analysis, the City and ALUC are required to utilize the noise contours that are provided in the AELUP. Neither the City nor the ALUC can provide a consistency analysis based on different and updated noise contours unless those contours have been included in the AELUP. Rather, any submittal must be based on the policies and contours currently in the existing AELUP.”

See Attachment 3A for the adopted noise contours in the *AELUP for JWA* and Attachment 3B for the City’s General Plan Land Use Designations in relation to those contours. See Attachment 4A for the City’s adopted Noise Contours (Exhibit N-3) and Attachment 4B for the Land Use Designations in relation to the 2014 Contours.

### **Regarding Height Restrictions**

There are no changes proposed to height limits with the comprehensive GPU. The City will continue to comply with the parameters outlined in Subsection 3.2.6 (Height Restriction Zone) of the AELUP and FAA standards. The proposed Land Use Element will continue to include height requirements relevant to the John Wayne Airport Planning Area, as indicated by proposed Policy

LU-28.2: Compliance with Airport Environs Land Use Plan, which is in the currently adopted General Plan as Policy LU 6.15.15. The language is below:

**Policy LU-28.2: Compliance with Airport Environs Land Use Plan.** 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 John Wayne Airport Airport Environs Land Use Plan, to the Airport Land Use Commission for review, as required by California Public Utilities Code Section 21676. In addition, refer all development projects that include buildings with a height greater than 200 feet above ground level to the County of Orange Airport Land Use Commission for review.

See Attachment 5A for the Obstruction Imaginary Surfaces for JWA and Attachment 5B for the General Plan Land Use designations in relation to those Surfaces.

### **Regarding Flight Tracks and Safety Zones**

While the proposed changes included in the GPU do not change the existing land uses in the current Land Use Element, the policies contained therein refer to these uses. The northern part of the City of Newport Beach is within Safety Zones 2, 3, 4 & 6. (See Attachment 6). The General Plan Land Use Map and land use designations in relation to the Safety Zones is shown in Attachment 6B. The City indicates that it will continue to evaluate compliance and compatibility with the AELUP, as indicated by Policy LU-28.2, detailed in the Height section. In addition, the draft Safety Element includes a discussion on aviation hazards and a corresponding goal with policies, as shown below:

*Goal S-9: A community protected from airport-related hazards*

**Policy S-9.1: Land Use Compatibility.** Participate in the planning process for projects related to John Wayne Airport, including any future updates to its Airport Environs Land Use Plan (AELUP). Continue to ensure new development land use intensity and compatibility align with the most currently available AELUP for John Wayne Airport to minimize potential safety impacts on residents.

**Policy S-9.2: Noise and Air Pollution.** Continue to advocate for restricting airport expansion or operational changes that could increase noise and/or air pollution.

**Policy S-9.3: Emerging Technologies.** Study and consider adopting regulations concerning emerging technologies, such as drones and aerial taxis.

**Policy S-9.4: Aircraft Rescue.** Support the provision of aircraft rescue training for first responders.

While the Draft GPU does not include changes to land uses within the Safety Zones, JWA Flight Tracks for four recent days are provided for your information (See Attachment 7). Note that the January 12, 2026 Flight Tracks show Reverse Flow operations.

### **AELUP for Heliports**

The City of Newport Beach Zoning Code allows Heliports/Helipads with a Conditional Use Permit in the Commercial Office Zoning Districts. Table 2-4 of Chapter 20.20 of the Newport Beach Zoning Code includes the following footnote for Heliports/Helistops, “Applicants for

City approval of a heliport or helistop shall provide evidence that the proposed heliport or helistop complies fully with State of California permit procedures and with all conditions of approval imposed by the Federal Aviation Administration (FAA), the Airport Land Use Commission for Orange County (ALUC), and by the Caltrans Division of Aeronautics. In addition, the Land Use Element would continue to include heliport/helistop requirements, as indicated by proposed Policy LU-28.3: Heliport/Helistop Requirements, which is in the currently adopted General Plan as Policy LU 5.6.5. The language is below:

**Land Use Element Policy LU-28.3: Heliport/Helistop Requirements.** Require that all applicants for the construction or operation of a heliport or helistop comply with State permit procedures; file Form 7480 (Notice of Landing Area Proposal) with the Federal Aviation Administration; and comply with all conditions of approval imposed by the Federal Aviation Administration, California Department of Transportation Division of Aeronautics; and County of Orange Airport Land Use Commission.

### **Environmental Compliance**

The City is preparing an addendum to previously certified and adopted Programmatic Environmental Impact Report (EIR) for the Housing Element Implementation Program. Given there are no changes to land use, development standards, density/intensity allowances, the City has deemed the Addendum most appropriate. The draft CEQA language provided by the City is that the project, “is exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activity is not a project as defined in Section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly. An addendum to the Program Environmental Impact Report for the City of Newport Beach General Plan Housing Element Implementation Program is being prepared and will be provided for the City Council’s action on the General Plan Update.”

### **Conclusion**

Attachment 8 to this report contains the excerpts from the submittal package received from the City of Newport Beach including the draft Land Use, Noise and Safety Elements. The entire Draft GPU is available at:

<https://newporttogether.mysocialpinpoint.com/2050-general-plan-draft-elements>

ALUC staff has reviewed the Comprehensive General Plan Update (PA2022-080), including the Land Use Element, Noise Element, and Safety Element for compliance with the *AELUP for John Wayne Airport (JWA)* and the *AELUP for Heliports*. The recommendation below is based on the inclusion of policies allowing residential land uses within the 65 dB CNEL, and the use of the 2014 Settlement Agreement Noise Contours rather than the ALUC-adopted noise contours included in the *AELUP for JWA*.

**Recommendation**

1. That the Commission find the proposed Newport Beach Comprehensive General Plan Update (PA2022-080) is consistent with the *AELUP for Heliports*, and
2. That the Commission find the proposed Newport Beach Comprehensive General Plan Update (PA2022-080) is inconsistent with the *AELUP for JWA* per:
  - a. Section 2.1.1 Aircraft Noise that the “aircraft noise emanating from airports may be incompatible with general welfare of the inhabitants within the vicinity of an airport.”
  - b. 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.”
  - c. 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.”
  - d. 3.2.1 General Policy of the AELUP which states that the General Land Use policy of the Airport Land Use Commission for Orange County shall be “Within the boundaries of the AELUP, any land use may be found to be Inconsistent with the AELUP which... places people so that they are affected adversely by aircraft noise...”

Respectfully submitted,



Julie Fitch, AICP  
Executive Officer

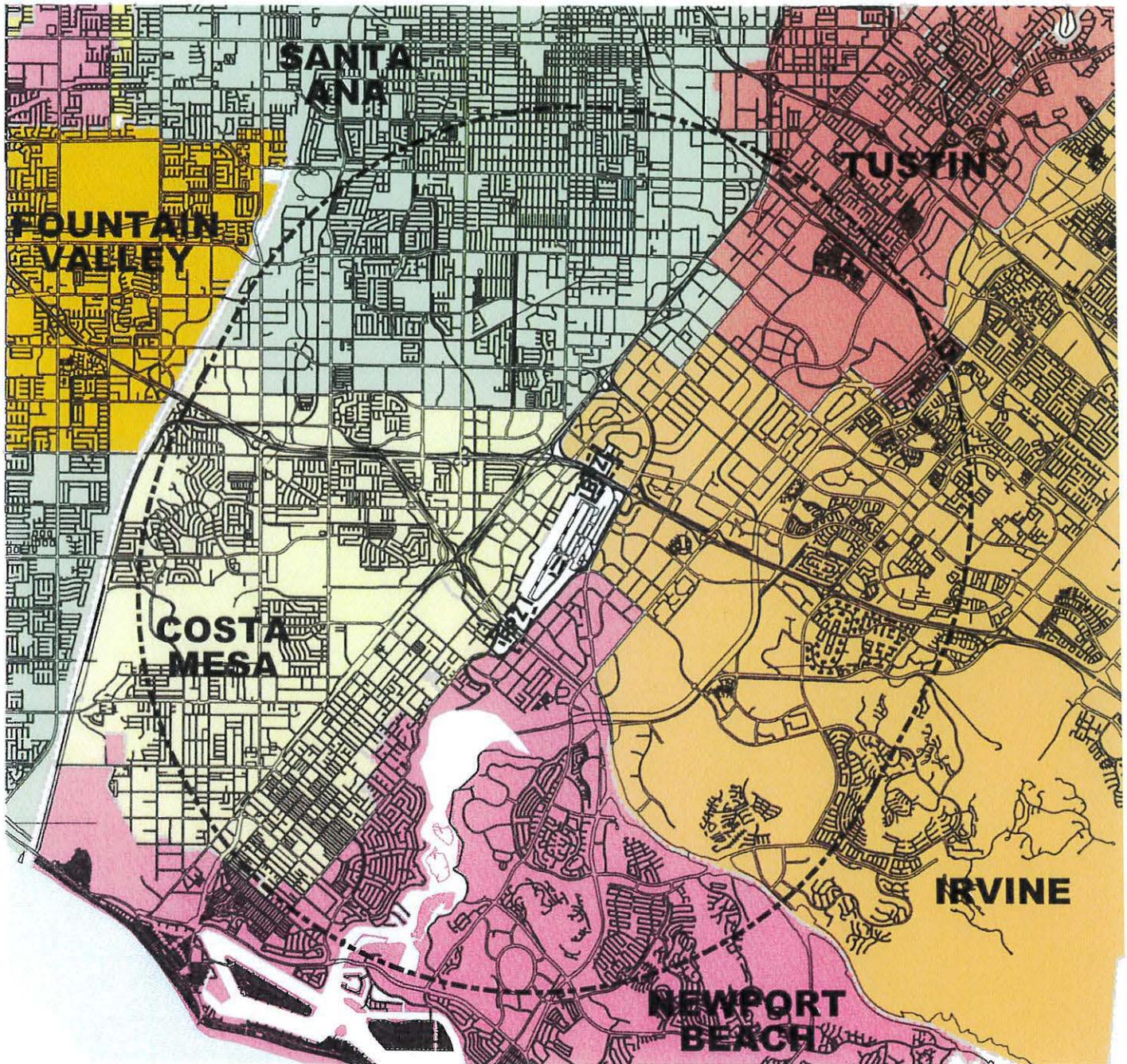
Attachments:

- 1A. AELUP Notification Area for JWA
- 1B. GPU Land Uses within Notification Area
2. GPU Noise Policies
- 3A. AELUP for JWA Noise Contours

- 3B. GPU Land Uses in relation to JWA Noise Contours
- 4A. GPU Exhibit N-3 2014 Noise Contours
- 4B. GPU Land Uses in relation to GPU Exhibit N-3 2014 Noise Contours
- 5A. JWA Obstruction Imaginary Surfaces
- 5B. GPU Land Uses in relation to JWA Obstruction Imaginary Surfaces
- 6A. JWA Safety Zones
- 6B. GPU Land Uses in relation to JWA Safety Zones
- 7. JWA Flight Tracks
- 8. Excerpts from Newport Beach Submittal

# 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

### CERTIFICATION

for Orange County

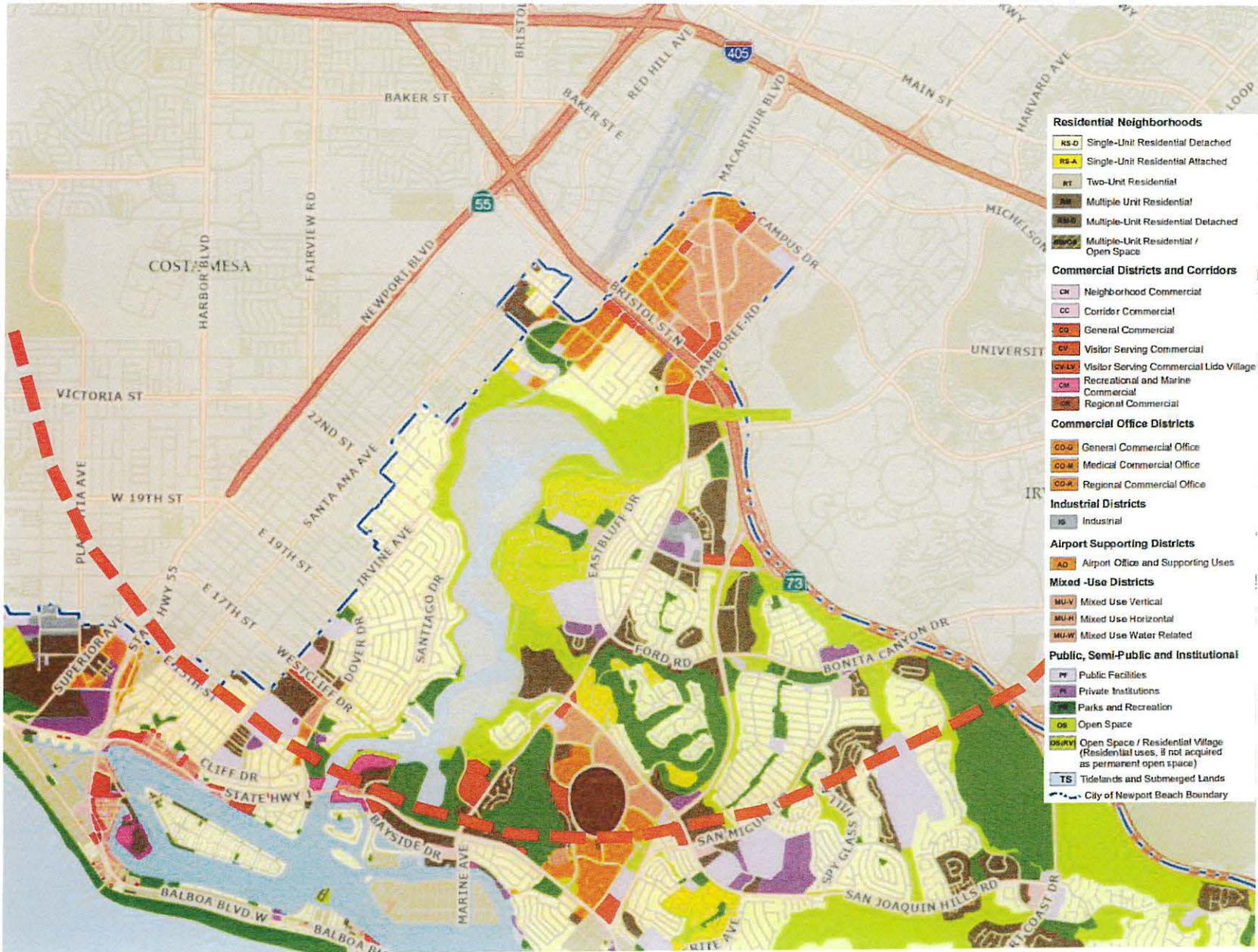
**ATTACHMENT 1A**

3.19.26 ALUC Item #1 Page 8  
Date



0 1000 2000 3000 4000 5000 7500  
Scale In Feet

City of Newport Beach ALUC Submittal – General Plan Update, March 19, 2026  
**Exhibit “E”:** Notification Area + General Plan Land Use (Currently Adopted, Unchanged)



**March 19, 2026 ALUC Submittal – Attachment 3**  
**AELUP Noise, Height, and Safety Consistency Analysis**

Notwithstanding the fact the GPU does not include any land use changes, development standard changes, or development limit changes, the following analysis is presented and intended to highlight the consistency of the proposed GPU Goals and Policies with the AELUP, as it relates to noise, height, and safety.

**Noise**

There are no substantive proposed changes to General Plan goals or policies related noise from John Wayne Airport. The City will continue to rely on its updated General Plan Land Use Element and Noise Element to provide pertinent goals and policies. The City also relies on Title 20 (Planning and Zoning) of the Newport Beach Municipal Code (NBMC). However, the Noise Element is being refreshed to further emphasize noise as a planning priority in Newport Beach.

The City’s cited General Plan Policies will help ensure that appropriate noise considerations are made, and that mitigation is included in the design. Most goals and policies presented in the Table 1 are in the currently adopted General Plan and are being carried forward to ensure airport compatibility continues to be a priority.

<b>Table 1, Relevant Noise Goals and Policies</b>	
<i>Land Use Element Goal LU-17: Airport Area: A connected and complete community that supports residents and businesses</i>	
<b>Policy LU 17.8: Aircraft Notification (Current Policy LU 6.15.15).</b> Require that all neighborhood parks be posted with a notification to users regarding proximity to John Wayne Airport and aircraft overflight and noise.	
<i>Land Use Element Goal LU-28: A City with mutually beneficial land use conservation and development</i>	
<b>Policy LU-28.1: Airport Compatibility (Current Policy LU 6.15.3).</b> Require that all development be constructed in conformance with the height restrictions set forth by the Federal Aviation Administration, Federal Aviation Regulations Part 77, and California Department of Transportation Division of Aeronautics, and that residential development be allowed only on parcels with noise levels of less than the John Wayne Airport 65 A-weighted decibels (dBA) Community Noise Equivalent Level (CNEL) noise contour area, as shown in Figure N-5 of the Noise Element of the General Plan, unless and until the City determines, based on substantial evidence, that the sites wholly within the 65 dBA CNEL noise contour shown in Figure N-5 are needed for the City to satisfy its 6th Cycle Regional House Needs Assessment mandate. Non-residential uses are, however, encouraged on parcels located wholly within the 65 dBA CNEL contour area.	
<i>Noise Element Goal N-1: A community where noise impacts are reduced, and compatibility between land uses is maintained</i>	
<b>Policy N-1.1: Noise Compatibility of New Development (Adapted from Currently Adopted Policy N-1.1).</b> Require all proposed projects to be compatible with the noise environment through use of Table N-2, and enforce the interior and exterior noise standards in the NBMC.	

**Table 1, Relevant Noise Goals and Policies**

<p><b>Policy N-1.2: Noise Exposure Verification for New Development (Adapted from Currently Adopted Policy N-1.2).</b> Require a noise study to be submitted to provide evidence that the depicted noise contours account for local noise exposure circumstances due to factors such as topography, variation in traffic speeds, and other applicable conditions for proposed projects that require environmental review, as follows:</p> <ul style="list-style-type: none"> <li>• Residential or mixed-use projects in the Airport Area Focus Area or the West Newport Mesa Focus Area projected to be exposed to exterior noise levels of 65 to 70 dBA CNEL.</li> <li>• Residential or mixed-use projects in all other areas projected to be exposed to exterior noise levels of 60 dBA CNEL or greater.</li> <li>• These findings shall be used to determine the level of exterior and/or interior noise attenuation needed to attain an acceptable noise exposure level, and the feasibility of such measures when other planning considerations are taken into account.</li> </ul>
<p><b>Policy N-1.3: Remodeling of and Additions to Structures (Currently Adopted).</b> Require that all remodeling of and additions to structures comply with the noise standards in the NBMC.</p>
<p><b>Policy N-1.4: New Developments in Urban Areas (Currently Adopted).</b> Require that applicants of residential portions of mixed-use projects and high-density residential developments in urban areas (such as the Airport Area and Newport Center) demonstrate that the design of the structure adequately isolates noise between adjacent uses and units (common floors/ceilings) in accordance with the California Building Code.</p>
<p><b>Policy N-1.5A: Infill Projects (Adapted from Currently Adopted Policy N-1.5).</b> Allow a higher (above 65 dBA CNEL) exterior noise level standard for infill projects in existing residential areas adjacent to major arterials if it can be shown that there are no feasible mechanisms to meet the exterior noise levels. Enforce the interior standard of 45 dBA CNEL for all new residential projects, including the residential component of mixed-use projects.</p>
<p><b>Policy N-1.5B: Airport Area Infill Projects (Adapted from Currently Adopted Policy N-1.5A).</b> Allow infill residential projects proximate to John Wayne Airport to have a higher exterior noise level standard (65 to 70 dBA CNEL) if it can be shown that there are no practical mechanisms or designs to meet the exterior noise level. Enforce the interior standard of 45 dBA CNEL for all residential components of projects. No residential units may be located on parcels wholly within the John Wayne Airport 65 dBA CNEL noise contour area, as shown in Figure N3, unless and until the City determines, based on substantial evidence, that the site wholly within such contour area is needed for the City to satisfy its 6th Cycle (or subsequent) Housing Element Regional Housing Needs Allocation mandate. Encourage non-residential uses on parcels wholly within the 65 dBA CNEL contour area, as shown in Figure N3.</p>
<p><b>Policy N-1.6: Mixed-Use Developments (Currently Adopted Policy N-1.6).</b> Encourage new mixed-use developments to site loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noise sources away from the residential portion of the development.</p>
<p><b>Policy N-1.9: Noise Regulations (New Policy).</b> Review the City's Noise Ordinance upon adoption of this Noise Element and periodically thereafter, but at least every 10 years, and make revisions where needed.</p>
<p><b>Policy N-1.10: Improved Communications (New Policy).</b> Seek to improve communications regarding noise regulations and processes through City website features, information bulletins, and reporting procedures.</p>
<p><b>Policy N-1.11: Improved Noise Monitoring (New Policy).</b> Periodically consider new noise monitoring technologies and improved metrics for assessing noise impacts.</p>

**Table 1, Relevant Noise Goals and Policies**

**Noise Element Goal N-2:** Sensitive receptors are protected from excessive motor vehicle and boat noise

**Policy N-2.1: New Development (Adapted from Currently Adopted Policy N-2.1).** Require that proposed noise-sensitive uses in areas that have ambient noise of 60 dBA CNEL and greater, as identified in Figure N2 and Figure N3, demonstrate that they meet interior and exterior noise level requirements, as determined in the analyses stipulated by Policy N-1.2.

**Policy N-2.2: Design of Sensitive Land Uses (Currently Adopted).** Require the use of walls, berms, interior noise insulation, double-paned windows, advanced insulation systems, or other noise measures in the design of new residential developments to attenuate interior noise levels to 45 dBA CNEL or less. Other new noise-sensitive land uses that are adjacent to major arterials or proximate to John Wayne Airport (e.g., infill residential) and within the 65 to 70 dBA CNEL noise contour area are required to be indoor-oriented. Application of the noise standards in Table N2 shall govern this requirement.

**Noise Element Goal N-3:** A community safeguarded from the adverse noise impacts of operations at John Wayne Airport and that proactively responds to and plans for emerging transportation technologies

**Policy N-3.1: New Development (Adapted from Currently Adopted Policy N-3.1).** Ensure new development is compatible with the noise environment proximate to John Wayne Airport by not allowing residential units on parcels located wholly within the John Wayne Airport 65 dBA CNEL noise contour, as shown in Figure N3, unless and until the City determines, based on substantial evidence, that the site is needed for the City to satisfy its 6th Cycle (or subsequent cycles) Housing Element Regional Housing Needs Allocation mandate.

**Policy N-3.2: Residential Development (Currently Adopted).** Require developers of residential or mixed-use with a residential component land uses within the John Wayne Airport 65 dBA CNEL to notify prospective purchasers or tenants of aircraft overflight and noise. Additionally, require outdoor common areas or recreational areas of residential or mixed-use developments to be posted with signs notifying users regarding the proximity to John Wayne Airport and the presence of operating aircraft and noise.

**Policy N-3.3: Avigation Easement (Adapted from Currently Adopted Policy N-3.3).** Consider requiring the dedication of avigation easements in favor of the County of Orange when noise-sensitive uses are proposed in the John Wayne Airport Planning Area, as established in the Airport Environs Land Use Plan for John Wayne Airport (April 2008 or most recent).

**Policy N-3.4: Existing Noise Restrictions (Currently Adopted).** Oppose any attempt to modify existing noise restrictions for John Wayne Airport, including the existing curfew and the General Aviation Noise Ordinance.

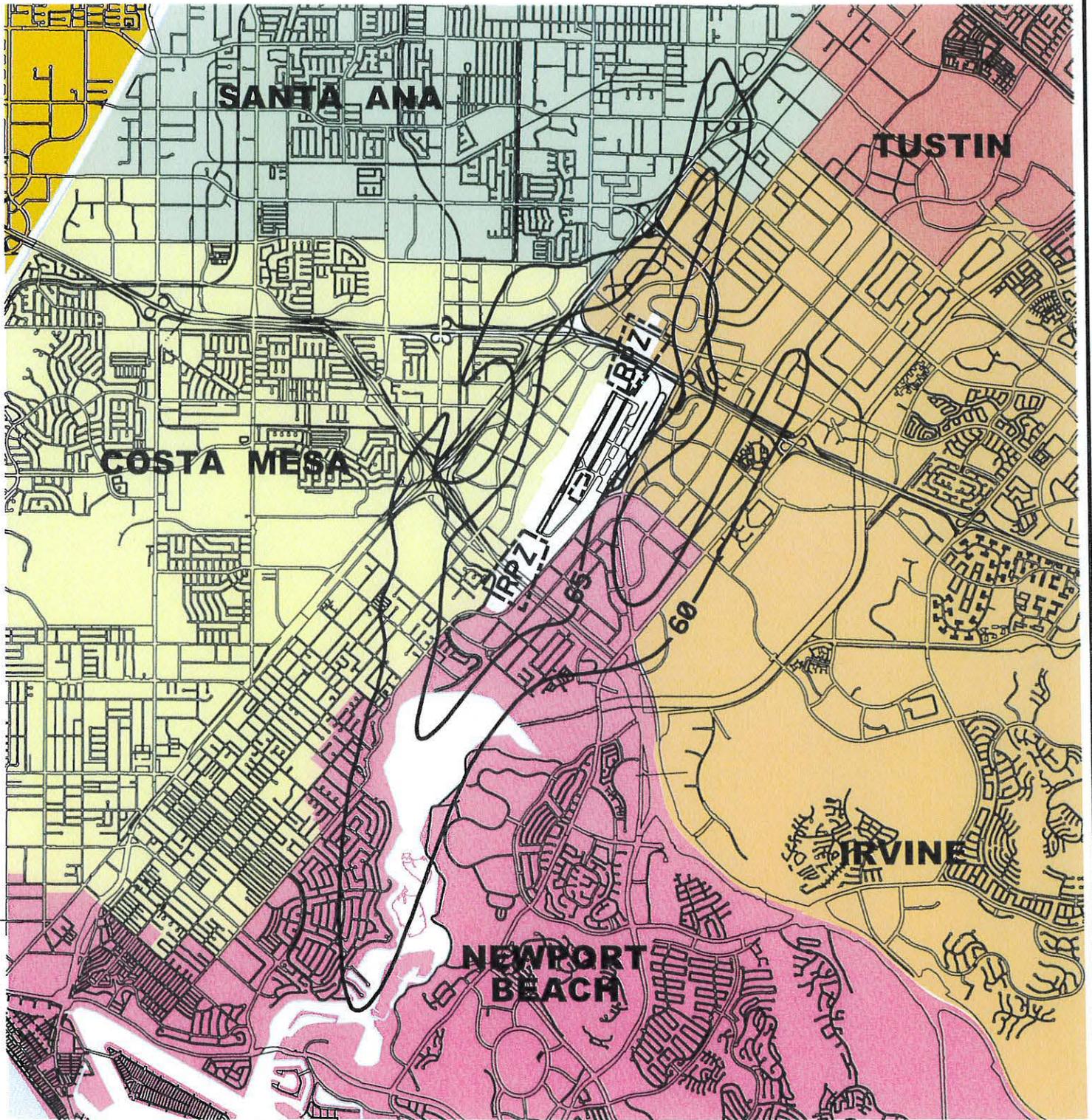
**Policy N-3.5: Additional Facilities at John Wayne Airport (Adapted from Currently Adopted Policy N-3.5).** Consider any attempt to construct a second air carrier runway, including the acquisition of land necessary to provide required separation of the existing air carrier runway and any proposed facility.

**Policy N-3.6: Existing Level of General Aviation Operations (Adapted from Currently Adopted Policy N-3.6).** Consider any plan or proposal that maintains, and oppose any plan or project that proposes any significant changes to, the existing level of general aviation operations and general aviation support facilities.

**Policy N-3.7: Noise Monitoring Systems (Adapted from Currently Adopted Policy N-3.7).** Support preservation and enhancement of existing noise monitoring systems and the public reporting of the information derived from the noise monitoring systems.

**Table 1, Relevant Noise Goals and Policies**

<p><b>Policy N-3.8: Meeting Air Transportation Demand (Currently Adopted).</b> Support means of satisfying some of Orange County's air transportation demand at airports other than John Wayne Airport or through alternative means of transportation.</p>
<p><b>Policy N-3.9: John Wayne Airport Amended Settlement Agreement (Currently Adopted).</b> Preserve and protect the validity of the John Wayne Airport Amended Settlement Agreement, including the following:</p> <ul style="list-style-type: none"><li>• Oppose or seek protection from any federal legislative or regulatory action that would or could affect or impair the County of Orange's ability to operate John Wayne Airport consistent with the provisions of the John Wayne Airport Amended Settlement Agreement or the City's ability to enforce the Amended Settlement Agreement.</li><li>• Approve amendments of the John Wayne Airport Settlement Agreement to ensure continued validity, provided amendments are consistent with the City Council Airport Policy, do not materially impair quality of life, and are in the long-term best interests of Newport Beach residents.</li><li>• Continue to monitor possible amendments of the Airport Noise and Capacity Act of 1990 and the various Federal Aviation Administration Regulations and Advisory Circulars that relate to aircraft departure procedures.</li></ul>
<p><b>Policy N-3.10: Community and Public Agency Support (Adapted from Currently Adopted Policy N-3.10).</b> Conduct outreach and coordinate with neighboring cities and the County of Orange for broad-based support for all aspects of the City Council Airport Policy.</p>
<p><b>Policy N-3.11. Updated Airport Noise Contours (New Policy).</b> Periodically review and consider updates to the airport noise contours and revise Figure N3, as appropriate.</p>
<p><b>Policy N-3.12: Emerging Aerial Mobility Technology (New Policy).</b> Mitigate noise impacts from air delivery, air taxis, and other emerging aerial mobility systems to the extent feasible and consistent with the NBMC.</p>
<p><b>Policy N-3.13: Emerging Transportation Facilities (New Policy).</b> Direct emerging transportation systems along routes with minimal residential and other sensitive uses, to the extent feasible.</p>



Note: County Unincorporated areas are shown in white.

## John Wayne Airport Impact Zones

### LEGEND

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

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

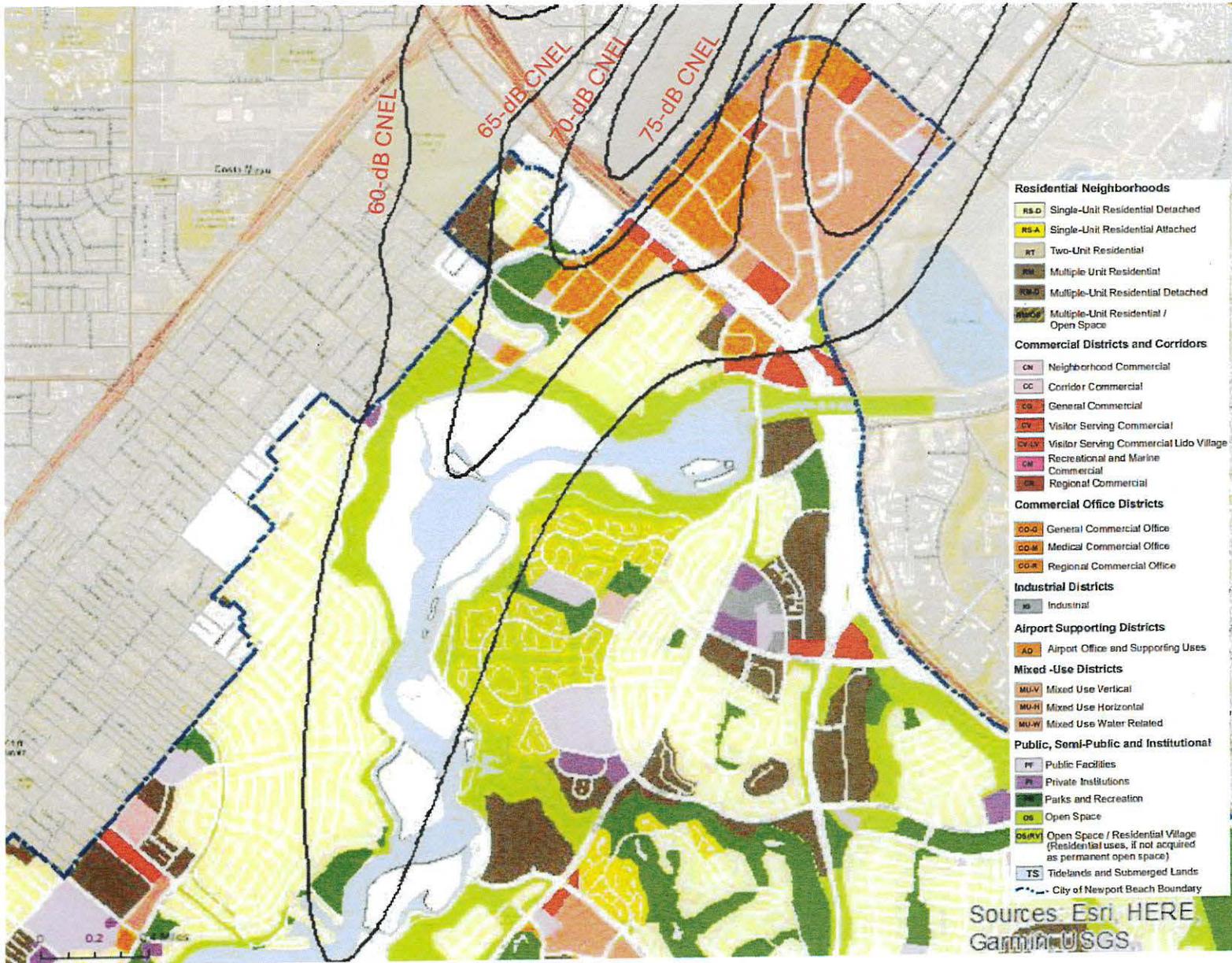
CERTIFICATION

for Orange County

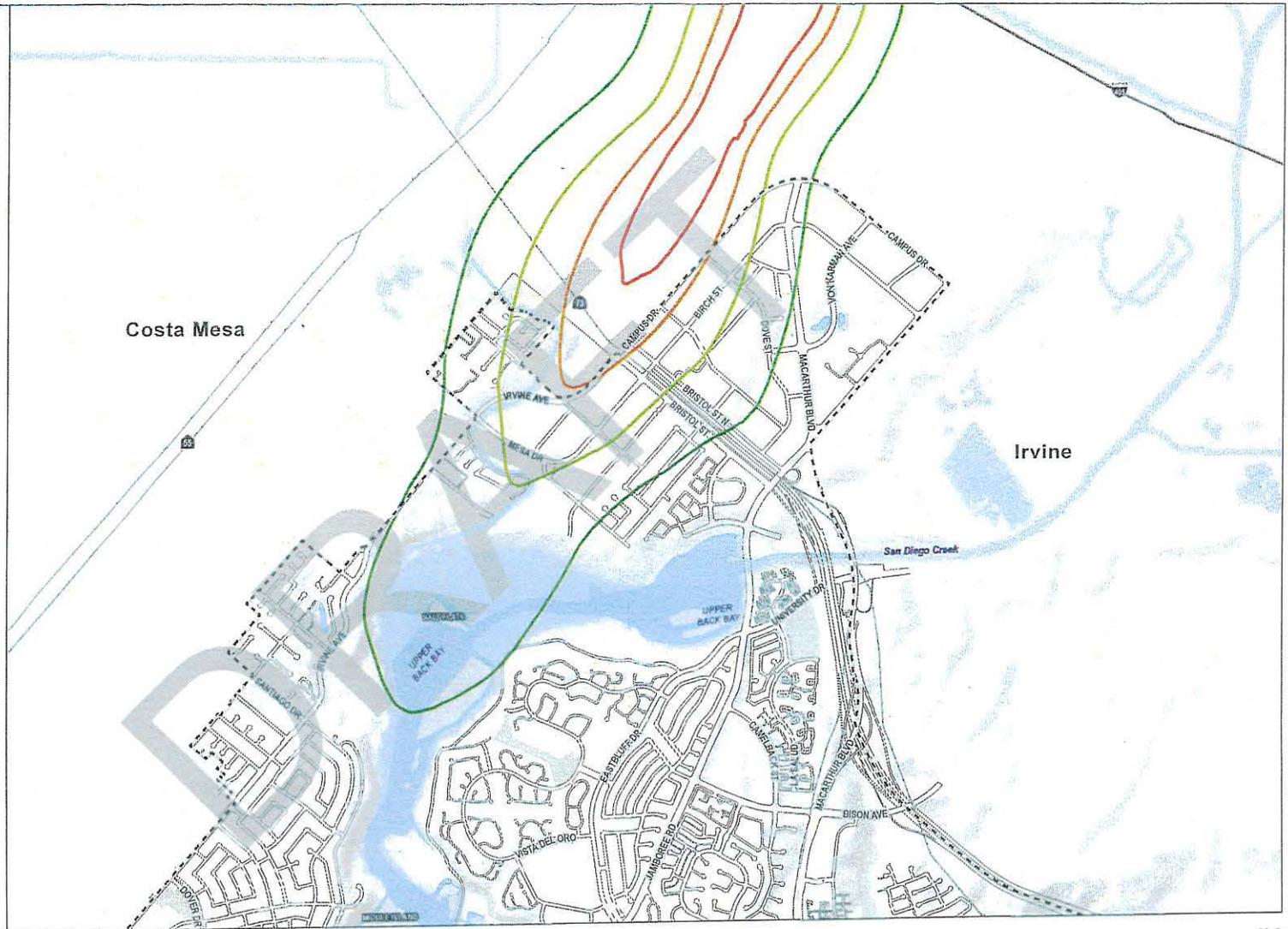
**ATTACHMENT 3A**

3.19.26 ALUC Item #1 Page 14-  
Date





- City of Newport Beach Boundary
- █ CNEL 60
- █ CNEL 65
- █ CNEL 70
- █ CNEL 75

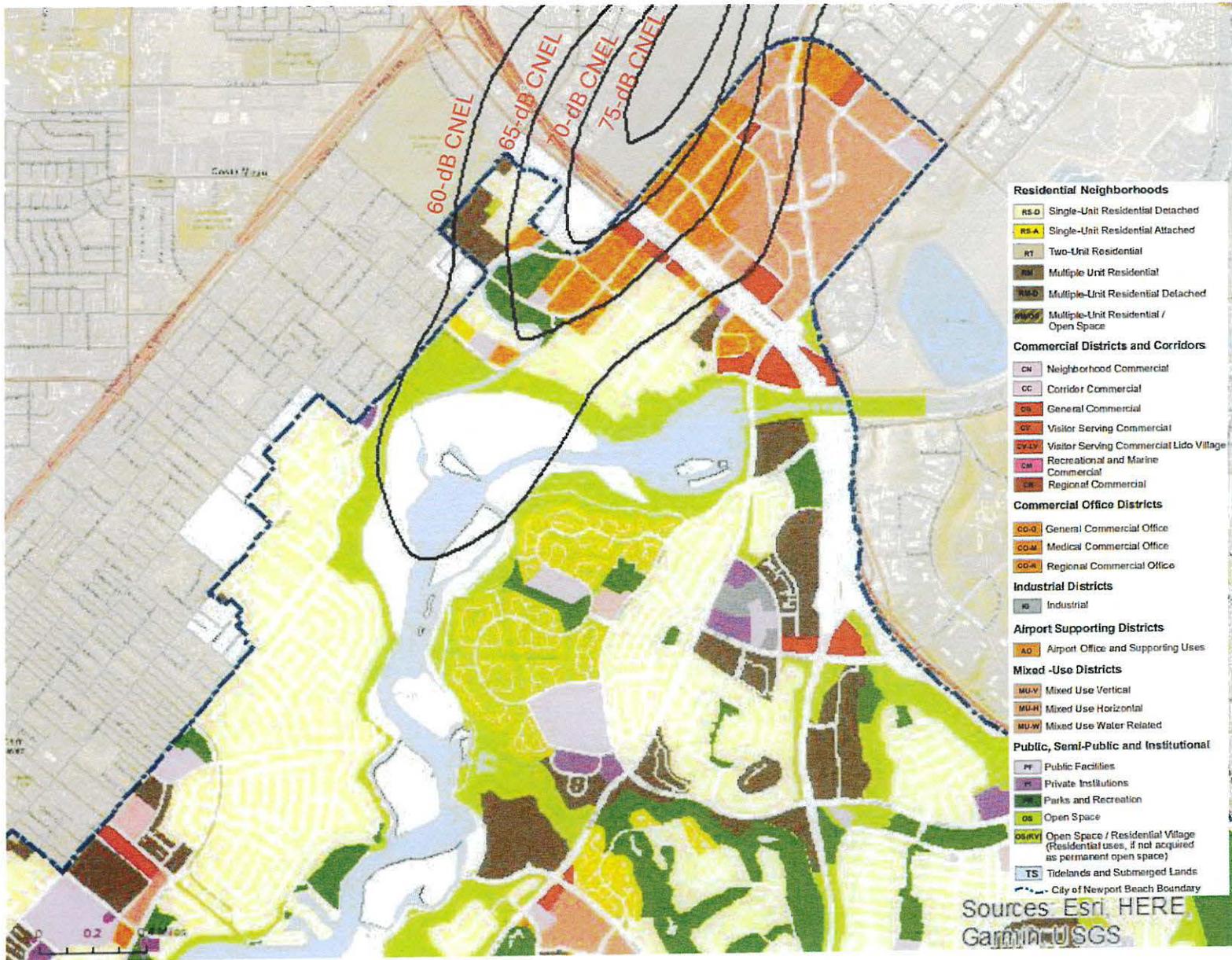


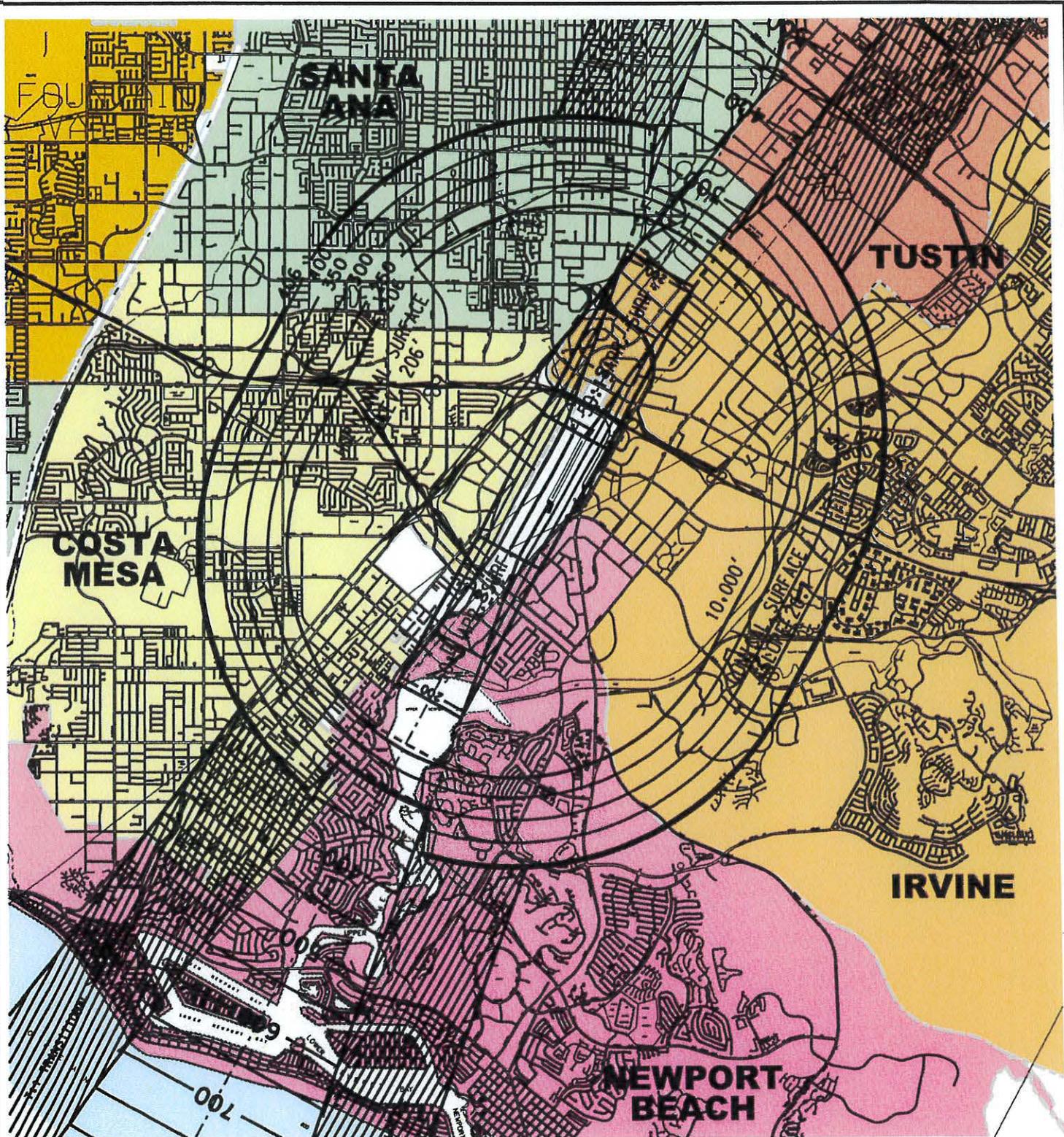
City of Newport Beach 2023



N-3  
 2014 Settlement Agreement Airport Noise Contours  
 City of Newport Beach General Plan Update

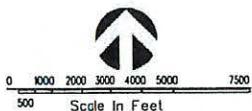
**Exhibit “D”:** City Noise Contours (2014) + General Plan Land Use (Currently Adopted, Unchanged)





Note: County Unincorporated areas are shown in white.

## FAR PART 77 John Wayne Airport Obstruction Imaginary Surfaces



### LEGEND

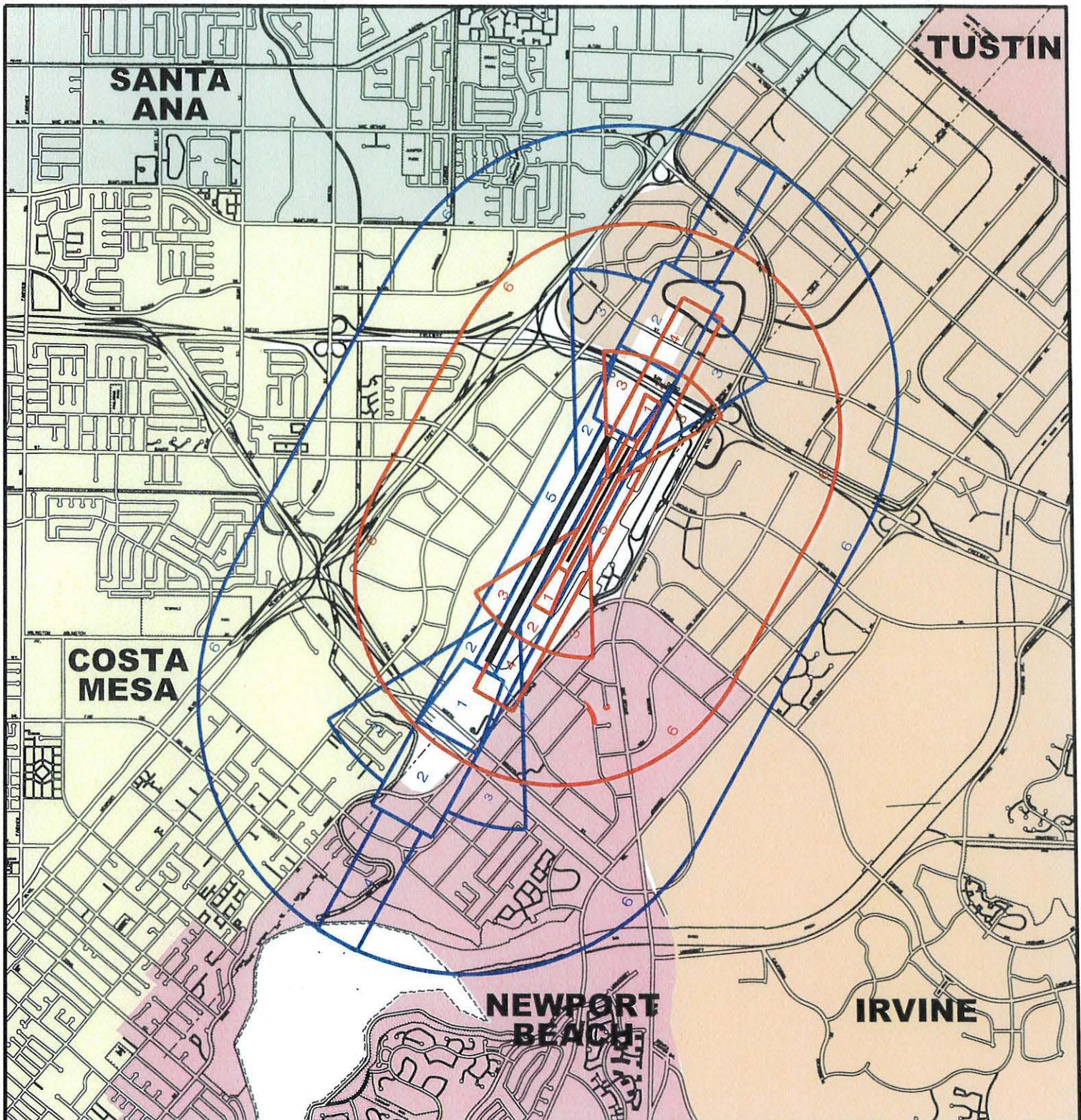
- CITY BOUNDARIES
- AIRPORT BOUNDARIES

### CERTIFICATION

Adopted by the Airport Land Use Commission for Orange County

**ATTACHMENT 5A** Item #1 Page 18





# John Wayne Airport Safety Zone Reference Map

## LEGEND

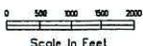
1. RUNWAY PROTECTION ZONE
2. INNER APPROACH / DEPARTURE ZONE
3. INNER TURNING ZONE
4. OUTER APPROACH / DEPARTURE ZONE
5. SIDELINE ZONE
6. TRAFFIC PATTERN ZONE



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



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



## CERTIFICATION

for Orange County

**ATTACHMENT 6A**

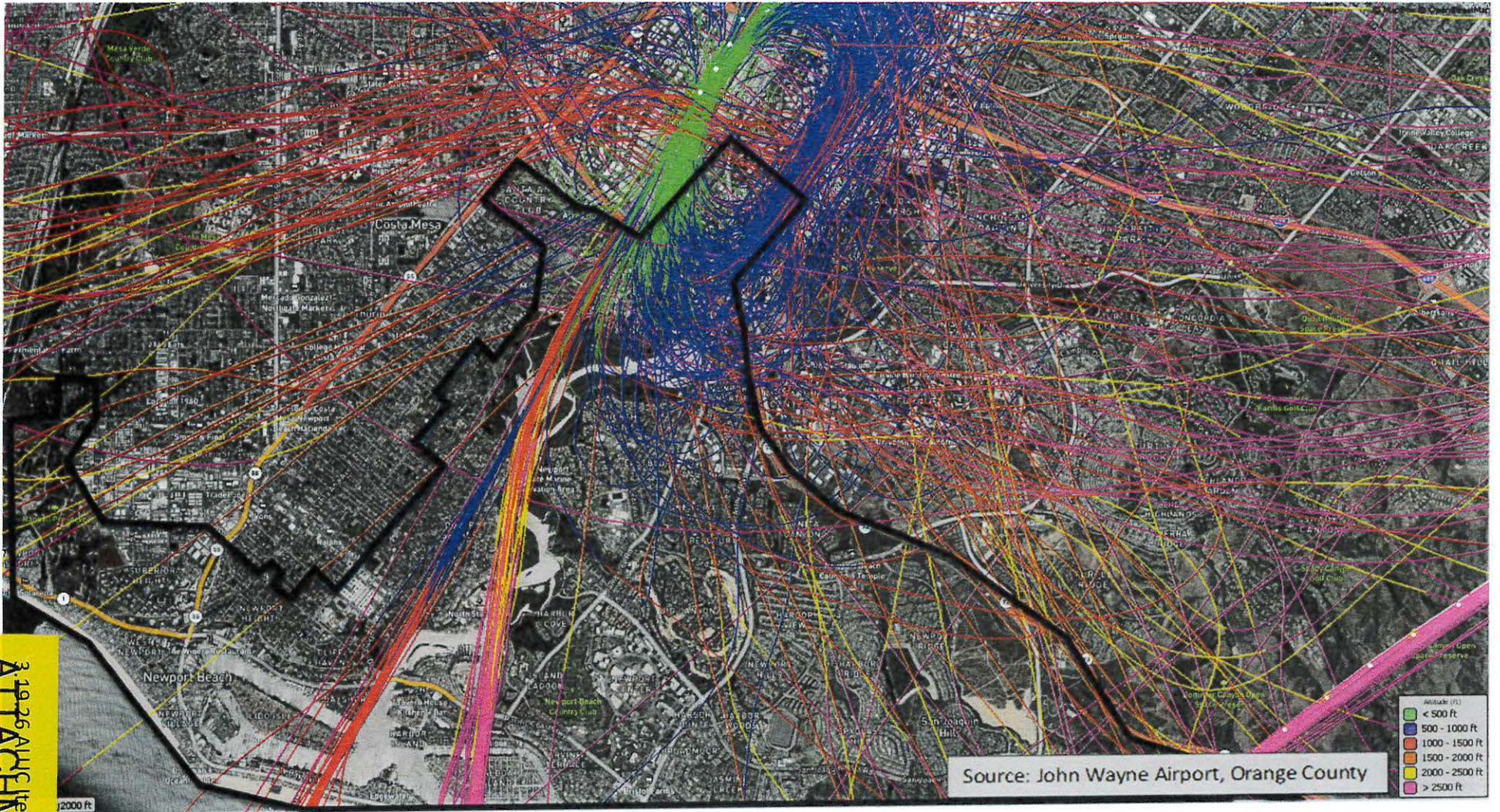
3.19.26 ALUC Item #1 Page 20  
Date

City of Newport Beach ALUC Submittal – General Plan Update, March 19, 2026  
**Exhibit “A”**: Safety Zones + General Plan Land Use (Currently Adopted, Unchanged)



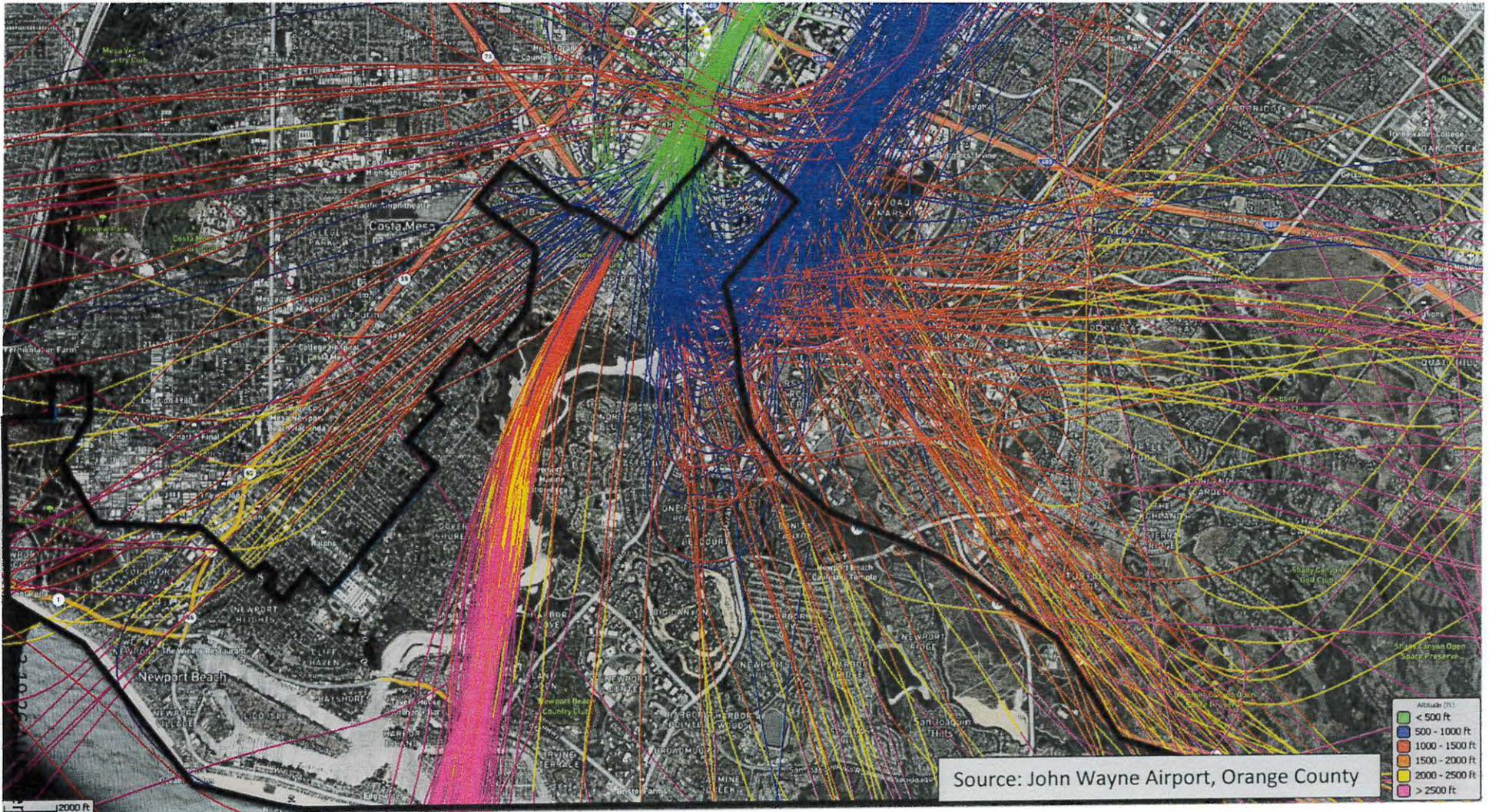


John Wayne Airport Altitude Analysis  
Monday, January 12, 2026  
581 Operations



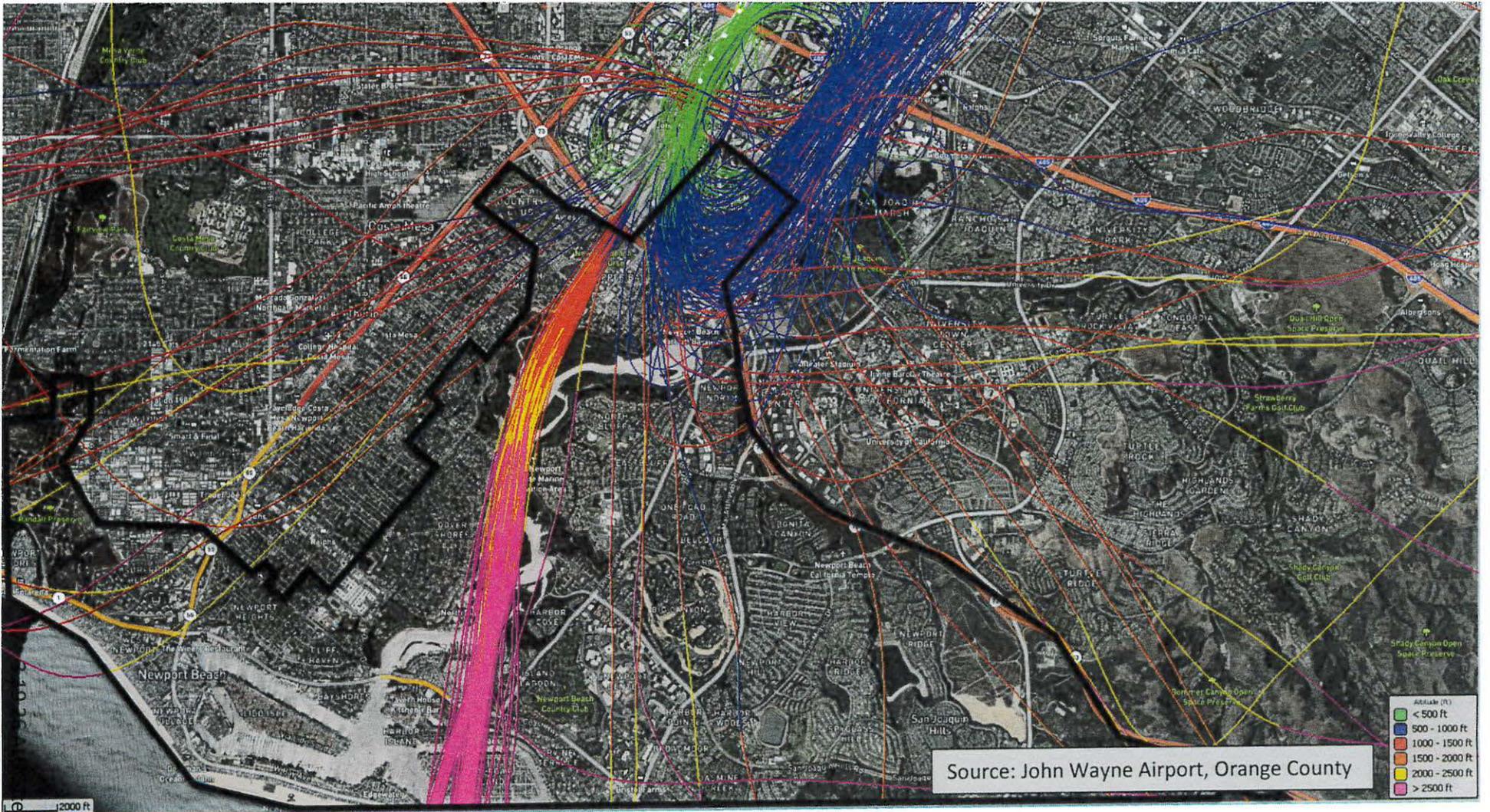


John Wayne Airport Altitude Analysis  
Thursday, February 12, 2026  
732 Operations





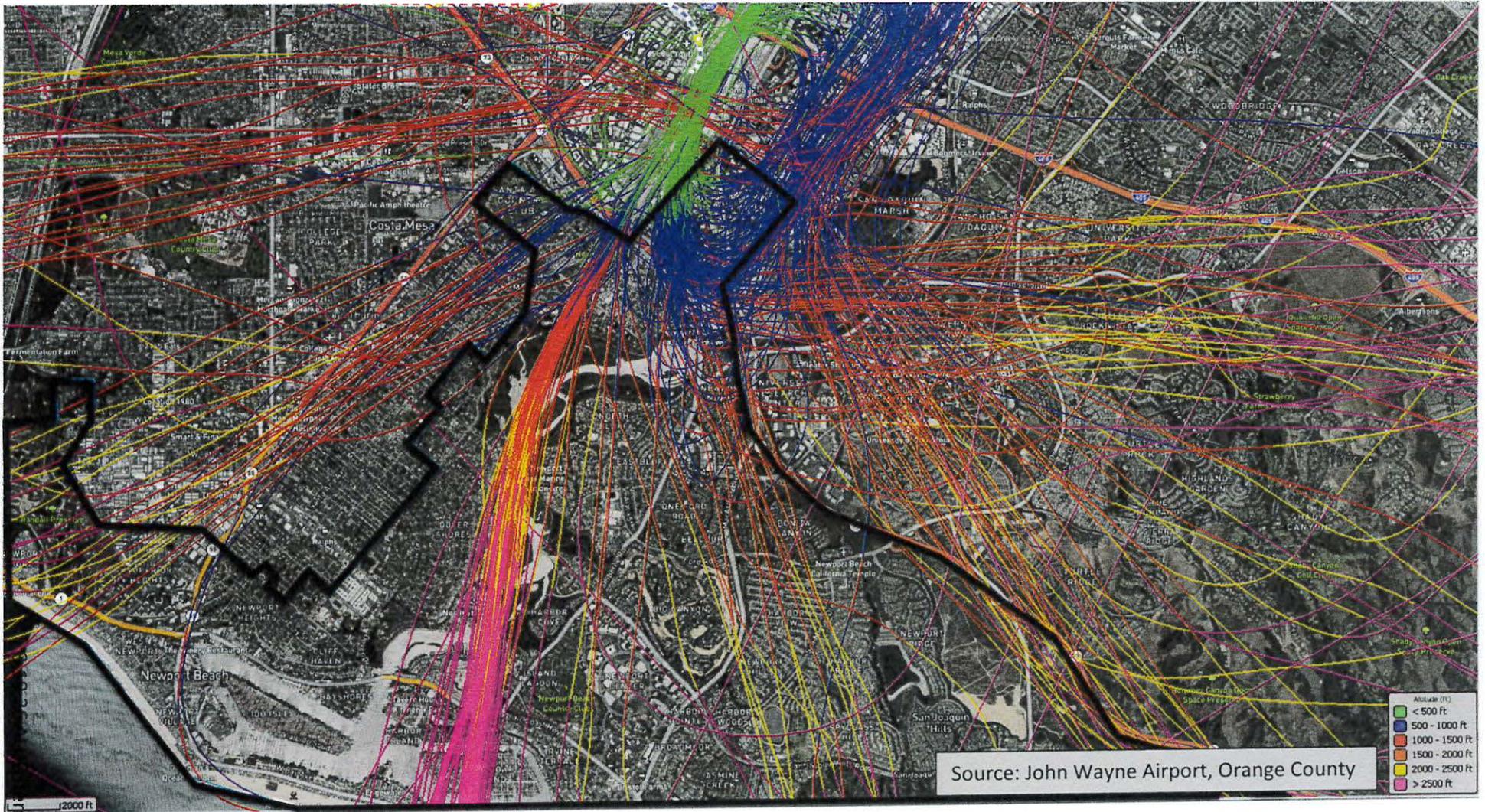
John Wayne Airport Altitude Analysis  
Tuesday, February 17, 2026  
461 Operations



2000 ft



John Wayne Airport Altitude Analysis  
Saturday, February 21, 2026  
519 Operations





**CITY OF NEWPORT BEACH**

100 Civic Center Drive  
Newport Beach, California 92660

949 644-3200

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

February 27, 2026

Julie Fitch, Executive Officer  
Airport Land Use Commission for Orange County  
3160 Airway Avenue  
Costa Mesa, CA 92626



Subject: City of Newport Beach Comprehensive General Plan Update (PA2022-080)

Dear Julie,

Pursuant to Section 4.3 (Amendments to General Plans and Specific Plans [Zoning]) of the Airport Environs Land Use Plan (AELUP) for John Wayne Airport, the City of Newport Beach (City) requests that the Airport Land Use Commission (ALUC) review the City's proposed General Plan Update (hereafter "GPU") for consistency with the Airport Environs Land Use Plan (AELUP) at its meeting on March 19, 2026.

This GPU serves to comprehensively update and refresh the Newport Beach General Plan, which was last comprehensively reviewed and updated in 2006. The GPU involves the following eight Elements: (1) Arts and Culture; (2) Historical Resources; (3) Harbor, Bay, and Beaches; (4) Land Use; (5) Natural Resources; (6) Noise; (7) Recreation; and (8) Safety. Importantly, the GPU does not involve the Housing or Circulation Elements, nor does it serve to implement the Housing Element. It is also important to emphasize that there are no land use changes, development standard changes, nor density or additional units proposed with this GPU.

Although the entire draft GPU is being provided as part of this application due to its citywide scope, including the John Wayne Airport Notification Area, the City believes ALUC and ALUC staff should focus attention on the Land Use, Noise, and Safety Elements, for the purpose of this consistency review.

I believe the enclosed materials adequately address all the required information your office needs to evaluate and bring our application to hearing on March 19, 2026. Should this not be the case, please know the City is committed to providing any additional information necessary to constitute a complete application and stands ready to provide such information at a moment's notice. I can be reached at 949-644-3253 or [bzdeba@newportbeachca.gov](mailto:bzdeba@newportbeachca.gov), and I am committed to being highly responsive for any questions or concerns ALUC staff may have while reviewing the request.

**ATTACHMENT 8**

Thank you for your time and consideration of our application. The City looks forward to collaborating with ALUC and ALUC staff on this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Benjamin M. Zeeba". The signature is stylized and cursive.

Benjamin M. Zeeba, AICP, Acting Deputy Community Development Director

Attachments:

1. General Plan Amendment Submittal Form & Checklist
2. Relevant Background and General Plan Update Process Overview
3. AELUP Noise, Height, and Safety Consistency Analysis
4. Draft Arts and Culture Element
5. Draft Historical Resources Element
6. Draft Harbor, Bay, and Beaches Element
7. Draft Land Use Element
8. Draft Natural Resources Element
9. Draft Noise Element
10. Draft Recreation Element
11. Draft Safety Element

**Attachment 1**  
General Plan Amendment  
Submittal Form & Checklist



# AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY  
SUBMITTAL FORM

GENERAL PLAN ·  SPECIFIC PLAN ·  ZONING CODE

1. Name of City or County: Newport Beach
2. Contact Information - Name/Title Ben Zdeba/Acting Deputy Community Development Director  
Agency: City of Newport Beach  
Address: 100 Civic Center Drive, Newport Beach, California 92660  
Phone/email: 949-644-3253/bzdeba@newportbeachca.gov
3. Airport Planning Area(s):  
 John Wayne Airport    Fullerton Municipal Airport    JFTB - Los Alamitos
4. Item being submitted for review (**submit each on a separate form**): Name of General Plan Element, Specific Plan or Planned Community: Comprehensive General Plan Update
5. Scheduled date of Planning Commission Public Hearing: 4/23/2026
6. Tentative date of City Council/Board of Supervisors Public Hearing: 5/26/2026
7. Requested date of ALUC Review March 19, 2026.  
*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 height within the Obstruction Imaginary Surfaces\*?  No    Yes
13. Please indicate current [Click or tap here to enter text.](#) and proposed [Click or tap here to enter text.](#) maximum heights allowed.

### SUBMITTAL CHECKLIST: General Plan · Specific Plan · Zoning Code

- Cover letter on City/County letterhead.
- Completed Submittal Form.
- Link to existing General Plan and proposed General Plan 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.  
Click or tap here to enter text.
- 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.

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

[ALUCinfo@ocair.com](mailto:ALUCinfo@ocair.com)

## **Attachment 2**

Relevant Background and  
General Plan Update Process  
Overview

**March 19, 2026 ALUC Submittal – Attachment 2**  
**Relevant Background and General Plan Update Process Overview**

The General Plan is a State-mandated, long-term policy document that guides a community’s physical development and informs local decision-making on land use, housing, transportation, infrastructure, parks, and related issues over a 20- to 30-year horizon. Newport Beach’s General Plan was last comprehensively updated in 2006, prompting the City Council to initiate a full review in 2019; however, the effort temporarily shifted to address the unprecedented 6<sup>th</sup> Cycle Regional Housing Needs Assessment (RHNA) and complete the Housing and Circulation Elements.

As that work concluded, the City resumed the comprehensive update and, in the middle of 2022, the City Council established the three-member General Plan Update Steering Committee (GPUSC), chaired by Nancy Gardner, to guide the process and report to the City Council. In early 2023, the City Council also formed the General Plan Advisory Committee (GPAC), a 24-member community-based body, which organized subcommittees to support efficient and focused review of each General Plan element.

The General Plan Update effort has been broken into four primary phases, as described in Table 1 on the following page. Phase 3 (California Environmental Quality Act) is nearing completion with Phase 4 (Hearings) in progress. It is anticipated that the entire process will be completed by June 2026.

<b>Table 1, General Plan Update Process</b>			
<b>Phase 1 (Background Analysis + Visioning)</b>	<b>Phase 2 (Policy Development + General Plan Amendment)</b>	<b>Phase 3 (California Environmental Quality Act)</b>	<b>Phase 4 (Hearings)</b>
<ul style="list-style-type: none"> <li>• Community Engagement and Outreach Plan</li> <li>• Research and Data Analysis</li> <li>• Online Survey</li> <li>• GPAC + GPUSC Meetings</li> <li>• Pop-up Events</li> <li>• Paid Advertisements</li> </ul>	<ul style="list-style-type: none"> <li>• Development of General Plan</li> <li>• Online Survey</li> <li>• GPAC+GPUSC Meetings</li> <li>• Community Workshops</li> <li>• Paid Advertisements</li> </ul>	<ul style="list-style-type: none"> <li>• Virtual Open House</li> <li>• In-Person Open House</li> <li>• GPAC + GPUSC Meetings</li> <li>• Environmental Analysis</li> </ul>	<ul style="list-style-type: none"> <li>• City Boards, Commissions, and Committees</li> <li>• Airport Land Use Commission</li> <li>• City Council Adoption</li> </ul>
<b>Completed late 2024</b>	<b>Completed late 2025</b>	Open houses completed late 2025; Environmental analysis in progress	In progress

To get to the point of having initial drafts of the General Plan Elements available for review, City staff worked extensively with the GPAC Subcommittees, the GPAC, and the GPUSC. This started with the review of existing conditions and background analysis reports for each element. These documents are considered a “snapshot in time” to identify current condition in Newport Beach under each topical area as well as what needs to be addressed from a State requirement standpoint. Each subcommittee then worked on identifying a potential refresh for the individual elements and helped to create “ideas to support” them. These ideas were shared with the community through digital engagement on the City’s website for the effort (<https://www.newportbeachca.gov/gpupdate>), as well as at community workshops.

Based on the feedback received, City staff alongside consultant Dudek refined the ideas shared as actual goals and accompanying policy statements in furtherance of each. The draft goals and policies were then shared with internal City staff from various departments for review prior to finalizing them as initial draft elements.

These initial drafts were then reviewed by the Subcommittees, as well as the full GPAC and the GPUSC prior to being shared with the City’s boards, commissions, and committees for further input, and then advertised for additional public input from the broader community late last year.

At a special joint meeting of the GPAC and the GPUSC on December 3, 2025, those Committees reviewed 56 comments received on various draft elements from six different City Boards, Commissions, and Committees, as well as 69 comments received from community members. Based on guidance received at that meeting, City staff returned to another special joint meeting on January 21, 2026, with a comprehensive set of revised draft elements. By a vote of 25 ayes to 1 nay, the GPAC and the GPUSC voted to move the draft forward as the Final GPUSC/GPAC Draft General Plan Update.

This draft represents the culmination of three years of diligent work by the GPAC, its subcommittees, the GPUSC, and engaged community members. Notably, the GPAC and the GPUSC combined for 57 meetings held in accordance with the Ralph M. Brown Act and 47 public meetings of the various Subcommittees.

The draft is currently being reviewed by the City’s various Boards, Commissions, and Committees. Table 2 summarizes the anticipated schedule of meetings and hearings, ultimately leading to City Council consideration and adoption in May 2026. As the preliminary reviews are occurring, it is also important to note that the City is preparing an addendum previously certified and adopted Programmatic Environmental Impact Report (EIR) for the Housing Element Implementation Program. Given there are no changes to land use, development standards, density/intensity allowances, the addendum has been deemed most appropriate.

<b>Table 2, General Plan Update Schedule (Phase 4)</b>			
<b>Meeting Date</b>	<b>Meeting Body</b>	<b>Elements Reviewed</b>	<b>Outcome</b>
February 12, 2026	City Arts Commission	Arts and Culture Historical Resources	6 ayes, 0 nays, 1 abstention
February 23, 2026	Board of Library Trustees	Arts and Culture Historical Resources	5 ayes, 0 nays
March 3, 2026	Parks, Beaches & Recreation Commission	Harbor, Bay, and Beaches Natural Resources Recreation	Pending
March 19, 2026	Orange County Airport Land Use Commission	Arts and Culture Historical Resources Harbor, Bay, and Beaches Natural Resources Recreation Safety Noise Land Use	Pending
March 19, 2026	Planning Commission (Study Session)	None, study session only	Pending
April 2, 2026	Water Quality/Coastal Tidelands Committee	Harbor, Bay, and Beaches Natural Resources Safety	Pending

<b>Table 2, General Plan Update Schedule (Phase 4)</b>			
<b>Meeting Date</b>	<b>Meeting Body</b>	<b>Elements Reviewed</b>	<b>Outcome</b>
April 23, 2026	Planning Commission (Public Hearing)	Arts and Culture Historical Resources Harbor, Bay, and Beaches Natural Resources Recreation Safety Noise Land Use Introduction Vision Statement Glossary CEQA Document	Pending
April 28, 2026	City Council (Study Session)	None, study session only	Pending
May 26, 2026	City Council (Public Hearing)	Arts and Culture Historical Resources Harbor, Bay, and Beaches Natural Resources Recreation Safety Noise Land Use Introduction Vision Statement Glossary CEQA Document	Pending

## **Attachment 3**

AELUP Noise, Height, and Safety  
Consistency Analysis

**March 19, 2026 ALUC Submittal – Attachment 3**  
**AELUP Noise, Height, and Safety Consistency Analysis**

Notwithstanding the fact the GPU does not include any land use changes, development standard changes, or development limit changes, the following analysis is presented and intended to highlight the consistency of the proposed GPU Goals and Policies with the AELUP, as it relates to noise, height, and safety.

**Noise**

There are no substantive proposed changes to General Plan goals or policies related noise from John Wayne Airport. The City will continue to rely on its updated General Plan Land Use Element and Noise Element to provide pertinent goals and policies. The City also relies on Title 20 (Planning and Zoning) of the Newport Beach Municipal Code (NBMC). However, the Noise Element is being refreshed to further emphasize noise as a planning priority in Newport Beach.

The City’s cited General Plan Policies will help ensure that appropriate noise considerations are made, and that mitigation is included in the design. Most goals and policies presented in the Table 1 are in the currently adopted General Plan and are being carried forward to ensure airport compatibility continues to be a priority.

<b>Table 1, Relevant Noise Goals and Policies</b>	
<i>Land Use Element Goal LU-17: Airport Area: A connected and complete community that supports residents and businesses</i>	
<b>Policy LU 17.8: Aircraft Notification (Current Policy LU 6.15.15).</b> Require that all neighborhood parks be posted with a notification to users regarding proximity to John Wayne Airport and aircraft overflight and noise.	
<i>Land Use Element Goal LU-28: A City with mutually beneficial land use conservation and development</i>	
<b>Policy LU-28.1: Airport Compatibility (Current Policy LU 6.15.3).</b> Require that all development be constructed in conformance with the height restrictions set forth by the Federal Aviation Administration, Federal Aviation Regulations Part 77, and California Department of Transportation Division of Aeronautics, and that residential development be allowed only on parcels with noise levels of less than the John Wayne Airport 65 A-weighted decibels (dBA) Community Noise Equivalent Level (CNEL) noise contour area, as shown in Figure N-5 of the Noise Element of the General Plan, unless and until the City determines, based on substantial evidence, that the sites wholly within the 65 dBA CNEL noise contour shown in Figure N-5 are needed for the City to satisfy its 6th Cycle Regional House Needs Assessment mandate. Non-residential uses are, however, encouraged on parcels located wholly within the 65 dBA CNEL contour area.	
<i>Noise Element Goal N-1: A community where noise impacts are reduced, and compatibility between land uses is maintained</i>	
<b>Policy N-1.1: Noise Compatibility of New Development (Adapted from Currently Adopted Policy N-1.1).</b> Require all proposed projects to be compatible with the noise environment through use of Table N-2, and enforce the interior and exterior noise standards in the NBMC.	

**Table 1, Relevant Noise Goals and Policies**

<p><b>Policy N-1.2: Noise Exposure Verification for New Development (Adapted from Currently Adopted Policy N-1.2).</b> Require a noise study to be submitted to provide evidence that the depicted noise contours account for local noise exposure circumstances due to factors such as topography, variation in traffic speeds, and other applicable conditions for proposed projects that require environmental review, as follows:</p> <ul style="list-style-type: none"><li>• Residential or mixed-use projects in the Airport Area Focus Area or the West Newport Mesa Focus Area projected to be exposed to exterior noise levels of 65 to 70 dBA CNEL.</li><li>• Residential or mixed-use projects in all other areas projected to be exposed to exterior noise levels of 60 dBA CNEL or greater.</li><li>• These findings shall be used to determine the level of exterior and/or interior noise attenuation needed to attain an acceptable noise exposure level, and the feasibility of such measures when other planning considerations are taken into account.</li></ul>
<p><b>Policy N-1.3: Remodeling of and Additions to Structures (Currently Adopted).</b> Require that all remodeling of and additions to structures comply with the noise standards in the NBMC.</p>
<p><b>Policy N-1.4: New Developments in Urban Areas (Currently Adopted).</b> Require that applicants of residential portions of mixed-use projects and high-density residential developments in urban areas (such as the Airport Area and Newport Center) demonstrate that the design of the structure adequately isolates noise between adjacent uses and units (common floors/ceilings) in accordance with the California Building Code.</p>
<p><b>Policy N-1.5A: Infill Projects (Adapted from Currently Adopted Policy N-1.5).</b> Allow a higher (above 65 dBA CNEL) exterior noise level standard for infill projects in existing residential areas adjacent to major arterials if it can be shown that there are no feasible mechanisms to meet the exterior noise levels. Enforce the interior standard of 45 dBA CNEL for all new residential projects, including the residential component of mixed-use projects.</p>
<p><b>Policy N-1.5B: Airport Area Infill Projects (Adapted from Currently Adopted Policy N-1.5A).</b> Allow infill residential projects proximate to John Wayne Airport to have a higher exterior noise level standard (65 to 70 dBA CNEL) if it can be shown that there are no practical mechanisms or designs to meet the exterior noise level. Enforce the interior standard of 45 dBA CNEL for all residential components of projects. No residential units may be located on parcels wholly within the John Wayne Airport 65 dBA CNEL noise contour area, as shown in Figure N3, unless and until the City determines, based on substantial evidence, that the site wholly within such contour area is needed for the City to satisfy its 6th Cycle (or subsequent) Housing Element Regional Housing Needs Allocation mandate. Encourage non-residential uses on parcels wholly within the 65 dBA CNEL contour area, as shown in Figure N3.</p>
<p><b>Policy N-1.6: Mixed-Use Developments (Currently Adopted Policy N-1.6).</b> Encourage new mixed-use developments to site loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noise sources away from the residential portion of the development.</p>
<p><b>Policy N-1.9: Noise Regulations (New Policy).</b> Review the City's Noise Ordinance upon adoption of this Noise Element and periodically thereafter, but at least every 10 years, and make revisions where needed.</p>
<p><b>Policy N-1.10: Improved Communications (New Policy).</b> Seek to improve communications regarding noise regulations and processes through City website features, information bulletins, and reporting procedures.</p>
<p><b>Policy N-1.11: Improved Noise Monitoring (New Policy).</b> Periodically consider new noise monitoring technologies and improved metrics for assessing noise impacts.</p>

**Table 1, Relevant Noise Goals and Policies**

**Noise Element Goal N-2:** *Sensitive receptors are protected from excessive motor vehicle and boat noise*

**Policy N-2.1: New Development (Adapted from Currently Adopted Policy N-2.1).** Require that proposed noise-sensitive uses in areas that have ambient noise of 60 dBA CNEL and greater, as identified in Figure N2 and Figure N3, demonstrate that they meet interior and exterior noise level requirements, as determined in the analyses stipulated by Policy N-1.2.

**Policy N-2.2: Design of Sensitive Land Uses (Currently Adopted).** Require the use of walls, berms, interior noise insulation, double-paned windows, advanced insulation systems, or other noise measures in the design of new residential developments to attenuate interior noise levels to 45 dBA CNEL or less. Other new noise-sensitive land uses that are adjacent to major arterials or proximate to John Wayne Airport (e.g., infill residential) and within the 65 to 70 dBA CNEL noise contour area are required to be indoor-oriented. Application of the noise standards in Table N2 shall govern this requirement.

**Noise Element Goal N-3:** *A community safeguarded from the adverse noise impacts of operations at John Wayne Airport and that proactively responds to and plans for emerging transportation technologies*

**Policy N-3.1: New Development (Adapted from Currently Adopted Policy N-3.1).** Ensure new development is compatible with the noise environment proximate to John Wayne Airport by not allowing residential units on parcels located wholly within the John Wayne Airport 65 dBA CNEL noise contour, as shown in Figure N3, unless and until the City determines, based on substantial evidence, that the site is needed for the City to satisfy its 6th Cycle (or subsequent cycles) Housing Element Regional Housing Needs Allocation mandate.

**Policy N-3.2: Residential Development (Currently Adopted).** Require developers of residential or mixed-use with a residential component land uses within the John Wayne Airport 65 dBA CNEL to notify prospective purchasers or tenants of aircraft overflight and noise. Additionally, require outdoor common areas or recreational areas of residential or mixed-use developments to be posted with signs notifying users regarding the proximity to John Wayne Airport and the presence of operating aircraft and noise.

**Policy N-3.3: Avigation Easement (Adapted from Currently Adopted Policy N-3.3).** Consider requiring the dedication of avigation easements in favor of the County of Orange when noise-sensitive uses are proposed in the John Wayne Airport Planning Area, as established in the Airport Environs Land Use Plan for John Wayne Airport (April 2008 or most recent).

**Policy N-3.4: Existing Noise Restrictions (Currently Adopted).** Oppose any attempt to modify existing noise restrictions for John Wayne Airport, including the existing curfew and the General Aviation Noise Ordinance.

**Policy N-3.5: Additional Facilities at John Wayne Airport (Adapted from Currently Adopted Policy N-3.5).** Consider any attempt to construct a second air carrier runway, including the acquisition of land necessary to provide required separation of the existing air carrier runway and any proposed facility.

**Policy N-3.6: Existing Level of General Aviation Operations (Adapted from Currently Adopted Policy N-3.6).** Consider any plan or proposal that maintains, and oppose any plan or project that proposes any significant changes to, the existing level of general aviation operations and general aviation support facilities.

**Policy N-3.7: Noise Monitoring Systems (Adapted from Currently Adopted Policy N-3.7).** Support preservation and enhancement of existing noise monitoring systems and the public reporting of the information derived from the noise monitoring systems.

**Table 1, Relevant Noise Goals and Policies**

<p><b>Policy N-3.8: Meeting Air Transportation Demand (Currently Adopted).</b> Support means of satisfying some of Orange County’s air transportation demand at airports other than John Wayne Airport or through alternative means of transportation.</p>
<p><b>Policy N-3.9: John Wayne Airport Amended Settlement Agreement (Currently Adopted).</b> Preserve and protect the validity of the John Wayne Airport Amended Settlement Agreement, including the following:</p> <ul style="list-style-type: none"><li>• Oppose or seek protection from any federal legislative or regulatory action that would or could affect or impair the County of Orange’s ability to operate John Wayne Airport consistent with the provisions of the John Wayne Airport Amended Settlement Agreement or the City’s ability to enforce the Amended Settlement Agreement.</li><li>• Approve amendments of the John Wayne Airport Settlement Agreement to ensure continued validity, provided amendments are consistent with the City Council Airport Policy, do not materially impair quality of life, and are in the long-term best interests of Newport Beach residents.</li><li>• Continue to monitor possible amendments of the Airport Noise and Capacity Act of 1990 and the various Federal Aviation Administration Regulations and Advisory Circulars that relate to aircraft departure procedures.</li></ul>
<p><b>Policy N-3.10: Community and Public Agency Support (Adapted from Currently Adopted Policy N-3.10).</b> Conduct outreach and coordinate with neighboring cities and the County of Orange for broad-based support for all aspects of the City Council Airport Policy.</p>
<p><b>Policy N-3.11. Updated Airport Noise Contours (New Policy).</b> Periodically review and consider updates to the airport noise contours and revise Figure N3, as appropriate.</p>
<p><b>Policy N-3.12: Emerging Aerial Mobility Technology (New Policy).</b> Mitigate noise impacts from air delivery, air taxis, and other emerging aerial mobility systems to the extent feasible and consistent with the NBMC.</p>
<p><b>Policy N-3.13: Emerging Transportation Facilities (New Policy).</b> Direct emerging transportation systems along routes with minimal residential and other sensitive uses, to the extent feasible.</p>

**Height**

There are no changes proposed to height limits with the comprehensive GPU. The City will continue to comply with the parameters outlined in Subsection 3.2.6 (Height Restriction Zone) of the AELUP and FAA standards. The refreshed Land Use Element will continue to include height requirements relevant to the John Wayne Airport Planning Area, as indicated by proposed Policy LU-28.2: Compliance with Airport Environs Land Use Plan, which is in the currently adopted General Plan as Policy LU 6.15.15. The language is excerpted below for ease of reference:

**Policy LU-28.2: Compliance with Airport Environs Land Use Plan.** 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 John Wayne Airport Airport Environs Land Use Plan, to the Airport Land Use Commission for review, as required by California Public Utilities Code Section 21676. In addition, refer all development projects that include buildings with a height greater than

200 feet above ground level to the County of Orange Airport Land Use Commission for review.

### **Safety Compatibility**

There are no changes proposed to land uses with the comprehensive GPU. The City will continue to evaluate compliance and compatibility with the AELUP, as indicated by Policy LU-28.2, detailed in the previous section (“Height”). In addition, the refreshed Safety Element includes a discussion on aviation hazards and a corresponding goal with policies, which are excerpted below for ease of reference.

#### ***Goal S-9: A community protected form airport-related hazards***

**Policy S-9.1: Land Use Compatibility.** Participate in the planning process for projects related to John Wayne Airport, including any future updates to its Airport Environs Land Use Plan (AELUP). Continue to ensure new development land use intensity and compatibility align with the most currently available AELUP for John Wayne Airport to minimize potential safety impacts on residents.

**Policy S-9.2: Noise and Air Pollution.** Continue to advocate for restricting airport expansion or operational changes that could increase noise and/or air pollution.

**Policy S-9.3: Emerging Technologies.** Study and consider adopting regulations concerning emerging technologies, such as drones and aerial taxis.

**Policy S-9.4: Aircraft Rescue.** Support the provision of aircraft rescue training for first responders.

### **Other**

The refreshed Land Use Element will continue to include heliport/helistop requirements, as indicated by proposed Policy LU-28.3: Heliport/Helistop Requirements, which is in the currently adopted General Plan as Policy LU 5.6.5. The language is excerpted below for ease of reference:

**Land Use Element Policy LU-28.3: Heliport/Helistop Requirements.** Require that all applicants for the construction or operation of a heliport or helistop comply with State permit procedures; file Form 7480 (Notice of Landing Area Proposal) with the Federal Aviation Administration; and comply with all conditions of approval imposed by the Federal Aviation Administration, California Department of Transportation Division of Aeronautics; and County of Orange Airport Land Use Commission.

Table LU-1. Anomaly Locations

Anomaly Number	Statistical Area	Land Use Designation*	Development Limit (square feet)	Development Limit (other)	Additional Information
1	L4	MU-H2	460,095	471 hotel rooms (not included in total square footage)	None
2	L4	MU-H2	1,052,880	None	None
2.1	L4	MU-H2	18,810	None	11,544 square feet restricted to general office use only (included in total square footage)
3	L4	CO-G	734,641	None	None
4	L4	MU-H2	250,176	None	None
5	L4	MU-H2	32,500	None	None
6	L4	MU-H2	46,044	None	None
7	L4	MU-H2	81,372	None	None
8	L4	MU-H2	442,775	None	None
9	L4	CG	120,000	164 hotel rooms (included in total square footage)	None
10	L4	MU-H2	31,362	349 hotel rooms (not included in total square footage)	None
11	L4	CG	11,950	None	None
12	L4	MU-H2	457,880	None	None
13	L4	CO-G	288,264	None	None
14	L4	CO-G/MU-H2	860,884	None	None
15	L4	MU-H2	228,214	None	None
16	L4	CO-G	344,231	None	None
17	L4	MU-H2	33,292	304 hotel rooms (not included in total square footage)	None
18	L4	CG	225,280	None	None
19	L4	CG	228,530	None	None
21	J6	CO-G	687,000	None	Office: 660,000 sf Retail: 27,000 sf
21		CV		300 hotel rooms	None

Table LU-1. Anomaly Locations

Anomaly Number	Statistical Area	Land Use Designation*	Development Limit (square feet)	Development Limit (other)	Additional Information
22	J6	PI	85,000	None	Residential Care Facility for the Elderly (RCFE)
23	K2	PR	15,000	None	None
24	L3	IG	89,624	None	None
25	L3	PI	84,585	None	None
26	L3	IG	33,940	None	None
27	L3	IG	86,000	None	None
28	L3	IG	110,600	None	None
29	L3	CG	47,500	None	None
30	M6	CG	54,000	None	None
31	L2	PR	75,000	None	None
32	L2	PI	34,000	None	None
33	M3	PI	163,680	None	Administrative office and support facilities: 30,000 sf Community mausoleum and garden crypts: 121,680 sf Family mausoleums: 12,000 sf
34	L1	CO-R	484,348	None	None
35	L1	CO-R	197,010	None	None
36	L1	CO-R	227,797	None	None
37	L1	CO-R	131,201	2,050 theater seats (not included in total square footage)	None
38	L1	CO-M	443,627	None	None
39	L1	MU-H3	408,084	None	None
40	L1	MU-H3	1,426,634	425 hotel rooms (included in total square footage)	None
41	L1	CO-R	327,671	None	None
42	L1	CO-R	286,166	None	None
43	L1	CV	N/A	611 hotel rooms	None

Table LU-1. Anomaly Locations

Anomaly Number	Statistical Area	Land Use Designation*	Development Limit (square feet)	Development Limit (other)	Additional Information
44	L1	CR	1,619,525	1,700 theater seats (not included in total square footage)	None
45	L1	CO-G	162,364	None	None
46	L1	MU-H3/PR	3,725	24 tennis courts	Residential permitted in accordance with MU-H3
47	L1	CG	105,000	None	None
48	L1	MU-H3	337,261	None	None
49	L1	MU-H3	16,000	90 dwelling units	None
50	L1	CG	25,000	None	None
51	K1	PR	20,000	None	None
52	K1	CV	N/A	479 hotel rooms	None
53	K1	PR	567,500	None	See Settlement Agreement
54	J1	CM	2,000	None	None
55	H3	PI	119,440	None	None
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 sf
57	Intentionally Blank				
58	J5	PR	20,000	None	None
59	H4	MU-W1	247,402	144 dwelling units (included in total square footage)	None
60	N	CV	3,035,000 [see "Additional Information" column]	2,150 hotel rooms (2,960,000 sf for hotel rooms and related commercial uses identified in Newport Coast LCP); 75,000 sf for day use commercial	Newport Coast LCP Planning Area 13 [correction per Planning Commission Resolution 2030 adopted October 6, 2016]

Table LU-1. Anomaly Locations

Anomaly Number	Statistical Area	Land Use Designation*	Development Limit (square feet)	Development Limit (other)	Additional Information
61	N	CV	125,000		Newport Coast LCP Planning Areas 3B and 14
62	L2	CG	2,300	None	None
63	G1	CN	66,000	None	None
64	M3	CN	74,000	None	None
65	M5	CN	80,000	None	None
66	J2	CN	138,500	None	None
67	D2	PI	25,000	None	None
68	L3	PI	71,150	None	None
69	K2	CN	75,000	None	None
70	D2	RM-D	N/A	None	Parking structure for Bay Island (no residential units)
71	L1	CO-G	11,630	None	None
72	L1	CO-G	8,000	None	None
73	A3	CO-M	350,000	None	None
74	L1	PR	56,000	None	None
75	L1	PF	N/A	None	City Hall, the administrative offices of the City of Newport Beach, and related parking, pursuant to Section 425 of the City Charter
76	H1	CO-G	N/A	0.5 floor-area ratio	1.0 floor-area ratio 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)	None
78	B5	CM	139,840	None	None
79	H4	CG	N/A	0.3/0.5 floor-area ratio	Development limit of 19,905 sf

Table LU-1. Anomaly Locations

Anomaly Number	Statistical Area	Land Use Designation*	Development Limit (square feet)	Development Limit (other)	Additional Information
					permitted, provided all six legal lots are consolidated into one parcel to provide unified site design
80	K1	MU-W2	Non-residential development 131,290	49 residential units	For mixed-use development, residential floor area shall not exceed a 1:1 ratio to non-residential floor area
81	K1	RM	N/A	296 residential units	None
82	L1	RM	N/A	28 dwelling units	None
83			Reserved		
84			Reserved		
85	B5	CV-LV	118,573 sf of hotel	None	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	Non-residential development 297,572	329 dwelling units	None

Notes: sf = square feet; N/A = not applicable; LCP = Local Coastal Program

\* See Table LU-2 for land use designation definitions.

**Table LU-2. Land Use Designations**

Land Use Category	Uses	Density/Intensity
<b>Residential Neighborhoods</b>		
Single Unit Residential Detached (RS-D)	The RS-D category applies to a range of detached single-family residential dwelling units on a single legal lot and does not include condominiums or cooperative housing.	Not applicable.
Single Unit Residential Attached (RS-A)	The RS-A category applies to a range of attached single-unit residential dwelling units on a single legal lot and does not include condominiums or cooperative housing.	Not applicable.
Two Unit Residential (RT)	The RT category applies to a range of two- unit residential dwelling units, such as duplexes and townhomes.	Not applicable.
Multiple Residential (RM)	The RM designation is intended to provide primarily for multi-unit residential development containing attached or detached dwelling units.	Units per acre or cumulative amount of development as specified in the land use figures.
Multiple Residential Detached (RM-D)	The RM-D designation is intended to provide primarily for multi-unit residential development exclusively containing detached dwelling units.	Units per acre or cumulative amount of development as specified in the land use figures.
<b>Commercial Districts and Corridors</b>		
Neighborhood Commercial (CN)	The CN designation is intended to provide for a limited range of retail and service uses developed in one or more distinct centers oriented to primarily serve the needs of and maintain compatibility with residential uses in the immediate area.	Floor area to land area ratio or cumulative development indicated in Land Use Plan.
Corridor Commercial (CC)	The CC designation is intended to provide a range of neighborhood-serving retail and service uses along street frontages that are located and designed to foster pedestrian activity.	Floor to land area ratio or cumulative development indicated in Land Use Plan.
General Commercial (CG)	The CG designation is intended to provide for a wide variety of commercial activities oriented primarily to serve citywide or regional needs.	Floor area to land area ratio or cumulative development indicated in Land Use Plan.
Recreational and Marine Commercial (CM)	The CM designation is intended to provide for commercial development on or near Newport Bay in a manner to encourage the continuation of coastal-dependent and coastal-related uses, maintain the marine theme and character, encourage mutually supportive businesses, encourage visitor-serving and recreational uses, and encourage physical and visual access to Newport Bay on waterfront commercial and industrial building sites on or near the bay.	Floor area to land area ratio or cumulative development indicated in Land Use Plan.
Visitor Serving Commercial (CV)	The CV designation is intended to provide for accommodations, goods, and services to primarily serve visitors to Newport Beach.	Floor area to land area ratio or cumulative development indicated in Land Use Plan.

**Table LU-2. Land Use Designations**

Land Use Category	Uses	Density/Intensity
Visitor Serving Commercial Lido Village (CV-LV)	The CV-LV category is intended to allow for a range of accommodations (e.g., hotels, motels, hostels), goods, and services primarily to serve visitors to Newport Beach. Limited-use overnight visitor accommodations and residences are not allowed.	Not applicable.
Regional Commercial (CR)	The CR designation is intended to provide retail, entertainment, service, and supporting uses to serve local and regional residents. Typically these are integrated into a multi-tenant development that contains one or more “anchor” uses to attract customers. Automobile sales, repair, and service facilities; professional offices; single-destination; and other highway-oriented uses are not permitted.	Not applicable.
<b>Commercial Office Districts</b>		
General Commercial Office (CO-G)	The CO-G designation is intended to provide for administrative, professional, and medical offices with limited accessory retail and service uses. Hotels, motels, and convalescent hospitals are not permitted.	Floor area to land area ratio or cumulative development indicated in Land Use Plan.
Medical Commercial Office (CO-M)	The CO-M designation is intended to provide primarily for medical-related offices, other professional offices, retail, short-term convalescent and long-term care facilities, research labs, and similar uses.	Floor area to land area ratio of 0.75, except as specified in the Land Use Plan.
Regional Commercial Office (CO-R)	The CO-R designation is intended to provide for administrative and professional offices that serve local and regional markets, with limited accessory retail, financial, service, and entertainment uses.	As specified by Table LU-1.
<b>Industrial Districts</b>		
General Industrial (IG)	The IG designation is intended to provide for a wide range of moderate- to low-intensity industrial uses, such as light manufacturing and research and development, and limited ancillary commercial and office uses.	Floor area to land area ratio of 0.75, except as specified in the Land Use Plan.
<b>Airport-Supporting Districts</b>		
Airport Office and Supporting Uses (AO)	The AO designation is intended to provide for the development of properties adjoining John Wayne Airport for uses that support or benefit from airport operations. These may include professional offices; aviation retail; automobile rental, sales, and service; hotels; and ancillary retail, restaurants, and service uses.	Floor area to land area ratio of 0.5, except for warehousing, which may be developed at a floor area to land ratio of 0.75.
<b>Mixed-Use Districts</b>		
Mixed-Use Vertical (MU-V)	The MU-V designation is intended to provide for the development of properties for mixed-use structures that vertically integrate housing with retail uses, including retail, office, restaurant, and similar non-residential uses.	<b>Mixed-use buildings:</b> Floor area to land ratio of 1.5, where a minimum floor area to land ratio of 0.35 and

Table LU-2. Land Use Designations

Land Use Category	Uses	Density/Intensity
	<p>For mixed-use structures, commercial uses characterized by noise, vibration, odors, or other activities that would adversely impact on-site residential units are prohibited. Sites may also be developed exclusively for retail or office uses in accordance with the CN, CC, CG, or CO-G designations.</p>	<p>maximum of 0.5 shall be used for non-residential purposes, and a maximum of 1.0 for residential.</p> <p><b>Non-residential buildings:</b> Floor area to land area ratio of 0.75.</p>
<p>Mixed-Use Horizontal (MU-H)</p>	<p>The MU-H designation is intended to provide for development of areas for a horizontally distributed mix of uses, which may include general or neighborhood commercial, commercial offices, multi-family residential, visitor-serving and marine-related uses, and/or buildings that vertically integrate residential with commercial uses.</p>	<p>Not applicable.</p>
<p>Mixed-Use Horizontal 1 (MU-H1)</p>	<p>The MU-H1 designation provides for a horizontal intermixing of uses.</p> <p>For properties located on the inland side of Coast Highway in the Mariners’ Mile Corridor, (a) the Coast Highway frontages shall be developed for marine-related and highway-oriented general commercial uses in accordance with CM and CG designations; and</p> <p>(b) portions of properties to the rear of the commercial frontage may be developed for free-standing neighborhood-serving retail, multi-family residential units, or mixed-use buildings that integrate residential with retail uses on the ground floor in accordance with the CN, RM , CV, or MU-V designations, respectively.</p> <p>Properties in the Dover Drive/Westcliff Drive area may also be developed for professional offices or mixed-use buildings that integrate residential with retail or office uses on the ground floor in accordance with the CO and MU-V designations, respectively.</p>	<p><b>Commercial or office only:</b> Floor area to land ratio of 0.5.</p> <p><b>Multi-family residential only:</b> 20.1–26.7 units per acre.</p> <p><b>Mixed-use buildings:</b> Floor area to land ratio of 1.5, where a minimum floor area to land ratio of 0.25 and maximum of 0.5 shall be used for non-residential purposes, and a maximum of 1.0 for residential.</p>
<p>Mixed-Use Horizontal 2 (MU-H2)</p>	<p>The MU-H2 designation applies to properties in the Airport Area. It provides for a horizontal intermixing of uses that may include regional commercial office, multi-family residential, vertical mixed-use buildings, industrial uses, hotel rooms, and ancillary neighborhood commercial uses.</p>	<p><b>Residential:</b> Maximum of 2,200 units as replacement of existing office, retail, and/or industrial uses at a maximum density of 50 units per adjusted gross acre, of which a maximum of 550 units may be developed as infill.*</p> <p><b>Non-residential uses:</b> As defined by Table LU-1.</p>

**Table LU-2. Land Use Designations**

Land Use Category	Uses	Density/Intensity
Mixed-Use Horizontal 3 (MU-H3)	The MU-H3 designation applies to properties in Newport Center. It provides for the horizontal intermixing of regional commercial office, hotel, multi-unit residential, and ancillary commercial uses. Within the Tennis and Pickleball Club, residential uses may be developed as single-unit units.	<p><b>Residential:</b> Maximum of 540 units.</p> <p><b>Hotel:</b> 65 rooms in addition to those specified in Table LU-1.*</p> <p><b>Other: Non-residential:</b> As specified by Table LU-1.</p>
Mixed-Use Horizontal 4 (MU-H4)	The MU-H4 designation applies to properties where it is the intent to establish the character of a distinct and cohesively developed district or neighborhood containing multi-unit residential with clusters of mixed-use and/or commercial buildings in such locations as the interior parcels of Cannery Village and 15th Street on Balboa Peninsula. Permitted uses include (a) multi-unit residential, (b) general or neighborhood commercial, and/or (c) mixed-use structures, where the ground floor shall be restricted to non-residential uses, such as retail sales and restaurants, along the street frontage, and the rear and upper floors shall be used for residential, including age-restricted units and overnight accommodations (comparable to MU-V). Mixed-use or commercial buildings shall be required on parcels at street intersections and are permissible, but not required, on other parcels.	<p><b>Mixed-use buildings:</b> Floor area to land area ratio of 1.5, where a minimum floor area to land area ratio of 0.25 and maximum 0.5 shall be used for retail uses, and maximum of 1.0 for residential.</p> <p><b>Commercial only:</b> Floor area to land area ratio of 0.5.</p> <p><b>Multi-unit residential only:</b> 20.1–26.7 units per net acre.</p>
Mixed-Use Water Related (MU-W)	The MU-W designation is intended to provide for commercial development on or near Newport Bay in a manner that will encourage the continuation of coastal-dependent and coastal-related uses in accordance with the Recreational and Marine Commercial (CM) designation, as well as allow for the integrated development of residential.	Not applicable.
Mixed-Use Water 1 (MU-W1)	The MU-W1 designation is applied to waterfront locations along the Mariners’ Mile Corridor where marine-related, visitor-serving, commercial, and residential uses are intermixed with buildings that provide residential uses above the ground floor. Permitted uses include those permitted by the CM, CV, Multi-Unit Residential (RM), and Vertical Mixed-Use (MU-V) designations. A minimum of 50% of the permitted square footage shall be used for the CM or CV land uses. No more than 50% of the waterfront area between the Arches Bridge and the Boy Scout Sea Base may be developed with mixed-use structures. A Master or Specific Plan shall be required to ensure that the uses are	<p><b>Mixed-use buildings:</b> Floor area to land ratio of 1.25, where a minimum floor area to land ratio of 0.35 and maximum of 0.5 shall be used for non-residential purposes, and the number of residential units shall not exceed the cumulative total for multi-unit residential specified below.</p> <p><b>Commercial only:</b> Floor area to land area ratio of 0.5.</p>

Table LU-2. Land Use Designations

Land Use Category	Uses	Density/Intensity
	fully integrated and impacts from their differing functions and activities are fully mitigated.	<b>Multi-unit residential only:</b> 12 units per acre, with the number of units calculated based on a maximum of 50% of the property.
Mixed-Use Water 2 (MU-W2)	<p>The MU-W2 designation is applied to waterfront locations where marine-related uses may be intermixed with buildings that provide residential on the upper floors.</p> <p>Permitted uses include those permitted by the CM, CV, and MU-V designations. Free-standing residential shall not be permitted.</p>	<p><b>Mixed-use buildings:</b> Floor area to land ratio of 1.25, where a minimum floor area to land ratio of 0.35 and maximum of 0.5 shall be used for non-residential purposes, and maximum of 0.75 for residential.</p> <p>In Lido Marina Village, the maximum floor area to land ratio shall be 1.5, where a minimum floor area to land ratio of 0.35 and maximum of 0.7 shall be used for non-residential, and a maximum of 0.8 for residential.</p> <p><b>Non-residential buildings:</b> Floor area to land area ratio of 0.5.</p>
<b>Public, Semi-Public, and Institutional</b>		
Public Facilities (PF)	The PF designation is intended to provide public facilities, including public schools, cultural institutions, government facilities, libraries, community centers, public hospitals, and public utilities.	Not applicable.
Private Institutions (PI)	The PI designation is intended to provide for privately owned facilities that serve the public, including places for religious assembly, private schools, health care, cultural institutions, museums, yacht clubs, congregated homes, and comparable facilities.	Floor to land area ratio or cumulative development indicated in Land Use Plan.
Open Space (OS)	The OS designation is intended to provide areas for a range of public and private uses to protect, maintain, and enhance the community's natural resources.	Open spaces may include incidental buildings, such as maintenance equipment and supply storage, which are not traditionally included in determining intensity limits.

Table LU-2. Land Use Designations

Land Use Category	Uses	Density/Intensity
Open Space/ Residential Village (OS [RV])	<p>The OS (RV) designation is intended for the preservation of planning subarea Randall Preserve (Banning Ranch) as open space, restoration of wetlands and other habitats, development of a community park, and consolidation of oil extraction and processing facilities.</p> <p>The designation permits development of a planned residential community that integrates a mix of single-family detached, single-family attached, two-family, and/or multi-family residential with supporting schools, parks, community services, local-serving convenience commercial uses and services, and open spaces. A Master or Specific Plan is required to depict the uses, street and infrastructure improvements, open spaces, development standards, design guidelines, and financial plan.</p>	<p><b>Priority:</b> Open spaces, habitat restoration, and parks.</p> <p>Alternative: Maximum of 1,375 residential units, 75,000 square feet of retail commercial, and 75 hotel rooms.*</p>
Parks and Recreation (PR)	<p>The PR designation 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.</p>	<p>Not applicable for public uses. Private uses in this category may include incidental buildings, such as maintenance equipment sheds, supply storage, and restrooms, not included in determining intensity limits.</p> <p>For golf courses, these uses may also include support facilities for grounds maintenance employees.</p> <p>Other types of buildings and developments are limited as specified in Table LU-1.</p>
Tidelands and Submerged Lands (TS)	<p>The TS designation is intended to address the use, management, and protection of tidelands and submerged lands of Newport Bay and the Pacific Ocean immediately adjacent to Newport Beach. The designation is generally not applied to historic tidelands or submerged lands that are presently filled or reclaimed.</p>	<p>Not applicable.</p>

**Notes:** Calculation of floor area does not include parking structures.

\* Development capacity limits are carried over from the 2006 Land Use Element. The units identified are not newly assigned.

### *Housing Opportunities Overlay*

The housing opportunities overlay applies to sites identified in the City’s adopted Housing Element and general areas within identified focus areas to accommodate the City’s overall allocation of the Regional Housing Needs Assessment. Development capacity limits for parcels identified as part of the housing opportunity focus areas

are cumulative, meaning they are in addition to the development capacity limits permitted by the Land Use Plan. Development capacity limits for housing opportunity sites are regulated in two ways:

1. Density. A range of permitted density within each focus area (e.g., 20 to 50 dwelling units per acre).
2. Total Units. The maximum total number of dwelling units permitted to be developed within a focus area (e.g., 2,577 total dwelling units).

Development projects may apply the minimum or maximum density, but the overall number of dwelling units permitted within the focus area must not exceed the established limit. Figure 3-2 through Figure 3-7 of the General Plan Housing Implementation Program Environmental Impact Report, in Chapter 3, Project Description, establish the boundaries and extent of the focus areas for the housing opportunities overlay, and Table LU-3 establishes the capacity permitted in the focus areas. The development capacity limits in Table LU-3 reflect a point-in-time capacity at time of adoption, and are tracked and updated separately, as necessary by City staff. Policies for each focus areas are identified in section “Accommodating Planned Housing and Other Opportunities for Change,” below.

**Table LU-3. Housing Opportunities Overlay**

Focus Area*	Density/Intensity	Development Capacity
Airport Area	20 to 50 dwelling units per gross acre	2,577 total dwelling units
West Newport Mesa	20 to 50 dwelling units per gross acre	1,107 total dwelling units
Newport Center	20 to 50 dwelling units per gross acre	2,439 total dwelling units
Dover/Westcliff	20 to 50 dwelling units per gross acre	521 total dwelling units
Coyote Canyon	20 to 60 dwelling units per gross acre	1,530 total dwelling units

**Note:**

\* For the extent of the focus area boundaries, refer to Figures 3-3 through 3-7 of the General Plan Housing Implementation Program Environmental Impact Report, in Chapter 3, Project Description.

**Goal LU-1:** *A City that manages growth and change through land use decisions that are consistent with the General Plan*

- **Policy LU-1.1: Land Use Plan** (Policy LU 4.1). Support land use development consistent with the Land Use Plan, which consists of Figure LU-2 and Figure LU-3 through Figure LU-15, together with Table LU-1 and Table LU-2. Figure LU-2, General Plan Land Use Overview, depicts the general distribution of uses throughout Newport Beach, and Figure LU-3, Statistical Areas Map, provides an overview of statistical area boundaries; Figure LU-4 through Figure LU-15 are statistical area maps that depict specific use categories and development capacity for each parcel (Anomaly Locations) within the defined statistical area. Table LU-2, Land Use Designations, specifies the primary land use categories; types of uses; and, for specific categories, the densities/intensities to be permitted. The permitted densities/intensities or amount of development for land use designations not included in Table LU-2 are specified in Figure LU-4 through Figure LU-15. These are intended to convey maximum and, in some cases, minimum densities that may be permitted on any parcel within the designation or as otherwise specified by Table LU-1, Anomaly Locations. The density/intensity ranges exclude increases allowed through the application of density bonus laws and are calculated based on actual land area, actual number of dwelling units in fully

developed residential areas, and development potential in areas where the General Plan allows additional development. To determine the permissible development, the user should do the following:

- Identify the parcel and the applicable land use designation in Figure LU-4 through Figure LU-15, using Figure LU-3 as a reference to the applicable statistical area.
- Refer to Figure LU-4 through Figure LU-15 and Table LU-2 to identify the permitted uses and permitted density or intensity or amount of development for the land use classification. Where densities/intensities are applicable, the maximum amount of development is determined by multiplying the area of the parcel by the density/intensity.
- For anomalies identified in the Land Use Plan (Figures LU-4 through LU-15) by a symbol, refer to the most-recently updated Table LU-1 to determine the precise development capacity limits.
- For additional area-specific policies and for development capacity for residential development not listed in the Land Use Plan, refer to section “Accommodating Planned Housing and Other Opportunities for Change,” below. (Imp. 2.1, 5.1, 10.2)
- **Policy LU-1.2: Conversion of Units for Anomaly Locations.** Allow the conversion of specified units to square feet in Table LU-1, Anomaly Locations. Table LU-1 either assigns 1,000 square feet of floor area for each hotel room, or indicates the number of hotel rooms allowed on a site and the number of theater seats allowed on certain sites. For the purposes of this policy, ensure that the rate established by Council Policy A-18 is used (1,000 square feet per hotel room and 15 square feet per theater seat). (Imp. 1.1, 9.1)
- **Policy LU-1.3: Transfer of Development Rights (Policy LU 4.2).** Permit the transfer of development rights from a property to one or more other properties when the following occur:
  - The donor and receiver sites are within the same statistical area.
  - The reduced density/intensity on the donor site provides benefits to the City, such as (1) provision of extraordinary open space, public visual corridor(s), parking or other amenities; (2) preservation of a historic building, property, or natural landscape; (3) improvement of the area’s scale and development character; (4) consolidation of lots to achieve a better architectural design than could be achieved without lot consolidation; and/or (5) reduction of local vehicle trips and traffic congestion.
  - The increment of growth transferred to the receiver site complements and is in scale with surrounding development, complies with community character and design policies contained in this General Plan, and does not materially degrade local traffic conditions or environmental quality.
  - Transfer of development intensity/density in Newport Center is governed by Policy LU-19.4 (Transfers of Development Intensity/Density). (Imp. 2.1, 5.1, 10.2)
- **Policy LU-1.4: Amendments to Development Capacity Limits.** Allow staff-administered ministerial updates to Table LU-1, Table LU-2, and Table LU-3 to facilitate modifications to and transfers of development capacity limits to accurately track development capacity limits in accordance with Section 423 of the City Charter. Any such update should include a clear reference to the related action. (Imp. 1.2, 10.2)
- **Policy LU-1.5: Residential Supply (Policy LU 6.2.1).** Accommodate a diversity of residential units that meets the needs of Newport Beach’s population and fair share of regional needs in accordance with the Land Use Plan’s designations, applicable density standards, design and development policies, and the adopted Housing Element. (Imp. 1.1, 2.1, 25.1)
- **Policy LU-1.6: Prohibition of New Residential Subdivisions (Policy LU 4.2).** Unless otherwise directed by State law, prohibit new residential subdivisions that would result in additional dwelling units unless authorized by a General Plan Amendment. Lots that have been legally merged through the Subdivision

Map Act and City Subdivision Code approvals are exempt from the General Plan Amendment 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)

- **Policy LU-1.7: Housing Opportunities Overlay** (adapted from Policy LU 4.4). Support the development of housing in the housing opportunity overlay zones consistent with the densities and development limits identified in the Zoning Code and in Table LU-3. (Imp. 25.1, 8.2)

## Defining Neighborhood and Land Use Characteristics

Well-planned and thoughtfully designed neighborhoods contribute to quality of life for residents and support community-wide needs. Newport Beach has distinct villages and neighborhoods that contribute to the charm and unique sense of place of Newport Beach. Newport Beach's villages, neighborhoods, and districts make up a citywide identity that is unique to Southern California. Planned development can be accommodated in a manner that supports and contributes to the unique qualities of each neighborhood, village, and district that make up this identity. All neighborhoods should be well-maintained and have diverse, cohesive development that contributes to and maintains its distinct and unique identity. Planned development in established neighborhoods should integrate sophisticated urban design that is compatible with neighborhood characteristics to blend with the surrounding urban fabric. Planned development in changing communities should contribute to Newport Beach's livability by thoughtfully planning the design, location, and types of land uses permitted to result in vibrant and balanced communities.

Goals and policies related to defining neighborhood and land use characteristics should provide for the maintenance and enhancement of Newport Beach, and new development should complement and reinforce these characteristics. Neighborhood and land use characteristics listed in Table LU-2, Land Use Designations, are broadly described by the categories listed below.

**Residential Neighborhoods:** Residential neighborhoods offer distinct characteristics and amenities that vary across Newport Beach. Neighborhoods offer residents variety in architecture, access to the coast, and pristine views. The many distinct neighborhoods together contribute to the charm and unique sense of place of Newport Beach. Residential neighborhoods should be of high-quality design. Design standards should consider compatibility with existing neighborhoods, including the scale of development, privacy, and amenities. Residential neighborhoods should contribute to Newport Beach's livability by thoughtfully planning the location and types of housing permitted.

**Commercial Districts:** Commercial districts, centers, and corridors create opportunities for shopping, employment, and socialization, and provide essential services and goods for the community. The design of commercial districts, centers, and corridors is important for shaping how residents and visitors use, access, and interact with these types of establishments.

**Mixed-Use Districts:** Mixed-use districts contribute to balanced communities through the integration of residential, employment, commercial, recreation, and service-oriented uses. These uses contribute to a high quality of life for residents and benefits to local businesses such as increased walkability, vibrant spaces, increased economic development, and access to amenities. Mixed-use districts should be paired with high-quality design to contribute to neighborhood character and flexibility in uses that is responsive to market demands.

**Office and Business Districts:** Well-planned and designed office and business districts can provide a high-quality working environment for employees and serve the surrounding community. Office and business parks should integrate a campus-style environment through design elements that promote connectivity, provide common spaces such courtyards, and encourage walkability and pedestrian activity. Office and business districts located

adjacent to residential uses should encourage a mix of community-serving commercial uses to serve nearby residents and expand the use of the area outside of regular work-day hours.

**Industrial Districts:** Co-location of industrial and residential uses can be a good way to provide more homes, create and protect local employment, and foster innovation. New innovations in materials and technologies are making industry cleaner, greener, and quieter. Industrial districts should be encouraged to support changing neighborhoods while providing a dynamic mix of uses that are sensitive to and supportive of residents and employees. While maintaining Newport Beach’s values and community character, industrial districts can provide an opportunity for uses that support innovation, creativity, and the arts in existing industrial areas in response to market demands.

**Public, Semi-Public, and Institutional Uses:** Public, semi-public, and institutional uses, such as governmental service and public or private facilities, include educational, cultural, social, religious, recreational, and medical uses that are essential for every city, providing places where neighbors gather, children play and learn, and important decisions are made. The location and availability of these uses are vital in supporting a sense of community and social wellbeing by providing places for people to gather, access social services, and participate in education and physical activity. High-quality architecture and sophisticated urban design in public and institutional uses can contribute to facilities and spaces that enhance the community’s quality of life and connect residents to their city.

*Goal LU-2: Well-balanced land uses with adequate community services and supporting infrastructure that support livability, provide residential opportunities, promote new complementary uses, sustain and enhance economic vitality, and sustain the natural environment*

- **Policy LU-2.1: Visitor-Serving Uses** (Policy LU 2.6). Provide uses that serve visitors to Newport Beach’s ocean, beaches, harbor, open spaces, and other recreational assets while integrating them to protect neighborhoods and residents. (Imp. 1.1, 2.1, 5.1, 24.1)
- **Policy LU-2.2: Adequate Infrastructure** (Policy LU 2.8). Accommodate the types, densities and intensities, and mix of land uses that can be adequately supported by transportation and utility infrastructure (water, sewer, storm drainage, energy, and so on) and public services (schools, parks, libraries, senior centers, youth centers, police, fire, and similar facilities and services). (Imp. 1.1, 10.2, 11.1)
- **Policy LU-2.3: Adequate Community-Supporting Uses** (Policy LU 6.1.1). Accommodate schools, government administrative and operational facilities, fire stations, police facilities, libraries, religious facilities, schools, cultural facilities, museums, interpretative centers, and hospitals to serve the needs of Newport Beach’s residents and businesses. (Imp. 1.1, 2.1)
- **Policy LU-2.4: Waterfront Access** (adapted from Policy LU 3.6). Use public beaches for public recreational uses and prohibit uses on beaches that interfere with public access and enjoyment of coastal resources. Without extending the Oceanfront Boardwalk, encourage the expansion and improvement of access to the waterfront and water-related uses that provide important links to waterfront uses such as beaches, launching facilities, public docks, and other similar public water area uses. (Imp. 1.1, 5.1)
- **Policy LU-2.5: Sustainable and Complete Community** (Policy LU 2.2). Emphasize the development of uses that enable Newport Beach to continue as a self-sustaining community and minimize the need for residents to travel outside of the community for commercial goods and services, and employment. (Imp. 1.1, 24.1)

- **Policy LU-2.6: Natural Resources** (Policy LU 1.3). Protect the natural setting that contributes to the character and identity of Newport Beach and the sense of place it provides for its residents and visitors. Preserve open space resources, beaches, the harbor, parks, bluffs, preserves, and estuaries as visual, recreational, and habitat resources. (Imp. 1.1)
- **Policy LU-2.7 (NR-18.1): Public Views** (Policy LU-1.6). Protect and, where feasible, enhance significant scenic and visual resources, which include views of open spaces, mountains, canyons, ridges, the ocean, beaches, and the harbor from public vantage points, as shown in Figure NR-4, Viewpoints and Corridors, in the Natural Resources Element. (Imp. 2.1, 5.2)
- **Policy LU-2.8: Oil and Gas Facilities** (adapted from Policy LU 2.7). Prohibit the construction of new oil processing, refining, and transportation facilities, including facilities designed to transport oil from offshore tracts, with the exception of the City's slant drilling from onshore locations and for the consolidation and more-efficient production of wells. (Imp. 2.1, 5.1)

*Goal LU-3: A city that values an aesthetically pleasing built environment*

*Maintenance*

- **Policy LU-3.1: Property Maintenance** (Policy LU 5.5.2). Encourage, and where subject to redevelopment require, owners of visually unattractive or poorly maintained commercial and industrial properties to upgrade existing structures and/or improve their visual quality. (Imp. 26.1)
- **Policy LU-3.2: Neighborhood Maintenance** (Policy LU 5.1.4). Promote the maintenance of existing residential units through code enforcement and promotion of County of Orange and local rehabilitation programs and public education. This may include providing information, guidance, and assistance where feasible. (Imp. 23.3, 25.1, 26.1, 29.1)
- **Policy LU-3.3: Public Facilities Maintenance**. Maintain public facilities and properties by upgrading existing structures and properties to improve their visual quality. (Imp. 8.1, 23.2)

*Design and Streetscape*

- **Policy LU-3.4: Buffering Residential Areas** (adapted from Policy LU 5.2.2). Require buffers between non-residential and residential areas to minimize potential impacts using landscaping, decorative walls, and other features. (Imp. 2.1)
- **Policy LU-3.5: Compatible Interfaces** (Policy LU 5.1.2). Require that the height of development in non-residential and higher-density residential areas transition as it nears lower-density residential areas to minimize conflicts at the interface between the different types of development. (Imp. 2.1)
- **Policy LU-3.6: Mixed-Use and Commercial Districts Pedestrian-Oriented Architecture and Streetscapes** (Policy LU 5.3.5). Require that buildings located in pedestrian-oriented commercial and mixed-use districts be designed to define the public realm, activate sidewalks and pedestrian paths, and provide "eyes on the street" in accordance with the following principles:
  - Locate buildings along the required front street set back to visually form a continuous or semi-continuous wall with buildings on adjacent parcels along the sidewalk.
  - Provide commercial uses characterized by a high level of customer activity on the ground floor, such as cafés, restaurants, and retail, to ensure successfully active operations, provide for transparency on the street-facing building facade, and provide human-scale floor-to-floor height on the ground floor of the building.

- Locate deliveries and trash storage and collection in an area that minimizes impact to pedestrian activity and is screened or enclosed to be not visible from the public right-of-way.
- Use articulation and modulation of street-facing elevations to promote interest and character.
- Include outdoor seating or other amenities that activate the commercial frontage and extend interior uses to the sidewalk, where feasible.
- Minimize driveways that interrupt the continuity of street-facing building elevations, prioritizing their location to side streets and alleys, where feasible. (Imp. 2.1)

**Goal LU-4:** *Distinct neighborhoods and villages that accommodate planned development while maintaining their unique character*

- **Policy LU-4.1: Citywide Identity.** Recognize and support the different qualities that define Newport Beach’s neighborhoods, villages, and districts to promote a citywide identity that is unique to the Southern California region. Accommodate planned development in a manner that supports and contributes to the unique qualities of each neighborhood, village, and district that make up this identity. (Imp. 1.1)
- **Policy LU-4.2: Unique Environment (Policy LU 1.1).** Maintain and enhance the different villages, neighborhoods, and business districts, including areas along the harbor frontage, that define Newport Beach through neighborhood preservation. Locate and design development in a way that reflects Newport Beach’s topography and architectural diversity while emphasizing Newport Beach’s coastal orientation, including public views. (Imp. 1.1)
- **Policy LU-4.3: Harbor and Waterfront Uses (Policy LU 2.5).** Preserve the uses of Newport Harbor and the waterfront that contribute to the charm and character of Newport Beach and provide needed support for residents, boaters, and visitors with appropriate regulations to protect the interests of all users and adjoining residents. (Imp. 1.1, 5.1, 21.4, 24.1)
- **Policy LU-4.4: Updates to Regulatory Plans.** Regularly review and consider updating any longstanding or newly established Specific Plans with design standards to guide development toward a mix of uses, including housing, commercial areas, parks, and other uses, as applicable, and maintain consistency with adopted Specific Plans, including the provision of equestrian trails and uses as described in the Santa Ana Heights Specific Plan. (Imp. 3.1)
- **Policy LU-4.5: Infrastructure Planning.** Ensure cross-departmental coordination in a manner that helps to plan for public services, facilities, and utilities upgrades for areas anticipated for new development, and require new development to incorporate adequate infrastructure to the extent feasible. (Imp. 1.1, 13.1, 18.1, 19.1, 20.1, 22.1, 23.1, 23.5, 30.2)
- **Policy LU-4.6: Neighborhoods, Districts, and Corridors (Policy LU 3.1).** Maintain Newport Beach’s pattern of residential neighborhoods, business and employment districts, commercial centers, and corridors. (Imp. 1.1)
- **Policy LU-4.7: Compatible Development (Policy LU 5.6.1).** Require that buildings and properties be designed to ensure compatibility within and as interfaces between neighborhoods, districts, and corridors. (Imp. 2.1)
- **Policy LU-4.8: Form and Environment (Policy LU 5.6.2).** Require that new and renovated buildings be designed to avoid the use of styles, colors, and materials that unusually impact the design character and quality of their location, such as abrupt changes in scale, building form, color, architectural style, and the use of surface materials that raise local temperatures, result in glare and excessive illumination of adjoining properties and open spaces, or adversely modify wind patterns. (Imp. 2.1)

- **Policy LU-4.9: Ambient Lighting** (Policy LU 5.6.3). Require that outdoor lighting be located and designed to prevent spillover onto adjoining properties or significantly increase the overall ambient illumination of their location. (Imp. 2.1)
- **Policy LU-4.10: Conformance with the Natural Environmental Setting** (Policy LU 5.6.4). Require that sites be planned and buildings designed in consideration of the property's topography, landforms, drainage patterns, natural vegetation, and relationship to Newport Bay, beaches, and coastline, maintaining the environmental character that distinguishes Newport Beach. (Imp. 2.1, 8.1)

*Goal LU-5: Residential neighborhoods that are well-designed and contribute to the livability and quality of life of residents*

### *Single-Unit Dwellings*

- **Policy LU-5.1: Character and Quality of Residential Single-Unit Properties** (Policy LU 5.1.6). Require that residential front setbacks and other areas visible from the public street be attractively landscaped, trash containers enclosed, and driveway and parking paving minimized to maintain character and quality of properties. (Imp. 2.1, 7.1, 8.2)
- **Policy LU-5.2: Renovation and Replacement of Existing Residential Units** (Policy LU 5.1.7). Require residential units that are renovated and rebuilt in existing single-unit neighborhoods to adhere to the principles for new developments, as specified by Policy LU-5.11 (Character and Quality of Residential Properties). Consider the appropriateness of establishing single-unit residential design guidelines and/or standards, and review procedures for neighborhoods impacted by significant changes in building scale and character. (Imp. 2.1, 8.2)

### *Multi-Unit Dwellings*

- **Policy LU-5.3: Character and Quality of Residential Multi-Unit Properties** (adapted from Policy LU 5.1.9). Establish requirements for elevation, façade, and other design components of multi-unit residential properties facing public streets to convey high-quality architectural character. (Imp. 2.1, 7.1, 8.2)
- **Policy LU-5.4: Ground-Floor Treatment** (adapted from Policy LU 5.1.9). Create requirements for ground-floor multi-unit residential setbacks and elevation to create privacy and security, and create room for landscaping, porches, and stoops. (Imp. 2.1, 8.2)
- **Policy LU-5.5: Open Space Requirements** (adapted from Policy LU 5.1.9). Require multi-unit residential development to incorporate common open spaces. (Imp. 7.1, 8.2, 30.2)

### *All Residential Neighborhoods*

- **Policy LU-5.6: High-Quality Design for Residential Properties** (adapted from Policy LU 5.1.5). Maintain high-quality design of residential units through requirements related to building mass, elevation, scale, and other elements for new and redeveloped units. (Imp. 2.1, 4.1, 7.1, 8.2, 26.1)
- **Policy LU-5.7: Range of Residential Choices** (Policy LU 2.3). Provide opportunities for the development of residential units that respond to community and regional needs in terms of density, size, location, and cost. Implement goals, policies, programs, and objectives identified within the City's Housing Element. (Imp. 1.1, 8.1, 25.1)
- **Policy LU-5.8: Neighborhood-Supporting Uses** (Policy LU 6.2.5). Allow for the integration of uses within residential neighborhoods that support and are complementary to their primary function as a living environment such as schools, parks, community meeting facilities, libraries, religious facilities, and

comparable uses. Design these uses to ensure compatibility with adjoining residential, addressing such issues as noise, lighting, and parking. (Imp. 2.1)

- **Policy LU-5.9: Accessory Dwelling Units** (Policy LU 6.2.4). Support and promote the development of accessory dwelling units and junior accessory dwelling units in all zones to provide a more affordable housing option that helps the City meet its housing production goals while minimizing the need to rezone for additional future capacity. (Imp. 2.1)
- **Policy LU-5.10: Residential Neighborhood Identity.** Encourage and support residential neighborhood identity through the establishment of objective design and development standards that will distinguish neighborhoods from others in Newport Beach. (Imp. 1.1, 1.3)
- **Policy LU-5.11: Character and Quality of Residential Properties** (adapted from Policy LU 5.1.5). Require that residential units be designed to sustain the high level of architectural design quality that characterizes Newport Beach’s neighborhoods in consideration of the following principles:
  - Articulation and modulation of building masses and elevations to avoid the appearance of “box-like” buildings.
  - Compatibility with neighborhood development in density, scale, and street-facing elevations.
  - Architectural treatment of all elevations visible from public places.
  - Entries and windows on street-facing elevations to visually “open” the house to the neighborhood.
  - Orientation to desirable sunlight and views. (Imp. 2.1)
- **Policy LU-5.12: Gated Communities** (Policy LU 6.2.10). Discourage the creation of new private entry gates in existing residential neighborhoods that currently do not have a gate located at the entrance of the community. (Imp. 9.1, 29.1)
- **Policy LU-5.13: Allowing Rebuilding** (Policy LU 6.2.2). Require legal, nonconforming residential structures to be brought into conformity in an equitable, reasonable, and timely manner as rebuilding occurs. Limited renovations that improve the physical quality and character of the buildings may be allowed. Rebuilding after catastrophic damage or destruction due to a natural event, act of a public enemy, or accident may be allowed in limited circumstances that do not conflict with the goals of this Land Use Element. (Imp. 2.1, 7.1)

**Goal LU-6:** *Commercial districts and centers that are well-planned and exhibit a high level of architectural and landscape quality*

- **Policy LU-6.1: Site Planning and Building Design** (adapted from Policy LU 5.2.1). Establish requirements for new development building and site design to complement existing development through massing, landscaping, ground-floor treatments, and other design elements. (Imp. 2.1)
- **Policy LU-6.2: Alley Design** (adapted from Policy LU 5.2.3). Encourage the enhancement of building facades facing alleys through landscaping, lighting, and other façade design elements to improve aesthetic quality while maintaining service access. (Imp. 20.1)
- **Policy LU-6.3: Publicly Accessible Open Space.** Consider establishing a development threshold to require commercial developments to provide amenities such as publicly accessible common open space. (Imp. 8.2, 30.2)

**Goal LU-7:** *Mixed-use districts designed and planned to ensure compatibility among a variety of uses*

- **Policy LU-7.1: Mixed-Use Building Design.** Establish design standards for mixed-use buildings to ensure compatibility with surrounding development through building materials and features, massing and elevation treatments, entryways, and other design features. (Imp. 2.1, 8.1, 8.2)
- **Policy LU-7.2: Pedestrian Connectivity** (adapted from Policy LU 6.14.6). Encourage the design of mixed-use development in either a horizontal or vertical format that is functionally integrated with pedestrian paths and connections between and to adjacent areas. For vertical mixed-use development, encourage commercial uses on the ground floor. (Imp. 2.1, 8.1, 8.2)
- **Policy LU-7.3: Districts Integrating Residential and Non-Residential Uses** (adapted from Policy LU 5.3.4). Discourage fragmentation of residential and non-residential uses by ensuring mixed-use districts provide sufficient acreage for each use, where feasible. (Imp. 2.1, 6.1)
- **Policy LU-7.4: Ground-Floor Treatment.** Establish standards to require pedestrian-oriented buildings and public right-of-way design by providing for the design of building frontage, sidewalks, outdoor seating and other street furniture, and other elements. (Imp. 2.1)
- **Policy LU-7.5: Parking Location** (adapted from Policy LU 5.3.6). Locate open parking lots away from streets with screening such as landscaping and architectural walls. (Imp. 2.1)

**Goal LU-8:** *Office and business parks exhibit a high-quality image, are attractive, and provide quality working environments for employees and services for the community*

- **Policy LU-8.1: Site Planning** (adapted from Policy LU 5.4.1). Establish site planning requirements for new and renovated office development to form a cohesive campus environment. (Imp. 2.1)
- **Policy LU-8.2: Signage** (adapted from Policy LU 5.4.1). Require a common signage program for tenant identification and wayfinding. (Imp. 8.2, 16.4)
- **Policy LU-8.3: Streetscape Design** (adapted from Policy LU 5.4.1). Establish standards for streetscapes and lighting to promote pedestrian activity within office and business parks. (Imp. 8.2, 20.1)
- **Policy LU-8.4: Building Design** (adapted from Policy LU 5.4.2). Establish design standards for business parks and offices to convey a unified, high-quality aesthetic character, including building massing and elevation, facades, color palette, and other design elements. (Imp. 2.1)

**Goal LU-9:** *Industrial districts that provide flexibility to incorporate community-serving uses and encourage transition to co-locate employment, residential, and creative and artistic uses*

- **Policy LU-9.1: Site Planning** (adapted from Policy LU 5.5.1). Establish site planning and design standards to require industrial development to incorporate extensive on-site landscaping, decorative walls, and other elements to screen areas used for operations. (Imp. 2.1, 8.2)
- **Policy LU-9.2: Building Design.** Create design standards for building elevations, signage, lighting, odors, truck access, and other components to minimize impacts to adjacent residential uses. (Imp. 2.1, 8.2)
- **Policy LU-9.3: Redeveloped Property Design.** Establish requirements for redeveloped industrial sites to upgrade properties to improve visual quality. (Imp. 8.2, 26.1)

- **Policy LU-9.4: Landscape Buffers.** Require landscaping as a health-based buffer between new residential areas and emitting industries. (Imp. 2.1, 8.2)
- **Policy LU-9.5: Redevelopment of Properties.** Support redevelopment and innovative strategies for the adaptive reuse of industrial structures to provide for a wide range of uses, including live/work spaces and other flexible spaces that support innovation and creativity. (Imp. 8.2, 25.1)
- **Policy LU-9.6: Priority Uses.** Encourage the transition from industrial uses to resident-serving commercial uses and mixed-use residential development to support planned housing development. (Imp. 8.2, 25.1)

*Goal LU-10: Public and institutional uses that enhance the quality of life for residents and are located and designed to complement Newport Beach’s neighborhoods*

- **Policy LU-10.1: Compatibility of Uses.** Require compatibility of new public and institutional facilities with adjacent land uses, supported by transportation and utility infrastructure. (Imp. 16.8, 20.1, 26.1)
- **Policy LU-10.2: Redevelopment of Facilities** (adapted from Policy LU 6.1.2). Allow for the reasonable development of new public and institutional facilities, including facilities for major healthcare providers, assuming that the use, development, enhancement, and maintenance of facilities are compatible with adjoining land uses, environmentally suitable, and can be supported by transportation and utility infrastructure. (Imp. 1.1, 14.2, 22.1–23.2)
- **Policy LU-10.3: Building Design of City Buildings** (Policy LU 6.1.3). Ensure that the City’s public buildings, sites, and infrastructure are designed to be compatible in scale, mass, character, and architecture with the district or neighborhood in which they are located, following the design and development policies for private uses specified by this General Plan. Carefully consider design impacts on adjoining uses, addressing such issues as lighting spillover, noise, hours of operation, parking, local traffic impacts, and privacy. (Imp. 1.1)
- **Policy LU-10.4: Building Design of Non-City Public Buildings** (Policy LU 6.1.4). Encourage school and utility districts and other government agencies that may be exempt from City land use control and approval to plan their properties and design buildings at a high level of visual and architectural quality that maintains the character of the neighborhood or district where they are located and in consideration of the design and development policies for private uses specified by this General Plan. (Imp. 14.1, 14.15)

## **Accommodating Planned Housing and Other Opportunities for Change**

The goals and policies included in this subsection apply to distinct areas and places in Newport Beach. These are applied to planning sub-areas or focus areas.

Planning sub-areas have individual characteristics that must be considered to accommodate planned development, redevelopment, and re-use. The planning sub-areas consist of districts and corridors. Focus areas correspond to housing opportunity overlay zones to accommodate housing opportunity sites. Although some of these areas overlap, the extent of the boundaries are different; therefore, policies are distinctly applied to either a focus area or planning sub-area. Policies that apply to a focus area are identified with “Focus Area” after the policy title, otherwise they apply to planning sub-areas. The following provides an overview of the areas.

### *Planning Sub-Areas*

Planning sub-areas are shown in Figure LU-16, Planning Sub-Areas. Within the planning sub-areas there are districts and corridors. Districts are uniquely identifiable by their common functional role, mix of uses, density/intensity, physical form and character, and/or environmental setting. They represent common gathering

places for commerce, employment, entertainment, culture, and living. Districts are West Newport Mesa, Balboa Peninsula, Balboa Island, Newport Center/Fashion Island, and Airport Area.

Corridors share common characteristics of districts by their identifiable functional role, land use mix, density/intensity, physical form and character, and/or environmental setting. They differ in their linear configuration, generally with shallow-depth parcels located along arterial streets. They are significantly impacted by traffic, and their shallow depths make them unsuitable for development that requires large building footprints and extensive parking. There are many corridors that traverse Newport Beach, but the key corridors that present opportunities for change are Corona del Mar, Old Newport Boulevard, Mariners' Mile, and Western Entry Corridor. The corridor-wide policies in Goal LU-12 apply to these corridors in addition to corridor-specific policies.

### *Focus Areas*

Housing opportunity sites are intended to create consistency with the Housing Element's focus areas, as identified by the housing opportunity overlay zones, ensuring an adequate number of sites are available to accommodate the City's allocation of the Regional Housing Needs Assessment. Housing opportunity sites may overlap with districts or corridors in the planning sub-areas; however, policies within these areas are specific to the boundary extent identified and are established by the housing opportunity overlay zones (refer to Figures 3-2 through 3-6 in the Housing Element Implementation Program Environment Impact Report). The focus areas are Airport Area, Coyote Canyon, Dover-Westcliff, Newport Center, and West Newport Mesa. The policies in Goal LU-11 within this section apply to all housing opportunity sites.

New development can be accommodated in a way that maintains, defines, and enhances the characteristics of the planning sub-area or focus area and creates longstanding neighborhoods that contribute to local needs and the identity of Newport Beach.

### *Planning Sub-Area and Focus Area Descriptions*

Opportunities for new development and improvements to the physical environment that benefit residents, businesses, and visitors will be supported consistent with the envisioned characteristics of the following planning sub-areas and focus areas:

- **Airport Area:** The Airport Area/Airport Area Environs offers an opportunity to accommodate employment, housing, and residential-serving uses in a dynamic setting. This area must support flexible land use planning for the reuse and repurposing of existing non-residential uses while allowing for a variety of housing opportunities inclusive of workforce housing proximate to jobs, transportation, supporting commercial, and services. The intent is to support and provide neighborhood parks or other recreational opportunities and other public services. Development in this area will contribute to a cohesive urban, mixed-use character where residents and visitors can live, work, shop, access services, and play. New housing in the area will support existing and new employers and improve access to jobs for residents. Land use design and placement must carefully consider compatibility among uses, as well as strategies to minimize exposure to noise and poor air quality. When paired with community-serving amenities and public-realm improvements, residents will have access to key resources, creating a balanced and vibrant community. Refer to Figure LU-17 for a map of the Airport Area.
- **Balboa Island:** Balboa Island is composed of three constructed islands—Balboa Island, Little Balboa Island, and Collins Island—accessible by bridge, the Balboa Island Ferry, and public docks. Although it is predominantly residential, the main street, Marine Avenue, is lined with iconic retail and service uses, art galleries, and restaurants, offering commercial opportunities for the local community and visitors.

The concrete pedestrian path encircling “The Island” is one of its most known features, providing recreation and important access to the waterfront. Refer to Figure LU-18 for a map of Balboa Island.

- **Balboa Peninsula:** Balboa Peninsula contains a series of districts linked by the Newport Boulevard and Balboa Boulevard commercial and residential corridors. These include Lido Village, Cannery Village, McFadden Square, Balboa Village, and surrounding residential neighborhoods. The area serves residents and visitors through a mix of uses within the core commercial districts, encourages marine-related uses, supports residential neighborhoods, and preserves properties of historical and architectural significance. Refer to Figure LU-19 for a map of Balboa Peninsula and Figure LU-20 for a map of Balboa Village.
- **Corona del Mar:** The Corona del Mar corridor is a key commercial corridor in Newport Beach offering retail, restaurants, offices, and more for the local community and visitors. The corridor’s main street characteristics create opportunities for an enhanced pedestrian environment. Refer to Figure LU-21 for a map of Corona del Mar.
- **Coyote Canyon:** Coyote Canyon’s larger land area creates an opportunity for a residential neighborhood that blends homes with natural open spaces and parks. Future development should consider needed site remediation to ensure that Coyote Canyon is a safe and healthy community. Housing design and placement should minimize potential exposure to noise and air pollution from Highway 73. The community should be designed to work with nature, connecting to the natural environment while providing a variety of housing types, resulting in a quiet and peaceful community.
- **Dover/Westcliff:** Dover/Westcliff creates new housing opportunities alongside offices, commercial uses such as retail, residential uses, schools, and recreational facilities. New development should prioritize adequate pedestrian connections to ensure that new and existing residents have access to key community amenities, such as parks and nearby schools.
- **Mariners’ Mile:** The Mariners’ Mile corridor provides highway-oriented commercial retail, essential marine-related commercial uses, visitor-serving uses, commercial uses, and residential uses. The area presents an opportunity for thoughtful infill development and related enhancements that foster a pedestrian-friendly mixed-use district while contributing to a high-quality visual image that respects its surrounding context. Refer to Figure LU-22 for a map of Mariners’ Mile.
- **Newport Center/Fashion Island:** Newport Center’s shopping, offices, civic center, and entertainment offer great potential for a balanced community through the expansion of housing and recreational opportunities in a pedestrian-oriented environment. Refer to Figure LU-23 for a map of Newport Center/Fashion Island.
- **Old Newport Boulevard:** Bordering West Newport Mesa, the Old Newport Boulevard corridor contains a mix of commercial and office uses. Many of the offices are medical offices that benefit from close proximity to Hoag Hospital, providing supportive and complementary services. This area presents opportunity to build off the vision of West Newport Mesa as a mixed-use medical district that serves residents, businesses, and visitors. Refer to Figure LU-24 for a map of Old Newport Boulevard.
- **West Newport Mesa:** West Newport Mesa has the potential to integrate new housing opportunities in a mixed-use setting that builds off of the area’s proximity to Hoag Hospital. With Hoag Hospital as a community anchor, new development in West Newport Mesa presents opportunities for medical offices, services, and research facilities in combination with housing to house a skilled workforce. Building on the existing residential, commercial, institutional, and industrial uses, new development in West Newport Mesa can help create a mixed-use medical district that serves residents, businesses, and visitors. The proximity of the coast and nearby planned open space, combined with key employment opportunities, the grid street pattern, and flat topography, present advantages for those who walk and bicycle. New development and enhancements in the public realm can enhance the pedestrian

experience, creating access to key employment, amenities, and services in a vibrant and thriving community. Refer to Figure LU-25 for a map of West Newport Mesa.

- **Western Entry Corridor:** The Western Entry Corridor has a mix of commercial and residential uses. Commercial uses serve residents along the corridor, nearby residents, and visitors. Western Entry Corridor presents opportunities for revitalization through the concentration of commercial uses to enhance economic vitality and improve the appearance of the area. Refer to Figure LU-26 for a map of Western Entry Corridor.

## Housing Opportunities in all Focus Areas

### *Goal LU-11: Housing opportunity sites: A City with sufficient housing opportunities*

- **Policy LU-11.1: Residential Uses and Residential Densities (Focus Area)** (Policy LU 4.5). Allow residential use of any property included within an established housing opportunity overlay zone regardless of and in addition to the underlying land use category or density limit established through Table LU-1 and Table LU-2, the statistical area maps, or any other conflict in the Land Use Element. A General Plan amendment is not required to develop a residential use within an established housing opportunity overlay zone. The maximum density specified for the various overlay zones is an average over the entire property or project site. For example, a portion of a development site may be developed at a higher density than specified by the overlay, provided other portions of the site are developed at lower densities such that the average does not exceed the maximum. Density calculations and total units identified by the housing opportunity overlay zone do not include units identified as pipeline units or units permitted pursuant to State density bonus law. (Imp. 2.1)
- **Policy LU-11.2: Continuation of Existing Development (Focus Area)** (Policy LU 4.6). Allow residential development established by the housing opportunity overlay zones, in addition to existing uses allowed by the General Plan. Properties within the established overlay zones are not required to be developed for mixed-use or residential. Existing uses may continue to operate, provided they are legally established and consistent with policies and regulations related to legal nonconforming uses. The adoption of housing opportunity overlay zones will not affect existing rights to use the property. (Imp. 2.1)
- **Policy LU-11.3: Redevelopment and Transfer of Development Rights (Focus Area)** (Policy LU 4.7). Allow reconstruction on a site within an established housing opportunity overlay. The intensity of existing allowed uses of a site may be part of a mixed-use development provided the gross floor area allowed by the General Plan is not increased, unless it is increased through a General Plan amendment or density bonus concession. The intensity of existing uses may be converted to other uses allowed by the underlying General Plan land use category provided that average daily trips and peak-hour traffic trips are not increased above the trips from the existing allowed use. For example, office intensity may be converted to retail or service commercial, restaurants, or other non-residential uses provided the General Plan land use category allows these uses. Non-residential intensity not included as a component of a future residential project will remain within the General Plan allocations on a statistical area-wide basis. The City Council may transfer the intensity of a use to another site within the statistical area consistent with Policy LU-1.3 (Transfer of Development Rights) or Policy LU-28.1 (Airport Compatibility). (Imp. 2.1)
- **Policy LU-11.4: Local Workforce Housing.** Encourage and facilitate workforce housing that is affordable to a range of work and household income levels, including first responders, to increase opportunities for people to live and work in Newport Beach. (Imp. 2.1, 25.1, 29.1)
- **Policy LU-11.5: Affordable Housing.** Study, and where possible, implement ways to facilitate the development of affordable housing through the provision of regulatory and financial incentives. (Imp. 2.1, 8.2, 25.1)

## Corridors

*Goal LU-12: Corridors that are compatible with surrounding uses, are well-designed and attractive, minimize traffic impacts, and provide adequate parking*

- **Policy LU-12.1: Efficient Parcel Utilization** (Policy LU 6.16.1). Promote the clustering of commercial and hotel uses by the aggregation of individual parcels into larger development sites through incentives such as intensity or height increases or comparable techniques. (Imp. 2.1, 24.1)
- **Policy LU-12.2: Private Property Improvements** (Policy LU 6.16.2). Work with property owners to encourage the upgrade of existing commercial development, including repair and/or repainting of deteriorated building surfaces, well-designed signage that is incorporated into the architectural style of the building, and expanded landscaping. (Imp. 24.1)
- **Policy LU-12.3: Property Access** (Policy LU 6.16.3). Minimize driveways and curb cuts that interrupt the continuity of street-facing building elevations in pedestrian-oriented districts and locations of high traffic volumes, prioritizing their location on side streets and alleys, where feasible. (Imp. 2.1)
- **Policy LU-12.4: Shared Parking Facilities** (Policy LU 6.16.4). Work with property owners and developers to encourage the more efficient use of parcels for parking that can be shared by multiple businesses. (Imp. 16.1)
- **Policy LU-12.5: Compatibility of Business Operation with Adjoining Residential** (Policy LU 6.16.5). Work with local businesses to ensure that commercial, office, and other uses do not adversely impact adjoining residential neighborhoods. This may include strategies addressing hours of operation, employee loitering, trash pickup, truck delivery hours, customer arrivals and departures, and other activities. (Imp. 8.2)
- **Policy LU-12.6: Design Compatibility with Adjoining Residential** (Policy LU 6.16.6). Require that building elevations facing adjoining residential units be designed to convey a high-quality character and ensure privacy of the residents, and that properties be developed to mitigate to the maximum extent feasible impacts of lighting, noise, odor, trash storage, truck deliveries, and other business activities. Require building elevations to be architecturally treated. Require walls, if used as buffers, to be well-designed and landscaped to reflect the area's residential village character. (Imp. 2.1)

*Goal LU-13: Corona del Mar: A pedestrian-oriented village serving as the center of community commerce, culture, and social activity*

- **Policy LU-13.1: Shared Parking Structures** (Policy LU 6.20.2). Accommodate the development of structures that provide parking for multiple businesses along the corridor, provided that the ground floor of the street frontage be developed for pedestrian-oriented commercial and visitor-serving uses. (Imp. 2.1, 16.10)
- **Policy LU-13.2: Expanded Parking** (Policy LU 6.20.3). Accommodate the redevelopment of residential parcels immediately adjoining commercial uses that front onto Coast Highway for surface parking, provided that adequate buffers are incorporated to prevent impacts on adjoining residential. (Imp. 2.1)
- **Policy LU-13.3: Pedestrian-Oriented Streetscapes** (Policy LU 6.20.4). Work with business associations, tenants, and property owners to implement streetscape improvements that contribute to the corridor's pedestrian character. (Imp. 20.1)
- **Policy LU-13.4: Expanded Parking Opportunities** (Policy LU 6.20.6). Work with local businesses and organizations to explore other methods to provide parking convenient to commercial uses, such as a parking district or parking on publicly owned land. (Imp. 16.1)

- **Policy LU-13.5: Parking Improvements** (adapted from Policy LU 3.3). Support enhancement of public improvements and parking. (Imp. 1.1, 2.1, 5.1)
- **Policy LU-13.6: Rebuilding of Nonconforming Structures** (Policy LU 6.13.5). Permit existing commercial buildings that exceed the permitted development intensities to be renovated, upgraded, or reconstructed to their pre-existing intensity and, at a minimum, pre-existing number of parking spaces. (Imp. 2.1)

*Goal LU-14: Mariners' Mile: A mixed-use corridor that reflects the Newport Bay waterfront, supports and respects residential uses, promotes pedestrian activity, and exhibits a high-quality visual image*

- **Policy LU-14.1: Bay-Fronting Properties** (Policy LU 6.19.2). Encourage marine-related and visitor-serving commercial, restaurant, hotel, institutional, and recreational uses, and allow residential uses above the ground floor on parcels with a minimum frontage of 200 linear feet where a minimum of 50% of the permitted square footage is devoted to non-residential uses on bay-fronting parcels designated as MU-W1 in Figure LU-22, Sub-Area A. No more than 50% of the waterfront area between the Arches Bridge and the Boy Scout Sea Base may be developed with mixed-use structures. (Imp. 2.1, 5.1, 24.1)
- **Policy LU-14.2: Marine-Related Businesses** (Policy LU 6.19.3). Protect and encourage facilities that serve marine-related businesses and industries unless present and foreseeable future demand for such facilities is already adequately provided for in the area. Encourage coastal-dependent industrial uses to locate or expand within existing sites, and allow reasonable long-term growth. (Imp. 2.1, 5.1, 24.1)
- **Policy LU-14.3: Revitalization of Uses** (Policy LU 3.3). Support revitalization of existing properties, including infill development, for commercial, visitor-serving, and marine-related uses, integrated with residential. (Imp. 1.1, 25.1, 26.1)
- **Policy LU-14.4: Parking** (Policy LU 6.19.5). Require adequate parking and other supporting facilities for charters, yacht sales, visitor-serving uses, and other waterfront uses. (Imp. 2.1, 5.1)
- **Policy LU-14.5: Shared Parking**. Encourage the identification of shared parking facilities to accommodate charters. (Imp. 2.1, 16.10)
- **Policy LU-14.6: Corridor Identity and Quality** (Policy LU 6.19.6). Implement landscape, signage, lighting, sidewalk, and pedestrian improvements and other amenities that enhance the pedestrian experience consistent with the Mariners' Mile Strategic Vision and Design Plan. (Imp. 20.1)
- **Policy LU-14.7: Architecture and Site Planning** (Policy LU 6.19.7). Although a diversity of building styles is encouraged, design the form, materials, and colors of buildings located along the Newport Harbor front to reflect the area's setting and nautical history. (Imp. 8.1, 8.2)
- **Policy LU-14.8: Integrating Residential-Site Planning Principles** (Policy LU 6.19.8). Permit properties developed for residential to locate the units along the harbor frontage provided that portions of this frontage are developed for (a) retail, restaurant, or other visitor-serving uses, and (b) plazas and other open spaces that provide view corridors and access from Coast Highway to Newport Harbor. The amount of harbor frontage allocated for each use will be determined by the City during the Site Development review process. (Imp. 2.1, 5.1)
- **Policy LU-14.9: Harbor and Bay Views and Access** (Policy LU 6.19.9). Require that buildings be located and sites designed to provide clear views of and access to the harbor and bay from the Coast Highway and Newport Boulevard rights-of-way in accordance with the following principles, as appropriate:
  - Clustering of buildings to provide open view and access corridors to Newport Harbor.

- Modulation of building volumes and masses.
- Variation of building heights.
- Inclusion of porticoes, arcades, windows, and other “see-through” elements, in addition to the defined open corridor.
- Minimization of landscape, fencing, parked cars, and other nonstructural elements that block views and access to Newport Harbor.
- Prevention of the appearance of the public right-of-way being walled off from Newport Harbor.
- Inclusion of setbacks that, in combination with setbacks on adjoining parcels, cumulatively form functional view corridors.
- Encouragement of adjoining properties to combine their view corridors that achieve a larger cumulative corridor than would have been achieved independently. (Imp. 2.1)
- **Policy LU-14.10: Waterfront Promenade** (Policy LU 6.19.10). Require that development on the bay frontage implement amenities that ensure access for coastal visitors. Pursue development of a pedestrian promenade along the bay frontage. (Imp. 2.1, 20.2)

*Goal LU-15: Old Newport Boulevard: A corridor of uses and services that support Hoag Hospital and nearby residential neighborhoods*

- **Policy LU-15.1: Priority Uses** (Policy LU 6.18.1). Accommodate uses that serve adjoining residential neighborhoods, provide professional offices, and support Hoag Hospital. (Imp. 2.1)
- **Policy LU-15.2: Property Design** (Policy LU 6.18.3). Require that buildings be located and designed to orient to the Old Newport Boulevard frontage and incorporate landscape and design elements in the rear of parcels on its west side that are attractive when viewed from Newport Boulevard. (Imp. 2.1)
- **Policy LU-15.3: Streetscape Design and Connectivity** (Policy LU 6.18.4). Develop a plan for streetscape improvements and improve street crossings to facilitate pedestrian access to Hoag Hospital and discourage automobile trips. (Imp. 20.1)
- **Policy LU-15.4: Rebuilding of Nonconforming Structures** (Policy LU 6.13.5). Permit existing commercial buildings that exceed the permitted development intensities to be renovated, upgraded, or reconstructed to their pre-existing intensity and, at a minimum, the pre-existing number of parking spaces. (Imp. 2.1)

*Goal LU-16: Western Entry Corridor: A gateway corridor with public connections to the Santa Ana Bike Trail and Randall Preserve (Banning Ranch), as well as commercial clusters that serve local residents and coastal visitors at key intersections, interspersed with compatible residential development*

- **Policy LU-16.1: Western Entry Corridor Improved Visual Image and Quality** (Policy LU 6.17.2). Implement streetscape improvements to enhance the area’s character and image as a gateway to Newport Beach and develop a stronger pedestrian environment at the commercial nodes. (Imp. 20.1)
- **Policy LU-16.2: Western Entry Corridor Streetscape** (Policy LU 6.17.3). Require that upgraded and redeveloped properties incorporate landscaped setbacks along arterial streets to improve their visual quality and reduce impacts of the corridor’s high traffic volumes. (Imp. 2.1)

## Districts

### *Goal LU-17: Airport Area: A connected and complete community that supports residents and businesses*

- **Policy LU-17.1: Residential and Supporting Uses** (Policy LU 6.15.5). Notwithstanding residential development permitted by the housing opportunity overlay zone, accommodate development of a maximum of 2,200 multi-family residential units applied to properties in MU-H2 (Mixed-Use Horizontal 2) as documented in Table LU-2, including work force housing and mixed-use buildings that integrate residential with ground-level office or commercial uses, along with supporting retail, grocery stores, and parklands.<sup>1</sup> Residential units may be developed only as the replacement of underlying permitted non-residential uses. When a development phase includes a mix of residential and non-residential uses or replaces existing industrial uses, the number of peak-hour traffic trips generated by cumulative development of the site will not exceed the number of trips that would result from development of the underlying permitted non-residential uses. However, a maximum of 550 units may be developed as infill on surface parking lots or areas not used as occupiable buildings on properties within the Conceptual Development Plan Area (depicted in Figure LU-27), provided that parking is replaced on site. (Imp. 2.1)
- **Policy LU-17.2: Specific Plan Development.** Develop a Specific Plan to cohesively and comprehensively guide development of the Airport Area consistent with the policies of the General Plan. The Specific Plan should include provisions requiring new development to coordinate with the school district to provide school-related needs, including future site(s) for new school(s), designated bus stops, crosswalks, sidewalks, and other school-related improvements. (Imp. 3.1)
- **Policy LU-17.3: Bicycle Master Plan.** Implement and expand upon the recommendations of the 2014 Bicycle Master Plan to connect cyclists and enhance connectivity through uptown Newport. (Imp. 14.4, 16.11, 20.1)
- **Policy LU-17.4: Community-Serving Uses.** Support community-serving commercial uses to help create a balance of land uses and to increase resident access to and make Newport Beach a self-sustaining community with essential resources. (Imp. 8.2, 12.1)
- **Policy LU-17.5: Infill Residential** (Policy LU 6.15.12). Require development agreements for all projects that include infill residential units identified in Policy LU 17.1 (Residential and Supporting Uses). In the Development Agreement, define the improvements and public benefits to be provided by the developer in exchange for the City's commitment for the number, density, and location of the housing units. (Imp. 3.1, 4.1, 13.1)
- **Policy LU-17.6: Regulatory Plans** (Policy LU 6.15.10). Require development of a regulatory plan for each residential village, which shall contain a minimum of 10 acres, to coordinate the location of new parks, streets, and pedestrian-ways; set forth a strategy to accommodate neighborhood-serving commercial uses and other amenities; establish pedestrian and vehicular connections with adjoining land uses; and ensure compatibility with office, industrial, and other non-residential uses. (Imp. 2.1, 3.1, 4.1, 13.1)
- **Policy LU 17.7: Location of Parks** (Policy LU 6.15.14). Require that each neighborhood park be clearly public in character and be accessible to all residents of the neighborhood. Require each park to be surrounded by public streets on at least two sides (preferably with on-street parking to serve the park), and to be linked to residential uses in its respective neighborhood by streets or pedestrian-ways. (Imp. 2.1, 3.1, 4.1, 13.1)

<sup>1</sup> The units and development capacities identified in this policy reflect a point-in-time count. For up-to-date development capacities, refer to Table LU-1 and Table LU-2.

- **Policy LU 17.8: Aircraft Notification** (Policy LU 6.15.15). Require that all neighborhood parks be posted with a notification to users regarding proximity to John Wayne Airport and aircraft overflight and noise. (Imp. 23.2)
- **Policy LU 17.9: Standards** (Policy LU 6.15.16). Require developers of multi-unit residential developments on parcels 8 acres or larger to provide on-site recreational amenities. For these developments, require at least 44 square feet of on-site recreational amenities to be provided for each dwelling unit, in addition to the requirements under the City's Park Dedication Ordinance and in accordance with the Parks and Recreation Element of the General Plan. On-site recreational amenities can consist of public urban plazas or squares where there is the capability for recreation and outdoor activity. These recreational amenities may also include swimming pools, exercise facilities, tennis courts, and basketball courts. Where there is insufficient land to provide on-site recreational amenities, require the developer to pay cash in-lieu that would be used to develop or upgrade nearby recreation facilities to offset user demand, as defined in the City's Park Dedication Fee Ordinance. The acreage of on-site open space developed with residential projects may be credited against the parkland dedication requirements where it is accessible to the public during daylight hours, visible from public rights-of-way, and is of sufficient size to accommodate recreational use by the public. However, the credit for the provision of on-site open space will not exceed 30% of the parkland dedication requirements. (Imp. 2.1, 3.1, 4.1, 30.2)

*Goal LU-18: Balboa Peninsula: A series of pedestrian-oriented districts with a mix of visitor-serving, marine-related, retail, live/work, and residential uses*

### Planning Subarea-Wide

- **Policy LU-18.1: Urban Form** (Policy LU 6.8.1). Establish development patterns that promote the reinforcement of Balboa Peninsula's pedestrian scale and urban form as a series of distinct centers/nodes and connecting corridors. (Imp. 1.1)
- **Policy LU-18.2: Component Districts** (Policy LU 6.8.2). Emphasize Lido Village and McFadden Square as the primary activity centers of the northern portion of Balboa Peninsula, linked by corridors of commercial and visitor-serving uses along Newport Boulevard and a mix of marine-related and residential uses on the Newport Bay frontage. These surround a residential core in the inland section of Cannery Village. Balboa Village will continue to serve as the primary center of the lower Peninsula, surrounded by residential neighborhoods along and flanking Balboa Boulevard. (Imp. 1.1)
- **Policy LU-18.3: Marine-Related Businesses** (Policy LU 6.8.3). Protect and encourage marine-related businesses to locate and expand on Balboa Peninsula unless present and foreseeable future demand for such facilities is already adequately provided for in the area. (Imp. 2.1, 24.1)
- **Policy LU-18.4: Shared Parking Facilities** (Policy LU 6.8.4). Encourage the development of shared parking facilities and management programs among private property owners that provides for adequate parking for residents, visitors, and business patrons. (Imp. 16.1)
- **Policy LU-18.5: Historic Character** (Policy LU 6.8.6). Preserve the historic character of Balboa Peninsula's districts by offering incentives for the preservation of historic buildings and requiring new development to be compatible with the scale, mass, and materials of existing structures, while allowing opportunities for architectural diversity. (Imp. 2.1)
- **Policy LU-18.6: Rebuilding Nonconforming Structures** (Policy LU 6.13.5). Permit existing commercial buildings that exceed the permitted development intensities to be renovated, upgraded, or reconstructed to their pre-existing intensity and, at a minimum, pre-existing number of parking spaces in Balboa Village and Cannery Village. (Imp. 2.1)

## Lido Village

- **Policy LU-18.7: Priority Uses** (Policy LU 6.9.1). Encourage uses that take advantage of Lido Village’s location at Newport Harbor’s turning basin and its vitality and pedestrian character, including visitor-serving retail and commercial, small-lodging facilities (bed and breakfasts, inns), and mixed-use buildings that integrate residential with commercial uses. (Imp. 2.1, 24.1)
- **Policy LU-18.8: Shared Parking.** Encourage the identification of shared parking facilities to accommodate charters. (Imp. 2.1, 16.10)

## Cannery Village

- **Policy LU-18.9: Priority Uses** (Policy LU 6.10.1). Allow multi-unit residential and mixed-use buildings that integrate residential above commercial and retail or live-work units throughout Cannery Village, specifically within interior parcels. Require mixed-use, live-work, or commercial buildings to be developed on corner parcels. (Imp. 2.1)
- **Policy LU-18.10: Priority Uses on Bayfront Parcels** (Policy LU 6.11.1). Accommodate water-oriented commercial uses that support harbor recreation and fishing activities, mixed-use structures with residential above ground level, and water-oriented uses, specifically within bayfront parcels designated as MU-WU (see Figure LU-19, Sub-Area E). (Imp. 2.1, 8.1, 21.2)

## McFadden Square

- **Policy LU-18.11: McFadden Square Uses** (Policy LU 6.12.1). Accommodate visitor- and local-serving uses that take advantage of McFadden Square’s waterfront setting, including specialty retail, restaurants, and small-scale overnight accommodations, as well as mixed-use buildings that integrate residential with ground-level commercial on parcels designated as Mixed-Use Water 2 (MU-W2) (see Figure LU-19, Sub-Area E). (Imp. 2.1)

## Balboa Village

- **Policy LU-18.12: Priority Uses** (adapted from Policy LU 6.13.1 and Policy LU 6.13.2). Encourage local- and visitor-serving retail, commercial, and mixed-use buildings that integrate residential with ground-level retail or office uses on properties designated as MU-V (see Figure LU-20 in Sub-Area B), and prioritize water-dependent, marine-related retail and services and visitor-serving retail along bayfront parcels designated as CV (0.75) (see Figure LU-20 in Sub-Area A). (Imp. 2.1, 24.1)
- **Policy LU-18.13: Commercial Properties** (Policy LU 6.13.3). Promote re-use of isolated commercial properties on Balboa Boulevard for residential units. (Imp. 2.1)
- **Policy LU-18.14: Streetscapes** (Policy LU 6.13.4). Promote enhancements to and maintenance of Balboa Village’s streetscapes to enhance the area’s visual quality and character as a pedestrian-oriented environment. (Imp. 20.1)
- **Policy LU-18.15: Balboa Village Visibility and Character** (Policy LU 6.13.6). Provide incentives for owners to improve their properties, develop commercial uses that serve adjoining residential neighborhoods, and retain and develop marine-related uses along the Newport Harbor frontage. (Imp. 24.1)

*Goal LU-19: Balboa Island: A walkable, compact coastal district with residential, visitor-serving, and community-oriented uses*

- **Policy LU-19.1: Priority Uses.** Encourage local- and visitor-serving retail, commercial, and mixed-use buildings that integrate residential with ground-level retail or office uses on properties designated as

Mixed-Use Water 2 (MU-W2) on Marine Avenue, and prioritize water-dependent, marine-related retail and services and visitor-serving retail on properties designated as MU-W2 on Agate Avenue. (Imp. 2.1, 24.1)

- **Policy LU-19.2: Streetscapes.** Support enhancements and maintenance of Balboa Island’s streetscapes to enhance the area’s visual quality and character as a pedestrian-oriented environment. (Imp. 16.6, 16.13, 20.1)
- **Policy LU-19.3: Enhancing Balboa Island’s Visibility and Character.** Provide incentives for owners to improve their properties without compromising the longstanding “cottage-style” development. For commercial properties, encourage uses that serve adjoining residential neighborhoods, and retain and develop marine-related uses along the Newport Harbor frontage. (Imp. 1.1, 2.1)
- **Policy LU-19.4: Pedestrian-Oriented Coastal District.** Protect, maintain, and enhance the waterfront walkway that surrounds Balboa Island’s perimeter. (Imp. 16.6, 16.13, 20.1)
- **Policy LU-19.5: Parking Management.** Periodically review and implement creative parking management strategies that help to alleviate congestion on Balboa Island, accounting for seasonal fluctuation and supporting alternative modes of transportation, such as the Balboa Island Ferry. (Imp. 16.10)

*Goal LU-20: Newport Center/Fashion Island: A high-quality downtown that supports residents, businesses, and visitors*

- **Policy LU-20.1: Community Amenities.** Expand upon the civic presence of Newport Center by supporting new community centers, publicly accessible open space, trails, recreational facilities, and other community amenities. (Imp. 16.11, 23.1, 23.2)
- **Policy LU-20.2: Community Identity.** Foster community identity through the support of community-identifying signage and public art. (Imp. 29.2)
- **Policy LU-20.3: Priority Uses.** Support development of uses that contribute to a balanced community with regional commercial and office uses; resident-serving commercial uses, such as grocery stores and medical offices; and housing, such as live/work and affordable housing options. (Imp. 8.2)
- **Policy LU-20.4: Transfers of Development Intensity/Density (Policy LU 6.14.3).** Allow development intensity/density to be transferred within Newport Center, subject to the approval of the City of Newport Beach, with the finding that the transfer is consistent with the intent of the General Plan and that the transfer will not result in any adverse traffic impacts. (Imp. 2.1)
- **Policy LU-20.5: Development Scale (Policy LU 6.14.4).** Reinforce the original design concept for Newport Center by concentrating the greatest building mass and height in the northeasterly section along San Joaquin Hills Road, where the natural topography is highest, and progressively scaling down building mass and height to follow the lower elevations toward the southwesterly edge along East Coast Highway. (Imp. 2.1, 3.1, 4.1)
- **Policy LU-20.6: Urban Form (Policy LU 6.14.5).** Encourage development be located and designed to orient to the inner side of Newport Center Drive, establishing physical and visual continuity that diminishes the dominance of surface parking lots and encourages pedestrian activity. (Imp. 2.1, 3.1, 4.1)
- **Policy LU-20.7: Pedestrian Connectivity and Amenities (Policy LU 6.14.6).** Encourage pedestrian access and connections among uses within the district to be improved with additional walkways and streetscape amenities concurrent with the development of expanded and new uses. (Imp. 3.1, 4.1)
- **Policy LU-20.8: Fashion Island Architecture and Streetscapes (Policy LU 6.14.7).** Encourage new development in Fashion Island to complement and be of equivalent or higher design quality than

existing buildings. Reinforce the existing promenades by encouraging commercial expansion that enhances the storefront visibility to the promenades and provides an enjoyable commercial and pedestrian experience. Additionally, locate new buildings on axes connecting Newport Center Drive, with existing buildings to provide visual and physical connectivity with adjoining uses, where practical. (Imp. 3.1, 4.1)

- **Policy LU-20.9: Fashion Island Parking Structures** (Policy LU 6.14.9). Require new parking structures in Fashion Island to be located and designed in a manner that is compatible with the existing pedestrian scale and open feeling of Newport Center Drive. Require the design of new parking structures in Fashion Island to incorporate elements (including landscaping) to soften their visual impact. (Imp. 8.2)

### *Goal LU-21: West Newport Mesa: A live/work community connected to key resources*

- **Policy LU-21.1: Priority Uses** (Policy LU 6.6.1). Prioritize the accommodation of medical-related and supporting facilities on properties abutting the Hoag Hospital complex (areas designated as CO-M[0.5]) (see Figure LU-25, Sub-Area A) with opportunities for new residential units (areas designated as RM[18/ac]) and supporting general and neighborhood-serving commercial services (CG[0.75] and CN[0.3], respectively). (Imp. 2.1)
- **Policy LU-21.2: Pedestrian Network** (adapted from Policy LU 6.17.2). Upgrade the pedestrian network by using the existing right-of-way and seeking additional rights-of-way for wider, non-contiguous sidewalks and parkway areas, and for closing gaps in the sidewalk network. (Imp. 16.3, 16.7)
- **Policy LU-21.3: Pedestrian Connectivity**. Consider opportunities to increase pedestrian connectivity across Superior Avenue. (Imp. 16.3, 16.7)
- **Policy LU-21.4: Land Use Pattern** (Policy LU 3.3). Support consolidation of commercial and visitor-serving commercial uses, and new residential opportunities. (Imp. 1.1, 2.1, 5.1)
- **Policy LU-21.5: Access to Randall Preserve (Banning Ranch)**. Enhance streets connecting to Randall Preserve (Banning Ranch) through streetscape improvements and wayfinding signage, if a connection from West Newport Mesa to Randall Preserve is established. (Imp. 16.13, 20.1, 21.6)

## **Other Policies Specific to Focus Areas**

### *Goal LU-22: Coyote Canyon: A community that balances homes with the natural environment*

- **Policy LU-22.1: Regulatory Plans (Focus Area)**. Consider development of a planned community or a Specific Plan for Coyote Canyon to create site-specific development standards and community-supportive commercial opportunities consistent with the policies of the General Plan. (Imp. 3.1)
- **Policy LU-22.2: Noise and Pollution Mitigation (Focus Area)**. Enforce the highest building code standards to ensure that new development is built to protect residents from potential noise and pollution from Highway 73. (Imp. 26.1)
- **Policy LU-22.3: Site Assessment (Focus Area)**. Require property owners to conduct site assessments prior to development to identify potential contamination, including soil, groundwater, and vapor investigations. (Imp. 2.1, 8.2)
- **Policy LU-22.4: Remediation Requirements (Focus Area)**. Require developers to submit detailed remediation plans outlining cleanup methods and monitoring protocols. (Imp. 8.2)
- **Policy LU-22.5: Open Space Location (Focus Area)**. Locate and orient open space areas (e.g., courtyards, patios, balconies) as far away from Highway 73 as possible. (Imp. 2.1)

- **Policy LU-22.6: Landscaping Requirements (Focus Area).** Require native and naturalized non-invasive species plants with habitat value be used as landscaping facing Highway 73 to act as a natural buffer from the highway and create new wildlife connectivity opportunities. (Imp. 2.1)
- **Policy LU-22.7: Open Space Connectivity (Focus Area).** Expand on Newport Beach’s network of trails through new trail connections that create an integrated network of open space to support habitat, open space, and recreation. (Imp. 16.11)
- **Policy LU-22.8: Habitat Restoration (Focus Area).** Perform habitat restoration, including invasive species removal and native and non-invasive planting, when establishing new trails to increase habitat connectivity. (Imp. 14.12, 14.13, 14.15, 29.3)

*Goal LU-23: Dover/Westcliff: A mixed-use community connected to citywide resources*

- **Policy LU-23.1: Priority Uses (Focus Area).** Encourage mixed-use buildings that integrate residential with commercial or office uses on the ground floor. (Imp. 2.1)
- **Policy LU 23.2: Pedestrian Connectivity (Focus Area).** Identify enhancements for pedestrian access to nearby amenities, such as Castaways Park, future development on Lower Castaways Park, and Newport Bay. (Imp. 16.11, 20.1, 23.2)
- **Policy LU-23.3: Shared Parking (Focus Area).** Consider shared parking and park-once strategies to enhance the pedestrian experience and efficiently use land. (Imp. 16.1)
- **Policy LU-23.4: Pedestrian Safety (Focus Area).** Require adequate and visible pedestrian access through all surface parking lots and parking structures. (Imp. 2.1)
- **Policy LU-23.5: Pedestrian Access (Focus Area).** Consider enhanced pedestrian access along Dover Drive between Westcliff Drive and Cliff Drive. (Imp. 16.11, 20.1)
- **Policy LU-23.6: Family-Oriented Uses.** Support and encourage a mix of uses that help meet the needs of families, including educational opportunities like the Environmental Nature Center, daycare centers, parks, and other similar uses. (Imp. 2.1)

## Guiding Future Change

Land uses must be carefully balanced to help meet the comprehensive needs of the community while considering potential impacts of development, existing community challenges, infrastructure needs, and the processes by which these changes will occur. As new development occurs, this often results in needed improvements to public facilities, such as water and energy infrastructure, transportation facilities, and parks and recreation amenities. New development should enhance local character and support community needs while ensuring that existing community challenges are not exacerbated. Local permitting processes can help facilitate development and the infrastructure and resources needed to support such development. Although development is necessary to accommodate changing communities, ensuring the efficient use of land is essential to preserve natural resources and maintain the City’s economic base. Following is a list of items to consider during new development.

**Infrastructure:** Maintaining adequate water, power, and transportation infrastructure is crucial for servicing existing and new development. However, population growth and environmental change can make this more challenging. A larger population and increased energy and water demand can strain infrastructure capacity, and hazards such as extreme heat, flooding, and fire can lead to damage or disrepair. Infrastructure can be adapted, upgraded, and designed to integrate emerging technologies to be more resilient to these impacts.

**Development Review and Permitting:** Permitting new development to achieve the goals of the General Plan hinges on an effective system for processing development permits. Ensuring staff have the capacity and resources to guide development review applications to final approval can enhance the efficiency of the process. Well-organized coordination among different departments and agencies can streamline operations, leading to more successful project outcomes.

**Balanced Community Needs:** Using land in an efficient manner is important for the local economy, the environment, and creating balanced communities. Development must be planned carefully to accommodate community needs while preserving natural resources. Efficient use of land and balanced communities need enhanced focus on the public realm to create opportunities for pedestrian activity, high-quality architecture, and enhanced landscaping and streetscapes that seamlessly blend development and the public realm.

**Environmental Justice:** Providing equal access for all of Newport Beach’s neighborhoods to a clean and healthy environment and equal access to the various resources needed in everyday life is important. As development occurs, it is important to consider existing and potential challenges that may occur and that have the potential to raise environmental justice issues.

*Goal LU-24: Infrastructure that supports new development, maintains and improves existing development, and is adaptable to new technologies*

- **Policy LU-24.1: Land Use Changes.** Coordinate with all involved City departments to plan capital improvements to support land use changes. (Imp. 1.1, 14.15)
- **Policy LU-24.2: Priority Projects.** Prioritize planned development for infrastructure improvements in the Capital Improvement Program process. (Imp. 1.1)
- **Policy LU-24.3: Infrastructure Coordination.** Require robust coordination with public utilities to provide necessary infrastructure for new development. (Imp. 1.1, 14.15)
- **Policy LU-24.4: Consistency with Plans.** Ensure the Capital Improvement Program is consistent with the General Plan, applicable Specific Plans, and other similar regulatory plans through interdepartmental coordination. (Imp. 1.1, 1.2, 1.3, 2.1, 5.1, 8.1, 9.1, 14.15)

*Goal LU-25: A prompt and efficient system for development permit processing*

- **Policy LU-25.1: Permit Processing Review.** Conduct an assessment of the development permit processing system to identify barriers to efficient processing and to identify potential improvements. (Imp. 8.1, 10.2)
- **Policy LU-25.2: Performance Metrics.** Develop performance metrics for development permit processing. (Imp. 8.2, 9.1)
- **Policy LU-25.3: City Resources.** Identify resources to increase City staff’s capacity to process development permits. (Imp. 30.1)
- **Policy LU-25.4: Supporting New Development.** Conduct robust intra- and inter-departmental coordination to provide necessary infrastructure for new development. (Imp. 1.1, 14.15)

*Goal LU-26: Efficient use of land to create livable neighborhoods and support economic development*

- **Policy LU-26.1: Economic Assessment.** Conduct an economic assessment of converting vacant office space to other uses. (Imp. 24.1)
- **Policy LU-26.2: Adaptive Reuse Incentives.** Develop incentives to encourage adaptive reuse of underutilized buildings. (Imp. 2.1)
- **Policy LU-26.3: Curbside Parking.** Evaluate the pricing of curbside, metered parking to determine if prices ensure adequate parking space availability. (Imp. 8.2, 16.1)
- **Policy LU-26.4: Parking Study.** Assess the economic impact of parking standards on new development. (Imp. 16.1)
- **Policy LU-26.5: Flexible Parking Types.** Identify and establish creative solutions and flexible standards, such as shared parking, to address parking challenges. (Imp. 8.2)
- **Policy LU-26.6: Managing Public Parking Supply.** Periodically review best practices related to parking management and consider the use of new and emerging technology that will assist the City in managing the existing public parking supply, especially in higher-demand areas with seasonal fluctuations, such as the Balboa Peninsula. (Imp. 8.1, 16.10)
- **Policy LU-26.7: Increasing Access.** Consider opportunities to expand the Balboa Peninsula Trolley to other areas to provide access throughout Newport Beach through micro-transit. (Imp. 24.1)
- **Policy LU-26.8: Economic Health (Policy LU 1.5).** Support the local economy through identification and development of housing opportunities, as well as adequate commercial, office, medical, industrial, and marine-oriented uses, that provide employment and local revenue opportunities to support high-quality community services for residents, businesses, and visitors. (Imp. 1.1, 24.1)

*Goal LU-27: A city with healthy communities for all*

- **Policy LU-27.1: Bicycle Plan Implementation.** Implement the recommendations of the 2014 Bicycle Master Plan to enhance connectivity and reduce air pollution from transportation sources, and expand on these recommendations to address emerging needs, such as increased use of electric bicycles. (Imp. 14.4, 16.11, 20.1)
- **Policy LU-27.2: Innovative Uses.** Support the incorporation of live/work units and spaces for arts and innovation that allow residents to own and operate office, professional, and commercial uses. (Imp. 8.2, 25.1)
- **Policy LU-27.3: Minimize Land Use Conflicts with Surrounding Cities.** Coordinate with surrounding cities and the County of Orange on land use planning to identify opportunities to reduce and minimize existing or potential land use conflicts that may cause a pollution burden, including that resulting from water run-off, in Newport Beach. (Imp. 14.1)
- **Policy LU-27.4: Building Code.** Enforce building code standards in new construction that provide for healthier indoor air quality. (Imp. 26.1)
- **Policy LU-27.5: Management of Hazardous Substances.** Implement standards dealing with the safe management of hazardous substances in close coordination with the California Department of Toxic Substances Control. The standards should require soil testing at development sites where contamination is suspected, address safe household hazardous and universal waste disposal, and ensure compliance with hazardous substance regulations and safe transport of hazardous materials. Use of the latest

technologies available should be considered when conducting remediation in order to expedite the cleansing process and do the least harm to the environment. (Imp. 8.2, 14.15)

- **Policy LU-27.6: Regulatory Compliance.** Support local, County of Orange, State, and Federal environmental regulations to increase penalties for toxic releases and accidents to prevent lax adherence to regulations. (Imp. 14.3, 14.7, 14.14, 14.15, 26.1)

## Agency Coordination

There are many agencies involved in land use planning, permitting, and development review, which requires close coordination among the City and influencing agencies within and outside of the City's Planning Area. The City's Planning Area is the identified boundary and extent for which the General Plan provides policies. Following are the areas and agencies involved in the review process.

**Sphere of Influence:** As shown in Figure LU-1, Planning Area and Sphere of Influence, the City's Sphere of Influence (SOI) is a 487-acre area located west of Newport Beach and adjacent to the Santa Ana River and the Cities of Huntington Beach and Costa Mesa. Although it is outside of the City's boundaries, this area has the potential to one day be annexed into Newport Beach. The City's SOI encompassed the majority of an area that was formerly referred to as Banning Ranch. Approximately 387 acres of Banning Ranch was acquired for preservation purposes by the Coastal Corridor Alliance (previously Banning Ranch Conservancy) and the Trust for Public Land to create the Randall Preserve, which is under the stewardship of the Mountains Recreation and Conservation Authority with the intent of preserving and restoring the natural habitat and allowing managed public access for passive recreational purposes. The Banning Ranch Remainder is a 13-acre oil field that was carved out from, and is not part of, Randall Preserve. The Banning Ranch Remainder is privately owned and is intended for the consolidation of oil operations. For more information about the SOI, see the Land Use Existing Conditions and Background Analysis, of this General Plan. Notably, any changes to the City's SOI must involve and be coordinated through the Local Area Formation Commission (LAFCO) of Orange County.

**John Wayne Airport:** Newport Beach also abuts John Wayne Airport along the northern-most city boundary. The County of Orange owns and operates John Wayne Airport, the only commercial-service airport in Orange County. General aviation, commercial aircraft, and private jets share the airport's runway, terminal, and storage facilities. The airport spans more than 510 acres and operates two runways. The 2,887-foot-long runway serves general aviation, and the 5,700-foot-long main runway serves both commercial and general aviation aircraft. The Airport Land Use Commission establishes standards to protect the public from aircraft noise and potential aircraft accidents, to prevent development from encroaching into navigable airspace, and to prevent activities and facilities that could be unfavorable for airport operations. Given the regulations contained in the John Wayne Airport Airport Environs Land Use Plan and the limitations imposed on lands in the Airport Area, future land use changes must consider potential conflicts with the John Wayne Airport Airport Environs Land Use Plan and the operations of the airport.

**California Coastal Commission:** Newport Beach is partially within the Coastal Zone, which is governed by the California Coastal Commission, the State agency that implements the California Coastal Act. The California Coastal Commission reviews and certifies a city's Local Coastal Program (LCP) for consistency with the policies of the California Coastal Act. The LCP acts as the standard regulatory and permitting guide for development in the Coastal Zone within Newport Beach and its SOI, with the exception of Newport Coast and Randall Preserve (Banning Ranch). The City has not yet updated its LCP to incorporate Newport Coast, and this area is still under the County of Orange's permitting authority. The LCP acts in tandem with the adopted Land Use Element, which provides specific densities and number of permitted units for select parcels.

*Goal LU-28: A City with mutually beneficial land use conservation and development*

- **Policy LU-28.1: Airport Compatibility** (Policy LU 6.15.3). Require that all development be constructed in conformance with the height restrictions set forth by the Federal Aviation Administration, Federal Aviation Regulations Part 77, and California Department of Transportation Division of Aeronautics, and that residential development be allowed only on parcels with noise levels of less than the John Wayne Airport 65 A-weighted decibels (dBA) Community Noise Equivalent Level (CNEL) noise contour area, as shown in Figure N-3, 2014 Settlement Agreement Airport Noise Contours, of the Noise Element of the General Plan, unless and until the City determines, based on substantial evidence, that the sites wholly within the 65 dBA CNEL noise contour shown in Figure N-3 are needed for the City to satisfy its 6th Cycle Regional House Needs Assessment mandate. Non-residential uses are, however, encouraged on parcels located wholly within the 65 dBA CNEL contour area. (Imp. 2.1, 3.1, 4.1, 14.3)
- **Policy LU-28.2: Compliance with Airport Environs Land Use Plan** (Policy LU 6.15.15). 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 Airport Environs Land Use Plan for John Wayne Airport, to the Airport Land Use Commission for review, as required by California Public Utilities Code Section 21676. In addition, refer all development projects that include buildings with a height greater than 200 feet above ground level to the County of Orange Airport Land Use Commission for review. (Imp. 14.3)
- **Policy LU-28.3: Heliport/Helistop Requirements** (Policy LU 5.6.5). Require that all applicants for the construction or operation of a heliport or helistop comply with State permit procedures; file Form 7480 (Notice of Landing Area Proposal) with the Federal Aviation Administration; and comply with all conditions of approval imposed by the Federal Aviation Administration, California Department of Transportation Division of Aeronautics; and County of Orange Airport Land Use Commission. (Imp. 14.9)
- **Policy LU-28.4: Development within the Sphere of Influence** (Policy LU 6.4.10). Require that any development within the Sphere of Influence achieve high levels of environmental sustainability that reduce pollution and consumption of energy, water, and natural resources to be accomplished through land use patterns and densities, site planning, building location and design, transportation and utility infrastructure design, and other techniques. Among the strategies that should be considered are the concentration of development, reduction of vehicle trips, use of alternative transportation modes, maximized walkability, use of recycled materials, capture and re-use of stormwater on site, installation of water-conserving fixtures and landscapes, use of architectural elements that reduce heat gain and loss, and preservation of wetlands and other natural habitats. (Imp. 3.1, 4.1, 7.1, 16.8, 17.1, 19.1)
- **Policy LU-28.5: Regulatory Plans** (Policy LU 6.4.11). Require preparation of a master development or Specific Plan for any development on the Randall Preserve that specifies lands to be developed, preserved, and restored; land uses to be permitted; parcelization, roadway, and infrastructure improvements; landscape and streetscape improvements; development regulations; architectural design and landscape guidelines; exterior lighting guidelines; processes for oil operations consolidation; completion of a habitat preservation and restoration plan; completion of a sustainability practices plan; financial implementation resources and guidelines; and other appropriate elements. (Imp. 3.1, 4.1)
- **Policy LU-28.6: Coordination with California Coastal Commission**. Maintain and update the Local Coastal Program Implementation Plan, as necessary, to ensure that the City retains project review and permitting authority in the Coastal Zone. (Imp. 14.6)
- **Policy LU-28.7: Compatibility of Non-City Public Uses** (Policy LU 6.1.4). Encourage school and utility districts and other government agencies that may be exempt from City land use control and approval to plan their properties and design buildings at a high level of visual and architectural quality that maintains the character

of the neighborhood or district in which they are located and in consideration of the design and development policies for private uses specified by this General Plan. (Imp. 14.1, 14.15)

- **Policy LU-28.8: Coordination with State and Federal Agencies** (Policy LU 6.5.6). Work with appropriate State and Federal agencies to identify wetlands and habitats to be preserved and/or restored, and those on which development will be permitted. (Imp. 14.7, 14.11)
- **Policy LU-28.9: Coordination with County of Orange.** Coordinate with the California Coastal Commission and the County of Orange to update the Newport Beach Local Coastal Program Implementation Plan and incorporate Newport Coast to obtain permitting authority throughout Newport Beach. (Imp. 5.2, 14.3, 14.6)

*Goal LU-29: Sphere of Influence: A regional natural resource that is preserved for future generations*

- **Policy LU-29.1: Primary Use** (Policy LU 6.3.1). Encourage open space, including significant active and passive community parklands and public access, that serve adjoining residential neighborhoods. (Imp. 2.1, 23.1, 23.5, 30.2)
- **Policy LU-29.2: Habitat and Wetlands** (Policy LU 6.5.3). Encourage the restoration and enhancement of wetlands and wildlife habitats in accordance with the requirements of State and Federal agencies. (Imp. 3.1, 4.1, 14.7, 14.11)
- **Policy LU-29.3: Relationship of Development to Environmental Resources** (Policy LU 6.5.4). Encourage development that is located and designed to preserve and/or mitigate for the loss of wetlands and drainage course habitat. Encourage a park or viewpoints to provide public views of the ocean, wetlands, and surrounding open spaces, and exterior lighting that is located and designed to minimize light trespass from developed areas onto the bluffs, riparian habitat, arroyos, and lowland habitat areas. Require development along the Sphere of Influence eastern property line to be contiguous and compatible so as to preserve the connectivity of wildlife corridors, enhance public access, and be set back from the bluff faces. (Imp. 3.1, 4.1)
- **Policy LU-29.4: Public Views of the Property** (Policy LU 6.5.5). Require development to be located and designed to prevent residences on the property from dominating public views of the bluff faces from Coast Highway, the ocean, wetlands, and surrounding open spaces. Require landscape to be incorporated to soften views of the site visible from publicly owned areas and public view points. (Imp. 3.1, 4.1)
- **Policy LU-29.5: Expansion of the City's Sphere of Influence.** Assess opportunities to revise the City's Sphere of Influence (SOI) and, where appropriate, coordinate with the Local Agency Formation Commission (LAFCO) of Orange County.. (Imp. 12.1, 14.1, 15.1)



- City of Newport Beach Boundary
- Land Use Designation Class**
- Orange: Airport Office and Supporting Uses (AO)
- Light Orange: Mixed-Use (MU)
- Purple: Private Institutions (PI)
- Light Purple: Public Facilities (PF)
- Grey: General Industrial (IG)
- Light Green: Open Space (OS)
- Dark Green: Parks and Recreation (PR)
- Blue: Tidelands and Submerged Lands (TS)
- Residential**
- Yellow: Single Unit Residential Attached (RS)
- Light Brown: Two Unit Residential (RT)
- Dark Brown: Multiple-Unit Residential (RM)
- Commercial**
- Pink: Corridor/Neighborhood Commercial (CC/CN)
- Red/Pink: Recreational and Marine Commercial (CM)
- Orange: Commercial Office (CO)
- Red: General Commercial (CG); Visitor Serving Commercial (CV)
- Dark Red: Regional Commercial (CR)

3.19.26 ALU Item #1 Page 79

SOURCE: City of Newport Beach 2024;



LU-2  
 General Plan Land Use Overview  
 City of Newport Beach General Plan Update



**Residential Neighborhoods**

- RS-D** Single-Unit Residential Detached
- RS-A** Single-Unit Residential Attached
- RT** Two-Unit Residential
- MUR** Multiple-Unit Residential
- MUR-D** Multiple-Unit Residential Detached

**Commercial Districts and Corridors**

- CN** Neighborhood Commercial
- CC** Corridor Commercial
- CO** General Commercial
- CV** Visitor Serving Commercial
- CM** Recreational and Marine Commercial
- CR** Regional Commercial

**Commercial Office Districts**

- CO-G** General Commercial Office
- CO-M** Medical Commercial Office
- CO-R** Regional Commercial Office

**Industrial Districts**

- I** Industrial

**Airport Supporting Districts**

- AO** Airport Office and Supporting Uses

**Mixed-Use Districts**

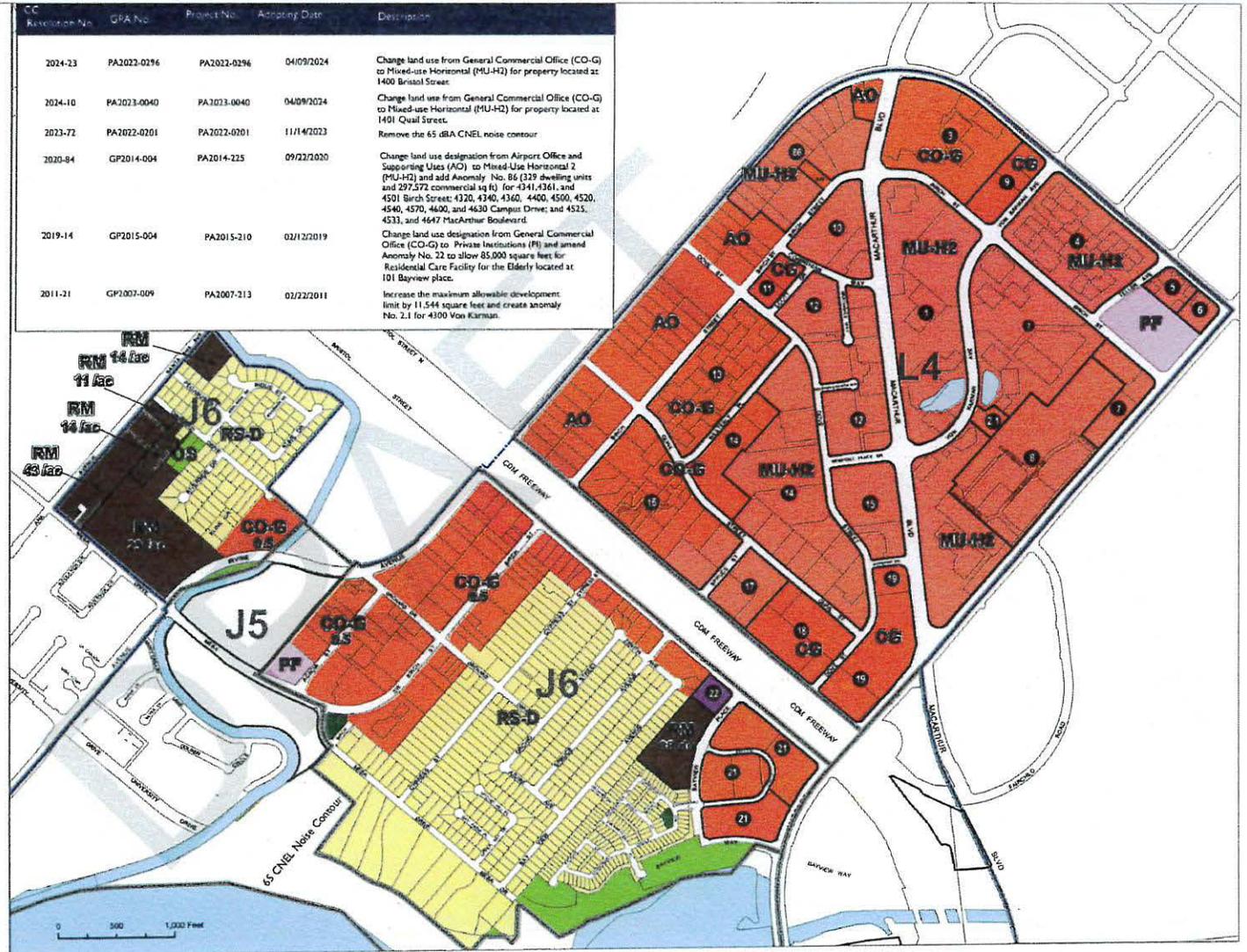
- MU-V** Mixed Use Vertical
- MU-H** Mixed Use Horizontal
- MU-W** Mixed Use Water Related

**Public, Semi-Public and Institutional**

- PF** Public Facilities
- PI** Private Institutions
- PR** Parks and Recreation
- OS** Open Space
- TS** Tidelands and Submerged Lands

- City of Newport Beach Boundary
- Statistical Area Boundary **L4**
- Land Use Delineator Line
- Refer to anomaly table

CC Resolution No.	GRA No.	Project No.	Adopting Date	Description
2024-23	PA2022-0296	PA2022-0296	04/09/2024	Change land use from General Commercial Office (CO-G) to Mixed-use Horizontal (MU-H2) for property located at 1400 Bristol Square.
2024-10	PA2023-0040	PA2023-0040	04/09/2024	Change land use from General Commercial Office (CO-G) to Mixed-use Horizontal (MU-H2) for property located at 1401 Quail Street.
2023-72	PA2022-0201	PA2022-0201	11/14/2023	Remove the 65 dBA CNEL noise contour
2020-84	GP2014-004	PA2014-225	09/22/2020	Change land use designation from Airport Office and Supporting Uses (AO) to Mixed Use Horizontal 2 (MU-H2) and add Anomaly No. 86 (329 dwelling units and 297,572 commercial sq ft) for 4341, 4361, and 4501 Birch Street; 4320, 4340, 4360, 4400, 4500, 4520, 4540, 4570, 4600, and 4630 Campus Drive; and 4523, 4533, and 4647 MacArthur Boulevard.
2019-14	GP2015-004	PA2015-210	02/12/2019	Change land use designation from General Commercial Office (CO-G) to Private Institutions (PI) and amend Anomaly No. 22 to allow 85,000 square feet for Residential Care Facility for the Elderly located at 101 Bayview place.
2011-21	GP2007-009	PA2007-213	02/22/2011	Increase the maximum allowable development limit by 11,544 square feet and create anomaly No. 2.1 for 4300 Von Karman.



**Residential Neighborhoods**

- RS-D Single-Unit Residential Detached
- RS-A Single-Unit Residential Attached
- RT Two-Unit Residential
- MR Multiple Unit Residential
- MRD Multiple-Unit Residential Detached

**Commercial Districts and Corridors**

- CN Neighborhood Commercial
- CC Corridor Commercial
- CG General Commercial
- CV Visitor Serving Commercial
- CM Recreational and Marine Commercial
- CR Regional Commercial

**Commercial Office Districts**

- CO-G General Commercial Office
- CO-M Medical Commercial Office
- CO-R Regional Commercial Office

**Industrial Districts**

- I Industrial

**Airport Supporting Districts**

- AO Airport Office and Supporting Uses

**Mixed -Use Districts**

- MU-V Mixed Use Vertical
- MU-H Mixed Use Horizontal
- MU-W Mixed Use Water Related

**Public, Semi-Public and Institutional**

- PF Public Facilities
- PI Private Institutions
- PR Parks and Recreation
- OS Open Space
- TS Tidelands and Submerged Lands

- City of Newport Beach Boundary
- Statistical Area Boundary
- Land Use Delineator Line
- Refer to anomaly table



SOURCE: City of Newport Beach, ELP 2013

**Residential Neighborhoods**

- RS-D Single-Unit Residential Detached
- RS-A Single-Unit Residential Attached
- RT Two-Unit Residential
- MR Multiple Unit Residential
- MR-D Multiple-Unit Residential Detached

**Commercial Districts and Corridors**

- CM Neighborhood Commercial
- CC Corridor Commercial
- CG General Commercial
- CV Visitor Serving Commercial
- CR Recreational and Marine Commercial
- CR Regional Commercial

**Commercial Office Districts**

- CO-G General Commercial Office
- CO-M Medical Commercial Office
- CO-R Regional Commercial Office

**Industrial Districts**

- IL Industrial

**Airport Supporting Districts**

- AO Airport Office and Supporting Uses

**Mixed -Use Districts**

- MU-V Mixed Use Vertical
- MU-H Mixed Use Horizontal
- MU-W Mixed Use Water Related

**Public, Semi-Public and Institutional**

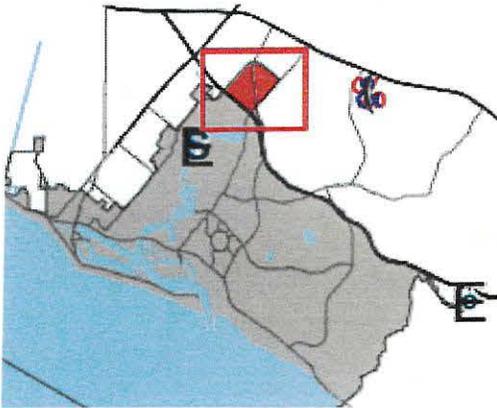
- PF Public Facilities
- PI Private Institutions
- PR Parks and Recreation
- OS Open Space
- TL Tidelands and Submerged Lands

- City of Newport Beach Boundary
- Statistical Area Boundary
- Land Use Delineator Line
- Refer to anomaly table



CC Revision No.	CPA No.	Project No.	Adoption Date	Description
2021-91	CP1020-001	PA3030-020	09/28/2021	Change property located at 150 Newport Center Drive from CO-R to PM and create Anomaly #3
2019-75	CP2018-003	PA2018-185	08/13/2019	Change property located at 850-856 San Clemente Drive from PI to MU-H
2010-108	CP1010-008	PA2010-032	09/14/2010	Change public beach portion of the property located at 1901-1911 Bayville Drive from PF to PR
2009-3	CP1007-008	PA3007-210	04/23/2009	Big Canyon - Parcel Map on portion of golf course - Changes PR to RS-D
2008-97	CP2008-009	PA3008-182	11/24/2008	City Hall Site - Change OS to PF and create Anomaly No. 73

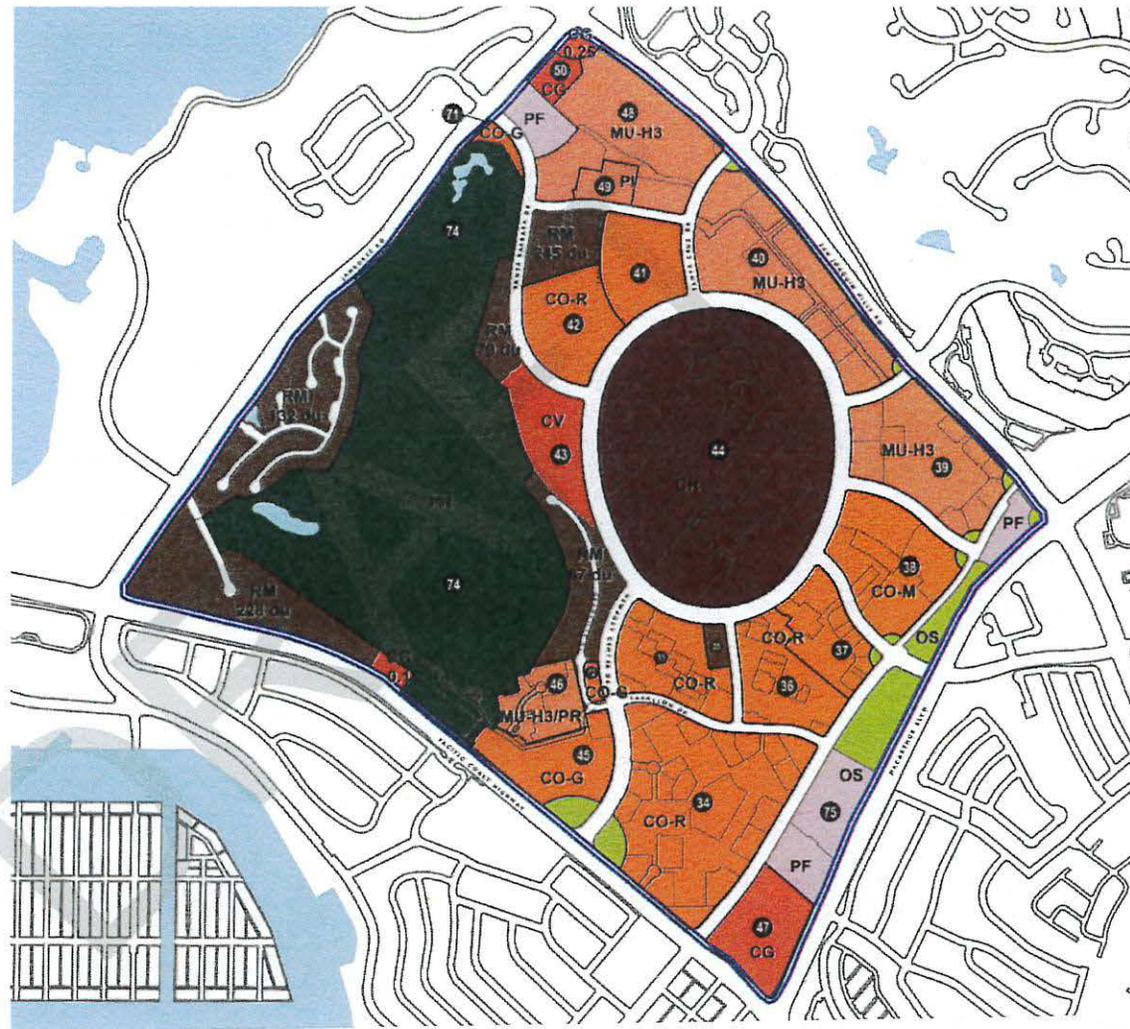
-  Sub-Area
-  Conceptual Development Plan Area
-  Land Use Delineator Line
-  Highway
-  Refer to anomaly table



SOURCE: City of Newport Beach, ELP 2013



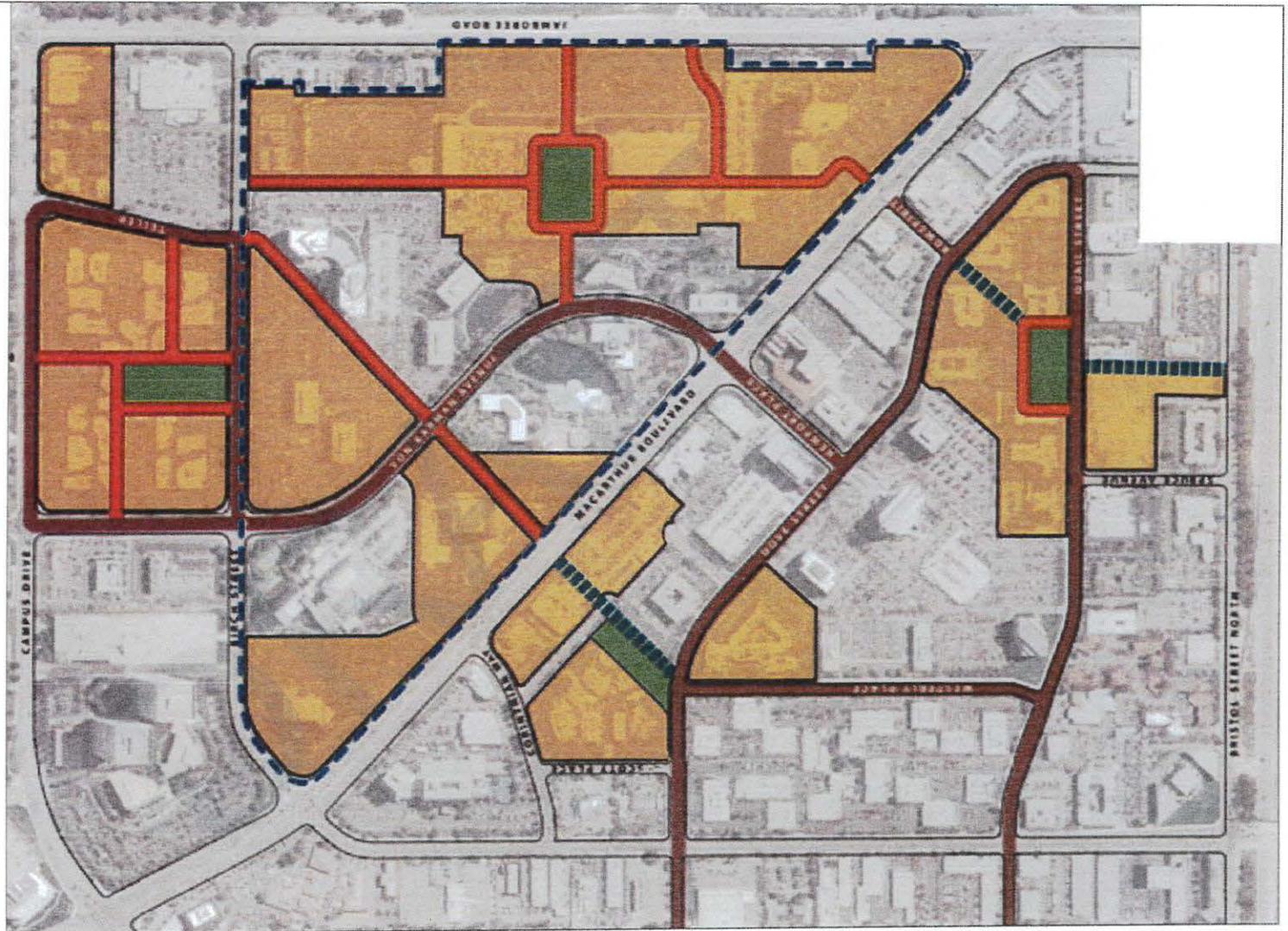
-  Tidelands and submerged lands
-  City Boundary
-  Highway
-  Refer to anomaly table



SOURCE: City of Newport Beach, ELP 2013



- OPPORTUNITY SITES
- PROPOSED OPEN SPACES
- IMPROVED RESIDENTIAL STREETS
- PROPOSED RESIDENTIAL STREETS
- PROPOSED PEDESTRIAN WAYS
- CONCEPTUAL PLAN REQUIRED



SOURCE: City of Newport Beach, ELP 2013



Other fossil deposits found in the Newport Beach area include a variety of marine mammals, sea birds, mollusks, and a number of vertebrate animals typically associated with the Ice Age (2.5 million years ago to 15,000 years ago). Local paleontological sites, particularly near the Castaways area along Dover Drive, have yielded fossils of Ice Age horses, elephants, bison, antelopes, and dire wolves. Also, a number of localities in the portions of the Vaqueros formation that underlie the Newport Coast area have yielded a variety of invertebrate and vertebrate fossils that are considered to be of high paleontological significance. Other areas with significant fossils and known paleontological deposits include the Randall Preserve area, which contains at least 14 documented sites of high significance, and Fossil Canyon in the North Bluffs area, which is considered a unique paleontological locality.

Newport Beach also contains many significant archaeological sites. The Upper Newport Bay area has yielded some evidence for the earliest human occupation of Orange County, dated to approximately 9,500 years before present. More than 50 sites, including human burials, have been documented in the Newport Beach area, including the Newport Coast area and Randall Preserve, with many yielding substantial information regarding the prehistory of Newport Beach and Orange County. At least two and possibly three distinct cultural groups once inhabited the area, including the Tongva and Acjachemen tribes, although the boundaries of their tribal territories are unclear.

Protecting archaeological and paleontological resources in Newport Beach is important for preserving the area's rich cultural and natural history. These resources offer invaluable insights into the lives of Indigenous peoples, the evolution of ecosystems, and the region's geological past. Safeguarding these remnants ensures that future generations can study and learn from them, fostering a deeper understanding of human history and the natural world. Additionally, these resources hold significant cultural importance for local communities, particularly for Indigenous groups whose heritage is tied to these lands.

#### *Goal NR-20: Protection of archaeological and paleontological resources*

- **Policy NR-20.1: New Development Activities.** Require new development to protect and preserve paleontological and archaeological resources from destruction, and to avoid and minimize impacts to such resources in accordance with the requirements of the California Environmental Quality Act (CEQA). Through planning policies and permit conditions, ensure the preservation of significant archaeological and paleontological resources and require that the impact caused by any development be mitigated in accordance with CEQA. (Imp. 7.1, 11.1)
- **Policy NR-20.2: Grading and Excavation Activities.** As deemed appropriate and necessary, prepare and maintain sources of information regarding paleontological and archaeological sites, and the names and addresses of responsible organizations and qualified individuals who can analyze, classify, record, and preserve paleontological and archaeological findings. (Imp. 10.1)
- **Policy NR-20.3: Cultural Organizations.** Notify cultural organizations, including Native American organizations, of proposed developments that have the potential to adversely impact cultural resources. Allow qualified representatives of such groups to monitor grading and/or excavation of development sites. (Imp. 14.15)
- **Policy NR-20.4: Paleontological or Archaeological Materials.** Require new development, where on-site preservation and avoidance are not feasible, to donate scientifically valuable paleontological and archaeological materials to a responsible public or private institution with a suitable repository in Newport Beach or Orange County, whenever possible. (Imp. 11.1)

**Attachment 9**  
Draft Noise Element

# Noise Element

## PURPOSE

The Noise Element provides for noise control in the planning process in order to maintain land use compatibility with environmental noise levels for the City of Newport Beach (City). This Noise Element identifies noise-sensitive land uses and noise sources, and defines noise impacts for the purpose of developing policies to ensure that Newport Beach residents will be protected from excessive noise intrusion.



NOISE

## OVERVIEW

This Noise Element closely follows state guidelines as required by Health and Safety Code Section 46050.1. This Noise Element quantifies the community noise environment in terms of noise exposure contours for near-term and long-term levels of growth and traffic activity. The information contained in this Noise Element provides the framework to achieve compatible land uses and provide baseline levels and noise source identification for local Noise Ordinance enforcement.

Sound is created when objects vibrate and produce pressure variations that move rapidly outward into the surrounding air. The main characteristics of these air pressure waves are amplitude, which is experienced as a sound's "loudness," and frequency, which is experienced as a sound's "pitch." The standard unit of sound amplitude is the decibel (dB), which is a measure of the physical magnitude of the pressure variations relative to the human threshold of perception. To measure sound in a way that matches human perception, a weighted scale is used. The A-weighted decibel (dBA) scale measures sound to reflect both amplitude and frequency as it relates to the sensitivity of the human ear.

Noise is generally defined as unwanted sound, aspects of which can negatively affect the physiological or psychological wellbeing of individuals or communities. A typical noise environment consists of a base of ambient, or "background," noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway. Noise in excessive levels can affect the living environment and quality of life.

Several quantitative indicators are commonly used to gauge the likelihood that environmental noise would have an adverse effect on a community. These indicators consider that the most disruptive aspects of noise are strongly associated with the average acoustical energy content of the sound over the time it occurs and/or with the time of day when the sound occurs. The indicators used to measure exterior sound level exposure in this Noise Element are as follows:

The equivalent energy noise level ( $L_{eq}$ ) is the average acoustic energy content of noise for a stated period of time. Thus, the  $L_{eq}$  of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. Common averaging times for  $L_{eq}$  ranges from 5 minutes for a steady sound source, such as an air conditioning unit; 10 to 15 minutes for steady traffic; to 1 hour or even as long as 8 hours for a more variable source, such as construction activities or traffic on a rural roadway. For evaluating community impacts, this indicator is not affected by whether the noise occurs during the day or night.

The Community Noise Equivalent Level (CNEL) is a 24-hour average  $L_{eq}$  with a 5 dB "weight" added during the hours of 7:00 p.m. to 9:59 p.m., and a 10 dB "weight" added during the hours of 10:00 p.m. to 7:00 a.m. to account for increased noise sensitivity during the evening and nighttime hours.

Noise environments and consequences of human activities are usually well represented by average noise levels during the day, night, or over a 24-hour period. Environmental noise levels are generally considered low when the exterior CNEL is below 55 dBA, moderate in the 55 to 70 dBA range, and high above 70 dBA. Examples of sound levels and loudness in indoor and outdoor environments are shown in Table N-1.

**Table N-1. Representative Environmental Noise Levels**

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	—110—	Rock Band
Jet Fly-Over at 100 Feet		
	—100—	
Gas Lawnmower at 3 Feet		
	—90—	
Diesel Truck Going 50 mph at 50 Feet		Food Blender at 3 Feet
	—80—	Garbage Disposal at 3 Feet
Noisy Urban Area During Daytime		
Gas Lawnmower at 100 Feet	—70—	Vacuum Cleaner at 10 Feet
Commercial Area		Normal Speech at 3 Feet
Heavy Traffic at 300 Feet	—60—	
		Large Business Office
Quiet Urban Area During Daytime	—50—	Dishwasher in Next Room
Quiet Urban Area During Nighttime	—40—	Theater, Large Conference Room (background)
Quiet Suburban Area During Nighttime		
	—30—	Library
Quiet Rural Area During Nighttime		Bedroom at Night, Concert Hall (background)
	—20—	
		Broadcast/Recording Studio
	—10—	
Threshold of Human Hearing	—0—	Threshold of Human Hearing

Source: California Department of Transportation. 2013. Technical Noise Supplement to the Traffic Noise Analysis Protocol. September 2013.

### Noise-Sensitive Receptors

Newport Beach has a number of public and private educational facilities, hospitals, convalescent homes, day cares, and other facilities that are considered noise sensitive. However, the primary noise-sensitive use within Newport Beach is residential use. The noise exposure of these sensitive uses varies from low in quiet residential areas, to high in areas adjacent to State Route 73. In the Airport Area and the West Newport Mesa Focus Areas, as shown in the Housing Element and Land Use Element, both of which offer opportunities to integrate new residential and mixed-use development, it is important to thoughtfully design new development in a manner that allows harmonious collocation of noise-sensitive uses with noise-generating uses.

## Roadway Noise Contours

Noise contours for the major surface transportation noise sources in Newport Beach, which include motor vehicles on arterial roadways and freeways, were developed for existing conditions and future conditions. Existing noise contours were determined from the 2020 traffic conditions and are expressed in terms of CNEL. Existing noise contours are shown in Figure N-1, Existing Traffic Noise Contours. Future noise conditions for roadways are presented for the 20-year time period ending in 2040 and were derived from projected traffic conditions for that horizon year. These noise contours are based on complete buildout of the 6th Cycle General Plan Housing Element and are shown in Figure N-2, General Plan Housing Element Traffic Noise Contours. These future noise contours will assist in setting policies for establishing new land uses and appropriate mitigation for properties that will continue to be exposed to higher noise levels.

Noise contours represent lines of equal noise exposure, just as the contour lines on a topographic map are lines of equal elevation. The traffic noise contours shown in Figures N-1 and N-2 are the 50 through 75 dBA CNEL noise levels in 5 dB intervals. Roadway traffic noise contours account for traffic volume, traffic speed, and terrain, but do not account for the shielding provided by building placement, sound walls, structures, or other features that might intervene between the roads and any sensitive use.

In areas with greater than 60 dBA CNEL, noise considerations should be included when making land use policy decisions that affect existing and proposed noise-sensitive developments.

## Airport Noise Contours

The aircraft noise contours used for planning purposes by the County of Orange and the Airport Land Use Commission are found in the Airport Environs Land Use Plan for John Wayne Airport (April 2008) and are derived from the 1985 Airport Environs Land Use Master Plan for John Wayne Airport and the accompanying Environmental Impact Report (EIR) 508. These noise contours are based on fleet mix and flight level assumptions developed for EIR 508.

The noise chapter in 2014 John Wayne Airport Settlement Agreement Amendment EIR No. 617 illustrated how the dBA CNEL noise contours within Newport Beach are projected to have reduced in size compared to the 1985 Airport Environs Land Use Master Plan CNEL noise contours. The noise contours in EIR No. 617 were generated using Integrated Noise Model Version 7.0d software. Figure N-3, 2014 Settlement Agreement Airport Noise Contours, reflects the aircraft noise contours identified by EIR No. 617 for 60, 65, and 70 dBA CNEL.

As technology and flight patterns change, the projected airport noise contours are likely to change and will be updated from time to time. As updates become available, new contours may be considered for planning purposes.

## Typical Noise Attenuation Methods for Transportation Sources

Noise impacts can typically be abated using four basic methods: (1) reducing the sound level of the noise generator; (2) interrupting the noise path between the source and receiver; (3) increasing the distance between the source and receiver; and (4) for interior noise, insulating the receiver with building materials and construction methods more resistant to noise intrusion.

A local government has limited direct control of transportation noise at the source. This control lies with the state and federal agencies that have this responsibility. The most effective method available to mitigate transportation noise and reduce the impact of noise on the community is through comprehensive planning that includes noise as a planning criterion, the inclusion of noise mitigation in project planning and design, and improved building noise-reduction characteristics. Vehicular traffic noise may also be minimized by strategically

using quieter pavement surfaces on local roads or by placing a noise barrier (wall, berm, or combination wall/berm) between the noise source and the sensitive receiver. Aircraft noise, which arrives at the receiver from above, is reduced primarily by siting sensitive uses outside of noise-impacted areas and through a combination of forced-air mechanical ventilation and sound-rated construction methods to reduce interior sound exposure levels.

Construction of noise barriers is the most common way of alleviating traffic noise impacts. Generally, effective noise shielding requires a continuous, solid barrier with a mass that is large enough to block the line of sight between the source and receiver. Variations may be appropriate in individual cases based on the distance, nature, and orientation of buildings behind the barrier, and a number of other factors. Garages and other structures may be used to shield dwelling units and outdoor living areas from non-aircraft noise. Other methods of noise control for traffic noise include the use of quieter pavement surfaces or developing truck routes to minimize the occurrence of these noisier vehicles in noise-sensitive areas. The effects of noise may also be minimized by separating or isolating the noise source from the potential receiver. Wide buffers along freeways, for example, may reduce the noise level affecting adjacent noise-sensitive land uses. These buffer areas may be developed with less-sensitive uses.

Building interior noise levels can be reduced by protecting the receiver with acoustical structures, enclosures, or construction techniques. Windows and doors are the most likely pathways for sound to enter a structure. Use of sound-insulating doors and double-paned windows can provide substantial reductions in interior noise levels. Because these features have little effect in reducing noise when they are left open, installation of heating, ventilation, and air conditioning (HVAC) units for adequate ventilation may be required. Use of building construction techniques for noise reduction is effective for both ground transportation and aircraft noise sources.

Noise exposure criteria should be incorporated into land use planning to reduce future noise and land use incompatibilities. This is achieved by specifying acceptable noise exposure ranges for various land uses. These criteria are designed to integrate noise considerations into land use planning to prevent noise/land use conflicts. Table N-2 presents the criteria used to assess the compatibility of proposed land uses with the noise environment.

The noise/land use compatibility matrix provided in Table N-2 presents broad ranges of compatibility and is intended to be flexible enough to apply to a wide range of projects and environments. For example, a project in a large, undeveloped area may be evaluated differently than an infill project in a densely developed area. In no case would it be desirable for any land use to have noise exceeding the highest "normally compatible" noise level shown in the matrix. This matrix is intended to be used as one of the many factors considered in the land use planning process. In addition, the California Building Code, Title 24 of the California Code of Regulations, Part 2, requires that interior noise levels in multi-family residential uses not exceed 45 dBA CNEL. Although the California Building Code does not required this level for single-family homes, it is commonly used as an interior standard for all residential uses.

In addition to the noise/land use compatibility guidelines contained in this Noise Element, the City has adopted community noise control policies and standards as part of the Newport Beach Municipal Code (NBMC) to limit unnecessary, excessive, and annoying noise. The noise levels established by the NBMC ensure that noise from mechanical equipment and other types of non-transportation noise are not excessive in residential and other noise-sensitive areas.

**Table N-2. Land Use Noise Compatibility Matrix**

Land Use Category		Community Noise Equivalent Level (CNEL)						
Category	Uses	<55	55-60	60-65	65-70	70-75	75-80	>80
Residential	Single-Family, Two-Family, Multiple-Family	A	A	B	C	C	D	D
Residential	Mixed-Use	A	A	B	C	C	C	D
Residential	Mobile Home	A	A	B	C	C	D	D
Commercial Regional, District	Hotel, Motel, Transient Lodging	A	A	B	B	C	C	D
Commercial Regional, Village District, Special	Commercial Retail, Bank, Restaurant, Movie Theatre	A	A	A	A	B	B	C
Commercial Industrial Institutional	Office Building, Research and Development, Professional Office, City Office Building	A	A	A	B	B	C	D
Commercial Recreational Institutional Civic Center	Amphitheatre, Concert Hall Auditorium, Meeting Hall	B	B	C	C	D	D	D
Commercial Recreation	Children's Amusement Park, Miniature Golf Course, Go-Cart Track, Equestrian Center, Sports Club	A	A	A	B	B	D	D
Commercial General, Special Industrial, Institutional	Automobile Service Station, Auto Dealership, Manufacturing, Warehousing, Wholesale, Utilities	A	A	A	A	B	B	B
Institutional	Hospital, Church, Library, School Classroom	A	A	B	C	C	D	D
Open Space	Park	A	A	A	B	C	D	D
Open Space	Golf Course, Cemetery, Nature Center, Wildlife Reserve, Wildlife Habitat	A	A	A	A	B	C	C
Agriculture	Agriculture	A	A	A	A	A	A	A

**Zone A:** Clearly Compatible: Specified land use is satisfactory based on the assumption that any buildings involved are of conventional construction without any special noise insulation requirements.

**Zone B:** Normally Compatible: New construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made, and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will typically suffice.

**Zone C:** Normally Incompatible: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made, and needed noise insulation features included in the design.

**Zone D:** Clearly Incompatible: New construction or development should generally not be undertaken.

## GOALS, POLICIES, AND ACTIONS

### Noise and Land Use Compatibility

Noise and land use compatibility refers to how well various land uses can coexist with noise levels. This Noise Element influences land use policies because excessive noise can affect the quality of life of residents, workers, and visitors. Noise and land use compatibility is especially important for noise-sensitive receptors, such as educational facilities, libraries, day care centers, hospitals, and residential uses. Reducing noise impacts through coordination with land use policies, such as siting of new development, building codes, and other zoning regulations, plays a critical role in the prevention and mitigation of excessive noise impacts. Below are goals and policies to address noise and land use compatibility.

*Goal N-1: A community where noise impacts are reduced, and compatibility between land uses is maintained*

- **Policy N-1.1: Noise Compatibility of New Development.** Require all proposed projects to be compatible with the noise environment through use of Table N-2, and enforce the interior and exterior noise standards in the NBMC. (Imp. 2.1, 8.1)
- **Policy N-1.2: Noise Exposure Verification for New Development** (adapted from Policy N-1.2). Require a noise study to be submitted to provide evidence that the depicted noise contours account for local noise exposure circumstances due to factors such as topography, variation in traffic speeds, and other applicable conditions for proposed projects that require environmental review, as follows:
  - Residential or mixed-use projects in the Airport Area Focus Area or the West Newport Mesa Focus Area projected to be exposed to exterior noise levels of 65 to 70 dBA CNEL.
  - Residential or mixed-use projects in all other areas projected to be exposed to exterior noise levels of 60 dBA CNEL or greater.
  - These findings shall be used to determine the level of exterior and/or interior noise attenuation needed to attain an acceptable noise exposure level, and the feasibility of such measures when other planning considerations are taken into account. (Imp. 2.1, 8.1)
- **Policy N-1.3: Remodeling of and Additions to Structures.** Require that all remodeling of and additions to structures comply with the noise standards in the NBMC. (Imp. 7.1)
- **Policy N-1.4: New Developments in Urban Areas.** Require that applicants of residential portions of mixed-use projects and high-density residential developments in urban areas (such as the Airport Area and Newport Center) demonstrate that the design of the structure adequately isolates noise between adjacent uses and units (common floors/ceilings) in accordance with the California Building Code. (Imp. 7.1)
- **Policy N-1.5A: Infill Projects.** Allow a higher (above 65 dBA CNEL) exterior noise level standard for infill projects in existing residential areas adjacent to major arterials if it can be shown that there are no

feasible mechanisms to meet the exterior noise levels. Enforce the interior standard of 45 dBA CNEL for all new residential projects, including the residential component of mixed-use projects. (Imp. 2.1, 7.1)

- **Policy N-1.5B: Airport Area Infill Projects.** Allow infill residential projects proximate to John Wayne Airport to have a higher exterior noise level standard (65 to 70 dBA CNEL) if it can be shown that there are no practical mechanisms or designs to meet the exterior noise level. Enforce the interior standard of 45 dBA CNEL for all residential components of projects. No residential units may be located on parcels wholly within the John Wayne Airport 65 dBA CNEL noise contour area, as shown in Figure N-3, unless and until the City determines, based on substantial evidence, that the site wholly within such contour area is needed for the City to satisfy its 6th Cycle (or subsequent) Housing Element Regional Housing Needs Allocation mandate. Encourage non-residential uses on parcels wholly within the 65 dBA CNEL contour area, as shown in Figure N-3. (Imp. 1.1)
- **Policy N-1.6: Mixed-Use Developments.** Encourage new mixed-use developments to site loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noise sources away from the residential portion of the development. (Imp. 7.1, 8.1)
- **Policy N-1.7: Commercial/Entertainment Uses.** Limit hours and/or require attenuation of commercial/entertainment operations adjacent to residential and other noise-sensitive uses to minimize excessive noise to these receptors. (Imp. 2.1, 8.1, 8.2)
- **Policy N-1.8: Significant Noise Increases** (adapted from Policy N-1.8). Require use of noise mitigation measures to protect existing sensitive uses when a significant noise increase may be caused by new development. A significant noise increase occurs when new development increases the existing background CNEL beyond an allowable increase, impacting existing sensitive uses. The allowable CNEL increase is shown in the table below. (Imp. 2.1, 7.1)

Existing Background CNEL (dBA)	Allowable Increase (dB)
55	3
60	2
65	1
70	1
Over 75	Any increase is considered significant

Notes: CNEL = Community Noise Equivalent Level; dBA = A-weighted decibel; dB = decibel.

- **Policy N-1.9: Noise Regulations.** Review the City’s Noise Ordinance upon adoption of this Noise Element and periodically thereafter, but at least every 10 years, and make revisions where needed. (Imp. 2.1, 8.1)
- **Policy N-1.10: Improved Communications.** Seek to improve communications regarding noise regulations and processes through City website features, information bulletins, and reporting procedures. (Imp. 29.1)
- **Policy N-1.11: Improved Noise Monitoring.** Periodically consider new noise monitoring technologies and improved metrics for assessing noise impacts. (Imp. 10.1)

## Transportation-Related Noise

The most common sources of noise in urban areas are transportation related, including from automobiles, trucks, motorcycles, boats, and aircraft. Motor vehicle noise is of concern because it is characterized by a high number of individual events that often create a sustained noise level, and because of its proximity to areas sensitive to noise exposure. Residential land uses and other sensitive receptors should be protected from

excessive noise. Below is a summary of the various types of transportation-related noise sources, followed by goals and policies to address transportation-related noise.

### *Freeway/Highway*

Newport Beach has the Corona Del Mar Freeway (State Route 73) and San Joaquin Hills Transportation Corridor within its borders. State Route 73 runs northwest/southeast through Newport Beach's northern section. The portion of State Route 73 that cuts through the northern portion of Newport Beach is below grade from the adjacent land uses. There are a few residences in proximity to State Route 73.

The San Joaquin Hills Transportation Corridor runs northwest/southeast through Newport Beach's northeastern boundary, connecting with State Route 73 at Jamboree Road. The San Joaquin Hills Transportation Corridor is considered a highway from Jamboree Road south to Bonita Canyon, and then it becomes a toll road. At various locations the highway is at grade with or elevated above adjacent land uses. There are existing residences that are in proximity to this highway; however, these residences already have noise mitigation measures to sufficiently attenuate the noise from the San Joaquin Hills Transportation Corridor.

### *Major and Minor Arterial Roadways*

Traffic noise on surface streets is a significant source of noise within the community. The major sources of traffic noise in Newport Beach are Coast Highway, Jamboree Road, and MacArthur Boulevard. Many of the residential uses along these roadways have some level of noise attenuation, provided by either a sound barrier or grade separation. Other residential uses, primarily older units, built near these arterial roadways do not have any attenuation from noise other than the distance between the roadway and the residential structure. The noise attenuation features for new residences are reviewed on a project-by-project basis. This means that as residential projects are proposed near the major roadways within Newport Beach, future noise levels are evaluated and noise mitigation strategies are developed to meet City standards.

Noise levels along roadways are determined by a number of traffic characteristics. Most important is the average daily traffic. Additional factors include the percentage of trucks, vehicle speed, the time distribution of traffic, pavement type, gradient of the roadway, and if there are any structures or topographical elements between the roadway and the receivers.

### *Water Vehicles*

Newport Beach has the largest small boat harbor in Southern California. Thousands of boats operate near noise-sensitive residential uses that border much of Newport Bay, and noise associated with these boats can be a problem to these residences. Of particular concern are the charter boats, which generate engine noise, noise from the occupants, and noise from loudspeakers or live entertainment.

### *Aircraft Operations*

Many residents of Newport Beach are impacted by noise generated by commercial and general aviation aircraft departing John Wayne Airport. Owned and operated by the County of Orange, John Wayne Airport serves general aviation and scheduled commercial passenger airline and cargo operations. Newport Beach is immediately south of John Wayne Airport and is under the primary airplane departure corridor. Although aircraft noise can be heard throughout Newport Beach, the highest noise levels are from aircraft departures and are experienced just south of John Wayne Airport, in the Airport Area, Santa Ana Heights Area, both sides of Upper Newport Bay, and Balboa Island.

In 1985, the City, the County of Orange, the Airport Working Group, and Stop Polluting Our Newport entered into a Settlement Agreement to resolve litigation related to John Wayne Airport. This agreement is unique in the United States and is important to protecting the quality of life in Newport Beach.

The City believes that the coordinated, collective efforts of local citizen groups, neighboring cities, and the County of Orange are essential to controlling the adverse impacts of John Wayne Airport and protecting the quality of life in Newport Beach for this and future generations.

### *Emerging Technologies*

As new technologies emerge, they may change the way people and goods are transported. New technologies have the potential to create new noise in communities. The potential noise impacts of vertiports, air taxis, drones, delivery robots, and other advanced transportation systems must be carefully considered to ensure they do not adversely affect community noise levels.

### *Goal N-2: Sensitive receptors are protected from excessive motor vehicle and boat noise*

- **Policy N-2.1: New Development.** Require that proposed noise-sensitive uses in areas that have ambient noise of 60 dBA CNEL and greater, as identified in Figure N-2 and Figure N-3, demonstrate that they meet interior and exterior noise level requirements, as determined in the analyses stipulated by Policy N-1.2. (Imp. 2.1, 8.1)
- **Policy N-2.2: Design of Sensitive Land Uses.** Require the use of walls, berms, interior noise insulation, double-paned windows, advanced insulation systems, or other noise measures in the design of new residential developments to attenuate interior noise levels to 45 dBA CNEL or less. Other new noise-sensitive land uses that are adjacent to major arterials or proximate to John Wayne Airport (e.g., infill residential) and within the 65 to 70 dBA CNEL noise contour area are required to be indoor-oriented. Application of the noise standards in Table N-2 shall govern this requirement. (Imp. 7.1)
- **Policy N-2.3: Limited Hours for Truck Deliveries.** Limit the hours of truck deliveries to commercial uses abutting residential uses and other noise-sensitive land uses to minimize excessive noise unless there is no feasible alternative. Require any exemption to comply with nighttime (10:00 p.m. to 7:00 a.m.) noise standards in accordance with the NBMC. (Imp. 2.1, 8.1)
- **Policy N-2.4: Interagency Coordination to Enforce Standards.** Encourage the enforcement of State Motor Vehicle noise standards for cars, trucks, and motorcycles through coordination with the California Highway Patrol and Newport Beach Police Department. (Imp. 14.4, 14.9, 14.15)
- **Policy N-2.5: Boating Activities** (adapted from Policy N-2.5). Encourage the enforcement of the NBMC noise limits for boating activities through coordination with the Newport Beach Police Department. (Imp. 26.1)
- **Policy N-2.6: Barrier Construction Funding.** Establish a program to secure funding for the construction of noise barriers to protect private outdoor yard areas along arterial roadways where existing homes are exposed to noise levels above the City noise standards, and develop a priority program for the construction of such barriers. Potential sources of funding may be a fee for new projects that generate new traffic in the City and road improvement funds where road improvements are made. The amount of these fees should be proportional to the amount of new traffic that is caused by a project. It should be recognized that noise barriers will not always be feasible mitigation to roadway noise, and that alternate methods, such as quieter pavement or use of solid safety barriers, may also be considered. Noise barriers are most feasible for single-family homes where the rear yards are at grade with and adjacent to the roadway. The feasibility of other situations should be evaluated on a case-by-case basis. (Imp. 30.2)

*Goal N-3: A community safeguarded from the adverse noise impacts of operations at John Wayne Airport and that proactively responds to and plans for emerging transportation technologies*

- **Policy N-3.1: New Development.** Ensure new development is compatible with the noise environment proximate to John Wayne Airport by not allowing residential units on parcels located wholly within the John Wayne Airport 65 dBA CNEL noise contour, as shown in Figure N-3, unless and until the City determines, based on substantial evidence, that the site is needed for the City to satisfy its 6th Cycle (or subsequent cycles) Housing Element Regional Housing Needs Allocation mandate. (Imp. 2.1, 3.1, 4.1)
- **Policy N-3.2: Residential Development.** Require developers of residential or mixed-use with a residential component land uses within the John Wayne Airport 65 dBA CNEL to notify prospective purchasers or tenants of aircraft overflight and noise. Additionally, require outdoor common areas or recreational areas of residential or mixed-use developments to be posted with signs notifying users regarding the proximity to John Wayne Airport and the presence of operating aircraft and noise. (Imp. 2.1, 3.1, 4.1)
- **Policy N-3.3: Avigation Easement.** Consider requiring the dedication of avigation easements in favor of the County of Orange when noise-sensitive uses are proposed in the John Wayne Airport Planning Area, as established in the Airport Environs Land Use Plan for John Wayne Airport (April 2008 or most recent). (Imp. 2.1, 3.1, 4.1)
- **Policy N-3.4: Existing Noise Restrictions.** Oppose any attempt to modify existing noise restrictions for John Wayne Airport, including the existing curfew and the General Aviation Noise Ordinance. (Imp. 9.1)
- **Policy N-3.5: Additional Facilities at John Wayne Airport.** Consider any attempt to construct a second air carrier runway, including the acquisition of land necessary to provide required separation of the existing air carrier runway and any proposed facility. (Imp. 9.1)
- **Policy N-3.6: Existing Level of General Aviation Operations.** Consider any plan or proposal that maintains, and oppose any plan or project that proposes any significant changes to, the existing level of general aviation operations and general aviation support facilities. (Imp. 9.1)
- **Policy N-3.7: Noise Monitoring Systems.** Support preservation and enhancement of existing noise monitoring systems and the public reporting of the information derived from the noise monitoring systems. (Imp. 9.1)
- **Policy N-3.8: Meeting Air Transportation Demand.** Support means of satisfying some of Orange County's air transportation demand at airports other than John Wayne Airport or through alternative means of transportation. (Imp. 14.3)
- **Policy N-3.9: John Wayne Airport Amended Settlement Agreement.** Preserve and protect the validity of the John Wayne Airport Amended Settlement Agreement, including the following:
  - Oppose or seek protection from any federal legislative or regulatory action that would or could affect or impair the County of Orange's ability to operate John Wayne Airport consistent with the provisions of the John Wayne Airport Amended Settlement Agreement or the City's ability to enforce the Amended Settlement Agreement.
  - Approve amendments of the John Wayne Airport Settlement Agreement to ensure continued validity, provided amendments are consistent with the City Council Airport Policy, do not materially impair quality of life, and are in the long-term best interests of Newport Beach residents.

- Continue to monitor possible amendments of the Airport Noise and Capacity Act of 1990 and the various Federal Aviation Administration Regulations and Advisory Circulars that relate to aircraft departure procedures. (Imp. 14.3)
- **Policy N-3.10: Community and Public Agency Support** (adapted from Policy N-3.10). Conduct outreach and coordinate with neighboring cities and the County of Orange for broad-based support for all aspects of the City Council Airport Policy. (Imp. 14.3, 29.1)
- **Policy N-3.11. Updated Airport Noise Contours.** Periodically review and consider updates to the airport noise contours and revise Figure N-3, as appropriate. (Imp. 10.1)
- **Policy N-3.12: Emerging Aerial Mobility Technology.** Mitigate noise impacts from air delivery, air taxis, and other emerging aerial mobility systems to the extent feasible and consistent with the NBMC. (Imp. 8.1)
- **Policy N-3.13: Emerging Transportation Facilities.** Direct emerging transportation systems along routes with minimal residential and other sensitive uses, to the extent feasible. (Imp. 16.2)

## Non-Transportation-Related Noise

There are many stationary noise sources in Newport Beach, including restaurants, bars, entertainment establishments, mixed-use structures, mechanical equipment, and recreational facilities. The impacts of non-transportation noise sources are most effectively controlled through the enforcement and application of the City's stationary noise ordinances and regulations. Below is a summary of the various types of non-transportation-related noise sources, existing regulations, and goals and policies to address non-transportation-related noise.

### *Restaurants, Bars, and Entertainment Establishments*

Numerous restaurants, bars, and entertainment establishments in Mariners' Mile, Corona del Mar, the Balboa Peninsula, and Balboa Island have been subject to noise complaints in the past due to the proximity of these establishments to residential uses, the potentially high noise levels that these establishments are able to produce, and the late hours of operation.

### *Mixed-Use Developments (Commercial/Residential)*

In a mixed-use building, a portion of it may be used as commercial (e.g., office space, restaurant, market, dry cleaner) and the remaining portion may be used for residential. Such mixed uses can range from a small retail structure with a residence unit on the second floor (as seen on parts of Balboa Island and the Balboa Peninsula) to larger commercial properties that include a residential component. Requiring that the commercial portion conform to the stricter residential noise standards would make operating the commercial facility difficult. However, applying the commercial noise standards to the entire development would make the noise exposure levels at the residential portion of the building potentially too high. Mixed-use projects represent a unique noise environment and it is important that a program be developed that allows mixed uses to operate with a minimum amount of conflict.

### *Mechanical Equipment Noise*

Various HVAC installations and occasional pool and spa pumps can be noise intrusions. Noise intrusions from HVAC equipment has been a problem in the past, especially in areas such as Balboa Island, Lido Isle, and the Balboa Peninsula where the homes are very close together, and in commercial areas when abutting residential areas. However, the NBMC requires a permit before installation of new HVAC equipment. Permits are only granted when a sound rating of the proposed equipment does not exceed standards, or is installed with a timing device that will deactivate the equipment from 10:00 p.m. to 7:00 a.m. if the standards are exceeded.

Even though HVAC equipment sound ratings are reviewed during plan check and tested in the field after installation, such equipment can still be problematic over time. As equipment ages and sometimes suffers from lack of maintenance, noise from the equipment can increase. Because of this, the City still deals with HVAC equipment noise on a complaint basis to ensure ongoing compliance with the NBMC.

### *Recreational Activities*

Another source of stationary noise in Newport Beach is recreational activities, such as league and youth sporting games and recreational rowers in Newport Harbor. These activities are sometimes scheduled during early morning hours on the weekends and can be a source of noise intrusion for nearby residences. Types of noise generated include people shouting and whistles/horns blowing. Some sporting events also use loudspeakers.

### *Noise Disturbance*

Residential party noise, boat party noise, barking dogs, and landscape maintenance tools (described below) are disturbing to residents but are difficult to attenuate and difficult to control. Complaints about noise disturbances are typically dealt with through code enforcement.

**Residential Party Noise:** Residential party noise, particularly on Balboa Peninsula and in the West Newport area, is an ongoing problem. There are many difficulties in trying to control party noise. If a noise limit is established for enforcement using a quantitative measure, the code enforcer would be required to make noise measurements of the intrusive noise. Often, the disturbing levels of noise that were generated by a party are reduced by the time a code enforcer arrives on the premises to take measurements. Therefore, noise level measurements may be an impractical means of party noise enforcement because it is often not possible to accurately capture the loud noise levels being generated by the party. Historically, police officers use their judgment for identifying and controlling party noise problems. Additionally, the adopted "Loud and Unruly Gathering Ordinance" addressing police services has been effective in curbing party-related noise.

**Boat Party Noise:** Charter boats, generally larger in size and carrying large numbers of paid passengers, have also been a source of noise. These boats can control on-deck noise by eliminating outside loudspeakers. The City amended Title 17 of the NBMC (the Harbor Code) to provide greater regulations of charter boat operations.

**Barking Dogs:** Dog barks can be characterized as being impulsive and startling or continuous and sustained. In either event, it can be a major source of noise disturbance. When dogs are outdoors, it is very difficult to attenuate the noise.

**Landscape Maintenance Tools:** Tools used to maintain landscaping in Newport Beach are a common source of noise. The most frequently used tools are edgers, blowers, and lawn mowers, which are very difficult to attenuate the noise from. Use of electric tools and limiting hours to less-sensitive daytime periods can help to reduce noise disturbances.

*Goal N-4: Sensitive receptors are protected from non-transportation-related noise impacts through reduced exposure*

- **Policy N-4.1: Stationary Noise Sources** (adapted from Policy N-4.1). Design projects to comply with the interior and exterior noise standards outlined in the NBMC to ensure that noise-sensitive receptors are not exposed to excessive noise levels from stationary noise sources, such as HVAC equipment. (Imp. 7.1)
- **Policy N-4.2: New Uses.** Require that new uses, such as restaurants, bars, entertainment venues, parking facilities, and other commercial uses where large numbers of people may be present adjacent to

sensitive noise receptors, obtain a use permit that includes conditions of compliance with the noise standards in the NBMC. (Imp. 2.1, 8.1)

- **Policy N-4.3: New Commercial Developments** (adapted from Policy N-4.3). Require that new commercial developments abutting sensitive receptors and residentially designated properties be designed to minimize noise levels generated by loading areas, parking lots, trash enclosures, mechanical equipment, and any other noise-generating features specific to the development and consistent with the noise standards in the NBMC. (Imp. 2.1, 8.1)
- **Policy N-4.4: Limiting Hours of Recreational Activities** (adapted from Policy N-4.4). Limit hours when recreational activities in parks and Newport Harbor can take place, consistent with the NBMC. (Imp. 9.1, 23.4)
- **Policy N-4.5: Sound-Amplifying Equipment** (adapted from Policy N-4.5). Ensure that projects that include sound-amplifying equipment are designed to comply with the limits in the NBMC. Regulate the use of sound-amplifying equipment through the NBMC. (Imp. 2.1, 8.2)
- **Policy N-4.6: Residential Activities** (adapted from Policy N-4.6). Enforce Noise Ordinance noise limits and limits on hours in or adjacent to residential areas, including noise that results from maintenance and in-home hobby and work-related activities. (Imp. 8.1, 26.1)
- **Policy N-4.7: Nuisances**. Regulate the control of nuisances, such as residential party noise, boat party noise, private fireworks, and barking dogs, through the NBMC. (Imp. 8.1, 26.1)
- **Policy N-4.8: Mechanized Landscaping Equipment**. Regulate the use of mechanized landscaping equipment through the NBMC. (Imp. 8.1)
- **Policy N-4.9: Residential Uses in West Newport Mesa Focus Area**. Require noise attenuation measures for new residential development in the West Newport Mesa Focus Area to ensure compatibility with existing industrial uses, protect residents from excessive noise exposure, and maintain operational flexibility for surrounding businesses. (Imp. 7.1)

## Construction Noise

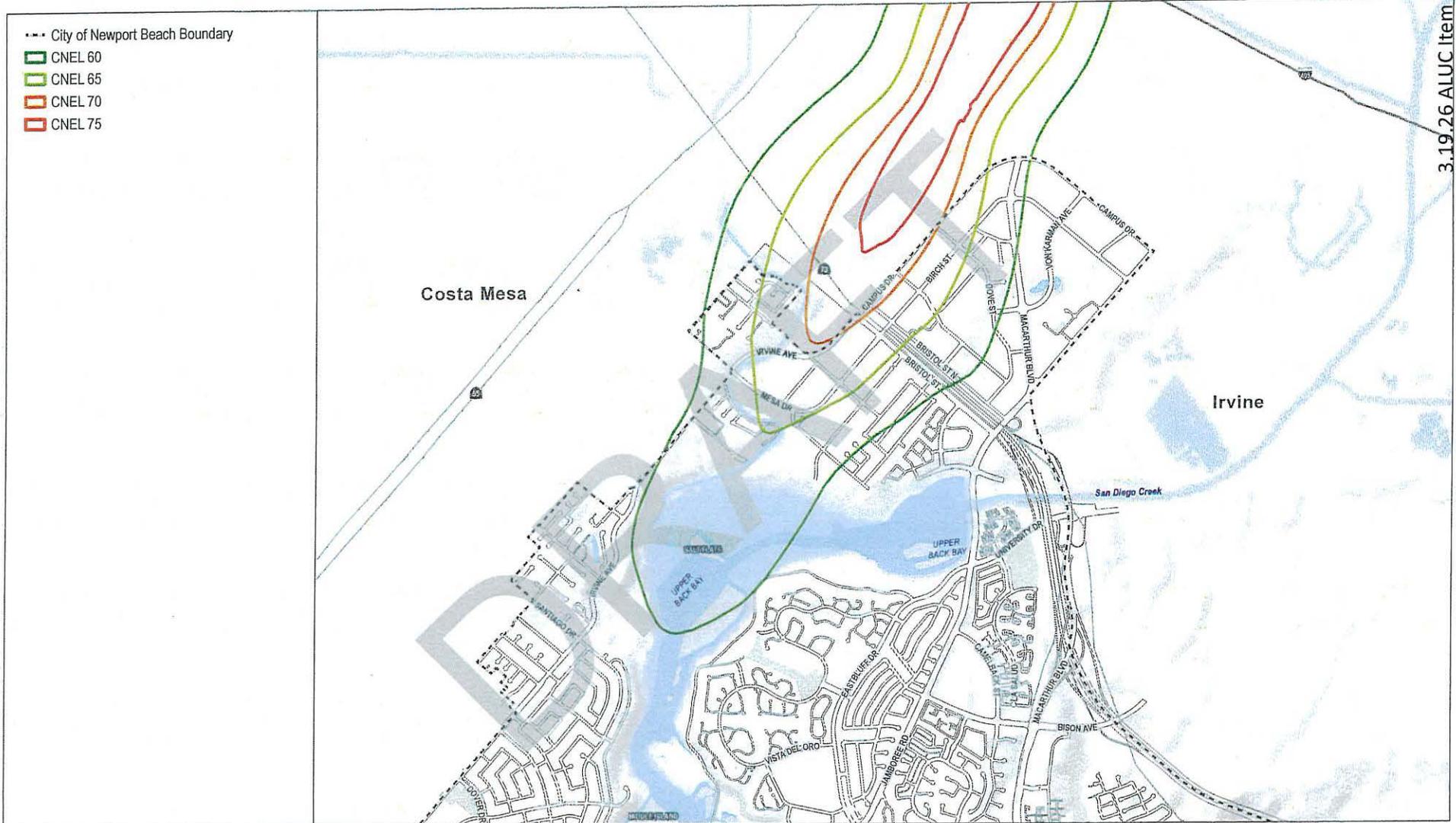
Construction can temporarily elevate noise levels due to the noise related to activities such as demolition and building, and the heavy machinery used such as earth movers, dump trucks, saws, and drills. In Newport Beach, construction noise is a common complaint received by the City. Although construction noise may be necessary, the City can work with builders to minimize noise levels associated with construction. Below are goals and policies to address construction-related noise and vibration.

### *Goal N-5: Construction activities that are managed to prevent excessive noise impacts*

- **Policy N-5.1: Limiting Hours of Activity**. Enforce the limits on hours of construction activity to the allowable hours provided by the NBMC. (Imp. 8.1)
- **Policy N-5.2: Limiting Damage to Structures Resulting from Heavy Construction**. For construction activities involving high-powered vibratory tools or pile driving within 200 feet of an existing structure, consider implementing a requirement to demonstrate that project construction would not exceed the California Department of Transportation’s construction vibration thresholds (0.25 inches per second peak particle velocity for historic and old buildings, 0.3 inches per second peak particle velocity for older residential structures, and 0.5 inches per second peak particle velocity for new residential and modern commercial/industrial structures) to ensure that no damage to structures would occur. (Imp. 8.2)
- **Policy N-5.3: Limiting Noise from Construction Activities**. Consider implementing a limit on construction noise to 80 dBA  $L_{eq}$  over any 8-hour daytime period for residential uses, and in cases where construction

is approved to occur outside of the City's allowable hours, to 70 dBA  $L_{eq}$  over any 8-hour nighttime period. (Imp. 7.1, 8.1)

- **Policy N-5.4: Construction Noise Best Practices.** Encourage the use of best practices for construction to minimize noise intrusion on sensitive receivers, including the following:
  - Promote efficient residential maintenance and construction practices to reduce the duration of noise exposure in surrounding areas.
  - Schedule high-noise and vibration-producing activities to a shorter window of time during the day outside of early morning hours to minimize disruption to sensitive uses.
  - Require grading and construction contractors to use equipment that generates lower noise and vibration levels, such as rubber-tired equipment rather than metal-tracked equipment, whenever feasible.
  - Require construction haul trucks and materials delivery traffic to avoid residential areas whenever feasible.
  - Require the construction contractor to use on-site electrical sources to power equipment rather than diesel generators where feasible.
  - Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
  - Locate stationary noise-generating equipment as far as possible from noise-sensitive uses when noise-sensitive uses adjoin or are near a construction site.
  - Use "quiet" air compressors and other stationary noise-generating equipment where appropriate technology exists.
  - Encourage the use of a project sponsor to designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. (Imp. 1.1)



- City of Newport Beach Boundary
- CNEL 60
- CNEL 65
- CNEL 70
- CNEL 75

SOURCE: City of Newport Beach 2023

N-3



2014 Settlement Agreement Airport Noise Contours  
 City of Newport Beach General Plan Update

**Attachment 11**  
Draft Safety Element

# Safety Element



SAFETY

## PURPOSE

The purpose of this Safety Element is to identify, adapt, reduce, prepare for, respond to, and recover from the potential risk and occurrences of natural and human-made hazards.

## OVERVIEW

This Safety Element describes the potential for natural and human-caused hazards to occur in Newport Beach, the potential for short- and long-term risks to human life and property, and the economic and social consequences of those hazards. Hazards evaluated to inform the Safety Element are coastal hazards, seismic and geologic hazards, flooding, fires, hazardous materials, aviation hazards, and extreme heat. This Safety Element also provides goals and policies that can help the City of Newport Beach (City) adapt to and prepare for hazards, improving the community’s resilience and overall safety.

### Local Hazard Mitigation Plan

The City’s Local Hazard Mitigation Plan works in tandem with this Safety Element to assess and address hazards. Local Hazard Mitigation Plans must meet certain Federal requirements, whereas Safety Elements follow State requirements. Both plans include policies and actions for the City to undertake, which means that consistency across plans is important. As allowed by California Government Code Section 65302.6, this Safety Element adopts the Local Hazard Mitigation Plan and all future updates by reference. The Local Hazard Mitigation Plan can be found on the City’s website.<sup>1</sup>

## VULNERABLE POPULATIONS

Safety Elements must consider subsets of the population that may be particularly vulnerable to hazards. This section assesses vulnerable populations related to each hazard addressed in this Safety Element and compares the local and regional proportion of vulnerable populations to the statewide averages to contextualize the City’s vulnerability relative to the region and the State. Table S- 1 provides the local and regional share of health indicators based on vulnerable subpopulations. How vulnerability applies to each hazard is described within this section.

**Table S-1. Populations Vulnerable to Hazards**

Vulnerable Population Health Indicator	Newport Beach	Orange County
People with a Disability	3.6%	5.3%
Older Adults <sup>1</sup>	23.6%	16.4%
Young Children <sup>2</sup>	3.9%	5.9%
Uninsured Adults <sup>3,4</sup>	4.4%	10.7%
Households without Car Access	4.0%	4.4%
Households with Limited Car Access	4.0%	4.4%
Renter – Severe Housing Cost Burden <sup>5</sup>	22.2%	26.9%

<sup>1</sup> City of Newport Beach. 2016. *Local Hazard Mitigation Plan*. <https://www.newportbeachca.gov/how-do-i/find/disaster-preparedness-information>.

**Table S-1. Populations Vulnerable to Hazards**

Vulnerable Population Health Indicator	Newport Beach	Orange County
Homeowner – Severe Housing Cost Burden <sup>6</sup>	13.1%	11.4%
Limited English Speaking <sup>7</sup>	3.5%	19.3%
People with Asthma	8.1%	8.3%
Outdoor Workers	4.6%	6.2%

**Source:** Public Health Alliance. 2022. “The California Healthy Places Index.” <https://map.healthyplacesindex.org/>.

**Legend:** Quartile 1 = Good, Quartile 2 = Moderate, Quartile 3 = Poor, Quartile 4 = Challenged

**Note:** The table is colored to indicate how Newport Beach and Orange County compare to other California cities and counties on average, not to indicate that certain traits are overall “good” or “bad.”

People aged 65 and over.

<sup>1</sup> People aged 5 and under.

<sup>2</sup> Percent of adults aged 18 to 64 without health insurance

<sup>3</sup> Pregnant and nursing women are not included in the table due to lack of data.

<sup>4</sup> Renters who pay more than 50% of their income toward housing costs.

<sup>5</sup> Homeowners who pay more than 50% of their income toward housing costs.

<sup>6</sup> Percent of people aged 5 and older who speak English less than very well.

## Coastal Hazards

Vulnerability to coastal hazards, including coastal flooding, rogue waves, tsunamis, and slower-moving hazards, such as cliff erosion, is primarily a function of proximity to the coast. However, other factors, such as difficulty evacuating and challenges rebuilding after damage, means that people with disabilities, older adults, households without cars, people with limited English proficiency, renters, and people who are housing-cost burdened are also vulnerable to coastal hazards. Table S-1 illustrates the percentages of these vulnerable populations in Newport Beach relative to Orange County as a whole.

## Geologic and Seismic Hazards

Vulnerability to geologic and seismic hazards depends on location. Buildings located in areas with heightened risk of earthquakes, landslides, liquefaction, or other geologic and seismic events, and people living in such areas, are naturally more susceptible to damage and heightened risk of injury or loss of life. Furthermore, certain groups may have more difficulty recovering after a major seismic or geologic event, or have more difficulty accessing information about emergencies. These groups include low-income households, especially renters; people age 65 and older; people with disabilities; and those who have limited English proficiency. Table S-1 outlines the percentages of these populations in Newport Beach relative to Orange County as a whole.

## Flooding Hazards

Flooding impacts can be exacerbated due to difficulty evacuating or challenges with recovery after a flood. Older adults or people with disabilities may have limited access to transportation options, increasing their reliance on transportation agencies or others during an evacuation. Low-income or housing-cost-burdened households, particularly renters without rental insurance, can face greater challenges recovering from flooding events, and may face greater risk of displacement if their residence is damaged by floodwaters. Table S-1 outlines the percentage of these populations in Newport Beach relative to Orange County as a whole.

## Fire Hazards

Vulnerability to wildfire is exacerbated for those who have difficulty evacuating, are sensitive to smoke, or face recovery challenges. This group includes people ages 65 and older; those with disabilities, limited car access, and respiratory conditions, such as asthma; low-income households; and young children. In Newport Beach, older adults and severely cost-burdened homeowners and renters are particularly at risk. Table S-1 outlines the percentages of these populations in Newport Beach relative to Orange County as a whole.

## Hazardous Materials Management

Populations vulnerable to hazardous materials exposure are those whose health is more sensitive to exposure to toxic chemicals. These groups include young children, pregnant and nursing women, and older adults. People without healthcare access are also more vulnerable because of financial barriers to seeking treatment for adverse health impacts. The most common of these groups in Newport Beach is older adults. Table S-1 outlines the percentages of these populations in Newport Beach relative to Orange County as a whole.

## Aviation Hazards

Vulnerability to aviation hazards does not depend on population characteristics. Rather, vulnerability is a function of exposure to those hazards (see the Airport Environs Land Use Plan for John Wayne Airport for more information<sup>2</sup>). Specific vulnerable subpopulations are not described in Table S-1 for these types of hazards.

## Extreme Heat

Extreme heat vulnerability can be exacerbated for people who are especially sensitive to its impacts, such as young children and older adults, and those who are more exposed to its effects, such as unsheltered individuals and outdoor workers. Additionally, households without air conditioning are more vulnerable to heat waves and other extreme heat events (due to low data availability, this group is not included in Table S-1). In Newport Beach, older adults are the most common population vulnerable to extreme heat. Table S-1 outlines the percentages of vulnerable populations in Newport Beach relative to Orange County as a whole.

# GOALS, POLICIES, AND ACTIONS

## Coastal Hazards

Coastal communities face challenges related to flooding from tsunamis, rogue waves, king tides, storm surges, and seiches, which continue to intensify as sea levels rise. Further, with more frequent and intense storms, it is important that the City and its residents are prepared for precipitation-related flood risks, especially residents in close proximity to the coast. Although infrastructure can protect the community in the event of flooding, it is also important that existing and planned development be resilient and that the community is aware of how to protect themselves and their property.

Projects and programs to manage the shoreline require up-to-date data for flood-prone locations and the direction and rate of sand and bluff erosion, among other information on changing conditions. Current, high-quality data allows for a more tailored, responsive approach to managing the shoreline.

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<sup>2</sup> Airport Land Use Commission for Orange County. 2008. *Airport Environs Land Use Plan for John Wayne Airport*. April 17, 2008. [https://files.ocair.com/media/2021-02/JWA\\_AELUP-April-17-2008.pdf?VersionId=cB0byJdad9OuY5im7Oaj5aWaT1FS.vD](https://files.ocair.com/media/2021-02/JWA_AELUP-April-17-2008.pdf?VersionId=cB0byJdad9OuY5im7Oaj5aWaT1FS.vD).

### *Tsunamis and Rogue Waves*

Tsunamis and rogue waves are low-probability but high-risk hazards. Locally generated tsunamis caused by offshore faulting or coastal landsliding could result in extensive loss of life and property damage in Newport Beach. California Department of Conservation’s tsunami maps (last updated in 2021) indicate that key areas of Newport Beach susceptible to tsunamis include West Newport, Balboa Peninsula, Lido Isle, Balboa Island, and the Upper Newport Bay.<sup>3</sup> Port and harbor areas of Newport Beach are susceptible to not only tsunami inundation, but tsunami currents, which are strong and erratic currents produced by tsunamis that can damage infrastructure and property, particularly floating vessels.<sup>4</sup>

Rogue waves are very large waves that arise unexpectedly in the open ocean. Their erratic nature and unpredictability present challenges for planning and evacuation.

### *Storm Surges*

Storm surges are associated with low-pressure weather systems, such as hurricanes, and other events involving high winds and rainfall. During storm surges, the water level increases, which can result in coastal flooding, potentially causing damage to low-lying areas and structures. If a storm surge occurs during a high tide, flooding can be significant.

The likelihood of a storm surge in Newport Beach is low, although there have been two recent occurrences of storm surges during king tides in July 2020 and August 2023.

Storm surging associated with a tropical storm has been reported only once in the history of Newport Beach, in 1939. In 2023, Hurricane Hilary, which had degraded to tropical storm status by the time it reached Orange County, delivered heavy rainfall and winds to Newport Beach. The city experienced localized flooding and debris flows, but pump crews and berms dug up at beaches prevented any substantial impacts. No storm surge was recorded as a result of the storm.

### *Sea-Level Rise*

Global average sea levels have risen 3.98 inches since 1992, and are predicted to continue to rise.<sup>5</sup> As sea levels rise near Newport Beach, the risk of flooding during storms is exacerbated. Figure S-1, Citywide Coastal Flood Risk, shows the possible extent of coastal flooding during an average storm event under the selected Coastal Storm Modeling System (CoSMoS) scenarios in 2030, 2050, and 2100. Figure S-2, Newport Harbor Coastal Flood Risk, shows the same data for the Newport Harbor area.

To understand potential coastal flood risk in the near term and long term, the following CoSMoS scenarios were selected for mapping: 0.8 feet of sea-level rise by 2030, 1.6 feet by 2050, and both 4.1 and 4.9 feet by 2100. Two levels were selected for 2100 due to the potential for variations in sea-level rise, which are highly dependent on the rate of global greenhouse gas emission reductions that could occur through 2100. All of these scenarios are

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<sup>3</sup> California Department of Conservation. 2021. “Tsunami Hazard Area Map, Orange County.” Produced by the California Geological Survey and the California Governor’s Office of Emergency Services. Mapped at multiple scales. [https://maps.conservation.ca.gov/cgs/informationwarehouse/ts\\_evacuation/?extent=-13249590.3641%2C3986280.7635%2C-13132183.0887%2C4038410.8168%2C102100](https://maps.conservation.ca.gov/cgs/informationwarehouse/ts_evacuation/?extent=-13249590.3641%2C3986280.7635%2C-13132183.0887%2C4038410.8168%2C102100).

<sup>4</sup> The SAFRR Tsunami Modeling Working Group. 2013. “Modeling for the SAFRR Tsunami Scenario—Generation, Propagation, Inundation, and Currents in Ports and Harbors.” Chapter D in *The SAFRR (Science Application for Risk Reduction) Tsunami Scenario*, U.S. Geological Survey Open-File Report 2013–1170, 136 pp. <http://pubs.usgs.gov/of/2013/1170/d/>.

<sup>5</sup> NASA. 2022. “Tracking 30 years of Sea Level Rise.” <https://earthobservatory.nasa.gov/images/150192/tracking-30-years-of-sea-level-rise>.

medium to medium/high risk-aversion scenarios, meaning there is between a 1-in-20 and 1-in-200 chance that sea-level rise will meet or exceed projections. Areas that could flood during an average storm with 0.8 feet of sea-level rise include almost all of Balboa Island and the western portion of Balboa Peninsula, emanating outward from Newport Island and the surrounding channels. With 1.6 feet of sea-level rise, flooding could extend to much of the central portion of Balboa Peninsula, covering land northeast of Balboa Boulevard and west of Marina Park. With 4.1 to 4.9 feet of sea-level rise, neighborhoods and beaches near the Santa Ana River jetty; Balboa Coves; Mariner’s Mile; many islands in Newport Harbor; and parts of Balboa Peninsula, Corona del Mar State Beach, and Little Corona del Mar Beach could flood.

Many of Newport Beach’s most developed areas, densely populated neighborhoods, and vibrant business communities are at risk of flooding during an average storm, even with a small amount of sea-level rise. This flooding could be more severe during unusually large storms, which are likely to become more frequent.

### *Beach and Cliff Erosion*

Beaches are an essential part of the community, providing recreational opportunities, driving tourism, supporting natural ecosystems, and protecting inland areas from flooding and tsunamis. In addition to causing coastal flooding, the higher tides and storm surges associated with sea-level rise can erode beaches and cliffs at faster rates. Bluffs are an important part of Newport Beach’s landscape, developed with homes and other uses, providing valuable views, and offering natural habitat for many plant and animal species.

Newport Beach is lined with sandy beaches and coastal bluffs, and coastal erosion has the potential to affect multiple areas within Newport Beach. Efforts to minimize erosion and the loss of sand will help protect the shoreline and maintain beaches.

CoSMoS predicts the future position of cliff-top edges and shorelines under different sea-level-rise scenarios. The land formations in and around Upper Newport Bay and the coastal cliffs and bluffs in and proximate to Corona del Mar are vulnerable to damage from erosion or to complete loss due to landslides. Forecasted cliff retreat is especially extensive along Ocean Boulevard near Inspiration Point and the Cameo Shores neighborhood. Some cliff areas are protected by anti-erosion infrastructure and may not experience as much erosion as they would otherwise; however, infrastructure requires regular maintenance. Refer to the Safety Element Existing Conditions and Background Analysis for location and scenario-specific figures.

### *Sand Nourishment*

Sand nourishment, the practice of adding sand to eroding beaches, is primarily used to combat coastal erosion and to ensure continued recreational opportunities in the face of growing concern due to rising sea levels and increased storm intensity. In Newport Beach, these projects are especially important to address erosion, support tourism, protect ecosystems, and prevent groundwater intrusion and flooding. Groundwater and flood protection enhancements occur because wider beaches act as natural barriers by reducing saltwater intrusion and absorbing wave energy to protect inland areas. Increased beach width can also enhance groundwater recharge by promoting precipitation infiltration. The City strives for sand replenishment activities to be regularly undertaken every 5 to 7 years, but at times, sand replenishment for certain areas of Newport Beach occurs at irregular frequencies. In some cases, infrastructure, such as groins and breakwaters, can be used to provide additional support for sand loss reduction by minimizing downdrift erosion.

### *Goal S-1: A community that is resilient to coastal flooding*

- **Policy S-1.1 (HBB-2.1):** Sea-Level Rise Plan. Adopt a Sea-Level Rise Plan consistent with Senate Bill 272 (2023) and update the Local Coastal Program, including the Land Use Plan and Implementation Plan, as

necessary. Establish and maintain shoreline protection reserves to implement early actions identified in the Sea-Level Rise Plan. (Imp. 5.1, 5.2, 30.1)

- **Policy S-1.2:** Coastal Collaboration. Collaborate with neighboring coastal local governments, regional agencies, and State agencies ahead of and during the Local Coastal Program update and during coastal infrastructure projects to ensure implementation success. (Imp. 14.1, 14.3, 14.6, 14.12, 14.15)
- **Policy S-1.3:** Sea-Level Rise Plan Implementation Funds. Develop funding and financing strategies as part of Senate Bill 272 (2023) compliance before 2034. Consider long-term reserve funds, financing districts, tideland revenue fee structures, and State and Federal funding opportunities to pursue coastal resilience projects to better protect the harbor, beaches, and community from flooding. (Imp. 5.1, 24.1, 30.1, 30.2, 31.1)
- **Policy S-1.4 (Policy HBB-7.1):** Nature-Based Solutions. Encourage the use of nature-based solutions for beach and dune preservation and restoration as alternatives to traditional hard infrastructure, to the extent feasible. Nature-based solutions could include dune restoration and sand replenishment and nourishment. (Imp. 8.1, 21.2)
- **Policy S-1.5 (Policy HBB-7.4):** Emergency Use of Coastal Facilities and Equipment. During Emergency Operations Plan updates, reevaluate the protocol for the coordinated emergency use of public and private coastal facilities and equipment (e.g., partnerships for allowed use of docks) in advance of floods, storms, pollution, dredging, vessel sinking, and other potentially hazardous events to supplement existing safety and rescue operations. (Imp. 28.2)

*Goal S-2: Beaches that are maintained and protected from erosion*

- **Policy S-2.1:** Beach Replenishment Program. Coordinate with the U.S. Army Corps of Engineers to develop and implement a comprehensive beach replenishment program to assist in maintaining beach width and elevations. Analyze monitoring data to determine nourishment priorities, and try to use nourishment as shore protection in lieu of more-permanent hard shoreline armoring options. (Imp. 8.1, 14.12, 21.2)
- **Policy S-2.2:** Shoreline Management Pilot Projects. Investigate shoreline management pilot projects to test solutions on a smaller scale. (Imp. 5.1, 5.2, 21.2)
- **Policy S-2.3:** Regional Coordination. Work with regional governments to create potential partnerships and explore cross-boundary projects that benefit the region. (Imp. 5.1, 14.1, 14.12)
- **Policy S-2.4:** Quality Sands. Ensure a high standard for the quality of sand used for beach nourishment to support recreation and minimize impacts to marine life. (Imp. 5.1, 14.12)

*Goal S-3: Current and accessible data and information on flooding, beach erosion, and bluff erosion*

- **Policy S-3.1:** Flood Reduction. Provide information about flooding reduction strategies, such as elevating critical uses and infrastructure, to at-risk property owners. (Imp. 29.1)
- **Policy S-3.2:** Sand Monitoring. Monitor progress of sand nourishment and sand retention projects. (Imp. 28.1)
- **Policy S-3.3:** King Tide Data Collection. Work with non-profits, educational institutions, and interested community members to collect king tide monitoring data to identify location, severity, and frequency of flooding. (Imp. 14.15, 28.1)

- **Policy S-3.4:** Coastal Data. Develop an open-access online dashboard that may display project implementation or spatial data, such as flooding, beach, and bluff monitoring data. (Imp. 28.1)

## Geologic and Seismic Hazards

Geologic hazards in Newport Beach include slope failures, compressible soils, and expansive soils, all of which can damage property and pose risks to life. Slope failures often occur when one hazard triggers another, such as a storm-induced mudflow. Vulnerable areas include the San Joaquin Hills neighborhood and bluffs along Upper Newport Bay, Newport Harbor, and the Pacific Ocean. However, few slope failures have impacted hillside structures in the past, in part due to the City's Excavation and Grading Code (Newport Beach Municipal Code Chapter 15.10). Figure S-3, Landslide Zones, indicates areas in Newport Beach prone to landslides.

Liquefaction occurs when soil loses its strength and behaves like a liquid. This can occur during earthquakes, but depends on soil saturation, soil types, and the geologic processes that formed the soil. Water-saturated soils with similar particle or grain size in a given area are most susceptible to liquefaction. Figure S-4, Liquefaction Zones, shows the locations of soils in Newport Beach that are susceptible to liquefaction and resulting ground failure in the event of an earthquake.

Some areas of Newport Beach have moderately to highly expansive soils, both at the surface and exposed by grading. These soils can cause significant structural damage, including heaving and cracking of foundations, roads, sidewalks, and walls.

Newport Beach is in the northern part of the Peninsular Ranges Province, an area that is exposed to risk from multiple earthquake fault zones. The highest risks originate from the Newport–Inglewood Fault zone, the Whittier Fault zone, the San Joaquin Hills Fault zone, and the Elysian Park Fault zone, each with the potential to cause moderate to large earthquakes that would cause ground shaking in Newport Beach and nearby communities.

Earthquake-triggered geologic effects also include surface-fault rupture, landslides, liquefaction, subsidence, and seiches. Earthquakes can also lead to urban fires, dam failures, and toxic chemical releases.

Although difficult to predict, seismic and geologic events pose a risk to physical structures. To achieve resilience, new buildings are held to higher standards, and existing buildings can be modified to minimize structural damage.

### *Goal S-4: Buildings and utilities that are protected from seismic and geologic hazards*

- **Policy S-4.1:** Seismic Safety Design. Regularly update building and fire codes to provide for seismic safety design for new development and retrofits. (Imp. 2.1)
- **Policy S-4.2:** Building Retrofit Needs. Perform a building audit and subsequent seismic or geologic studies to guide seismic and/or geologic retrofits for existing, essential facilities. (Imp. 27.1)
- **Policy S-4.3:** Building Retrofits. Continue to require retrofits of unreinforced masonry buildings during remodels. (Imp. 27.1)
- **Policy S-4.4:** Property Owner Assistance. Provide informational materials and technical assistance to property owners of pre-1950 buildings interested in seismic retrofits for homes and/or businesses. (Imp. 27.1)
- **Policy S-4.5:** New Essential Facilities Outside of Hazard Zones. Regulate the location of new essential facilities within areas that would directly be affected by seismic or geologic hazards and all other

hazards, such as Fire Hazard Severity Zones and Federal Emergency Management Agency flood zones, in accordance with State law. (Imp. 22.1)

- **Policy S-4.6:** New Essential Facilities Away from Active Faults. Regulate the location of new sensitive facilities, such as schools, hospitals, and facilities for the older adult population, to be at a distance of at least 500 feet from active and potentially active faults, in accordance with State law. (Imp. 2.1)

*Goal S-5: Stabilized bluffs to minimize erosion and prevent landslides in developed areas*

- **Policy S-5.1:** Landslide Vulnerabilities. Assess and reduce site-specific landslide vulnerabilities when necessary and during development. Prioritize studies and slope stabilization efforts in areas recently impacted by wildfires or along potential evacuation routes. (Imp. 2.1, 28.1)
- **Policy S-5.2:** Bluff Erosion. Consider incentives for existing development to implement preventive measures for bluff erosion. (Imp. 2.1)

## Flooding Hazards

While coastal flood risk is more widespread, some areas of Newport Beach that are not along the coast are also vulnerable to flooding. Inland flooding can occur due to flash flooding from small, natural channels, or more moderate and sustained flooding from the Santa Ana River and San Diego Creek. Extreme storms, including atmospheric rivers, can produce intense precipitation that leads to both coastal and inland flooding. From 1979 to 2013, 72 atmospheric rivers made landfall along the Southern California coast, with an average of two to three events per year. The frequency of atmospheric river events may increase in the future, and these events are predicted to deposit upward of 40% more precipitation during such events compared to historical conditions.

The Federal Emergency Management Agency (FEMA) identifies **100- and 500-year flood zones**. In Newport Beach, these areas include the low-lying areas in West Newport at the base of the bluffs, the coastal areas that surround Newport Bay, all low-lying areas adjacent to Upper Newport Bay, along the lower reaches of Coyote Canyon, in the lower reaches of San Diego Creek, and in a portion of Buck Gully. Figure S-5, FEMA Flood Zones, shows the 100- and 500-year flood zones. Flood zones in the coastal areas of Newport Beach present the most significant potential impacts to residential and commercial areas along Balboa Peninsula, the islands, and low-lying areas surrounding the harbor and Upper Newport Bay. Many factors can contribute to how and where flooding impacts occur. People outside of FEMA 100-year flood zones account for more than 25% of National Flood Insurance Program claims for flood loss, and receive approximately one-third of disaster assistance.

*Goal S-6: A community that is resilient to and protected from inland flooding*

- **Policy S-6.1 (NR-12.1, HBB-12.3):** Stormwater Drainage. Preserve, where possible, natural watercourses or provide naturalized drainage channels within Newport Beach. Where feasible, implement restoration and rehabilitation projects. (Imp. 7.5, 17.1, 23.6, 29.3)
- **Policy S-6.2 (NR-12.2, HBB-12.4):** Stormwater Management Coordination. Coordinate the needs of stormwater pollution management with the overlapping (and sometimes competing) habitat management, flood management, capital improvement projects, development, aesthetic, and other open space needs. (Imp. 7.5, 30.1, 14.15)
- **Policy S-6.3:** Flood Management Standards. Maintain flood management standards for development, public facilities, and infrastructure within an officially designated 100-year floodplain. Ensure development is designed in a manner that does not negatively impede or redirect floodwaters or raise anticipated flood heights. (Imp. 8.1, 19.1, 21.5)

- **Policy S-6.4: Stormwater Drainage and Detention.** Require incorporation of natural drainage systems and stormwater detention facilities in new developments, where appropriate and feasible, to retain stormwater in order to increase groundwater recharge. (Imp. 7.5, 8.1, 17.2, 19.1, 21.5)
- **Policy S-6.5: Storm Drain Master Plan.** Maintain storm drainage facilities and periodically update the Storm Drain Master Plan. Consider Storm Drain Master Plan coordination with Local Coastal Program development. (Imp. 5.1, 19.1)
- **Policy S-6.6: Up-to-Date Flood Maps.** Monitor updates to FEMA flood maps to maintain up-to-date information. (Imp. 28.1)

## Fire Hazards

As with much of California, fire risk is endemic to Newport Beach. Newport Beach’s urban forest and surrounding open spaces heighten wildfire hazard in areas known as the wildland/urban interface, which is where wildlands and urban or suburban areas meet. Fire hazard is also impacted by factors such as fuel loading, slopes, and weather factors like wind and drought conditions.

To identify fire hazards, the Office of the State Fire Marshal identifies Very High, High, and Moderate Fire Hazard Severity Zones (FHSZs) in accordance with California Government Code Section 51178. The City adopted the 2025 Moderate, High, and Very High FHSZs through Ordinance 2025-11 on September 26, 2025. Figure S-6 shows the FHSZs in the City’s jurisdiction, as well as the current locations of fire stations. Figure S-7 shows the land use designations in FHSZs. The San Joaquin Hills and Shore Cliffs are within or adjacent to these areas. Neighboring Crystal Cove State Park, east of Newport Beach, is also characterized as a FHSZ but is within a State Responsibility Area, which means that the State is responsible for maintaining that land and responding to fires in that area. There is also a small portion of northwestern Newport Beach, around Talbert Regional Park and the Frank and Joan Randall Preserve, that is in a Moderate FHSZ. Because urban and wildland fire hazards can impact communities across Newport Beach, fire hazard reduction strategies and limits to new development or redevelopment may be necessary. In Newport Beach, homes located in a FHSZ are subject to certain Building Code regulations related to building materials for new, rebuilt, or significantly remodeled structures. There are also weed abatement, hazard reduction, and fuel modification programs administered by the City that monitor and maintain vegetation in high-risk areas within Newport Beach.<sup>6</sup> Continued attention to fire hazard is important to protect the community.

Fire history is another important factor to consider. Figure S-8 shows the local history of fires within and adjacent to Newport Beach. Of those mapped, the largest fire was the Laguna Beach Fire of 1993, which burned more than 14,000 acres across Crystal Cove State Park, Laguna Beach, Irvine, and Newport Beach; it caused an estimated \$528 million in damages.<sup>7</sup> Although fires have occurred in the region in the years since the Laguna Beach Fire, many of these were contained before spreading to such a large area.

Due to increased drought and extreme heat, future projections using statistical models under a high greenhouse gas emissions scenario show that the number of acres burned in California by wildfires may increase by more than 75% for fires not driven by Santa Ana winds, and by 60% for fires driven by Santa Ana winds. Under a moderate emissions scenario, the rate of increase in burn area is projected to slow slightly because cooler conditions typically decrease wildfire risk.

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<sup>6</sup> City of Newport Beach. 2023. “Wildland-Urban Interface.” <https://www.newportbeachca.gov/government/departments/fire/fire-prevention-division/wildland-urban-interface>.

<sup>7</sup> Orange County Fire Department. n.d. *Orange County Firestorm 1993 October 26–November 4*. <https://www.ocfa.org/Uploads/Transparency/OCFA-AAR-Orange%20County%20Firestorm.pdf>.

*Goal S-7: Reduced and well-managed urban and wildland fire hazards*

- **Policy S-7.1:** Maintain Density in Fire Hazard Zones. Prohibit increases in allowed residential density in Very High Fire Hazard Severity Zones. (Imp. 2.1)
- **Policy S-7.2:** Fire Department Development Review. Require that all site plans, subdivision plans, and building plans be reviewed by the Newport Beach Fire Department to ensure compliance with appropriate fire regulations, such as California Fire Safe regulations. (Imp. 6.1, 8.1)
- **Policy S-7.3:** Defensible Space. Continue to enforce vegetation management and defensible space requirements in Very High Fire Hazard Severity Zones pursuant to current statutes and regulations. Provide homeowners with assistance and resources as available. (Imp. 26.1)
- **Policy S-7.4:** Minimize Potential Loss from Wildfires. Promote and incentivize development to occur outside of Very High Fire Hazard Severity Zones. Require development in Newport Beach’s Fire Hazard Severity Zones to meet the most recent version of the California Fire Code and California Building Code, and require a Fire Protection Plan that describes ways to minimize potential for loss from wildfire exposure, including project-specific fuel modification methods and maintenance that achieves compliance with State requirements for defensible space. (Imp. 7.1, 8.1)
- **Policy S-7.5:** Sufficient Fire Flow. Require that new developments have adequate fire flow as defined by the most recent California Fire Code to ensure there is sufficient water volume and pressure for firefighting. (Imp. 8.1, 17.1)
- **Policy S-7.6:** Landscape Plans. Landscape plans for Very High Fire Hazard Severity Zones must be reviewed and accepted by the Newport Beach Fire Department prior to installation. These plans will meet current minimum standards required by all applicable statutes and regulations, as well as required by the Newport Beach Municipal Code. (Imp. 7.1)
- **Policy S-7.7:** Community Wildfire Protection Plan. Coordinate with the California Department of Forestry and Fire Protection (i.e., CAL FIRE), landowners, and other allied agencies to develop a Community Wildfire Protection Plan (CWPP) that facilitates the mitigation of wildfire hazards and enhances the protection of life, property, and the environment. The CWPP may consider fire hazard reduction projects and other specific initiatives, for example preparedness education. During CWPP development, consider strategies to ensure long-term maintenance. (Imp. 14.15, 22.1)
- **Policy S-7.8:** Vegetation and Trees. Maintain Newport Beach’s urban forest to limit fire hazards. Prioritize vegetation management based on fire pathways and fuel modeling using best available technology. Ensure the City’s tree palette excludes flammable trees. (Imp. 16.6, 16.11, 20.1, 23.2)
- **Policy S-7.9:** Insurance Scoring. Maintain Newport Beach Fire Department’s high Insurance Services Office Public Protection Classification score. (Imp. 22.1)
- **Policy S-7.10:** Water Department Coordination. Ensure continued coordination between the Newport Beach Fire Department and Water Department regarding fire protection, water supply, and emergency service capacity during new development review and major citywide planning efforts, such as Urban Water Management Plan development. (Imp. 17.1)
- **Policy S-7.11:** Utility Maintenance and Upgrades. Coordinate to ensure maintenance and upgrades of utility infrastructure to reduce fire hazards. Such upgrades could include undergrounding of electric wires, which would also receive regular maintenance. (Imp. 14.11)
- **Policy S-7.12:** Homeowner Insurance. Collaborate with regional partners to limit increases in insurance rates for homeowners, and report to residents on progress. (Imp. 14.3, 14.15)

- **Policy S-7.13:** Firewise USA. Encourage communities to become Firewise USA designated to help communities organize to increase resilience. (Imp. 28.2)

## Hazardous Materials Management

Hazardous materials are substances that are toxic, ignitable or flammable, reactive, and/or corrosive. These include substances that are carcinogenic (i.e., cause cancer), can accumulate in the body's tissues (i.e., are bioaccumulative), are persistent in the environment, and/or are water-reactive. Exposure to hazardous materials can cause detrimental short-term and/or long-term health effects. Hazardous materials have the potential to negatively impact public health and safety and degrade the environment if not properly managed. Although hazardous materials are primarily regulated by Federal and State agencies, local governments play a pivotal role in hazard planning, enforcement, and inspection of hazardous waste generators, and in increasing public awareness.

### *Toxic Releases*

According to U.S. Environmental Protection Agency records, there are two facilities in the Newport Beach area that are listed in the Toxics Release Inventory<sup>8</sup>: one near its border with the City of Irvine and one near its border with the City of Costa Mesa. The facilities are Jazz Semiconductor (computers/electronics products) and Hixson Metal Finishing (fabricated materials sector). The California Environmental Protection Agency closely monitors the emissions from these facilities to ensure that their annual limits are not exceeded.

### *Hazardous Waste*

Hazardous waste generators include small-quantity generators and large-quantity generators. Small-quantity generators generate less than 1,000 kilograms of hazardous waste per month, and large-quantity generators generate 1,000 kilograms per month or more.

Approximately 88 small-quantity generators and 17 large-quantity generators operate in Newport Beach. These include pharmacies, gas stations, hospitals, industrial operations, and others.

### *Underground Storage Tanks*

According to data from the State Water Resources Control Board, 97 underground storage tank leaks have been reported in the Newport Beach area over the last approximately 40 years. Of these, 96 sites have been either cleaned up or deemed to be of no environmental consequence, leaving one case that is still open and in the process of remediation.<sup>9</sup> The Orange County Environmental Health Department provides oversight and conducts inspections of all underground tank removals and new tank installations.

### *Oil and Gas Wells*

Gas and oil wells can pose significant risks to human and environmental health due to the potential for leaks of toxic substances. Active wells are regulated by the State Department of Conservation's Geologic Energy Management Division (CalGEM), and idle wells (wells that have not operated for 2 or more years) are addressed through its Idle Well Program, which involves permanently sealing idle wells. More information about State programs can be found at the CalGEM website.<sup>10</sup> More local information about managing oil

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<sup>8</sup> <https://www.epa.gov/toxics-release-inventory-tri-program>.

<sup>9</sup> SWRCB (State Water Resources Control Board). 2023. "GeoTracker – Electronic Submittal of Information (ESI)." [https://www.waterboards.ca.gov/water\\_issues/programs/ust/](https://www.waterboards.ca.gov/water_issues/programs/ust/).

<sup>10</sup> <https://www.conservation.ca.gov/calgem/Pages/Index.aspx>.

resources can be found in the “Mineral and Oil Resources” section of the General Plan Natural Resources Element.

Figure S-9, Hazardous Materials, shows the locations of toxic release facilities, hazardous waste generators, the remaining leaking underground storage tank, and oil fields in the Newport Beach area.

*Goal S-8: A community protected from impacts of hazardous materials*

- **Policy S-8.1: Soil and Groundwater Assessment.** Assess soil and groundwater on sites with known contamination from oil production or other uses prior to redevelopment. (Imp. 11.1, 17.2)
- **Policy S-8.2: Hazardous Material Coordination.** Coordinate enforcement efforts with the County of Orange, California Department of Health Services, Santa Ana Regional Water Quality Control Board, South Coast Air Quality Management District, and any other agencies providing oversight for investigation, remediation, or management of hazardous materials. (Imp. 14.3, 14.15)
- **Policy S-8.3: Hazardous Waste Disposal.** Conduct outreach and engagement to raise awareness about household hazardous waste disposal practices. (Imp. 29.1)
- **Policy S-8.4: Permitting and Management Databases.** Monitor hazardous waste permitting and management databases. Coordinate information across departments to raise awareness. (Imp. 28.1)

## Aviation Hazards

Although hazardous incidents associated with air transportation are extremely rare, aircraft accidents have the potential to be severe. The County of Orange owns and operates John Wayne Airport, the only commercial-service airport in Orange County. General aviation, commercial aircraft, and private jets share the airport’s runway, terminal, and storage facilities.

John Wayne Airport currently handles approximately 11.3 million passengers annually and approximately 130 commercial flights per day. The airport is located along the northern boundary of Newport Beach, and residential and commercial properties are located directly south of the airport’s primary departure pattern for commercial and general aviation aircraft. The airport produces noise in the vicinity of the airport and its general aviation flight path. Additionally, the airport contributes to air pollution in the vicinity of the airport. In special or emergency circumstances, planes may even dump fuel, which can be hazardous near populated areas. This occurred in Cudahy in 2020, although these events are rare and not in line with Federal Aviation Administration procedures, which call for fuel to be dumped over designated unpopulated areas at higher altitudes, allowing fuel to atomize and disperse before reaching the ground.

To the extent practicable, and consistent with the John Wayne Airport Settlement Agreement, there are actions the City can take to influence airport operations and help protect future residents from noise and air pollution.<sup>11</sup> The City’s Aviation Committee, which meets quarterly, was formed to assist the City in implementing Council Policy A-17, or Airport Policy, and to continue to advocate for the John Wayne Airport Settlement Agreement, which was extended twice, in 2003 and 2014, as a result of City Council and community groups’ efforts. Newport Beach and several other cities located along the airport’s arrival and departure corridors have publicly agreed to oppose any expansion of John Wayne Airport, including additional or extended runways, or more commercial aircraft use.

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<sup>11</sup> John Wayne Airport. 2024. “Settlement Agreement.” <https://www.ocair.com/about/administration/settlement-agreement/>.

The increase in the use of drones (a small, ground-piloted aerial vehicle) is also recognized as a concern for aviation safety as this technology evolves into the future.

*Goal S-9: A community protected from airport-related hazards*

- **Policy S-9.1: Land Use Compatibility.** Participate in the planning process for projects related to John Wayne Airport, including any future updates to its Airport Environs Land Use Plan (AELUP). Continue to ensure new development land use intensity and compatibility align with the most currently available AELUP for John Wayne Airport to minimize potential safety impacts on residents. (Imp. 14.3)
- **Policy S-9.2: Noise and Air Pollution.** Continue to advocate for restricting airport expansion or operational changes that could increase noise and/or air pollution. (Imp. 14.3)
- **Policy S-9.3: Emerging Technologies.** Study and consider adopting regulations concerning emerging technologies, such as drones and aerial taxis. (Imp. 8.1)
- **Policy S-9.4: Aircraft Rescue.** Support the provision of aircraft rescue training for first responders. (Imp. 22.1)

## Extreme Heat

Extreme heat is an emerging hazard that should be monitored as extreme weather conditions continue to increase, even in a coastal community with cooling offshore winds and many shade-providing trees. Extreme heat days are relative to a location’s average temperature, so in Newport Beach, an extreme heat day is considered a day that exceeds 87.5°F. Historically, this happens about 3 days per year, but by 2050 this is projected to occur an average of 11 days per year under a high greenhouse gas emissions scenario (see Exhibit S-1, Extreme Heat Day Projections).<sup>12</sup> As summer temperatures continue to get hotter and heat waves become more common, the City must adapt to changing temperatures to protect the health of its residents and visitors, particularly for vulnerable populations. Strategies such as air conditioning, home weatherization, and increased shade in public areas can help the community stay cool on hot days.

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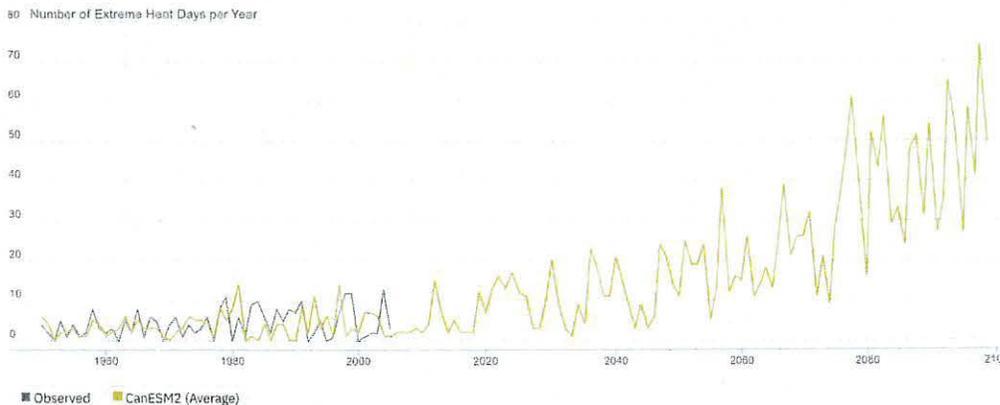
<sup>12</sup> California Energy Commission. 2023. “Cal-Adapt Extreme Heat Days & Warm Nights.” <https://cal-adapt.org/tools/extreme-heat>.

**Exhibit S-1. Extreme Heat Day Projections**

**Newport Beach, California**

Projected changes in Number of Extreme Heat Days per Year when daily maximum temperature is above 87.5 °F under a High Emissions (RCP 8.5) Scenario.

MODELED HISTORICAL Baseline (1961-1990)		FUTURE PROJECTIONS Mid-Century (2035-2064)		FUTURE PROJECTIONS End-Century (2070-2099)	
30 YEAR AVG	30 YEAR RANGE	30 YEAR AVG	30 YEAR RANGE	30 YEAR AVG	30 YEAR RANGE
3 days/yr	0-14 days/yr	15 days/yr	3-38 days/yr	39 days/yr	9-74 days/yr



Source: Cal-Adapt. Data: LOCA Downscaled CMIP5 Climate Projections (Scripps Institution of Oceanography), Gridded Observed Meteorological Data (University of Colorado Boulder), LOCA Derived Products (Geospatial Innovation Facility).

*Goal S-10: A built environment adapted to provide relief from extreme heat*

- **Policy S-10.1 (R-5.6): Resilient Cooling Centers.** Use reasonable efforts to improve cooling centers with resilience improvements, such as battery backup power and amenities that promote a sense of community and socialization. (Imp. 23.2, 23.4)
- **Policy S-10.2: New Cooling Centers.** Explore potential for additional cooling centers to fill gaps in service. Consider how demand may not be met for vulnerable populations or may not be equitably spaced throughout Newport Beach. (Imp. 23.3, 28.2)
- **Policy S-10.3: Home Weatherization.** Publicize home weatherization programs or other opportunities to adapt homes to higher temperatures. (Imp. 29.1, 29.3)
- **Policy S-10.4 (R-5.8): Shade Enhancements.** Evaluate the availability of shade in parks and the public right-of-way to identify areas that could be enhanced with more shade to improve the user experience on hot days. Public parks and active-transportation corridors should be prioritized for any identified enhancements. To the extent reasonable, evaluation could occur through the development of a Parks Master Plan or similar citywide effort, or through a site-specific project, such as a capital improvement project. (Imp. 20.1, 23.1)
- **Policy S-10.5 (R-5.7): Cool Pavement.** Review cool pavement technology effectiveness and consider a cool pavement pilot program to reduce the effects of extreme heat. (Imp. 16.3)

## Emergency Preparedness, Response, and Recovery

The following section discusses Newport Beach’s notification system, evacuation system, response plan, mutual aid, shelters and cooling centers, and recovery programs.

### *Notification System*

Communication systems are an essential component of emergency preparedness and response. Alert and warning systems quickly inform the public of imminent dangers. Effective communication systems can help facilitate response efforts, connect people to resources, and educate people about emergency preparedness and response. These systems cover various emergencies and jurisdictional levels and include the Integrated Public Alert and Warning System, the Emergency Alert System, the Wireless Emergency Alert, the California State Warning Center, the National Weather Service, Alert Orange County (AlertOC), Newport Beach Cable TV, and outdoor emergency sirens.<sup>13</sup>

In addition to these, Newport Notified is an alert system managed by the Newport Beach Police Department that is designed to distribute both general and emergency information from the Police Department to the local community. Its primary function is to inform residents about safety-related issues, including traffic updates and community news.

Outdoor emergency sirens, located at strategic sites near the coast, can also be activated in the event of an emergency, such as a tsunami, to signal to residents and visitors to check local TV Channel 3 and radio station 107.9 FM KWVE for further instructions.

### *Evacuation and Response*

Because no two disasters are ever the same, high-quality public safety requires significant planning and preparation to support a variety of needs in a variety of conditions. Public safety must consider facilities, equipment, staff, training, public education, planning, and post-disaster recovery. Adequate planning and preparation lead to strong response and recovery from hazard events, including fires; floods; coastal hazards, such as tsunamis and rogue waves; earthquakes; geologic hazards, such as landslides; and extreme heat.

The City developed and implemented a response plan for evacuation of low-lying areas in the event of a tsunami warning. This effort included installing warning sirens, installing signs identifying evacuation routes, and providing public education training. See the Evacuation Route Analysis, in the Safety Element Existing Conditions and Background Analysis<sup>14</sup> for analysis of evacuation routes, evacuation sites, and maps for both tsunami and wildfire hazard zones.

Cities are required to assess water supply availability in the event of significant fire or geologic hazards. An analysis of “peakload water supply,” detailed in the Peakload Water Supply Analysis of the Safety Element Existing Conditions and Background Analysis,<sup>15</sup> indicates that if an earthquake, severe fire, or other catastrophic event impairs the City’s water supply or delivery of water, short-term emergency water can be supplied by neighboring water districts. Furthermore, in the event of a drought, Newport Beach has sufficient water supply for multiple years. In the event of a multiple-year drought, the City will implement demand management

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<sup>13</sup> City of Newport Beach. 2022. *Emergency Operations Plan*. <https://www.newportbeachca.gov/how-do-i/find/disaster-preparedness-information>.

<sup>14</sup> City of Newport Beach. 2025. *Evacuation Route Analysis*. August 2025.

<sup>15</sup> City of Newport Beach. 2025. *Peakload Water Supply Analysis*. August 2025.

measures as part of its Water Shortage Contingency Plan, with more aggressive measures reserved for more severe droughts.<sup>16</sup>

### *Essential and Public Facilities*

The City has essential and public facilities that are important to protect from hazards. Essential facilities are those that are needed in the event of an emergency or during the immediate recovery after an emergency.

### *Planning and Mutual Aid*

The California Emergency Resource Management System relies on a statewide mutual aid organization to provide additional resources to local governments when needed. Newport Beach has entered the California Disaster and Civil Defense Master Mutual Aid Agreement, enabling the City and other public agencies, political subdivisions, and municipal corporations to offer mutual assistance during emergencies.

The Newport Beach Emergency Council oversees the preparedness of City departments. Additionally, the Newport Beach Fire Department is part of the California Fire and Rescue Mutual Aid System, operating under the California Fire Service and Rescue Emergency Mutual Aid Plan. Likewise, the City Police Department is part of the California Law Enforcement Mutual Aid System, operating under the California Law Enforcement Mutual Aid Plan.

The City also has mutual aid agreements with the neighboring Cities of Irvine and Laguna Beach, which establishes procedures to share emergency management personnel, facilities, operational functions, and technology.

The City also plans for hazards through various planning documents that function separate from the Safety Element. For example, the Emergency Operations Plan develops protocols for emergency response, and the Local Hazard Mitigation Plan fulfills Federal requirements.

### *Recovery Programs*

Newport Beach Municipal Code Chapter 15.12 establishes standard City procedures when residents or businesses are making repairs to reoccupy structures damaged in a natural or human-caused hazardous event. This system uses visual inspections and clear and concise placards placed on building entrances to ensure safety for all involved. Recovery efforts in Newport Beach are able to occur more efficiently by having this type of standard established ahead of a disaster.

The City participates in the National Flood Insurance Program, managed by FEMA, which enables property owners to purchase flood insurance. As a condition of participation, the City has adopted and implemented local floodplain management regulations that reduce the risk of future flooding. When FEMA updates flood risk maps, Newport Beach and other participating cities must update their regulations accordingly.

### *Goal S-11: Tested and effective communication systems for emergency preparedness and response*

- **Policy S-11.1:** Emergency Communications. Promote Newport Notified as an emergency communications channel in addition to AlertOC, social media, and other communication channels. Coordinate between fire and police departments to streamline notification processes. (Imp. 29.1)

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<sup>16</sup> City of Newport Beach. 2020. *Water Shortage Contingency Plan*. <https://www.newportbeachca.gov/government/departments/utilities/water-services>.

- **Policy S-11.2:** Communication Testing. Regularly conduct testing of communication protocols with neighboring local governments. (Imp. 14.1)
- **Policy S-11.3:** Interagency Coordination. Coordinate with neighboring local governments and regional agencies ahead of planning improvements to emergency communication systems. (Imp. 14.1, 14.3)
- **Policy S-11.4:** Warning System Improvements. Document experiences with early warning systems after emergency events where they have been used to assess opportunities for improvements. (Imp. 28.2)

*Goal S-12: High-quality public safety, emergency preparedness, and response services*

- **Policy S-12.1:** Education Program. Conduct public engagement and education for a variety of hazards and emergency resources. Use multiple platforms and methods, including digital options, such as the City’s website and social media; physical options, such as flyers and bulletin boards; and in-person methods, such as trainings and tabling at community events. Coordinate with the Community Emergency Response Team (CERT) to recruit volunteers, facilitate public education about hazards, and circulate information on evacuation best practices and notification systems to ensure that residents have the latest information on evacuation routes and centers. Consider methods that vary depending on the expected spatial extent of hazard impacts, such as engaging parts of the community that are most at risk of a respective hazard. (Imp. 29.1)
- **Policy S-12.2:** Neighborhood Emergency Preparedness. Collaborate with homeowner’s associations to continue to promote emergency preparedness resources and practices—for example, incorporating a neighborhood-scale buddy system into Community Emergency Response Team (CERT) trainings. (Imp. 29.1)
- **Policy S-12.3:** Tsunami Education. Develop resources for visitors in tsunami zones to quickly communicate evacuation procedures. Consider signage, web resources, and collaboration with local businesses. (Imp. 29.1)
- **Policy S-12.4:** Mutual Aid Agreements. Continue to maintain cooperative and mutual aid agreements with adjoining local governments, the County of Orange, and Federal and State agencies. (Imp. 28.2)
- **Policy S-12.5:** Protocol Testing. Conduct regular testing of emergency operation protocols. (Imp. 28.2)
- **Policy S-12.6:** Local Hazard Mitigation Plan. Update the Local Hazard Mitigation Plan every 5 years in line with Federal and State guidance and incentives. (Imp. 28.2)
- **Policy S-12.7:** Emergency Operations Plan. Review the Emergency Operations Plan every year and revise as necessary. (Imp. 28.2)
- **Policy S-12.8:** Evacuation Centers. Maintain public facilities with equipment and supplies to serve as evacuation centers or shelters. (Imp. 28.2)
- **Policy S-12.9:** Future Lifeguards. Develop and promote an occupational pipeline program for future lifeguards. (Imp. 23.4)
- **Policy S-12.10:** Workforce Housing. Explore opportunities for providing workforce housing for first responders. (Imp. 25.1)
- **Policy S-12.11:** Dam Coordination. Coordinate with the U.S. Army Corp of Engineers, County of Orange, Irvine Ranch Water District, and Serrano Irrigation District to provide input on plans related to the risk of dam failure. (Imp. 14.12)
- **Policy S-12.12:** First-Responder Training. Maintain up-to-date standards for Fire Department trainings and trainings for all first-responders. (Imp. 28.2)

*Goal S-13: Evacuation routes and centers that are maintained to provide functionality during hazardous conditions*

- **Policy S-13.1:** Interagency Coordination. Collaborate with neighboring local governments and/or regional agencies for future studies of evacuation routes, emergency response capacity, and access points. (Imp. 14.1, 14.3, 14.4, 16.1, 28.1)
- **Policy S-13.2:** New Development Evacuation. When reviewing new discretionary residential developments, enforce the most recent California Fire Code as it relates to roadway design, street addressing, and signage. If the development has only one point of access, consider the potential for additional access points. (Imp. 8.1, 16.6)
- **Policy S-13.3:** Roadway Improvements. During regular road maintenance, or when possible and deemed necessary, improve existing roads to meet standards for minimum road widths, surfaces, grade, radius, and turnarounds as defined by the most recent California Fire Code to ensure emergency vehicle access is possible. (Imp. 16.6)
- **Policy S-13.4:** Development Improvements. When possible and deemed necessary, require non-conforming developments to provide upgrades and maintenance to meet the most recent California Fire Code standards, including road standards and vegetative hazards. (Imp. 26.1)
- **Policy S-13.5:** Evacuation for All Modes of Transportation. Consider feasibility of non-automobile options (e.g., bikes, e-bikes, scooters, boats) when conducting tsunami evacuation planning or studies. Integrate findings into infrastructure planning and outreach. (Imp. 28.2)

## Public Safety

For people to feel comfortable and enjoy their communities, it is important that they feel safe. Providing a sense of comfort and safety in the public realm can be achieved through design and development that encourages “eyes on the street.” This concept uses place-based design in public spaces to increase community awareness, build social cohesion, improve community bonds, enhance a sense of safety, and increase social interaction. Designing for safety can include regular maintenance of parks, lighting, trash, and streets, which requires a high level of fiscal responsibility. Further, communities with a balanced mix of uses, such as residential, retail, employment, and a diversity of land uses, can draw people at all hours of the day, increasing “eyes on the street” and community safety.

Many aspects of public safety are dealt with by the Police Department, which has its own strategic planning, programs, and actions that are often better suited for adaptable and efficient response than a General Plan’s overarching approach. However, components of urban design, such as promoting “eyes on the street,” can contribute to a sense of comfort and safety.

*Goal S-14: A community where residents, employees, and visitors feel a sense of comfort and safety*

- **Policy S-14.1:** Maintained Visibility. Continue to maintain vegetation and trash receptacles in parks and public spaces to ensure sightlines are maintained and spaces are inviting. (Imp. 20.1, 23.2)
- **Policy S-14.2:** Improved Visibility. During plan development and subsequent enhancement projects for parks and public spaces, consider improvements to promote sightlines and appropriate lighting. (Imp. 20.1, 20.3, 23.1, 23.2)

- **Policy S-14.3: Safety in Regulations.** When an emerging safety concern is identified, evaluate the extent of the safety concern, the location of the area of concern, and potential design and development issues that could be addressed through policy and code updates. (Imp. 8.2)