



AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

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

AGENDA ITEM 3

March 19, 2026

TO: Commissioners/Alternates
FROM: Executive Officer
SUBJECT: Administrative Status Report

The following attachments are provided for your information:

- 2026 ALUC meeting dates (Page 3)
- John Wayne Airport Air Academy Public Invitation Spring 2026 (Page 4)
- John Wayne Airport Monthly Statistics July 2025 – January 2026 (Page 5)
- ALUC Referral Notice to City of Newport Beach regarding Comprehensive General Plan Update Submittal - March 6, 2026 (Page 20)
- ALUC Referral Notice to City of Westminster regarding Citywide Zoning and General Plan Update Submittal - March 6, 2026 (Page 21)
- ALUC Comment Letter on County of Orange Public Review Draft General Plan Update (PlanOC) - February 27, 2026 (Page 22)
- FAA Determination of No Hazard for 300 Newport Center Drive - February 20, 2026 (Page 24)
- ALUC Response to Santa Ana regarding Incomplete Submittal - Comprehensive Zoning Code Update and General Plan Land Use Amendment - November 25, 2025 (Page 26)
- City of Santa Ana Response to ALUC Request for Information - Comprehensive Zoning Code Update and General Plan Land Use Amendment - November 18, 2025 (Page 31)
- ALUC Incomplete Letter to City of Santa Ana - Comprehensive Zoning Code Update and General Plan Land Use Amendment Submittal - November 12, 2025 (Page 35)

- Caltrans Response to Seal Beach Notice of Intent to Overrule ALUC on Revised 2021-2029 Housing Element Update, Associated Zoning Code Amendment, and Main Street Specific Plan Amendment - October 9, 2025 (Page 37)
- ALUC Response to Newport Beach Notice of Intent to Overrule on Snug Harbor Surf Park Project (General Plan Amendment) at 3100 Irvine Avenue - October 8, 2025 (Page 39)
- ALUC Response to Seal Beach Notice of Intent to Overrule on Revised 2021-2029 Housing Element Update, Associated Zoning Code Amendment, and Main Street Specific Plan Amendment - October 8, 2025 (Page 42)
- ALUC Incomplete Letter to City of Santa Ana - Comprehensive Zoning Code Update and General Plan Land Use Amendment Submittal - October 7, 2025 (Page 46)
- City of Newport Beach Notice of Intent to Overrule ALUC on Snug Harbor Surf Park Project - September 11, 2025 (Page 48)
- City of Seal Beach Notice of Intent to Overrule ALUC on Housing Element Update, Zoning Code Amendment and Main Street Specific Plan Amendment - September 10, 2025 (Page 62)
- JWA Comment Letter to the City of Newport Beach Regarding Snug Harbor Surf Park - September 3, 2025 (Page 69)
- ALUC Response to Santa Ana Notice of Intent to Overrule on Village Santa Ana Specific Plan - August 15, 2025 (Page 79)
- Caltrans Response to Santa Ana Notice of Intent to Overrule on Village Santa Ana Specific Plan - August 12, 2025 (Page 83)
- Determination Letter to City of Seal Beach - Revised Housing Element Update 2021-2029 and Associated Changes to Zoning Code and Main Street Specific Plan - August 11, 2025 (Page 85)
- Determination Letter to City of Newport Beach - Snug Harbor Surf Park (General Plan Amendment) at 3100 Irvine Avenue - August 11, 2025 (Page 86)

2026 MEETING DATES
Airport Land Use Commission for Orange County

~~January 15, 2026 (Cancelled)~~

~~February 19, 2026 (Cancelled)~~

March 19, 2026

April 16, 2026

May 21, 2026

June 18, 2026

July 16, 2026

August 20, 2026

September 17, 2026

October 15, 2026

November 19, 2026

December 17, 2026

AirACADEMY

COURSE 1

Airport Director and
Finance
Tuesday, April 7



COURSE 2

Commercial and Revenue
Development
Tuesday, April 14



COURSE 3

Airport Maintenance
and Public Affairs
Tuesday, April 21



COURSE 4

Planning and
Environmental Resources
Tuesday, April 28



COURSE 5

Operations:
Safety and Security
Tuesday, May 5



COURSE 6

Operations:
Terminal and Airfield
Tuesday, May 12



COURSE 7

Access and Noise and
The Future of JWA
Tuesday, May 19



This educational outreach opportunity has been designed to provide Orange County residents with an overview of how the Airport functions.

Participants will learn how technical processes, service programs, and business partners work together to implement the successful operation of John Wayne Airport.

We have developed a curriculum to match our nationally recognized organization, creating an Airport Academy reflecting our mission to connect people, places, and opportunities.

Spring 2026 session is seven weeks, one course weekly, 5:30 - 7:30 p.m.

We invite you to apply at:

www.ocair.com/AirACADEMY

3.19.26 ALUC Item #3 Page 4

For additional details, call (949) 292-3049 or email aservin@ocair.com

John Wayne Airport Posts July 2025 Statistics

September 2, 2025

(SANTA ANA, CA) - Airline passenger traffic at John Wayne Airport increased in July 2025 as compared to July 2024. In July 2025, the Airport served 1,052,623 passengers, an increase of 8.4% when compared with the July 2024 passenger traffic count of 970,828.

Commercial aircraft operations in July 2025 of 8,333 increased 6.0% and commuter aircraft operations of 791 increased 64.4% when comparing with 2024 levels.

Total aircraft operations increased in July 2025 as compared with the same month in 2024. In July 2025, there were 30,003 total aircraft operations (takeoffs and landings) a 0.1% increase compared to 29,981 total aircraft operations in July 2024.

General aviation activity of 20,858 accounted for 69.5% of the total aircraft operations during July 2025, and decreased -3.5% compared with July 2024.

The top three airlines in July 2025 based on passenger count were Southwest Airlines (289,416), American Airlines (182,722), and United Airlines (163,471).

John Wayne Airport

Monthly Airport Statistics - July 2025

	July 2025	July 2024	% Change	Year-To-Date 2025	Year-To-Date 2024	% Change
Total passengers	1,052,623	970,828	8.4%	6,493,754	6,507,273	-0.2%
Enplaned passengers	523,529	480,403	9.0%	3,241,640	3,236,950	0.1%
Deplaned passengers	529,094	490,425	7.9%	3,252,114	3,270,323	-0.6%
Total Aircraft Operations	30,003	29,981	0.1%	185,235	173,122	7.0%
General Aviation	20,858	21,625	-3.5%	125,858	115,863	8.6%
Commercial	8,333	7,860	6.0%	54,633	54,164	0.9%
Commuter ¹	791	481	64.4%	4,612	2,931	57.4%
Military	21	15	40.0%	132	164	-19.5%
Air Cargo Tons ²	1,198	1,250	-4.2%	8,725	9,584	-9.0%
International Statistics ³	(included in totals above)					
	July 2025	July 2024	% Change	Year-To-Date 2025	Year-To-Date 2024	% Change
Total Passengers	27,716	33,622	-17.6%	179,939	210,267	-14.4%
Enplaned passengers	13,743	16,392	-16.2%	91,093	106,467	-14.4%
Deplaned passengers	13,973	17,230	-18.9%	88,846	103,800	-14.4%
Total Aircraft Operations	220	244	-9.8%	1,558	1,667	-6.5%

1. Aircraft used for regularly scheduled air service, configured with not more than seventy (70) seats, and operating at weights not more than ninety thousand (90,000) pounds.

2. All-Cargo Carriers: 1,112 tons
 Passenger Carriers (incidental belly cargo): 86 tons
 Current cargo tonnage figures in this report are for: June 2025

3. Includes all Canada and Mexico Commercial passengers and operations.

-###-

Ranked #1 in Customer Satisfaction among Large Airports in the [J.D. Power 2024 North America Airport Satisfaction Study](#), John Wayne Airport (SNA) is owned by the County of Orange and is operated as a self-supporting enterprise that receives no general fund tax revenue. The Airport serves more than 11.3 million passengers annually and reaches more than 40 nonstop destinations in the United States, Canada and Mexico. More information can be found at www.ocair.com. Like us on facebook.com/johnwaynearport, or follow us on X (formerly Twitter) [@johnwaynear](https://twitter.com/johnwaynear) and Instagram [@johnwaynear](https://instagram.com/johnwaynear).

To receive John Wayne Airport news releases automatically, go to www.ocair.com and click [Subscribe](#).

John Wayne Airport Posts August 2025 Statistics

September 24, 2025

(SANTA ANA, CA) - Airline passenger traffic at John Wayne Airport increased in August 2025 as compared to August 2024. In August 2025, the Airport served 1,034,529 passengers, an increase of 9.2% when compared with the August 2024 passenger traffic count of 947,733.

Commercial aircraft operations in August 2025 of 8,146 increased 3.1% and commuter aircraft operations of 744 increased 38.0% when comparing with 2024 levels.

Total aircraft operations decreased in August 2025 as compared with the same month in 2024. In August 2025, there were 28,670 total aircraft operations (takeoffs and landings) a 12.1% decrease compared to 32,602 total aircraft operations in August 2024.

General aviation activity of 19,772 accounted for 69.0% of the total aircraft operations during August 2025, and decreased 18.1% compared with August 2024.

The top three airlines in August 2025 based on passenger count were Southwest Airlines (316,962), American Airlines (168,639), and Alaska Airlines (155,228).

John Wayne Airport
Monthly Airport Statistics - August 2025

	August	August	% Change	Year-To-Date	Year-To-Date	% Change
	2025	2024		2025	2024	
Total passengers	1,034,529	947,733	9.2%	7,528,283	7,455,006	1.0%
Enplaned passengers	515,689	471,283	9.4%	3,757,329	3,708,233	1.3%
Deplaned passengers	518,840	476,450	8.9%	3,770,954	3,746,773	0.6%
Total Aircraft Operations	28,670	32,602	-12.1%	213,905	205,724	4.0%
General Aviation	19,772	24,153	-18.1%	145,630	140,016	4.0%
Commercial	8,146	7,900	3.1%	62,779	62,064	1.2%
Commuter ¹	744	539	38.0%	5,356	3,470	54.4%
Military	8	10	-20.0%	140	174	-19.5%
Air Cargo Tons ²	1,400	1,156	21.1%	10,125	10,740	-5.7%
International Statistics ³					(included in totals above)	
	August	August	% Change	Year-To-Date	Year-To-Date	% Change
	2025	2024		2025	2024	
Total Passengers	24,630	30,634	-19.6%	204,569	240,901	-15.1%
Enplaned passengers	12,031	15,074	-20.2%	103,124	121,541	-15.2%
Deplaned passengers	12,599	15,560	-19.0%	101,445	119,360	-15.0%
Total Aircraft Operations	198	230	-13.9%	1,756	1,897	-7.4%

1. Aircraft used for regularly scheduled air service, configured with not more than seventy (70) seats, and operating at weights not more than ninety thousand (90,000) pounds.

2. All-Cargo Carriers: 1,302 tons
Passenger Carriers (incidental belly cargo): 98 tons
Current cargo tonnage figures in this report are for: July 2025

3. Includes all Canada and Mexico Commercial passengers and operations.

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Ranked #1 in Customer Satisfaction among Large Airports in the [J.D. Power 2025 North America Airport Satisfaction Study](#) for the second consecutive year, John Wayne Airport (SNA) is owned by the County of Orange and is operated as a self-supporting enterprise that receives no general fund tax revenue. The Airport serves more than 11.3 million passengers annually and reaches more than 40 nonstop destinations in the United States, Canada and Mexico. More information can be found at www.ocair.com. Like us on facebook.com/johnwayneairport, or follow us on X (formerly Twitter) [@johnwayneair](https://twitter.com/johnwayneair) and [Instagram @johnwayneair](https://instagram.com/johnwayneair).

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John Wayne Airport Posts September 2025 Statistics

October 22, 2025

(SANTA ANA, CA) - Airline passenger traffic at John Wayne Airport increased in September 2025 as compared to September 2024. In September 2025, the Airport served 961,137 passengers, an increase of 9.3% when compared with the September 2024 passenger traffic count of 879,703.

Commercial aircraft operations in September 2025 of 7,770 increased 3.9% and commuter aircraft operations of 774 increased 68.6% when comparing with 2024 levels.

Total aircraft operations decreased in September 2025 as compared with the same month in 2024. In September 2025, there were 28,555 total aircraft operations (takeoffs and landings) a 5.2% decrease compared to 30,124 total aircraft operations in September 2024.

General aviation activity of 19,997 accounted for 70.0% of the total aircraft operations during September 2025 and decreased -9.8% compared with September 2024.

The top three airlines in September 2025 based on passenger count were Southwest Airlines (308,314), American Airlines (154,942), and United Airlines (148,891).

John Wayne Airport

Monthly Airport Statistics - September 2025

	September 2025	September 2024	% Change	Year-To-Date 2025	Year-To-Date 2024	% Change
Total passengers	961,137	879,703	9.3%	8,489,420	8,334,709	1.9%
Enplaned passengers	476,265	436,174	9.2%	4,233,594	4,144,407	2.2%
Deplaned passengers	484,872	443,529	9.3%	4,255,826	4,190,302	1.6%
Total Aircraft Operations	28,555	30,124	-5.2%	242,460	235,848	2.8%
General Aviation	19,997	22,176	-9.8%	165,627	162,192	2.1%
Commercial	7,770	7,477	3.9%	70,549	69,541	1.4%
Commuter ¹	774	459	68.6%	6,130	3,929	56.0%
Military	14	12	16.7%	154	186	-17.2%
Air Cargo Tons ²	1,201	1,185	1.4%	11,326	11,925	-5.0%
International Statistics ³	(included in totals above)					
	September 2025	September 2024	% Change	Year-To-Date 2025	Year-To-Date 2024	% Change
Total Passengers	22,649	27,060	-16.3%	227,218	267,961	-15.2%
Enplaned passengers	11,387	13,487	-15.6%	114,511	135,028	-15.2%
Deplaned passengers	11,262	13,573	-17.0%	112,707	132,933	-15.2%
Total Aircraft Operations	196	224	-12.5%	1,952	2,121	-8.0%

1. Aircraft used for regularly scheduled air service, configured with not more than seventy (70) seats, and operating at weights not more than ninety thousand (90,000) pounds.

2. All-Cargo Carriers: 1,103 tons
 Passenger Carriers (incidental belly cargo): 98 tons
 Current cargo tonnage figures in this report are for: August 2025

3. Includes all Canada and Mexico Commercial passengers and operations.

-###-

Ranked #1 in Customer Satisfaction among Large Airports in the [J.D. Power 2025 North America Airport Satisfaction Study](#) for the second consecutive year, John Wayne Airport (SNA) is owned by the County of Orange and is operated as a self-supporting enterprise that receives no general fund tax revenue. The Airport serves more than 11.3 million passengers annually and reaches more than 40 nonstop destinations in the United States, Canada and Mexico. More information can be found at www.ocair.com. Like us on facebook.com/johnwaynearport, or follow us on [X \(formerly Twitter\) @johnwaynear](https://twitter.com/johnwaynear) and [Instagram @johnwaynear](https://instagram.com/johnwaynear).

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John Wayne Airport Posts October 2025 Statistics

December 1, 2025

(SANTA ANA, CA) - Airline passenger traffic at John Wayne Airport increased in October 2025 as compared to October 2024. In October 2025, the Airport served 1,007,895 passengers, an increase of 8.4% when compared with the October 2024 passenger traffic count of 930,049.

Commercial aircraft operations in October 2025 of 8,100 increased 3.6% and commuter aircraft operations of 776 increased 65.8% when comparing with 2024 levels.

Total aircraft operations decreased in October 2025 as compared with the same month in 2024. In October 2025, there were 28,346 total aircraft operations (takeoffs and landings) a 19.3% decrease compared to 35,115 total aircraft operations in October 2024.

General aviation activity of 19,462 accounted for 68.7% of the total aircraft operations during October 2025 and decreased 27.3% compared with October 2024.

The top three airlines in October 2025 based on passenger count were Southwest Airlines (305,713), American Airlines (173,455), and United Airlines (162,490).

John Wayne Airport

Monthly Airport Statistics - October 2025 (*REVISED January 2, 2026*)

	October	October	% Change	Year-To-Date	Year-To-Date	% Change
	2025	2024		2025	2024	
Total passengers	1,007,895	930,049	8.4%	9,497,315	9,264,758	2.5%
Enplaned passengers	500,101	459,753	8.8%	4,733,695	4,604,160	2.8%
Deplaned passengers	507,794	470,296	8.0%	4,763,620	4,660,598	2.2%
Total Aircraft Operations	28,346	35,115	-19.3%	270,806	270,963	-0.1%
General Aviation	19,462	26,782	-27.3%	185,089	188,974	-2.1%
Commercial	8,091	7,818	3.5%	78,640	77,359	1.7%
Commuter ¹	785	468	67.7%	6,915	4,397	57.3%
Military	8	47	-83.0%	162	233	-30.5%
Air Cargo Tons ²	1,306	1,216	7.4%	12,632	13,141	-3.9%
International Statistics ³	(included in totals above)					
	October	October	% Change	Year-To-Date	Year-To-Date	% Change
	2025	2024		2025	2024	
Total Passengers	22,704	28,630	-20.7%	249,922	296,591	-15.7%
Enplaned passengers	11,894	14,619	-18.6%	126,405	149,647	-15.5%
Deplaned passengers	10,810	14,011	-22.8%	123,517	146,944	-15.9%
Total Aircraft Operations	202	224	-9.8%	2,154	2,345	-8.1%

1. Aircraft used for regularly scheduled air service, configured with not more than seventy (70) seats, and operating at weights not more than ninety thousand (90,000) pounds.

2. All-Cargo Carriers:	1,218 tons
Passenger Carriers (incidental belly cargo):	88 tons
Current cargo tonnage figures in this report are for:	September 2025

3. Includes all Canada and Mexico Commercial passengers and operations.

John Wayne Airport
Monthly Airport Statistics - October 2025

	October	October	% Change	Year-To-Date	Year-To-Date	% Change
	2025	2024		2025	2024	
Total passengers	1,007,895	930,049	8.4%	9,497,315	9,264,758	2.5%
Enplaned passengers	500,101	459,753	8.8%	4,733,695	4,604,160	2.8%
Deplaned passengers	507,794	470,296	8.0%	4,763,620	4,660,598	2.2%
Total Aircraft Operations	28,346	35,115	-19.3%	270,806	270,963	-0.1%
General Aviation	19,462	26,782	-27.3%	185,089	188,974	-2.1%
Commercial	8,100	7,818	3.6%	78,649	77,359	1.7%
Commuter ¹	776	468	65.8%	6,906	4,397	57.1%
Military	8	47	-83.0%	162	233	-30.5%
Air Cargo Tons ²	1,306	1,216	7.4%	12,632	13,141	-3.9%
International Statistics ³					(included in totals above)	
	October	October	% Change	Year-To-Date	Year-To-Date	% Change
	2025	2024		2025	2024	
Total Passengers	22,704	28,630	-20.7%	249,922	296,591	-15.7%
Enplaned passengers	11,894	14,619	-18.6%	126,405	149,647	-15.5%
Deplaned passengers	10,810	14,011	-22.8%	123,517	146,944	-15.9%
Total Aircraft Operations	202	224	-9.8%	2,154	2,345	-8.1%

1. Aircraft used for regularly scheduled air service, configured with not more than seventy (70) seats, and operating at weights not more than ninety thousand (90,000) pounds.

2. All-Cargo Carriers: 1,218 tons
 Passenger Carriers (incidental belly cargo): 88 tons
 Current cargo tonnage figures in this report are for: September 2025

3. Includes all Canada and Mexico Commercial passengers and operations.

-###-

Ranked #1 in Customer Satisfaction among Large Airports in the [J.D. Power 2025 North America Airport Satisfaction Study](#) for the second consecutive year, John Wayne Airport (SNA) is owned by the County of Orange and is operated as a self-supporting enterprise that receives no general fund tax revenue. The Airport serves more than 11.3 million passengers annually and reaches more than 40 nonstop destinations in the United States, Canada and Mexico. More information can be found at www.ocair.com. Like us on facebook.com/johnwayneairport, or follow us on X (formerly Twitter) [@johnwayneair](https://twitter.com/johnwayneair) and Instagram [@johnwayneair](https://instagram.com/johnwayneair).

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John Wayne Airport Posts November 2025 Statistics

January 6, 2026

(SANTA ANA, CA) - Airline passenger traffic at John Wayne Airport increased in November 2025 as compared to November 2024. In November 2025, the Airport served 910,916 passengers, an increase of 3.2% when compared with the November 2024 passenger traffic count of 882,996.

Commercial aircraft operations in November 2025 of 7,757 increased 2.1% and commuter aircraft operations of 756 increased 65.1% when comparing with 2024 levels.

Total aircraft operations decreased in November 2025 as compared with the same month in 2024. In November 2025, there were 22,658 total aircraft operations (takeoffs and landings) a 34.6% decrease compared to 34,652 total aircraft operations in November 2024.

General aviation activity of 14,136 accounted for 62.4% of the total aircraft operations during November 2025 and decreased 46.8% compared with November 2024.

The top three airlines in November 2025 based on passenger count were Southwest Airlines (283,308), American Airlines (146,035), and United Airlines (142,993).

John Wayne Airport

Monthly Airport Statistics - November 2025

	November 2025	November 2024	% Change	Year-To-Date 2025	Year-To-Date 2024	% Change
Total passengers	910,916	882,996	3.2%	10,408,097	10,147,754	2.6%
Enplaned passengers	453,048	439,354	3.1%	5,186,674	5,043,514	2.8%
Deplaned passengers	457,868	443,642	3.2%	5,221,423	5,104,240	2.3%
Total Aircraft Operations	22,658	34,652	-34.6%	293,462	305,615	-4.0%
General Aviation	14,136	26,578	-46.8%	199,225	215,552	-7.6%
Commercial	7,757	7,599	2.1%	86,395	84,958	1.7%
Commuter ¹	756	458	65.1%	7,671	4,855	58.0%
Military	9	17	-47.1%	171	250	-31.6%
Air Cargo Tons ²	1,482	1,483	-0.1%	14,114	14,624	-3.5%
International Statistics ³					(included in totals above)	
	November 2025	November 2024	% Change	Year-To-Date 2025	Year-To-Date 2024	% Change
Total Passengers	23,027	29,456	-21.8%	272,949	326,047	-16.3%
Enplaned passengers	11,493	15,036	-23.6%	137,898	164,683	-16.3%
Deplaned passengers	11,534	14,420	-20.0%	135,051	161,364	-16.3%
Total Aircraft Operations	203	236	-14.0%	2,357	2,581	-8.7%

1. Aircraft used for regularly scheduled air service, configured with not more than seventy (70) seats, and operating at weights not more than ninety thousand (90,000) pounds.

2. All-Cargo Carriers: 1,367 tons
 Passenger Carriers (incidental belly cargo): 115 tons
 Current cargo tonnage figures in this report are for: October 2025

3. Includes all Canada and Mexico Commercial passengers and operations.

-###-

Ranked #1 in Customer Satisfaction among Large Airports in the [J.D. Power 2025 North America Airport Satisfaction Study](#) for the second consecutive year, John Wayne Airport (SNA) is owned by the County of Orange and is operated as a self-supporting enterprise that receives no general fund tax revenue. The Airport serves more than 11.3 million passengers annually and reaches more than 40 nonstop destinations in the United States, Canada and Mexico. More information can be found at www.ocair.com. Like us on facebook.com/johnwayneairport, or follow us on X (formerly Twitter) [@johnwayneair](https://twitter.com/johnwayneair) and Instagram [@johnwayneair](https://instagram.com/johnwayneair).

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John Wayne Airport Posts December 2025 Statistics

January 22, 2026

(SANTA ANA, CA) - Airline passenger traffic at John Wayne Airport increased in December 2025 as compared to December 2024. In December 2025, the Airport served 961,634 passengers, an increase of 2.1% when compared with the December 2024 passenger traffic count of 941,651.

Commercial aircraft operations in December 2025 of 7,991 increased 2.4% and commuter aircraft operations of 704 increased 57.5% when comparing with 2024 levels.

Total aircraft operations decreased in December 2025 as compared with the same month in 2024. In December 2025, there were 25,578 total aircraft operations (takeoffs and landings) a 11.6% decrease compared to 28,939 total aircraft operations in December 2024.

General aviation activity of 16,868 accounted for 66.0% of the total aircraft operations during December 2025 and decreased 18.4% compared with December 2024.

The top three airlines in December 2025 based on passenger count were Southwest Airlines (291,662), American Airlines (159,608), and United Airlines (149,854).

John Wayne Airport

Monthly Airport Statistics - December 2025

	December	December	% Change	Year-To-Date	Year-To-Date	% Change
	2025	2024		2025	2024	
Total passengers	961,634	941,651	2.1%	11,369,865	11,089,405	2.5%
Enplaned passengers	474,478	464,825	2.1%	5,661,221	5,508,339	2.8%
Deplaned passengers	487,156	476,826	2.2%	5,708,644	5,581,066	2.3%
Total Aircraft Operations	25,578	28,939	-11.6%	319,042	334,554	-4.6%
General Aviation	16,868	20,677	-18.4%	216,093	236,229	-8.5%
Commercial	7,991	7,802	2.4%	94,388	92,760	1.8%
Commuter ¹	704	447	57.5%	8,375	5,302	58.0%
Military	15	13	15.4%	186	263	-29.3%
Air Cargo Tons ²	945	1,269	-25.5%	15,059	15,893	-5.2%
International Statistics ³					(included in totals above)	
	December	December	% Change	Year-To-Date	Year-To-Date	% Change
	2025	2024		2025	2024	
Total Passengers	24,405	30,041	-18.8%	297,354	356,088	-16.5%
Enplaned passengers	12,670	15,887	-20.2%	150,568	180,570	-16.6%
Deplaned passengers	11,735	14,154	-17.1%	146,786	175,518	-16.4%
Total Aircraft Operations	216	242	-10.7%	2,573	2,823	-8.9%

1. Aircraft used for regularly scheduled air service, configured with not more than seventy (70) seats, and operating at weights not more than ninety thousand (90,000) pounds.

2. All-Cargo Carriers: 862 tons
 Passenger Carriers (incidental belly cargo): 83 tons
 Current cargo tonnage figures in this report are for: November 2025

3. Includes all Canada and Mexico Commercial passengers and operations.

-###-

Ranked #1 in Customer Satisfaction among Large Airports in the [J.D. Power 2025 North America Airport Satisfaction Study](#) for the second consecutive year, John Wayne Airport (SNA) is owned by the County of Orange and is operated as a self-supporting enterprise that receives no general fund tax revenue. The Airport serves more than 11.3 million passengers annually and reaches more than 40 nonstop destinations in the United States, Canada and Mexico. More information can be found at www.ocair.com. Like us on facebook.com/johnwaynearairport, or follow us on [X \(formerly Twitter\) @johnwaynear](https://twitter.com/johnwaynear) and [Instagram @johnwaynear](https://instagram.com/johnwaynear).

To receive John Wayne Airport news releases automatically, go to www.ocair.com and click [Subscribe](#).

John Wayne Airport Posts January 2026 Statistics

February 26, 2026

(SANTA ANA, CA) - Airline passenger traffic at John Wayne Airport increased in January 2026 compared to January 2025. In January 2026, the Airport served 841,879 passengers, an increase of 3.4% when compared with the January 2025 passenger traffic count of 814,132.

Commercial aircraft operations in January 2026 of 7,487 increased 1.2% and commuter aircraft operations of 764 increased 30.4% when comparing with 2025 levels.

Total aircraft operations increased in January 2026 as compared with the same month in 2025. In January 2026, there were 33,073 total aircraft operations (takeoffs and landings) a 36.0% increase compared to 24,314 total aircraft operations in January 2025.

General aviation activity of 24,817 accounted for 75.0% of the total aircraft operations during January 2026 and increased 52.2% compared with January 2025.

The top three airlines in January 2026 based on passenger count were Southwest Airlines (220,012), American Airlines (147,086), and Alaska Airlines (137,213).

John Wayne Airport
Monthly Airport Statistics - January 2026

	January	January	% Change	Year-To-Date	Year-To-Date	% Change
	2026	2025		2026	2025	
Total passengers	841,879	814,132	3.4%	841,879	814,132	3.4%
Enplaned passengers	416,496	404,957	2.8%	416,496	404,957	2.8%
Deplaned passengers	425,383	409,175	4.0%	425,383	409,175	4.0%
Total Aircraft Operations	33,073	24,314	36.0%	33,073	24,314	36.0%
General Aviation	24,817	16,302	52.2%	24,817	16,302	52.2%
Commercial	7,487	7,401	1.2%	7,487	7,401	1.2%
Commuter ¹	764	586	30.4%	764	586	30.4%
Military	5	25	-80.0%	5	25	-80.0%
Air Cargo Tons ²	1,357	1,382	-1.8%	1,357	1,382	-1.8%
International Statistics ³						(included in totals above)
	January	January	% Change	Year-To-Date	Year-To-Date	% Change
	2026	2025		2026	2025	
Total Passengers	19,807	23,371	-15.2%	19,807	23,371	-15.2%
Enplaned passengers	9,435	11,435	-17.5%	9,435	11,435	-17.5%
Deplaned passengers	10,372	11,936	-13.1%	10,372	11,936	-13.1%
Total Aircraft Operations	176	208	-15.4%	176	208	-15.4%

1. Aircraft used for regularly scheduled air service, configured with not more than seventy (70) seats, and operating at weights not more than ninety thousand (90,000) pounds.

2. All-Cargo Carriers: 1,268 tons
 Passenger Carriers (incidental belly cargo): 88 tons
 Current cargo tonnage figures in this report are for: December 2025

3. Includes all Canada and Mexico Commercial passengers and operations.

-###-

Ranked #1 in Customer Satisfaction among Large Airports in the [J.D. Power 2025 North America Airport Satisfaction Study](#) for the second consecutive year, John Wayne Airport (SNA) is owned by the County of Orange and is operated as a self-supporting enterprise that receives no general fund tax revenue. The Airport serves more than 11.3 million passengers annually and reaches more than 40 nonstop destinations in the United States, Canada and Mexico. More information can be found at www.ocair.com. Like us on facebook.com/johnwaynearairport, or follow us on X (formerly Twitter) [@johnwaynear](https://twitter.com/johnwaynear) and Instagram [@johnwaynear](https://instagram.com/johnwaynear).

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AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

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

March 6, 2026

Ben Zdeba, Acting Deputy Director
Community Development Department
City of Newport Beach
100 Civic Center Drive
Newport Beach, CA 92660

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

Dear Mr. Zdeba:

This is to confirm that Airport Land Use Commission (ALUC) staff received your Comprehensive General Plan Update (PA2022-080) submittal for a consistency determination. Your February 27, 2026, submittal along with the additional exhibits received on March 4th, is deemed complete and will be scheduled for the March 19, 2026, ALUC meeting, unless otherwise noticed.

Your attendance at the meeting would be appreciated in case there are any questions regarding this item. The meeting will be held at 4:00 p.m. at:

JWA/Airport Commission Room
3160 Airway Avenue (back entrance)
Costa Mesa, CA 92626

A link to the meeting agenda and staff report regarding will be provided to you prior to the Commission meeting. You may contact us at (949) 252-5170 or at alucinfo@ocair.com if you have any questions. Thank you!

Sincerely,

Julie Fitch, AICP
Executive Officer



AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

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

March 6, 2026

Stephanie Tomaino, Contract Principal Planner
City of Westminster
Planning Division
8200 Westminster Blvd
Westminster, CA 92683

Subject: City of Westminster Citywide Zoning and General Plan Update

Dear Ms. Tomaino:

This is to confirm that Airport Land Use Commission (ALUC) staff received your Citywide Zoning and General Plan Update submittal for a consistency determination. Your February 28th submittal, along with the additional exhibits received today, is deemed complete and will be scheduled for the March 19, 2026, ALUC meeting, unless otherwise noticed.

Your attendance at the meeting would be appreciated in case there are any questions regarding this item. The meeting will be held at 4:00 p.m. at:

JWA/Airport Commission Room
3160 Airway Avenue (back entrance)
Costa Mesa, CA 92626

A link to the meeting agenda and staff report regarding will be provided to you prior to the Commission meeting. You may contact us at (949) 252-5170 or at alucinfo@ocair.com if you have any questions. Thank you!

Sincerely,

Julie Fitch, AICP
Executive Officer



AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

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

February 27, 2026

Orange County Public Works
Development Services
601 N. Ross Street
Santa Ana, CA 92701

Sent via email to PlanOC@ocpw.ocgov.com

Subject: Comments on Public Review Draft General Plan Update (PlanOC)

Thank you for the opportunity to provide comments on the County's Public Review Draft General Plan Update (PlanOC). PlanOC serves to guide future growth and development decisions in the County's unincorporated areas and includes the following General Plan Elements: Land Use; Mobility (formerly Transportation); Resource Management (formerly Resources and Recreation Elements); Public Safety (formerly Noise and Safety Elements); Public Services and Facilities; Growth Management; Housing (updated previously) and Environmental Justice (new).

The comments below are provided in the context of the adopted Airport Environs Land Use Plans (AELUPs) for John Wayne Airport (JWA), Joint Forces Training Base Los Alamitos (JFTB Los Alamitos), Fullerton Municipal Airport and Heliports, and focus mainly on the policies contained in the Land Use and Safety Elements as those elements contain airport-related policies.

Land Use Element

Goal LU-2: Land Use Compatibility. This section of the Public Review Draft includes policies about compatibility with neighboring jurisdictions but does not include a policy about compatibility with the three airports in Orange County. Please include a policy indicating that future land uses will be consistent with the adopted Airport Environs Land Use Plans (AELUPs) for John Wayne Airport, Joint Forces Training Base Los Alamitos, and Fullerton Municipal Airport as further defined in LU-5.

Goal LU-5 Airport and Military Land Use Compatibility. The second sentence in paragraph one states, "While only the John Wayne Airport is located within the Unincorporated area, these facilities pose unique challenges with the potential to impact, or be impacted by, land uses in the County." Please consider replacing that sentence with, "While John Wayne Airport is the only airport located in an unincorporated area of the County, all three airports have airport planning

areas, as defined in their respective AELUPs, with policies impacting unincorporated areas of the County.”

Please consider revising Policy LU-5.1 Airport Land Use Compatibility as follows: “Ensure that proposed land uses located within Airport Influence Areas (Airport Planning Areas) ~~are compatible with airport operations through compliance with AELUP~~ adhere to the policies contained in the respective AELUP.”

Policy LU-5.2 Airport Influence Area Review. We recommend replacing, “Review all proposed projects located within Airport Influence Areas (Airport Planning Areas) for consistency with policies of the applicable AELUP,” with, “Ensure all projects located within Airport Influence Areas (Airport Planning Areas) will be consistent with policies of the applicable AELUP.” And “All General Plan Amendments, Zone Changes and Zoning Code Amendments, and Specific Plan Amendments impacting areas within the Airport Planning Areas will be submitted to the Airport Land Use Commission (ALUC) for a consistency review prior to County adoption/approval.”

Public Safety Element

Policy PS-6.6 Noise Mitigation. This policy refers to Table PS-1 which depicts land use compatibility for 55-80 dB CNELs as provided by the California Governor’s Office of Planning & Research (OPR). Please also include Table 1 - Limitations on Land Use Due to Noise included in the AELUPs (page 23 of the *AELUP for JWA*). The noise policies included in the AELUPs are more restrictive for the airport areas than the OPR standards for non-airport areas. Also, please include a policy stating that no residential or other noise-sensitive uses will be located within the 65 dB Noise Contours as adopted in the applicable AELUPs.

PS-6a (d) states “Requiring the posting of noise impact notification signs in all sales offices associated with new residential development that is located within the 65-decibel CNEL contour from any airport or air station.” Please replace the “65” with “60” as the AELUPs state that the ALUC does not support residential uses within the AELUP defined 65 dB CNEL contours.

As you know, the General Plan Update-PlanOC will require submittal to ALUC for a consistency review in relation to the AELUPs for JWA, JFTB Los Alamitos, Fullerton Municipal and Heliports. We look forward to receiving your submittal. Thank you!

Sincerely,



Julie Fitch, AICP
Executive Officer



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

Aeronautical Study No.
 2025-AWP-17609-OE



Issued Date: 02/10/2026

RELATED CALIFORNIA
 RICH MORRISON
 18201 Von Karman Ave
 Suite 900
 Irvine, CA 92612

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

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

Structure: High Rise/Sky Scraper 300 Newport Center Drive
 County, State: Orange, California

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
pt-1	33-36-45.75N	117-52-25.52W	192 Ft	270 Ft	462 Ft
pt-2	33-36-44.33N	117-52-25.64W	192 Ft	270 Ft	462 Ft
pt-3	33-36-44.49N	117-52-23.96W	192 Ft	270 Ft	462 Ft
pt-4	33-36-46.99N	117-52-22.79W	192 Ft	270 Ft	462 Ft
pt-5	33-36-48.40N	117-52-22.67W	192 Ft	270 Ft	462 Ft
pt-6	33-36-47.15N	117-52-21.11W	192 Ft	270 Ft	462 Ft

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

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M Change 1, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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

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

This determination expires on 08/10/2027 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

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

If we can be of further assistance, please contact our office at 1-206-231-2877, or Nicholas.Sanders@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-AWP-17609-OE.

Signature Control No: 684707382-693152018
Nicholas Sanders
Technician

(DNE)



AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

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

November 25, 2025

Ricardo Soto, AICP
Acting Planning Manager
20 Civic Center Plaza
P.O. Box 1988
Santa Ana, CA 92702

Subject: Response to City's November 18, 2025 Letter Regarding Incomplete Submittal of the Comprehensive Zoning Code Update and General Plan Land Use Amendment Referral

Mr. Soto:

This letter is in response to your letter dated November 18, 2025, regarding the determination that the City's Comprehensive Zoning Code Update and Associated General Plan Land Use Map Amendment referral is incomplete. The referral remains incomplete for purposes of Public Utilities Code (PUC) §21676 and the requirements outlined in the *Airport Environs Land Use Plan for John Wayne Airport (AELUP for JWA) and ALUC Submittal Form and Checklist*.

I. ALUC Authority and Scope of Review

Your correspondence raises questions about the ALUC's authority to require draft zoning ordinance text and suggests that maps and summary tables are sufficient for referral.

Under PUC § 21670, the Legislature created airport land use commissions "to provide for the orderly development of public airports and the area surrounding these airports and to minimize the public's exposure to excessive noise and safety hazards within areas around public airports." PUC § 21674 implements that purpose by assigning ALUCs the duty "[t]o review the plans, regulations, and other actions of local agencies" pursuant to § 21676. § 21676(b) requires that, before a city adopts or approves "a general plan, a specific plan, a zoning ordinance, or a building regulation" within the ALUC's planning boundary, it must first refer "the proposed action" to the commission.

In the context of a zoning update, the "proposed action" is the zoning ordinance itself. A zoning ordinance consists of the regulatory text (purpose, applicability, definitions, use regulations, development standards, exceptions, and procedures) and maps adopted together as law. The ALUC cannot satisfy its duty to review the City's "regulations" for consistency with respect to the *AELUP for JWA* without seeing the ordinance language that will govern land use, height, noise, safety, and referrals in the AELUP planning area.

PUC § 1675(a) authorizes the ALUC, through its compatibility plan, to "develop height restrictions on buildings, specify the use of land, and determine building standards, including soundproofing, in the area surrounding public airports." The California Airport Land Use Planning Handbook (Handbook), which the Legislature has identified as primary guidance, emphasizes that zoning and building regulations are the principal tools for implementing airport compatibility and that ALUC

review of zoning ordinances is particularly important because general plans alone often do not carry all necessary criteria into day-to-day practice.

Given this framework, reviewing only maps and tables, without the implementing zoning text, would not fulfill the Commission's statutory responsibility.

II. Need for Draft Zoning Ordinance Text for Completeness of the Referral

Your letter asserts that the September 30, 2025, transmittal started the 60-day deadline in PUC § 21676(d), and that ALUC staff cannot condition acceptance of the referral on submission of ordinance language.

PUC § 21676(d) provides that an ALUC must make its determination "within 60 days from the date of referral of the proposed action." Neither this section nor any other provision in Article 3.5 requires an ALUC to treat an incomplete package as the "referral" when necessary elements of the proposed action have not been provided. The statute presumes that the commission is reviewing the actual plan or regulation that will be adopted. Anything short of that is not a "referral" as indicated in the PUC and *AELUP for JWA*.

The Handbook anticipates that ALUCs will adopt procedures defining when a submittal is complete and notes that ALUC review of zoning and other implementing ordinances is "particularly important" because general plans "may not incorporate all necessary compatibility criteria." Modern ALUCs implement this by defining the 60-day period as running from the date a complete application is accepted. For example, the San Diego International Airport land use plan provides that the 60-day review period under PUC § 21676(d) runs from the date the ALUC deems a consistency application complete, after staff confirms that all necessary materials have been provided. This approach mirrors the general framework of the California Permit Streamlining Act (Gov. Code, § 65920 et seq.), under which Government Code § 65943 requires agencies to notify applicants if an application is incomplete and to specify what must be submitted to render it complete before statutory deadlines run.

Here, the City's package omits the core of the proposed action: the text of the amended zoning ordinance for the portions of Chapter 41 that apply in the *AELUP for JWA* planning area. On October 7 and November 12, 2025, ALUC staff promptly notified the City in writing of the missing elements required for evaluation. Under the *AELUP for JWA*'s procedures and consistent statewide practice, the 60-day period in § 21676(d) will begin when the complete zoning ordinance language is provided and accepted. Recognizing this does not delay review for its own sake; it reflects the practical and legal reality that the ALUC cannot make a determination on an ordinance it has not seen.

III. Relationship Between the General Plan and Zoning; Implementation of Airport Policies

Your letter notes that the City's General Plan Safety and Noise Elements contain detailed airport-related policies and suggests that duplicating these policies in the Zoning Code "is not needed." The ALUC agrees that Santa Ana's General Plan contains robust airport policies. The issue is not the value of those policies; it is how they are implemented.

General plans are policy documents which set goals and direction, but do not regulate individual projects. Zoning ordinances and related development regulations are the instruments that actually control land use, height, development intensity, and review procedures. Government Code §65860

requires that zoning be consistent with the general plan; it does not require that implementation occur only at the general plan level or prohibit local governments from embedding airport compatibility requirements in their zoning and building codes.

The *AELUP for JWA* adopts specific noise and safety policies that assume implementation through local regulations. It establishes Noise Impact Zones based on the 60 and 65 dB CNEL contours, within which new residential uses are either "normally incompatible" without conditions or should be subject to sound insulation and aviation easements, and it applies a 45 dB CNEL interior standard in noise-sensitive structures. It also defines a Height Restriction Zone based on FAR Part 77 imaginary surfaces and calls for FAA Form 7460-1 notification and review of potential obstructions.

Santa Ana's General Plan expressly acknowledges these criteria. To ensure that they are applied consistently over time, however, the ALUC must be able to confirm that Chapter 41 either (1) directly incorporates the relevant compatibility standards (for example, height limits, noise-attenuation triggers, and procedural requirements for ALUC referrals and heliport proposals), or (2) expressly cross-references the governing General Plan policies and AELUP provisions and establishes a clear, binding procedure for applying them during project review in the AELUP planning area.

The ALUC is not seeking verbatim repetition of policy language in Chapter 41. It is seeking assurance that the zoning and development regulations actually used by planners, plan checkers, and applicants will carry forward the General Plan and AELUP policies in an enforceable, transparent way. That assurance can only be obtained by reviewing the relevant ordinance text.

IV. Other Subjects Raised in the City's Letter

Your letter asks the ALUC to identify the legal basis for requesting that the Zoning Code address, or at least acknowledge, four categories of airport compatibility requirements: Part 77 airspace protection; interior 45 dB CNEL standards and limitations on residential uses in the 65 dB CNEL contour; heliport and helistop procedures; and referral procedures for actions within the AELUP boundary.

With respect to airspace protection, PUC § 21659 regulates construction of objects affecting navigable airspace by incorporating FAA obstruction standards. The Handbook explains that California uses Part 77 imaginary surfaces as the basis for protecting airport airspace. The *AELUP for JWA* adopts those surfaces in defining its Height Restriction Zone and states that structures should not exceed the Part 77 limits unless evaluated through the FAA Form 7460-1 process and found not to pose a hazard. When the ALUC asks that the Zoning Code include height and obstruction provisions that implement Part 77 and the AELUP, it is simply giving effect to PUC § 21675(a) and § 21674.7, which call for local agencies to be guided by height criteria compatible with airport operations as set forth in the Handbook and applicable federal standards.

Regarding noise, the 45 dB CNEL interior standard for certain residential and noise-sensitive occupancies is reflected in the California Building Standards Code, and the AELUP uses that standard to evaluate compatibility in the 60 to 65 and 65 and greater dB CNEL contours. The City's Noise Element incorporates that same standard and limits new residential uses in the 65 and greater dB CNEL contour consistent with the AELUP. The ALUC's request is that Chapter 41 contain either (a) explicit language requiring acoustical studies and sound insulation measures to achieve

45 dB CNEL interior levels in new residential and other noise-sensitive structures within the JWA noise contours, or (b) clear cross-references to the controlling Noise Element policies and the AELUP, along with a procedural requirement to apply those standards at the time of project review.

With respect to heliports and helistops, PUC § 21661.5 and the Orange County *AELUP for Heliports* require that proposed heliports be submitted to the ALUC for a consistency determination and to Caltrans Aeronautics for a state heliport permit before local approval. Many jurisdictions handle this by specifying in their zoning codes that heliports are allowed only in certain zones subject to a discretionary permit and that no local approval shall be granted until ALUC consistency has been determined and a state permit issued. The ALUC's request is that Santa Ana's Chapter 41 likewise define where heliports may be considered, identify them as conditional uses, and codify the coordination steps with ALUC and Caltrans Aeronautics so that applicants and staff are on clear notice.

Finally, the AELUP requires that general plan amendments, specific plans, and zoning ordinances, within the AELUP planning boundary be referred to the ALUC, and the City's General Plan Safety Element already commits to this practice. Codifying those referral triggers in Chapter 41 (for example, by cross-reference to PUC § 21676 and the AELUP and by establishing internal procedures for routing qualifying actions to the ALUC prior to approval) will help ensure that the City's future actions remain consistent with state law and the AELUP.

V. Referral Timing and Planning Commission Action

Your letter correctly notes that the AELUP indicates that the ALUC requests that referrals occur after Planning Commission action and before City Council adoption, and points to prior Santa Ana projects that were reviewed earlier in the City process.

The ALUC recognizes that PUC § 21676(b) allows referral before final adoption and that in some cases the ALUC has reviewed proposed projects for consistency with the AELUP prior to Planning Commission hearing. In those cases, the submittals were "complete" in that they included all of the required information, including proposed language, plans, FAA 7460-1 determinations when necessary, and references to ALUC.

The ALUC is not requiring that the City postpone referral until after a Planning Commission hearing, we are simply requesting that the submittal include the complete ordinance language so that the "proposed action" required by PUC § 21676(b) can be evaluated. Once the requested information is received and the submittal is deemed complete, the 60-day period in § 21676(d) will begin and staff will schedule the item for a future ALUC meeting. If you choose to submit your proposed Comprehensive Zoning Code Update and Associated General Plan Land Use Map Amendment to your Planning Commission *after* ALUC, that is your prerogative. However, doing so may subject the City and ALUC to procedural inefficiencies, including a second trip to ALUC for re-review of newly proposed material language and policies.

In addition, as stated in Section 4.7 of the *AELUP for JWA*, and as referred to in the ALUC Submittal Form and Checklist, submittal of "applicable sections of CEQA documentation" is required. The City's submittal only refers to the intent to file and Addendum to the EIR that was certified for the adoption of the City's General Plan Update. As with the Zoning Code text, ALUC requires submittal of the Addendum to ensure that ALUC policies are addressed and adequately mitigated if necessary.

In summary, state law charges the ALUC with reviewing General Plans, Zoning Codes and Specific Plans for consistency with adopted airport land use compatibility plans. The *AELUP for JWA* and *AELUP for Heliports* set specific noise, safety, height, and heliport criteria that must be implemented through local regulations. While the Santa Ana General Plan includes ALUC policies, they must be carried into the City's implementing ordinances to ensure ongoing consistency in project-level decisions.

The zoning code content and draft text requested in this letter are intended both to satisfy the ALUC's statutory responsibilities and to assist the City in creating a durable, internally consistent regulatory framework for land use around John Wayne Airport. We appreciate the City's early submittal of its Zoning Code Update and General Plan Land Use Map Amendment to ALUC for a consistency review, but a complete draft of the proposals are required for a formal ALUC review.

Sincerely,

DocuSigned by:


9A52604B4060425...
Julie Fitch, AICP
Executive Officer

Attachments:

November 18, 2025 City of Santa Ana Letter to ALUC
November 12, 2025 ALUC Incomplete Letter to Santa Ana
October 7, 2025 ALUC Incomplete Letter to Santa Ana

Cc: Members, Airport Land Use Commission for Orange County
Siri Champion, Senior Planner, City of Santa Ana

MAYOR
Valerie Amezcua
MAYOR PRO TEM
Benjamin Vazquez
COUNCILMEMBERS
Phil Bacerra
Johnathan Ryan Hernandez
Jessie Lopez
David Penaloza
Thai Viet Phan



CITY MANAGER
Alvaro Nuñez
CITY ATTORNEY
Sonia R. Carvalho
CITY CLERK
Jennifer L. Hall

CITY OF SANTA ANA
PLANNING AND BUILDING AGENCY
20 Civic Center Plaza • P.O. Box 1988
Santa Ana, California 92702
www.santa-ana.org



November 18, 2025

Also sent via email to: JFitch@ocair.com
& ALUCinfo@ocair.com

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

SUBJECT: Response to Request for Supplemental Information Regarding the City of Santa Ana Comprehensive Zoning Code Update and General Plan Land Use Amendment Referral

Dear Ms. Fitch,

Thank you for your letters dated October 7, 2025, and November 12, 2025, which request information to supplement the City of Santa Ana's September 30, 2025, referral of its Comprehensive Zoning Code Update and General Plan Land Use Element land use map amendment to the Airport Land Use Commission (ALUC) for Orange County. In response to your request for clarification and additional information, the City offers the following:

The City of Santa Ana's General Plan comprehensively addresses airport land use compatibility issues, including noise, height, and safety, through the Noise, Safety, Land Use, and Housing Elements, as well as individually adopted specific plans. Each has been made consistent with the Airport Environs Land Use Plan (AELUP) for John Wayne Airport through referral, hearing, and overrule as required under the California Public Utilities Code Section 21676(b).

Your November 12, 2025, letter notes a "lack of accompanying ordinance language that would implement the City's General Plan policies related to airport noise, height, and safety." The California Public Utilities Code Section 21670 requires airport land use compatibility planning to be incorporated into a jurisdiction's general plan, and, pursuant to Government Code Section 65860, zoning ordinances shall be consistent with a general plan, providing the legal authority to enact zoning rules designed to achieve the objectives of the general plan. While some cities use their zoning code as a mechanism for airport land use compatibility compliance, such an approach is not required. The intent of the City of Santa Ana is to implement the General Plan through the Comprehensive Zoning Code Update and not to duplicate airport noise and safety policies. The duplication of such policies is not needed to ensure airport land use compatibility.

SANTA ANA CITY COUNCIL

In addition, the letter dated November 12, 2025, generally references “chapter(s) of the Zoning Code” and seeks understanding of the organization of the Comprehensive Zoning Code Update. The update involves reorganization and modernization of Chapter 41 of the Santa Ana Municipal Code (“Code”). The proposed structure of Chapter 41 is as follows:

Article I.	Purpose, Applicability, and Interpretation
Article II.	Districts, Uses, and Standards
Article III.	Standards for All Zoning Districts
Article IV.	Use Standards Citywide
Article V.	Housing-Related Regulations
Article VI.	Nonconformities
Article VII.	Permit Procedures
Article VIII.	Zoning Code Administration
Article IX.	Definitions

The intent of the Comprehensive Zoning Code Update is to implement General Plan land use policies by creating new zoning districts and codifying standards for those districts, including density, height, and Floor Area Ratio, which were originally established in the General Plan Land Use Element and made consistent with the AELUP. As part of modernizing the zoning code, the City has chosen to use tables, where appropriate, in place of traditional text. The tables provided in Section V of the supplemental information submitted to the ALUC on October 31, 2025, and as revised to correct a typographical error on page 77 on November 4, 2025, are excerpted from Article II: Districts, Uses, and Standards, the portion of the Code that includes regulations relevant to the ALUC’s purview including permitted and conditionally permitted uses and development standards.

Having set the context for the Comprehensive Zoning Code Update and the General Plan Land Use Amendment, the following paragraphs are intended to respond to Items 1 through 4 of your letter dated November 12, 2025.

1. As to the Comprehensive Zoning Code Update, the referral submitted on September 30, 2025, and the supplemental information provided on October 31, 2025, (as well as the revision to address the typographical error on page 77 delivered on November 4, 2025) include existing and proposed zoning maps on pages 6 and 7 and pages 10 and 11, respectively. To assist the ALUC, the October 31, 2025, supplemental information (and the November 4, 2025, revision to address the typographical error on page 77) includes Table 6, which contains block-by-block information detailing proposed zone changes. Table 6 corresponds to a set of maps (see pages 35 through 38) illustrating the proposed zoning map, including blocks subject to new zoning district regulations, in relation to the John Wayne Airport Part 77 Notification Area. Table 6 also includes density, height, and floor area ratio (FAR). In addition, the October 31, 2025, and the revised November 4, 2025, supplemental packets include Section V, where pages of the draft Zoning Code will regulate: a) permitted and conditionally permitted uses; and b) development standards.

As to the General Plan Amendment, the existing General Plan Land Use Designations appear on page 4 of the City’s September 30, 2025, referral, and proposed General Plan Land Use Designations for the affected sites appear on page 5. No additional information is required because the permitted uses, density, and heights will not change through the

proposed land use map amendment. As a reference, the September 30, 2025, referral and the supplemental information provided on October 31, 2025 (and as revised to address the typographical error on page 77 on November 4, 2025), include pages 27 and 30, respectively, which show Table LU-3 Density and Intensity Standards, excerpted from the adopted General Plan Land Use Element.

2. The City notes your request that the proposed Comprehensive Zoning Code Update include language regarding FAA Part 77 pertaining to objects affecting navigable airspace. As noted previously, the City's approach to airport land use compatibility is through the General Plan, specifically through Safety Element Goal S-4: Aircraft Hazards, which includes Policy S-4.1: Structures Above 200 Feet and Policy S-4.2: Federal Aviation Regulation Part 77. The former states that for development projects including structures higher than 200 feet above existing grade, the City shall inform the ALUC and submit materials to the ALUC for review. The latter requires that applicants proposing buildings or structures that penetrate the 100:1 Notification Surface file a Form 7460-1 Notice of Proposed Construction or Alteration with the Federal Aviation Administration. The City respectfully requests that the ALUC provide the authority for requiring duplicative policies in the Zoning Code.
3. We understand this item to suggest that the Comprehensive Zoning Code Update include a statement indicating that noise-sensitive uses will comply with the 45 dB CNEL interior standards within the 60-65 CNEL contour and require project-specific acoustical studies. Policies pertaining to these concerns are contained in the General Plan Noise Element. The policy language appears in both the September 30, 2025, referral, on page 16, and on page 18 in the supplemental information submitted on October 31, 2025 (as revised on November 4, 2025 to correct a typographical error on page 77). Similar to Item 2, the City requests that the ALUC provide the authority for requiring noise-related policies to be duplicated in the Zoning Code.

Additionally, Item 3 states that the Zoning Code should reflect that new residential and residential mixed uses are not permitted within the 65 CNEL contour. As explained on page 16 of the October 31, 2025, supplemental information packet (and the November 4, 2025, revised packet to correct a typographical error on page 77), residential uses are precluded from the Industrial/Flex-3 zoning district, which is the only district located within the 65 CNEL contour. Such preclusion is evidenced by the draft permitted uses table on page 83 of the October 31, 2025, supplemental information packet (and on the same page of the November 4, 2025, revised packet), which indicates that no residential uses, including Live/Work, are permitted in the Industrial/Flex-3 zoning district.

4. The ALUC requests that the Comprehensive Zoning Code Update include information related to the approval process for Heliports/Helistops. The City has addressed Heliport/Helistop approval and requirements through General Plan Safety Element Policy S-4.4. Again, the City requests that the ALUC provide the authority for requiring that such policy be duplicated in the Zoning Code.

With respect to process and timelines, the City recognizes that the AELUP requests items be submitted and agendaized for review after a Planning Commission hearing. While such a timeline is preferred, it is not required by law, and ALUC has previously scheduled at least three projects

Response to Request for Supplemental Information – Comprehensive Zoning Code Update
November 18, 2025
Page 4 of 4

referred by the City of Santa Ana, including the Warner Redhill Mixed-Use Development, the Related Bristol Specific Plan, and The Village Santa Ana Specific Plan, prior to a Planning Commission hearing. As done previously, the City has elected to submit this referral to the ALUC prior to the Planning Commission public hearing. Nevertheless, for your awareness and reference, the Planning Commission has actively participated in the Zoning Code Update process and has provided critical input on two occasions. On April 8, 2024, staff made a presentation and received feedback from the Planning Commission. On September 24, 2025, the Planning Commission held a Study Session to review and discuss the Comprehensive Zoning Code Update.

The City appreciates the time and attention given to the September 30, 2025, referral and the supplemental information submitted on October 31, 2025 (including review of the revised page 77 submitted on November 4, 2025). If necessary, City staff are available via teleconference to address any additional questions you may have following receipt of this correspondence.

The City looks forward to a timely determination by the ALUC, pursuant to California Public Utilities Code Section 21676(d), which requires that ALUC make a determination within 60 days of the September 30, 2025, referral.

Should you have any questions concerning this matter, I may be reached via email at RSoto@santa-ana.org, or you may also contact the project planner, Senior Planner Siri Champion, at SChampion@santa-ana.org.

Sincerely,



Ricardo Soto, AICP
Planning Manager



AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

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

November 12, 2025

Ricardo Soto, AICP
Acting Planning Manager
20 Civic Center Plaza
P.O. Box 1988
Santa Ana, CA 92702

Subject: Santa Ana Comprehensive Zoning Code Update and General Plan Land Use Amendment Submittal to ALUC

Dear Mr. Soto:

Thank you for your September 30, 2025 submittal, the updated October 31, 2025 submittal, and the revised November 4, 2025 email submittal for the subject item. While we appreciate your responses to our October 7, 2025 “incomplete” letter, there are still items needed prior to deeming the submittal complete and scheduling the item for ALUC consideration.

The revised submittals include proposed tables and other pages that are intended to be included in the future Draft Zoning Code Update; however, it is unclear which chapter(s) of the Zoning Code these tables would be incorporated into. Also, there was a lack of accompanying ordinance language that would implement the City’s General Plan policies related to airport noise, height, and safety. The materials submitted reference the 2020 Noise and Safety Elements (including Policies S-4.1 through S-4.6) and include mapping and draft zoning tables, but there is no proposed Zoning Code language necessary to carry out these policies. Upon receipt of the following information, we will continue reviewing your submittal for scheduling on a future ALUC meeting date. Please note that Items 1-3 below were included in our October 7, 2025 letter.

1. Provide a draft of the Comprehensive Zoning Code Update that depicts the changes made to zoning designations, permitted uses (and conditional use permits) density and heights. Please do the same for the proposed General Plan Amendment. [This request is consistent with the AELUP referral and implementation requirements (e.g., Sections 2.1.6, 4.2–4.4) and the Caltrans Airport Land Use Planning Handbook (2011, Chapter 5), which both anticipate ALUC review of the implementing zoning and related regulations that govern project-level decisions.]
2. Provide the page(s) of the proposed Zoning Code Update that include language regarding FAA Part 77. Specifically show that language will be included stating that structures exceeding 200 feet above ground level will be submitted to ALUC. Also, please include the requirement to file a Form 7460-1 to FAA for any project that would penetrate the Notification Surface for John Wayne Airport. Building heights

shall not penetrate Title 14 of the Code of Federal Regulations (CFR) Part 77 Imaginary Obstruction Surfaces (formerly FAR Part 77) for John Wayne Airport. Additionally, in accordance with Part 77, structures penetrating the 100:1 Notification Surface shall file a Form 7460-1 Notice of Proposed Construction or Alteration with FAA. Any project 200 feet above ground level, located within or outside of an airport planning area, must also file Form 7460-1 with the FAA.

3. The Zoning Code should include a statement indicating that noise-sensitive uses will comply with the 45 dB CNEL interior standard within the 60–65 CNEL contour. This should include a requirement for a project-specific acoustical study at building permit, the design specifications that will be used to achieve this, and the how it will be verified post-construction verification prior to occupancy. [The Zoning Code (or the City’s Noise Ordinance, if that is the implementing mechanism) should also reflect that new residential and mixed-use residential uses are not permitted within the 65 CNEL contour, consistent with the City’s General Plan and the AELUP noise compatibility criteria.]
4. The proposed Zoning Code Update allows the development of Heliports/Helistops, therefore, the Zoning Code should include the following information related to the approval process:
 - a. “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 any and 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.”

Section 4.8 of the AELUP states that the Commission requests items be submitted and agendized for review after Planning Commission hearing but before City Council approval. The submittal indicates that the project will not be scheduled for Planning Commission until February 9, 2026, which is well after the requested October 16, 2025 ALUC meeting date. To ensure that ALUC has a complete submittal, and one that will be supported by the Santa Ana Planning Commission, please consider resubmitting after Planning Commission public hearing.

Please contact me or August McNab at (949) 252-5170 or alucinfo@ocair.com if you have any questions. Thank you!

Sincerely,



Julie Fitch, AICP
Executive Officer

Cc: Siri Champion, Senior Planner, City of Santa Ana

California Department of Transportation

DIVISION OF AERONAUTICS - M.S. #40
1120 N STREET
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October 9, 2025

Mr. Shaun Temple
Interim Community Development Director
City of Seal Beach
211 Eighth St.
Seal Beach, California 90740

Electronically Sent: stemple@sealbeachca.gov

Dear Mr. Temple:

The California Department of Transportation, Division of Aeronautics (Caltrans), supports cities, counties, and Airport Land Use Commissions (ALUCs) in developing land use policies that promote public health, safety, and welfare near airports. On September 10, 2025, Caltrans received the City of Seal Beach's draft Resolution No. 7691, which declared the City's intent to overrule the Orange County ALUC inconsistency determination for the proposed Seal Beach Housing Element Update, Zoning Code Amendment and Main Street Specific Plan Amendment (Project) with the Airport Environs Land Use Plan (AELUP) for John Wayne Airport (JWA). We appreciate the opportunity to provide input on the City's proposed overrule.

Caltrans has reviewed the City's Findings included in the September 10, 2025 submittal, along with the ALUC Staff Report and Inconsistency Determination Letter, both dated August 7, 2025. Based on this review, Caltrans has determined that the City's Findings does not provide sufficient justification to support the proposed overrule. Specifically, Caltrans disagrees with the City's Findings that residential development proposed at Site 6 (Old Ranch Town Center, up to 306 units) and the Old Ranch Country Club pipeline site (167 units) is compatible with the AELUP for JFTB Los Alamitos.

Both sites are located within the 60 CNEL contour and, in the case of the Old Ranch Country Club, directly under the approach surface approximately 3,000 feet from the end of Runway 4R. The Orange County ALUC determined these locations to be inconsistent with the AELUP under Section 2.1.1 (Aircraft Noise) and Section 3.2.1 (General Land Use Policies), citing the risk of exposing future residents to adverse aircraft noise and concentrating people in areas susceptible to accidents. By relying on generalized interior noise standards to support compatibility, the City's Findings

Mr. Temple, Interim Community Development Director
October 9, 2025
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minimize the conditional nature of these designations and do not fully address the Commission's concerns to ensure land use compatibility in the vicinity of airports.

Furthermore, Public Utilities Code (PUC) Section 21675.1(f) states: "If a city or county overrules the commission... with respect to a publicly owned airport that the city or county does not operate, the operator of the airport is not liable for damages to property or personal injury resulting from the city's or county's decision to proceed with the action, regulation, or permit."

Pursuant to PUC Section 21676(a), please include this letter, along with the ALUC's comments in the public record of any decision to overrule the ALUC. If you have questions or we may be of further assistance, please contact me at vincent.ray@dot.ca.gov.

Sincerely,

Vincent Ray Aviation Planner
Caltrans Division of Aeronautics
c: Julie Fitch, Executive Director, ALUC Orange County, jfitch@ocair.com



AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

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

October 8, 2025

Newport Beach Mayor and City Council
c/o Joselyn Perez, Senior Planner
Community Development Department
100 Civic Center Drive
Newport Beach, CA 92660

Subject: Response to Notice of Intent to Overrule the Airport Land Use Commission Determination for Snug Harbor Surf Park Project at 3100 Irvine Avenue (General Plan Amendment)

Mayor and City Council Members:

We are in receipt of your September 11, 2025, letter notifying the Airport Land Use Commission for Orange County (ALUC) of the City of Newport Beach's (City) intent to overrule the ALUC's inconsistency determination on the Snug Harbor Surf Park project at 3100 Irvine Avenue General Plan Amendment). A copy of Resolution No. 2025-60 with the City's Findings of Fact adopted by the City Council on September 9, 2025, was attached. In accordance with Section 21676 of the Public Utilities Code (PUC), the ALUC submits the following comments addressing the proposed overrule findings for the above-referenced project. This letter is advisory to the City and must be included in the public record of any final decision to overrule the ALUC, which may only be adopted by a two-thirds vote of the City's governing body.

Please be advised that PUC Section 21678 states: "With respect to a publicly owned airport that a public agency does not operate, if the public agency pursuant to Section 21676, 21676.5, or 21677 overrules a commission's action or recommendation, the operator of the airport shall be immune from liability for damages to property or personal injury caused by or resulting directly or indirectly from the public agency's decision to overrule the commission's action or recommendation."

Background

On June 13, 2025, the City of Newport Beach submitted the proposed Snug Harbor Surf Park (Project) for a consistency review with the *Airport Environs Land Use Plan for John Wayne Airport (AELUP for JWA)*. The Project site is located south of John Wayne Airport on the middle of the three parcels that comprise the Newport Beach Golf Course. The 15.38-acre Project site currently

ALUC Comments Newport Beach Notice of Intent to Overrule
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includes a turf driving range, putting green, three of the golf course's 18 holes (holes 1, 2, and 9), a pro shop and restaurant building, and a surface parking lot. The Project would remove the existing improvements and develop a surf lagoon with warming pools, a spa, and seating areas; a three-story clubhouse; a two-story, 20-unit athlete accommodation building; ancillary storage and maintenance areas; and associated parking areas providing a total of 351 parking spaces. Solar panels would be installed on building rooftops and on carport structures in parking areas.

At a Special Meeting on August 7, 2025, the ALUC reviewed the proposed Project and determined it to be Inconsistent with the *AELUP for JWA* based on land use intensity, safety, and noise exposure within established approach and departure corridors. The determination was based on AELUP Section 2.1.2 (Safety Compatibility Zones), which establishes criteria to minimize the number of people exposed to potential aircraft accident hazards; AELUP Section 2.1.3 (Height Restrictions) and Section 2.1.4 (Overflight), which address protection of navigable airspace and public awareness of aircraft operations; and AELUP Section 3.2.1 (General Policy), which allows a land use to be found inconsistent where it places people in areas adversely affected by aircraft operations or concentrates people in areas susceptible to aircraft accidents.

On September 9, 2025, the City Council adopted Resolution No. 2025-60 declaring its intent to overrule and, on September 11, 2025, transmitted its Notice of Intent to Overrule to the ALUC along with the adopted findings.

Response to Finding "a" Noise Exposure

As noted in the City's finding, the *AELUP for JWA* is intended to reduce public exposure to aircraft noise and maintain compatibility between airport operations and surrounding land uses. The Project includes multiple outdoor recreational and spectator areas within the 65 CNEL contour, with portions of the site extending into the 70 CNEL contour. The City's analysis relies on interior noise standards under the State Building Code and disclosure signage; however, these measures do not mitigate aircraft noise exposure in outdoor areas such as the surf lagoon, seating areas, or open-air gathering spaces. AELUP Section 3.2.1 (General Policy) emphasizes avoidance of exposure rather than mitigation through interior design or notification. The ALUC maintains that outdoor exposure to aircraft noise at this location is inconsistent with the purpose and intent of the *AELUP for JWA*.

Response to Finding "b" Safety / Intensity of Use in Safety Zones

The Project site is located within the Safety Compatibility Zones for JWA. Approximately 38 percent (5.85 acres) of the site is within Zone 2 (Inner Approach/Departure Zone), 22 percent (3.38 acres) within Zone 4 (Outer Approach/Departure Zone), and 40 percent (6.15 acres) within Zone 6 (Traffic Pattern Zone). The City classified the site as "Urban," but the ALUC determined that the site and surrounding area is *Suburban* in character based on existing low-rise development and surrounding land uses. Under the Suburban classification, the *California Airport Land Use*

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Planning Handbook limits intensity to 40 to 60 persons per gross acre (80 to 120 per single acre). Based on the project plans submitted and the City's estimate of approximately 5,000 to 10,000 spectators during special events, the project could result in occupancy well in excess of the land use compatibility standards defined by Caltrans in the *Handbook*. The congregation and attraction of a significant number of people to the project area represents an incompatible condition within Safety Zones 2, 4, and 6 under the *AELUP for JWA*.

Response to Finding "c" Height / Part 77 / Navigable Airspace

As noted in the City's finding, the proposed structures will not penetrate FAA Part 77 surfaces, and the FAA has issued Determinations of No Hazard to Air Navigation. The ALUC acknowledges this compliance but notes that AELUP Section 2.1.3 (Height Restrictions) provides that a Determination of No Hazard does not automatically equate to ALUC consistency. Accordingly, height compliance with FAA standards does not alter the ALUC's overall inconsistency determination.

Response to Finding "d" Overflight Exposure

The City's finding states that aircraft overflight frequency will not increase and that disclosure language will be provided to patrons. While flight operations at JWA will remain constant, the proposed project would substantially increase the number of people located beneath existing approach and departure paths. Flight track data from the John Wayne Airport Noise Office show that numerous aircraft pass adjacent to the site at altitudes as low as 500 feet above mean sea level. AELUP Sections 2.1.4 (Overflight) and 3.2.1 (General Policy) call for minimizing the number of people exposed to aircraft overflight. The ALUC concluded that concentrating large numbers of people directly under active flight paths is inconsistent with the intent and policies of the *AELUP for JWA*.

We urge the City Council to take ALUC's concerns into consideration in its deliberations prior to deciding whether to overrule ALUC. Thank you for the opportunity to provide these comments.

Sincerely,

Signed by:

84DEC0F4F8B4DE...
Gerald A. Bresnahan
Chairman

cc: Members, Airport Land Use Commission for Orange County
Matt Friedman, Caltrans/Division of Aeronautics
Vincent Ray, Caltrans/Division of Aeronautics



AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

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

October 8, 2025

Seal Beach Mayor and City Council
c/o Shaun Temple, Interim Community Development Director
City of Seal Beach
211 Eighth Street
Seal Beach, CA 90740

Subject: Response to Notice of Intent to Overrule the Airport Land Use Commission Determination for Seal Beach General Plan Revised 2021–2029 Housing Element Update, Associated Zoning Code Amendment, and Main Street Specific Plan Amendment

Mayor and City Council Members:

We are in receipt of your September 10, 2025, letter notifying the Airport Land Use Commission for Orange County (ALUC) of the City of Seal Beach's (City) intent to overrule the ALUC's inconsistency determination on the General Plan Revised 2021–2029 Housing Element Update, associated Zoning Code Amendments, and the Main Street Specific Plan (MSSP) Amendment. A copy of the draft City Council Resolution No. 7691 was attached. In accordance with Section 21676 of the Public Utilities Code (PUC), the ALUC submits the following comments addressing the proposed overrule findings for the above-referenced Project. This letter is advisory to the City and must be included in the public record of any final decision to overrule the ALUC, which may only be adopted by a two-thirds vote of the City's governing body.

Please be advised that PUC Section 21678 states: "With respect to a publicly owned airport that a public agency does not operate, if the public agency pursuant to Section 21676, 21676.5, or 21677 overrules a commission's action or recommendation, the operator of the airport shall be immune from liability for damages to property or personal injury caused by or resulting directly or indirectly from the public agency's decision to overrule the commission's action or recommendation."

Background

On February 17, 2022, the ALUC reviewed the City's 2021–2029 Housing Element Update and determined it to be Inconsistent with the *Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos (AELUP for JFTB Los Alamitos)*. The determination was based on AELUP Section 2.1.1 (Aircraft Noise), which recognizes that aircraft noise may be incompatible with the general welfare of nearby inhabitants, and AELUP Section 3.2.1 (General Land Use Policies), which provides that any land use may be found

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Seal Beach Notice of Intent to Overrule
October 8, 2025
Page 2

inconsistent if it places people so that they are adversely affected by aircraft noise or concentrates people in areas susceptible to aircraft accidents.

In April 2025, the City submitted a Revised 2021-2029 Housing Element, Associated Zoning Code Amendment, and a Main Street Specific Plan Amendment. The revised package (1) created a new Mixed Commercial/Residential High Density (MC-RHD) zone allowing up to 46 dwelling units per acre and five stories; (2) amended the Main Street Specific Plan by permitting residential uses above the first floor; (3) retained several commercial centers as Housing Element Opportunity Sites (including Seal Beach Plaza, Old Ranch Town Center, Seal Beach Center, The Shops at Rossmoor, and 1011 Seal Beach Boulevard); (4) reclassified Old Ranch Country Club as a Pipeline Site to be addressed by a future specific plan; and (5) proposed 99 Marina Drive to rezone from Oil Extraction to RHD-33 with a 35-foot height cap.

At a Special Meeting of the ALUC on August 7, 2025, the ALUC voted unanimously to find the Revised Housing Element Update, Zoning Code Amendments, and Main Street Specific Plan Amendment Inconsistent with the *AELUP for JFTB Los Alamitos*. On September 8, 2025, the City Council adopted Resolution No. 7691 declaring its intent to overrule, and on September 10, 2025, transmitted its Notice of Intent to Overrule to the ALUC. ALUC has the following comments regarding the findings of facts included in Resolution 7691.

Response to Finding “a” AELUP Purpose (noise, safety, navigable airspace)

As noted in the City’s finding, the *AELUP for JFTB Los Alamitos* is intended to protect the public from the adverse effects of aircraft noise, ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and ensure that no structures or activities adversely affect navigable airspace. The Revised Housing Element and Associated Zoning Code Amendment continue to introduce increased residential densities within the airport planning area, with some located near routine JFTB approach and departure paths. As stated in Section 2.2 of the *AELUP for JFTB Los Alamitos*, “[t]he [ALUC] may consider the utilization of criteria for protecting aircraft traffic patterns at this airport which may differ from those contained in FAR Part 77, should evidence of health, welfare, or safety surface sufficient to justify such an action.”

Response to Findings “b” and “c” Noise Contours and Conditional Consistency

The City refers to Table 1 in the *AELUP for JFTB Los Alamitos* and notes that residential uses in the 60–65 CNEL contour are “conditionally consistent,” and that the City will comply with the 45 dB CNEL interior standard under State code and the City’s Noise Element. However, mere reliance on an interior performance target does not mitigate outdoor exposure, balconies, patios, courtyards, roof decks, and shared open spaces, where residents will continue to experience routine overflights. The ALUC inconsistency determination was based in part on AELUP Section 2.1.1 which states “aircraft noise emanating from airports may be incompatible with the general welfare of the inhabitants within the vicinity of an airport,” and partly on General Land Use Policies in Section 3.2.1

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Seal Beach Notice of Intent to Overrule
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which states that “within the boundaries of the AELUP, any land use may be found to be Inconsistent with the AELUP which (1) Places people so that they are affected adversely by aircraft noise and (2) Concentrates people in areas susceptible to aircraft accidents.” The ALUC believes that the proposed new locations for residential units would be highly affected by airport noise due to the close proximity to the airport (some within less than one mile from the runway end) and that the past and current land use designations are appropriate designations for these sites. The proposed Revised Housing Element Update and Zoning Code Amendment would allow for the introduction of residential uses which are not suitable and would subject the future residents to excessive noise and safety risks.

Response to Finding “d” Heights/Part 77/Navigable Airspace

The City states that base heights (generally 25–35 feet) and MC-RHD allowances (up to 65 feet / five stories) will not penetrate FAA Part 77 surfaces, and that Part 77 notice will be provided where applicable. The increase in maximum heights was not a determining factor in the inconsistency finding.

Response to Finding “e” Safety (Clear Zones / Accident Potential Zones; Concentration of People):

The City correctly states that no Opportunity Sites lie within mapped Clear Zones (CZ) or Accident Potential Zones (APZ). However, Section 3.2.1 directs the ALUC to avoid the placement or concentration of people in areas susceptible to aircraft accidents, which includes locations under routine traffic patterns and established flight tracks. Several rezoning sites are situated directly beneath or adjacent to routine approach/departure paths. Therefore, concentrating multi-story residential populations in these corridors increases exposure to aviation risk.

Response to Finding “f” Overall Purpose and Intent; Relationship to State Housing Law:

The City concludes that the Project is consistent with the *AELUP for JFTB Los Alamitos*’ purpose and intent and cites its obligations under State Housing Law. The ALUC recognizes the City’s housing obligations, however, the State Aeronautics Act charges the ALUC, under PUC §21674, with preventing the siting of incompatible land uses in the environs of public airports. The ALUC unanimously found the Revised Housing Element Update, Zoning Code Amendments, and Main Street Specific Plan Amendment to be Inconsistent with the *AELUP for JFTB Los Alamitos*. By virtue of being clearly stated in *AELUP for JFTB Los Alamitos* Sections 1.2 “Purpose and Scope” and 2.0 “Planning Guidelines,” the ALUC understands the complex legal charge to protect public airports from encroachment by incompatible land use development, while simultaneously protecting the health, safety and welfare of citizens who work and live in the airport’s environs. To this end, and as also statutorily required, ALUC proceedings are benefited by several members having expertise in aviation. Based upon careful consideration of all information provided, and input from ALUC members with expertise in aviation, the ALUC unanimously found the Housing Element Update to be Inconsistent with the *AELUP for JFTB Los Alamitos*.

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Seal Beach Notice of Intent to Overrule
October 8, 2025
Page 4

We urge the City Council to take ALUC's concerns into consideration in its deliberations prior to deciding whether to overrule ALUC. Thank you for the opportunity to provide these comments.

Sincerely,

Signed by:


B4DECEPFAFARB4DE
Gerald A. Bresnahan
Chairman

cc: Members of Airport Land Use Commission for Orange County
Matt Friedman, Caltrans/Division of Aeronautics
Vincent Ray, Caltrans/Division of Aeronautics



AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

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

October 7, 2025

Ricardo Soto, AICP
Acting Planning Manager
20 Civic Center Plaza
P.O. Box 1988
Santa Ana, CA 92702

Subject: Santa Ana Comprehensive Zoning Code Update and General Plan Land Use Amendment
Submittal to ALUC

Dear Mr. Soto:

This is to confirm that Airport Land Use Commission (ALUC) staff received your September 30, 2025, submittal for a consistency determination on the subject item. While we appreciate the early submittal, we have identified several items needed prior to deeming the submittal complete and scheduling the item for ALUC consideration. Upon receipt of the following information, we will continue reviewing your submittal for scheduling on a future ALUC meeting date.

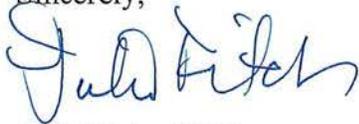
1. A separate Submittal Form and Checklist is required for each item - one for Zoning Code and one for General Plan Amendment, as indicated on #4 of the Submittal Form. A single cover letter is fine, but please provide a clear description of what changes are being proposed for each item.
2. The project location(s) shown on the submitted exhibits for noise, safety and notification area are helpful, but please label each of the new zoning districts and new uses by area. Do the sites depicted correspond to Focus Areas?
3. Include the Focus Area name, street address and/or APN with existing and proposed zoning designations for each site within the Airport Planning Area that is proposed for a zoning code change (zoning designation, density, and height).
4. We understand that there were some challenges transferring our shape files for the Obstruction Imaginary Surfaces to the City's GIS, and the exhibit submitted is difficult to decipher. If you provide the information in #3 above, we can work on determining the location of the sites within the Obstruction Imaginary Surfaces.
5. Provide a draft of the Comprehensive Zoning Code Update that depicts the changes made to zoning designations, permitted uses (and conditional use permits) density and heights. Please do the same for the proposed General Plan Amendment.

6. Provide the page(s) of the proposed Zoning Code Update that include language regarding FAA Part 77. Specifically show that language will be included stating that structures exceeding 200 feet above ground level will be submitted to ALUC. Also, please include the requirement to file a Form 7460-1 to FAA for any project that would penetrate the Notification Surface for John Wayne Airport.
7. The Zoning Code should include a statement indicating that noise-sensitive uses will comply with the 45 dB CNEL interior standard within the 60–65 CNEL contour. This should include a requirement for a project-specific acoustical study at building permit, the design specifications that will be used to achieve this, and the how it will be verified post-construction verification prior to occupancy.

Section 4.8 of the AELUP states that the Commission requests items be submitted and agendized for review after Planning Commission hearing but before City Council approval. The submittal indicates that the project will not be scheduled for Planning Commission until February 9, 2026, which is well after the requested October 16, 2025 ALUC meeting date. To ensure that ALUC has a complete submittal, and one that will be supported by the Santa Ana Planning Commission, please consider resubmitting after Planning Commission public hearing.

We would be happy to meet with you at our offices to discuss the above items. Please contact me or August McNab at (949) 252-5170 or alucinfo@ocair.com if you have any questions. Thank you!

Sincerely,



Julie Fitch, AICP
Executive Officer

Cc: Siri Champion, Senior Planner, City of Santa Ana



**CITY OF NEWPORT BEACH
COMMUNITY DEVELOPMENT DEPARTMENT**

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

September 11, 2025

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



SENT VIA CERTIFIED MAIL AND ELECTRONIC MAIL TO JFITCH@OCAIR.COM

Subject: Snug Harbor Surf Park Project – Notice of Intent to Overrule the Orange County Airport Land Use Commission

Dear Ms. Fitch:

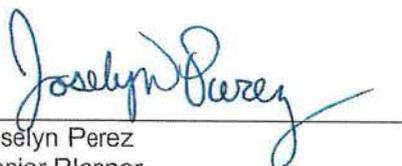
On September 9, 2025, the City Council of the City of Newport Beach adopted Resolution No. 2025-60 (attached) by a vote of 6 ayes, 0 noes, and 1 absent to notify the Orange County Airport Land Use Commission (ALUC) and the Aeronautics Program, Division of Transportation Planning at Caltrans of the City’s intent to overrule ALUC’s August 7, 2025, determination that the Snug Harbor Surf Park project is inconsistent with the Airport Environs Land Use Plan (AELUP) for the John Wayne Airport. Resolution No. 2025-60 includes specific findings, which will be considered during the public hearing to consider overruling ALUC’s determination, that the project is consistent with the purposes of the State Aeronautics Act.

Pursuant to Section 21676(b) of Public Utilities Code, ALUC may provide comments to the City. Comments should be sent to:

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

If you have any questions regarding this matter, or require any additional information, please feel free to contact me at jperez@newportbeachca.gov or 949-644-3312.

Sincerely,



Joselyn Perez
Senior Planner

Attachment: Resolution No. 2025-60

RESOLUTION NO. 2025-60

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NEWPORT BEACH, CALIFORNIA, NOTIFYING THE ORANGE COUNTY AIRPORT LAND USE COMMISSION (ALUC) AND STATE DEPARTMENT OF TRANSPORTATION, AERONAUTICS PROGRAM OF THE CITY'S INTENTION TO FIND THAT THE SURF PARK PROJECT LOCATED AT 3100 IRVINE AVENUE IS CONSISTENT WITH THE PURPOSE OF THE STATE AERONAUTICS ACT AND OVERRULE ALUC'S DETERMINATION THAT THE PROJECT IS INCONSISTENT WITH THE 2008 JOHN WAYNE AIRPORT ENVIRONS LAND USE PLAN (PA2024-0069)

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

WHEREAS, an application was filed by CAA Planning, on behalf of Back Bay Barrels, LLC ("Applicant"), concerning the property located at 3100 Irvine Avenue, and legally described in Exhibit "A," which is attached hereto and incorporated herein by reference ("Property");

WHEREAS, the Applicant is requesting to redevelop the central 15.38-acre parcel of the privately owned Newport Beach Golf Course by removing the existing driving range and putting green, pro-shop, restaurant and bar, and three holes of golf and replacing it with a new surf-focused outdoor commercial recreation use ("Project");

WHEREAS, the Project's site improvements include approximately five acres of surfing lagoons surrounded by viewing platforms, seating, pools, spa, restrooms, landscaping, clubhouse with amenities, 40-foot athlete accommodation building with 20 rooms, and two parking lots with 351 parking spaces;

WHEREAS, the following approvals are requested or required to implement the Project:

- General Plan Amendment ("GPA") – To increase the development limit from 20,000 square feet to 59,772 square feet for Anomaly Number 58, as identified in Table LU 2 of the Land Use Element of the City's General Plan ("General Plan");
- Major Site Development Review ("SDR") – To construct a nonresidential building larger than 20,000 square feet in area;
- Conditional Use Permit ("CUP") – To allow the operation of an outdoor commercial recreation use including a restaurant with alcohol sales, establish the appropriate parking rate, and allow the construction of buildings taller than 18 feet;
- Modification Permit ("Mod") – To allow for the construction of retaining walls taller than eight feet in height from finish grade; and
- Environmental Impact Report ("EIR") – To address reasonably foreseeable environmental impacts resulting from the legislative and project specific discretionary approvals;

WHEREAS, the Property is categorized as Parks and Recreation (PR) by the General Plan Land Use Element and is located within the Santa Ana Heights Specific Plan/Open Space and Recreation (SP-7/OSR) Zoning District;

WHEREAS, the Property is not located within the Coastal Zone, therefore, a coastal development permit is not required;

WHEREAS, the Property is located approximately 0.4-mile southwest of John Wayne Airport ("JWA") and is within the 2008 John Wayne Airport Environs Land Use Plan ("AELUP") Notification Area;

WHEREAS, the Property is trisected by Safety Zone 2 (Inner Approach/Departure Zone), Safety Zone 4 (Outer Approach/Departure Zone), and Safety Zone 6 (Traffic Pattern Zone) for the runway that is used by commercial aircraft;

WHEREAS, most of the Property is located within the 65 dB Community Noise Equivalent Level ("CNEL") contour pursuant to the 1985 Airport Master Plan Noise Contours and the northeast corner is located within the 70 dB CNEL contour;

WHEREAS, the City Council approved Resolutions 2023-20 and 2023-21 and Ordinances 2023-20 and 2023-21 on November 14, 2023, authorizing amendments to the Noise Element and Land Use Element of the General Plan, and Title 20 (Planning and Zoning) of the Newport Beach Municipal Code ("NBMC") to update the noise contours identified by the 2014 John Wayne Airport Settlement Agreement Amendment Environmental Impact Report No. 617 ("EIR No. 617");

WHEREAS, a significant portion of the Property is located within the 65 dB CNEL contour while the southwest corner is located within the 60 dB CNEL pursuant to the 2014 John Wayne Airport Settlement Agreement EIR No. 617;

WHEREAS, California Public Utilities Code ("CPUC") Section 21676(b) requires the City to refer the Project to the Orange County Airport Land Use Commission ("ALUC") to review for consistency with the AELUP;

WHEREAS, the ALUC conducted a public hearing on August 7, 2025, and determined the Project is inconsistent with the following provisions of AELUP (5 ayes, 1 nay):

- a. Section 2.1.2 (Safety Compatibility Zones), which states that "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";
- b. Section 2.1.3 (Building Height Restrictions), which states that "a Determination of No Hazard to Air Navigation does not automatically equate to a Consistency determination of the ALUC" and that "the Commission may find a project Inconsistent based on an obstruction determination";
- c. Section 2.1.4 (Air Transportation) reciting CPUC Section 21674 which states that the Commission is charged by CPUC 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 CPUC Section 21674(b) which states that "to coordinate planning at the state, regional and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety and welfare"; and

- d. Section 3.2.1 (General Policy), which states that "within the boundaries of the AELUP, any land use may be found to be Inconsistent with the AELUP which... permits structures of excessive height in areas which would affect adversely the continued operation of the airport; or permits activities or facilities that would affect adversely aeronautical operations";

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

WHEREAS, a public hearing was held by the Planning Commission on September 4, 2025, in the Council Chambers at 100 Civic Center Drive, Newport Beach, California. A notice of time, place and purpose of the hearing was given in accordance with California Government Code Section 54950 *et seq.* ("Ralph M. Brown Act") and Chapter 20.62 (Public Hearings) of the NBMC. Evidence, both written and oral, was presented to, and considered by, the Planning Commission at this hearing;

WHEREAS, at the conclusion of the public hearing, the Planning Commission adopted Resolution No. PC2025-018 by a majority vote (6 ayes, 1 recusal) recommending the City Council approve the Project; and

WHEREAS, a public hearing was held by the City Council on September 9, 2025, in the City Council Chambers, 100 Civic Center Drive, Newport Beach, California. A notice of time, place, and purpose of the hearing was given in accordance with Section 21676(b) of the CPUC and the Ralph M. Brown Act. Evidence, both written and oral, was presented to, and considered by, the City Council at this hearing.

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

Section 1: The City Council finds the Project consistent with the purposes of Section 21670 of the CPUC and the AELUP of protecting the public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.

Findings and Facts in Support of Findings

A. *The Project is consistent with the noise standards of the AELUP.*

The AELUP guides development proposals to provide for the orderly development of JWA and the surrounding area through implementation of the standards in Section 2 (Planning Guidelines) and Section 3 (Land Use Policies). Implementation of these standards is intended to protect the public from the adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities adversely affect navigable airspace.

Most of the Property is located within the 65 dB CNEL contour, under both the 1985 Airport Master Plan noise contours and the 2014 John Wayne Airport Settlement Agreement EIR No. 617.

Section 2.1.1 of the AELUP sets forth the CNEL standards, and Sections 3.2.3 and 3.2.4 of the AELUP define the noise exposure in the 65 dBA CNEL noise contour (Noise Impact Zone 2). Specifically, Table 1 of Section 3.2.3 identifies four different land use categories consisting of "Residential," "Community Facilities," "Commercial," and "Industrial" along with the decibel levels that are consistent for each particular use. In this case, the Project does not fit squarely within any of four land uses, but rather, is a hybrid between "Community Facilities" and "Commercial" land uses. In either land use category, a 65 dBA CNEL is "Normally Consistent" subject to the project including conventional construction methods as acceptable and without requiring any special noise reduction requirements. Section 3.2.3 further delineates the restrictions and construction requirements for each of the above land use categories within the 65 dB CNEL Noise Impact Zone 1. Specifically, residential is generally prohibited within Zone 1, however, commercial and recreational uses may be acceptable provided that commercial structures are sufficiently sound attenuated to allow normal work activities to be conducted. The Project will comply with the sound attenuation requirements for commercial and industrial structures as per the California Noise Insulation Standards, Title 21, 25, California Code of Regulations. EIR No. 617 requires all nonresidential structures to be sound attenuated consistent with the General Plan and Title 20 (Planning and Zoning) of the NBMC.

Additionally, as to outdoor noise, there are no aircraft noise restrictions for outdoor recreational uses within the 65 dB CNEL contour. Specifically, Section 3.2.3 recommends that all designated outdoor common or recreational areas within

Noise Impact Zone 1 provide outdoor signage informing the public of the presence of operating aircraft. The Project will incorporate outdoor signage notifying the public of the operation of aircraft. Of note, aircraft noise at the Property would be a regular occurrence and identical to the noise currently occurring at the golf course.

Finally, the Noise Analysis (Appendix Q of the DEIR) found that Airport Exposure for the Project would be less than significant and did not require further mitigation.

B. The proposed Amendments are consistent with the safety standards of the AELUP.

The Property encompasses approximately 15.4 acres with portions of Project overlying three airport safety zones. A detailed description of the Project Area along with the uses within each safety zone is provided herein. In Safety Zone 2, the total Project Area is approximately 5.79 acres. The Project uses in Safety Zone 2 include 207 parking spaces (however, 95 parking spaces will be reserved for the off-site, adjacent golf course use, leaving 112 parking spaces for Project uses in Safety Zone 2), heating equipment, equipment yard, maintenance buildings, wave making equipment, and 37.8 percent of the surf lagoon. In Safety Zone 4, the total Project Area is approximately 3.48 acres. The Project uses in Safety Zone 4 include 9,432 square feet of athlete accommodations (20 total units), wave making equipment, pool area, restrooms, storage, and 41.2 percent of the surf lagoon. And in Safety Zone 6, the total Project Area is approximately 6.16 acres. The Project uses in Safety Zone 6 include 49,221 square feet of clubhouse space including staff area, restaurant, surf shop, fitness areas and related uses, 144 parking spaces, a drop off area, pool area, outdoor arcade, outdoor changing rooms, storage, mechanical/electrical/plumbing ("MEP") equipment areas, and 21.0 percent of the surf lagoon.

Section 2.1.2 (Safety Compatibility Zones) of the AELUP sets forth the allowable land uses within each safety zone and provides the maximum intensities for each zone. The California Airport Land Use Planning Handbook ("Caltrans Handbook") suggests the following maximum allowable occupancy for non-residential land uses in an urban setting, and the below table also provides the calculations for the maximum allowed occupancy based on acreage per safety zone applicable to the Project.

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

The ALUC applies the suburban intensity parameters to the Project and provided the following occupancy calculations: 254 people per acre in Safety Zone 2; 770 people per acre in Safety Zone 4; and 972 people per acre in Safety Zone 6.

The Project traffic study and parking requirements ("Traffic Study") prepared for the Project EIR includes a detailed trip generation assessment based on the uses and traffic flow for the Project that quantifies the anticipated number of individuals in each Safety Zone. Moreover, the City's Project Conditions of Approval require compliance with these use parameters. Specifically, the assessment includes the development of trip generation rates, time-of-day distributions and estimates for the Project based on detailed programmatic attendance information and operational modeling data provided by industry experts. The occupancy for the Project shall comply with the estimates from the approved Trip Generation Assessment and Parking Demand Analysis reports, which estimates the following for daily activity: a) 1,400 visitors and surfers (comprised of 700 people in the surf lagoon, 140 people in the surf academy, 280 people in the restaurant, 70 people in the shops, 210 people in the yoga/fitness areas), and b) 70 employees. The maximum number of surfers in the lagoon is 72 at one time. The average number of people in the Project Area between the peak hour of 12:00 PM to 1:00 PM is 388 people. The average vehicle occupancy parameters assume visitor vehicles at 2.0 two people per vehicle, and employee vehicles at 1.0 people per vehicle.

Applying the parameters set forth in the Traffic Study, the anticipated number of individuals in each Safety Zone based on use and traffic flow are set forth herein. With respect to Safety Zone 2 which includes a portion of the surf lagoon, automobile parking and park maintenance facilities; a portion of the surf lagoon totaling 1.91 acres (37.8 percent of the total lagoon area), is the only area in Safety Zone 2 that would be steadily occupied by people and which yields an average potential of 27 people in the Safety Zone 2 lagoon area. There are also two proposed maintenance buildings totaling 2,000 square feet. The California Building Code assumes 300 square feet per person for maintenance uses, yielding seven employees potentially in Safety Zone 2. The combined occupancy of these uses in Safety Zone 2 totals 34 people over 5.79 acres or approximately six people per acre. Applying the Caltrans Handbook suburban limit of 40 to 60 people per acre

in Safety Zone 2 would allow approximately 232 to 347 total people over a total of 5.79 acres. Thus, for Safety Zone 2, with a total of 34 people over 5.79 acres, the Project would comply with the maximum allowable occupancy for non-residential land uses for either an urban setting (347.4 to 463.2 people) or suburban setting (232 to 347 people).

With respect to Safety Zone 4, it is comprised of 20 rooms for athlete accommodations and a portion of the surf lagoon. At a maximum of four athletes per room, these accommodations would total 80 people. The portion of the surf lagoon in Safety Zone 4 is 2.08 acres (41.2 percent of the total lagoon area), which equates to an average potential of 30 people in the Safety Zone 4 lagoon area. The total combined occupancy in Safety Zone 4 is 110 people over 3.48 acres or approximately 32 people per acre. Applying the Caltrans Handbook suburban limit of 100 to 150 people/acre in Safety Zone 4 would allow 348 to 522 people based on a total of 3.48 acres. Thus, for Safety Zone 4, with a total of 110 people over 3.48 acres, the Project would comply with the maximum allowable occupancy for non-residential land uses for either an urban setting (522 to 696 people) or suburban setting (348 to 522 people).

With respect to Safety Zone 6, it is comprised of a wider array of uses including a portion of the surf lagoon, the clubhouse area, beach areas and parking spaces spread over 6.16 acres. The portion of the Safety Zone 6 surf lagoon is 1.06 acres (21 percent of the total lagoon area), which equates to an average potential of 15 people in the Safety Zone 6 lagoon area. The Traffic Study noted 388 people during the peak hour from 12:00 pm to 1:00 pm. Subtracting out the total number of people in the lagoon area (72) equates to a potential of 316 visitors in Zone 6, which could be generally using the club house area. If all 70 employees were also in Safety Zone 6, it would bring the total maximum number of people in the clubhouse area to 386. The combination of occupancy in Safety Zone 6 totals 458 people over 6.16 acres or approximately 75 people per acre. Applying the Caltrans Handbook suburban limit of 200 to 300 people/acre in Safety Zone 6 would allow 1,232 to 1,848 people based on a total of 6.16 acres. Thus, for Safety Zone 6, with a total of 458 people over 6.16 acres, the Project would comply with the maximum allowable occupancy for non-residential land uses for either an urban setting, which has no limit, or suburban setting (1,232 to 1,848 people).

The Project is anticipated to host approximately 12 surf events/competitions per year that would be ticketed events similar in scale to other local sporting events. While the number of persons within the safety zones will increase during these

events, these increases are temporary in nature and not a part of the regular operation of the Project.

Lastly, the existing condition of the Project site experiences the highest concentration of persons at the restaurant and at driving range and putting range. These golf course components are within Safety Zone 2. Conversely, the Project places the highest concentration of persons into Safety Zone 6, within the amenity clubhouse building.

Based on the combined analysis from the Project Traffic Study, parking requirements and Project uses within each Safety Zone, the occupancy associated with each use area is within the Caltrans Handbook recommendations for each safety zone area using either the higher urban limits or the lower suburban limits.

C. Project is consistent with the height standards of the AELUP

The Federal Aviation Administration (“FAA”) has the sole responsibility for studying and determining airspace hazards. The Project complies with FAA notification, pursuant to 14 Code of Federal Regulations (“CFR”), Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace. On May 6, 2025, the FAA issued a Determination of No Hazard for Air Navigation. As the tallest proposed buildings on the Project site would not exceed the 14 CFR Part 77 construction notification imaginary surfaces over the Property, the Determinations of No Hazard applied to all aspects of the Project.

ALUC determined that a Determination of No Hazard to Air Navigation does not automatically equate to a Consistency determination by the ALUC and that the Commission may find a project Inconsistent based on an Obstruction determination pursuant to Section 2.1.3 of the AELUP. However, no Obstruction was found since the Project heights are lower than 130-feet above mean sea level (“AMSL”). Specifically, Part 77 Obstruction Imaginary Surfaces requires a height of less than 130 feet AMSL. In this case, the maximum height of the Project is 71 feet which is below the 130-foot maximum height restriction and, therefore, is not an Obstruction. In no event will the Project’s height limits be inconsistent with the parameters outlined in Subsection 3.2.6 (Height Restriction Zone) of the AELUP and FAA standards.

D. The Project is consistent with the overflight standards of the AELUP

Overflights will be the same with the Project as with the existing golf course. There was a total of 302,654 aircraft operations in 2023 at JWA. Of the total, only 9.7 percent (29,353 aircraft operations) flew over the Property. Approximately 95 percent of these overflights would be departures south of JWA and the remainder would include a mix of JWA arrivals north, overflights to other airports in the vicinity and helicopter traffic at JWA and within the vicinity of the airport. The average daily total overflights of the Property are 80 to 88. While persons in the Project area will generally notice departing aircraft at lower altitudes, it will be the same as the aircraft operations currently noticed over the golf course.

Section 2: Based on the foregoing findings, the City Council provides this notice of intention to overrule the ALUC's determination that the Project is inconsistent with the AELUP.

Section 3: The City Council hereby directs City staff to provide ALUC and State Department of Transportation, Division of Aeronautics, with notice of the City's intention to overrule ALUC's determination that the Project is inconsistent with the AELUP.

Section 4: The recitals provided in this resolution are true and correct and are incorporated into the operative part of this resolution.

Section 5: If any section, subsection, sentence, clause or phrase of this resolution is, for any reason, held to be invalid or unconstitutional, such decision shall not affect the validity or constitutionality of the remaining portions of this resolution. The City Council hereby declares that it would have passed this resolution, and each section, subsection, sentence, clause or phrase hereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared invalid or unconstitutional.

Section 6: The City Council finds the adoption of this resolution is not subject to 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, Division 6, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly.

Specifically, the resolution does not have the potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment because it is limited to the notification of the City's intent to overrule the ALUC determination and it does not authorize the development of the Property or commit the City to approve the Project. Potential project impacts will be analyzed when the City Council considers the Project.

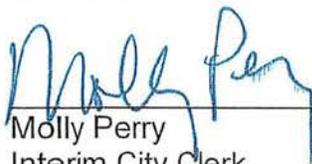
Section 7: This resolution shall take effect immediately upon its adoption by the City Council, and the City Clerk shall certify the vote adopting the resolution.

ADOPTED this 9th day of September, 2025.



Joe Stapleton
Mayor

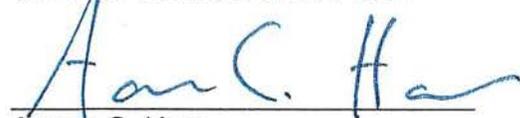
ATTEST:



Molly Perry
Interim City Clerk



APPROVED AS TO FORM:
CITY ATTORNEY'S OFFICE



Aaron C. Harp
City Attorney

Attachment(s): Exhibit A – Legal Description

EXHIBIT A

LEGAL DESCRIPTION

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE CITY OF NEWPORT BEACH, COUNTY OF ORANGE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL NO. 1 OF THAT CERTAIN CERTIFICATE OF COMPLIANCE NO. 94-2, IN THE CITY OF NEWPORT BEACH, COUNTY OF ORANGE, STATE OF CALIFORNIA, RECORDED MAY 9, 1994 AS INSTRUMENT NO. 94-318607 OF OFFICIAL RECORDS.

EXCEPTING THEREFROM, THAT PORTION OF SAID LAND DESCRIBED IN THE DEED TO THE COUNTY OF ORANGE, RECORDED SEPTEMBER 4, 1997 AS INSTRUMENT NO. 97-428866 OF OFFICIAL RECORDS. IN THE OFFICE OF THE COUNTY RECORDER OF ORANGE COUNTY, CALIFORNIA.

ALSO EXCEPTING THEREFROM THOSE PORTIONS THEREOF CONVEYED IN FEE TO THE COUNTY OF ORANGE BY DEED RECORDED OCTOBER 21, 2014 AS INSTRUMENT NO. 2014-427814 OF OFFICIAL RECORDS.

APN: 119-200-38 & 119-200-41

STATE OF CALIFORNIA }
COUNTY OF ORANGE }
CITY OF NEWPORT BEACH } ss.

I, Molly Perry, Interim City Clerk of the City of Newport Beach, California, do hereby certify that the whole number of members of the City Council is seven; the foregoing resolution, being Resolution No. 2025-60 was duly introduced before and adopted by the City Council of said City at a regular meeting held on the 9th day of September, 2025, and that the same was so passed and adopted by the following vote, to wit:

- AYES: Mayor Joe Stapleton, Mayor Pro Tem Lauren Kleiman, Councilmember Michelle Barto, Councilmember Robyn Grant, Councilmember Sara J. Weber, Councilmember Erik Weigand
- NAYS: None
- ABSENT: Councilmember Noah Blom

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed the official seal of said City this 10th day of September, 2025.


Molly Perry
Interim City Clerk
City of Newport Beach, California



By Electronic Mail and First-Class Mail

September 10, 2025

Julie Fitch, Executive Officer
Airport Land Use Commission for Orange County
3160 Airway Avenue
Costa Mesa, CA 92626
ALUCinfo@ocair.com
Fax (949) 252-6012



RE: City of Seal Beach Notice of Intent to Overrule ALUC Determination of Inconsistency Project: Seal Beach Housing Element Update, Zoning Code Amendment and Main Street Specific Plan Amendment

Dear Ms. Fitch:

The purpose of this letter is provide notice to the Airport Land Use Commission for Orange County (ALUC) of the City of Seal Beach's consideration to overrule the ALUC's August 7, 2025 determination that the proposed City of Seal Beach Housing Element Update, Zoning Code Amendment and Main Street Specific Plan (MSSP) Amendment are inconsistent with the 2017 Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos (AELUP for JFTB). On September 8, 2025, the Seal Beach City Council met and adopted, by a unanimous vote, Resolution No. 7691, which approved issuing a Notice of Intent to Overrule and also directed staff to provide ALUC and the Division of Aeronautics of the California Department of Transportation with this notice, and to schedule a public hearing on this matter, in accordance with California Public Utilities Code (PUC) Section 21676.

As required by PUC Section 21676(b), the City hereby provides notice of its intention to overrule the ALUC's determination, based on the findings set forth in attached Resolution No. 7691. A public hearing on this matter will be scheduled at least 45 days from the date of this letter.

The City Council welcomes the ALUC's written response on the proposed overrule. The ALUC may provide advisory comments to the City on the proposed overrule within thirty

(30) days of receiving this notice and proposed findings. All advisory comments should be directed to: Shaun Temple, Interim Community Development Director, at stemple@sealbeachca.gov.

Sincerely,
CITY OF SEAL BEACH

By: 
Patrick Gallegos, City Manager

Attachment:

Exhibit A – City Council Resolution No. 7691

cc: Kristal Carr, Recording Secretary, Airport Land Use Commission for Orange County
Honorable Mayor and City Council
Shaun Temple, Interim Community Development Director
Nicholas R. Ghirelli, City Attorney

RESOLUTION 7691

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEAL BEACH, CALIFORNIA, MAKING DRAFT FINDINGS AND NOTIFYING THE ORANGE COUNTY AIRPORT LAND USE COMMISSION AND THE STATE DIVISION OF AERONAUTICS OF THE CITY'S INTENTION TO FIND THAT THE GENERAL PLAN 2021-2029 HOUSING ELEMENT UPDATE AND ASSOCIATED ZONING CODE AMENDMENT AND MAIN STREET SPECIFIC PLAN AMENDMENT ARE CONSISTENT WITH THE PURPOSES OF THE STATE AERONAUTICS ACT AND OVERRULE THE ORANGE COUNTY AIRPORT LAND USE COMMISSION'S DETERMINATION THAT THE HOUSING ELEMENT UPDATE AND ASSOCIATED ZONING CODE AMENDMENT AND MAIN STREET SPECIFIC PLAN AMENDMENT ARE INCONSISTENT WITH THE 2017 JOINT FORCES TRAINING BASE LOS ALAMITOS AIRPORT ENVIRONS LAND USE PLAN

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

WHEREAS, the City worked with its consultants, the community, Planning Commission and City Council to prepare its General Plan 2021-2029 Housing Element as required by Government Code Section 65580 et seq. (Housing Element Law); and,

WHEREAS, Housing Element Law requires the City adopt policy changes related to land use and zoning to allow for housing to be developed consistent with the Housing Element to receive certification from the California Department of Housing and Community Development; and,

WHEREAS, the City is proposing to amend its 2021-2029 Housing Element (Housing Element Update), and to amend Title 11 of the Municipal Code (Zoning Code) and the Main Street Specific Plan (MSSP) to be consistent with the Housing Element Update (together the Zoning Code Amendment, MSSP Amendment, and Housing Element Update are the "Project") and allow for housing development opportunities; and,

WHEREAS, in accordance with Public Utilities Code Section 21676(b), the City referred the Project to the Orange County Airport Land Use Commission ("ALUC") to review for consistency with the 2017 Joint Forces Training Base Los Alamitos Airport Environs Land Use Plan ("AELUP"); and,

WHEREAS, on August 7, 2025, the ALUC, acting pursuant to Public Utilities Code Section 21670, determined that the Project is inconsistent with the AELUP; and,

WHEREAS, as the final review authority under Public Utilities Code Sections 21670 and 21676, the City Council may, after a public hearing, overrule the ALUC by a two-thirds vote, if it makes specific findings that the Project is consistent with the purposes of Public Utilities Code Section 21670 regarding the protection of the public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses; and by providing the ALUC and the Division of Aeronautics of the California Department of Transportation ("Division") with notice of the City's intent to consider overruling the ALUC determination along with specific findings at least 45 days prior to the City's action to overrule the ALUC; and,

WHEREAS, the Public Utilities Code provides that the ALUC and the Division shall respond to the notification of the findings of proposed override within 30 days of receiving the proposed resolution and findings; and,

WHEREAS, in the event the ALUC or Division's comments are not available within this timeframe, the City may act without them; and,

WHEREAS, the comments by the ALUC and Division are advisory to the City under state law; and,

WHEREAS, the City Council shall include any comments from the ALUC and the Division in the final record of any final decision by the City Council to overrule the ALUC, which may only be adopted by a two-thirds vote of the City Council; and,

WHEREAS, the draft findings attached as Exhibit A to this resolution do not constitute the final findings of the City with regard to the Project's consistency with the purposes of Public Utilities Code Section 21676 and such draft findings may be revised, amended, and/or supplemented as part of any final decision to overrule the ALUC's determination; and,

WHEREAS, should the City Council adopt this resolution making the draft findings and declaration an intent to consider overruling the ALUC determination that the Project is inconsistent with the AELUP and directing staff to transmit the required notice to the ALUC and the Division, a public hearing will be required in order for the City Council to make a final decision whether to overrule the ALUC inconsistency determination.

NOW, THEREFORE, the Seal Beach City Council does resolve, declare, determine and order as follows:

Section 1. The foregoing recitals are true and correct and are incorporated herein by this reference.

Section 2. Declares its intent to conduct a public hearing and its intent to consider

overruling the ALUC's determination that the proposed Project is inconsistent with the AELUP based on the following draft findings:

a. The 2017 Joint Forces Training Base Los Alamitos Airport Environs Land Use Plan ("AELUP") of the Orange County Airport Land Use Commission ("ALUC") guides the orderly development of the Joint Forces Training Base Los Alamitos ("JFTB") and the ALUC airport influence area through implementation of the standards in AELUP Section 2 (Planning Guidelines) and Section 3 (Land Use Policies). Implementation of these standards is intended to protect the public from the adverse effects of aircraft noise, ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and ensure no structures or activities adversely affect navigable airspace.

b. AELUP Section 2.1.1 sets forth the Community Noise Equivalent Level ("CNEL") standards. The Project includes nine opportunity sites (including one pipeline project) and identifies two (2) of those housing opportunity sites to be within the 60 dB CNEL contour for JFTB. None of the opportunity sites are within the 65 dB CNEL.

c. Sections 3.2.3 and 3.2.4, respectively, of the AELUP define the noise exposure in the 60-65 dB CNEL noise contour (Noise Impact Zone 2) as "Moderate Noise Impact" and in the 65-70 dB CNEL noise contour (Noise Impact Zone 1) as "High Impact." Section 3, Table 1 (Limitations on Land Use Due to Noise) of the AELUP identifies residential as "conditionally consistent" with the 60-65 dB CNEL noise contour and "normally inconsistent" with the 65-70 dB CNEL noise contour. However, residential uses are not outright prohibited in these Noise Impact Zones. Instead, AELUP Section 3.2.3 requires residential uses to be developed with advanced insulation systems to bring the sound after attenuation to no more than 45 dB inside. The City's General Plan Noise Element page N-30 states that indoor noise levels for residential living spaces shall not exceed 45 dB LDN/CNEL. The Noise Element page N-9 further states that exterior noise up to 70 dB LDN/CNEL is conditionally acceptable for multi-family residential.

d. The AELUP Sections 2.1.3 (Airspace Protection/Building Height Restrictions), Section 3.2.6 (Height Restriction Zone) and Section 3.2.7 (Airspace/Airport Inconsistency) evaluate building height under the Federal Aviation Administration (FAA) Part 77 Obstruction Imaginary Surfaces for JFTB Los Alamitos (FAA Part 77). The existing maximum building heights allowed under the Zoning Code for residential districts range from 25 to 35 feet, and 35 feet in commercial areas, and these limits are unchanged by the Zoning Code Amendment or MSSP Amendment. The height limit for the new MC-RHD zone would be five stories or 65 feet. The maximum height limit of the opportunity sites would not allow development to penetrate the

imaginary surface specified in the FAA Part 77 at any of the locations. Further, the City's General Plan requires compliance with the JFTB operations. The Land Use Element requires that proposed uses for the Old Ranch Town Center and Rossmoor Center for compatibility with JFTB operations, and discourages further encroachment into the JFTB flight path. The City's Safety Element provides that structures within the City should not exceed the elevations or constitute obstructions under the FAA Part 77. Additionally, all developments within the City will be subject to the FAR Part 77 Notice requirements. Thus, the Housing Element Update, Zoning Code Amendment and MSSP Amendment are consistent with the AELUP.

e. The AELUP Section 2.1.2 (Safety) sets forth zones identified as accident potential zones and clear zones. All accident potential zones are completely within the JFTB boundaries. No Housing Element opportunity sites (including the pipeline project or the MSSP) are located within the identified clear zones.

f. The Project is consistent with the purpose and intent of the AELUP and will not result in incompatible land uses adjacent to the JFTB. The standards and policies set forth in Sections 2 (Planning Guidelines) and 3 (Land Use Policies) of the AELUP were adopted to prevent the creation of new noise and safety problems. As set forth above, any development on the proposed housing opportunity sites will comply with the noise criteria and safety standards established in Sections 2 and 3 of the AELUP.

Section 4. The City Council hereby directs City staff to provide notice, in accordance with Sections 21676(b) and 21676.5(a) of the Public Utilities Code, to the ALUC and Caltrans Department of Transportation, Division of Aeronautics, of the City's intent to overrule the ALUC's determination of inconsistency for the Project based on the above findings, at least 45 days prior to the scheduled public hearing date for consideration of the proposed overruling action by the City Council.

Section 5. The City Council hereby further directs City staff to take all other actions necessary to effectuate the purpose and intent of this resolution.

Section 6. The City Council finds the adoption of this resolution is not subject to 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, Division 6, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly. Specifically, the resolution does not have the potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment

because it is limited to the City's proposal to overrule the ALUC's determination. The Project has been independently reviewed and evaluated pursuant to CEQA.

Section 7. This resolution shall take effect immediately upon its adoption.

PASSED, APPROVED AND ADOPTED by the Seal Beach City Council at a regular meeting held on the 8th day of September, 2025 by the following vote:

AYES: Council Members Kalmick, Wong, Senecal, Steele, Landau

NOES: Council Members _____

ABSENT: Council Members _____

ABSTAIN: Council Members _____

Lisa Landau

Lisa Landau, Mayor

ATTEST:

GDH for

Gloria D. Harper, City Clerk



STATE OF CALIFORNIA }
COUNTY OF ORANGE } SS
CITY OF SEAL BEACH }

I, Gloria D. Harper, City Clerk of the City of Seal Beach, do hereby certify that the foregoing resolution is the original copy of Resolution 7691 on file in the office of the City Clerk, passed, approved, and adopted by the City Council at a regular meeting held on the 8th day of September 2025.

GDH for

Gloria D. Harper, City Clerk



JOHN WAYNE
AIRPORT
ORANGE COUNTY

September 3, 2025

City of Newport Beach Planning Commission
c/o Joselyn Perez, Senior Planner
100 Civic Center Drive
Newport Beach, California 92660
jperez@newportbeachca.gov

RE: Snug Harbor Surf Park September 4, 2025 Planning Commission Public Hearing

Planning Commissioners:

This letter provides comments on behalf of the County of Orange acting in its capacity as the owner and operator of John Wayne Airport (JWA), Orange County, to the City of Newport Beach Planning Commission regarding the proposed Snug Harbor Surf Park project at 3100 Irvine Avenue. The proposed project entails a General Plan Amendment, Major Site Development, Conditional Use Permit and Modification Permit to redevelop the central 15.38-acre part of the Newport Beach Golf Course. The existing driving range, putting green, pro-shop, restaurant/bar, and three holes of golf would be replaced with a surf lagoon with warming pools, a spa, and spectator seating areas; a three-story clubhouse; a two-story, 20-unit athlete accommodation building; ancillary storage and maintenance areas; and associated parking areas providing a total of 351 parking spaces. Solar panels would be installed on building rooftops and on carport structures in parking areas.

The Airport is concerned about this proposed project due to its proximity to the Airport and its location under the Approach/Departure corridor, which would result in safety, land use, and airspace compatibility issues. Our concerns are addressed in detail below.

On August 7, 2025, the Airport Land Use Commission (ALUC) found the proposed General Plan Amendment for the Project to be inconsistent with the Airport Environs Land Use Plan (AELUP) for JWA due to safety and land use incompatibility issues. The General Plan Amendment would increase the current development limit from 20,000 net square feet (per Anomaly Number 58) suitable for golf course development, to 59,772 net square feet, effectively increasing the intensity of use threefold. Despite this, the City has indicated that it plans to overrule ALUC's inconsistency determination at the upcoming September 9, 2025 City Council Public Hearing to clear the way for adoption of the proposed Project. Our understanding is that upon receipt of the Notice of Intent to Overrule, the ALUC will submit a separate comment letter relating to the proposed AELUP overrule and the sufficiency of the City's findings for that overrule.

The Airport is concerned about the proposed Project's high intensity use located within Safety Zones 2, 4, and 6 for JWA, as defined in the California Airport Land Use Planning Handbook (Handbook) which establishes land use compatibility policies for ALUCs, airports, cities and counties. The Handbook indicates that within Safety Zone 2 (the Inner Approach/Departure Zone), agriculture and non-group recreational uses are normally compatible, while residential uses, multi-story buildings and uses with high density or intensity should be avoided. Group recreational uses

Charlene V. Reynolds
Airport Director

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(949) 252-5178 FAX
www.ocair.com

3160 Airway Avenue
Costa Mesa, CA
92626-4608

Planning Commission
City of Newport Beach
September 3, 2025
Page 2

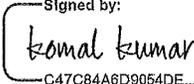
are explicitly prohibited. The AELUP for JWA further requires that uses within Safety Zone 2, characterized as a “high-risk” level for accidents, be limited to nonresidential uses that attract only a few people. The City’s proposed Snug Harbor Surf Park project, a group recreational use that would triple the current intensity of use, is precisely the type of project prohibited under the Handbook policies.

Safety Zone 4 (Outer Approach/Departure Zone) is considered a “moderate risk” area, where restaurants and retail uses are typically deemed compatible; however, group recreational uses should be prohibited. Safety Zone 6 (Traffic Pattern Zone), which includes the western portion of the site, is least restrictive in terms of airport land use compatibility. Nonetheless, if the City proceeds with approving the Project, it could result in the placement of 1,500 or more individuals within the project site (as stated by consultants to the project applicant during the August 7, 2025 ALUC meeting). This number far exceeds the number of individuals at the current golf course site and far exceeds the Handbook policies of uses that attract “few people,” creating a new and concerning safety risk.

In addition, the proposed Project falls beneath the approach surface for JWA, meaning potential patrons would be exposed to significant aircraft overflight and associated noise disturbances as aircraft depart or approach overhead. The attached flight track data provided by the JWA Noise Office show that on recent dates, a concentration of commercial flights is located just east of the project site.

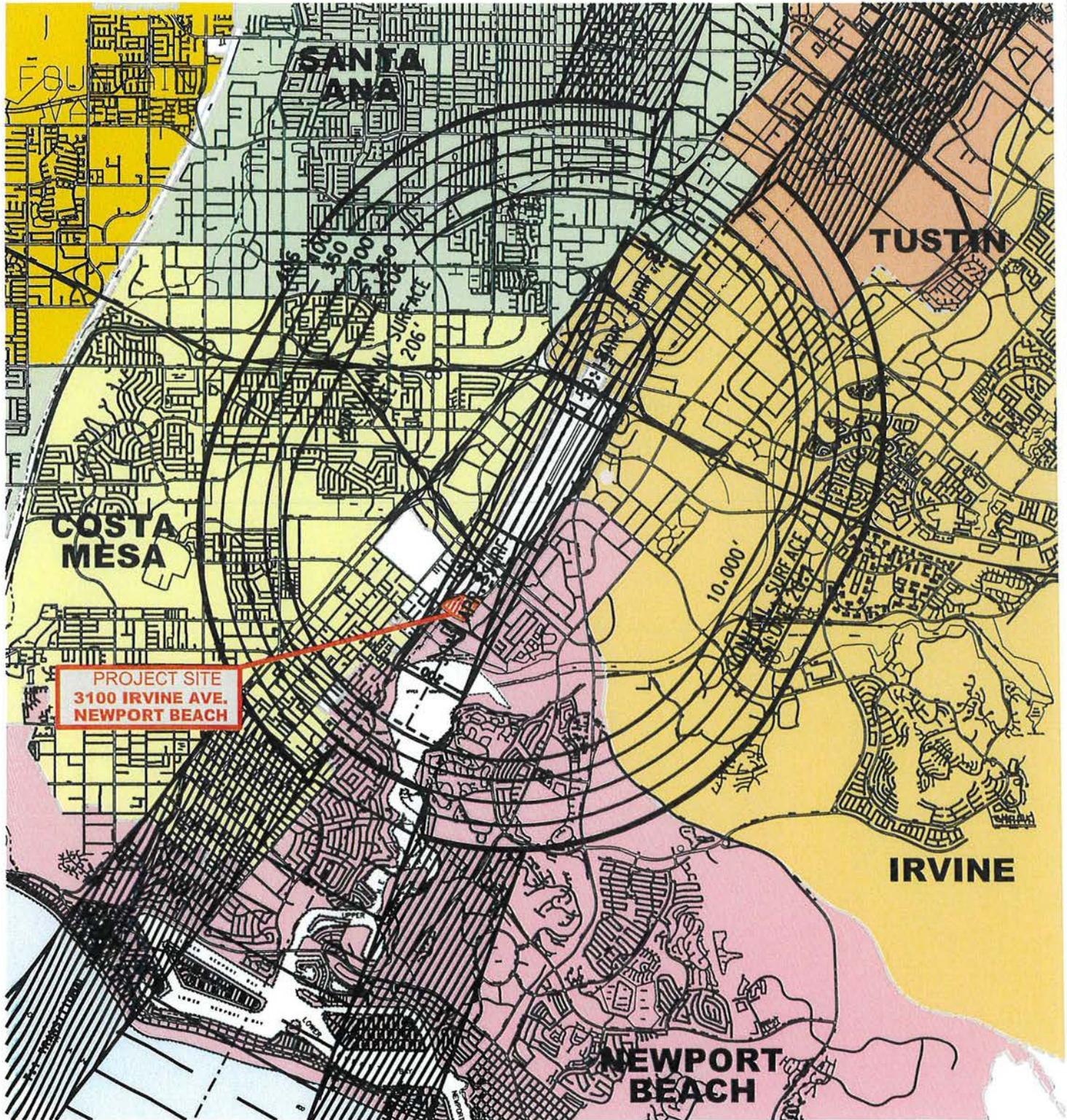
In conclusion, the proposed Project would result in significant overflight impacts and further encroachment of incompatible land uses within the airport environs. We value our ongoing relationship with the City and remain available to discuss the concerns identified in this letter at your convenience. We hope to continue to work collaboratively to ensure land use compatibility surrounding the Airport.

Sincerely,

Signed by:

C47C84A6D9054DE...
Charlene V. Reynolds
Airport Director

Attachments:

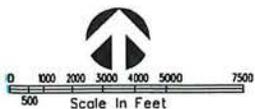
JWA Obstruction Imaginary Surfaces Exhibit
JWA Safety Zones Exhibit
Safety Zone Guidelines from California Airport Land Use Planning Handbook



Note: County Unincorporated areas are shown in white.

FAR PART 77

John Wayne Airport Obstruction Imaginary Surfaces



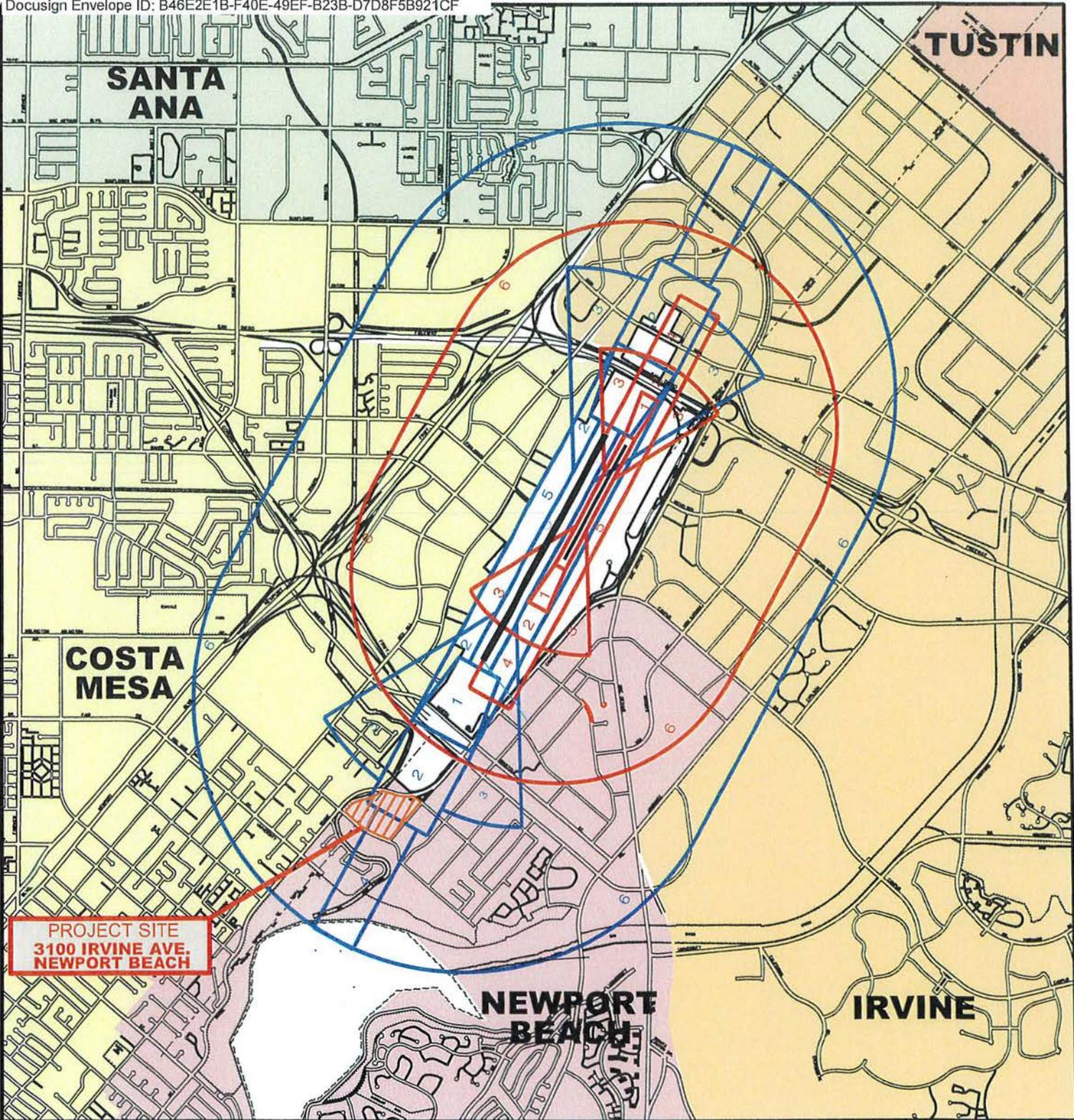
LEGEND

- CITY BOUNDARIES
- AIRPORT BOUNDARIES

CERTIFICATION

Adopted by the Airport Land Use Commission for Orange County

3.19.26 ALUC Item #3 Page 71



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

Adopted by the Airport Land Use Commission for Orange County

Nature of Risk

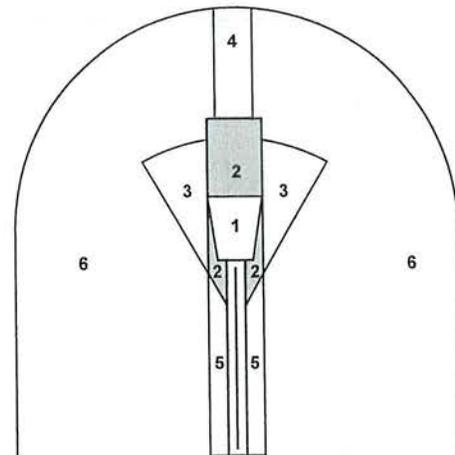
- Normal Maneuvers
 - Aircraft overflying at low altitudes on final approach and straight-out departures
- Altitude
 - Between 200 and 400 feet above runway
- Common Accident Types
 - Arrival: Similar to Zone 1, aircraft under-shooting approaches, forced short landings
 - Departure: Similar to Zone 1,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



FINAL APPROACH

Basic Compatibility Policies

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



Refer to Chapter 3 for dimensions.

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

Note A: Maintain current zoning if less than density criteria for suburban setting.

Note B: Allow infill at up to average intensity of comparable surrounding uses.

FIGURE 4C

Safety Zone 2 – Inner Approach/Departure Zone

Nature of Risk

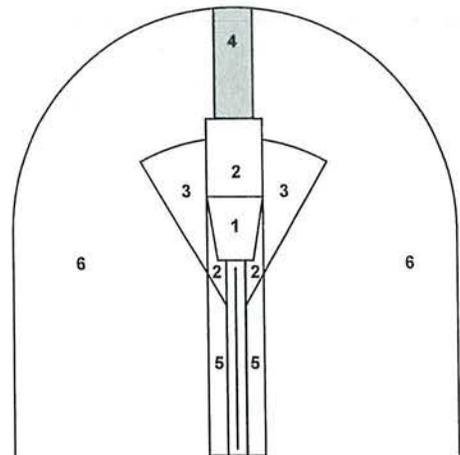
- Normal Maneuvers
 - Approaching aircraft usually at less than traffic pattern altitude. Particularly applicable for busy general aviation runways (because of elongated traffic pattern), runways with straight-in instrument approach procedures, and other runways where straight-in or straight-out flight paths are common
- Altitude
 - Less than 1,000 feet above runway
- Common Accident Types
 - Arrival: Pilot undershoots runway during an instrument approach, aircraft loses engine on approach, forced landing
 - Departure: Mechanical failure on takeoff
- Risk Level
 - Moderate
 - Percentage of near-runway accidents in this zone: 2% - 6%



LONG FINAL

Basic Compatibility Policies

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



Refer to Chapter 3 for dimensions.

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

Note A: Maintain current zoning if less than density criteria for suburban setting.

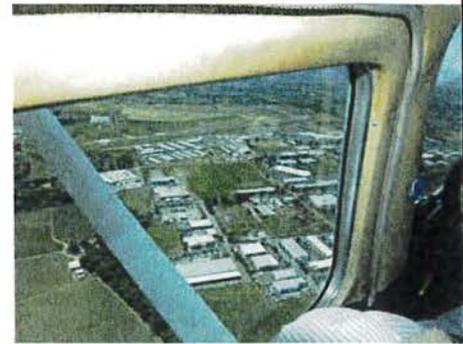
Note B: Allow infill at up average density/intensity of comparable surrounding users.

FIGURE 4E

Safety Zone 4 – Outer Approach/Departure Zone

Nature of Risk

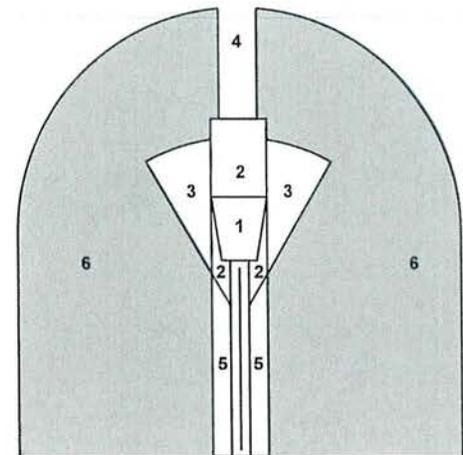
- Normal Maneuvers
 - Aircraft within a regular traffic pattern and pattern entry routes
- Altitude
 - Ranging from 1,000 to 1,500 feet above runway
- Common Accident Types
 - Arrival: Pattern accidents in proximity of airport
 - Departure: Emergency landings
- Risk Level
 - Low
 - Percentage of near-runway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



IN TRAFFIC PATTERN

Basic Compatibility Policies

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



Refer to Chapter 3 for dimensions.

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

Note A: Noise and overflight should be considered.

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

FIGURE 4G

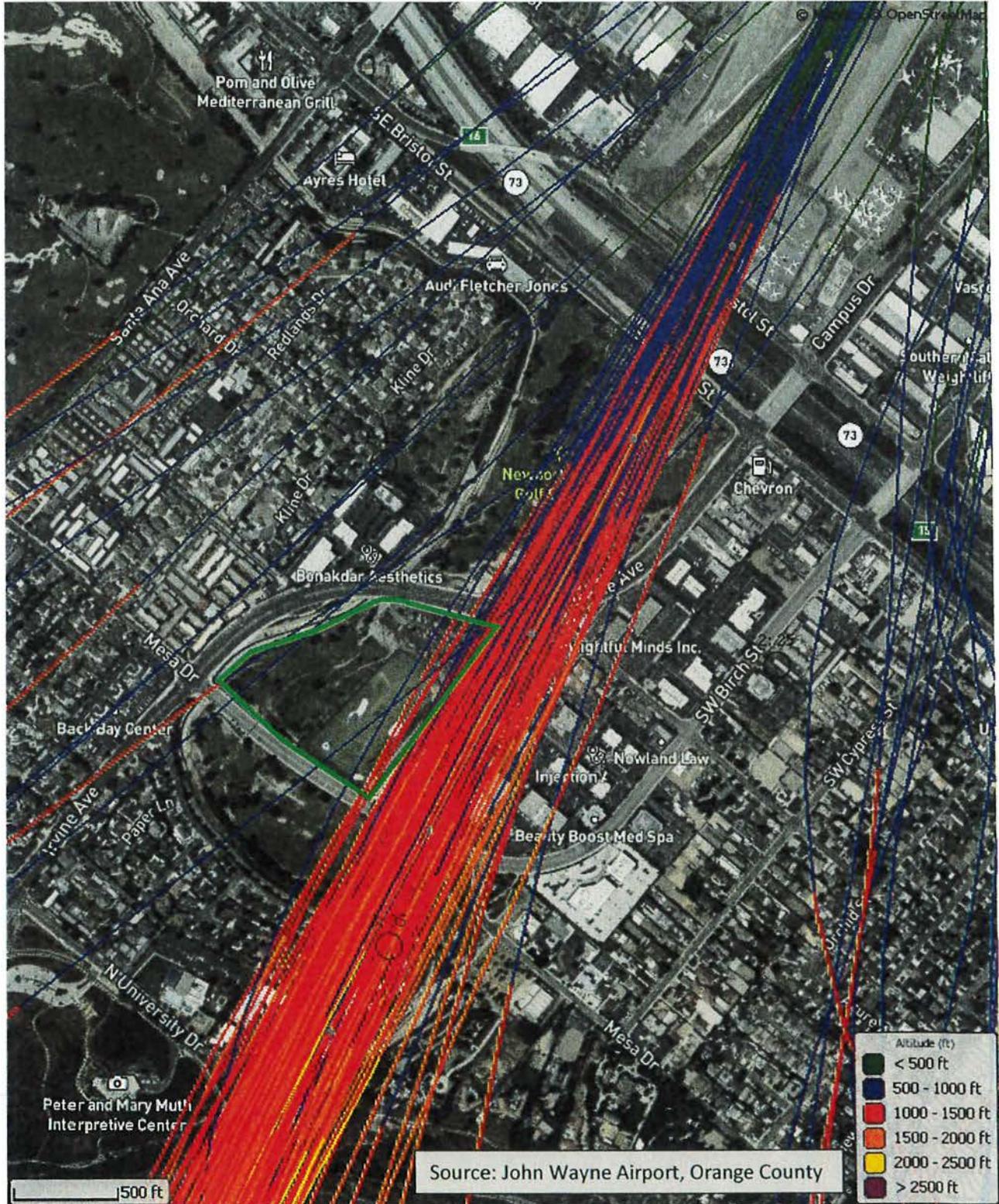
Safety Zone 6 – Traffic Pattern Zone



**JOHN WAYNE
AIRPORT**
ORANGE COUNTY

John Wayne Airport Access & Noise Office

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

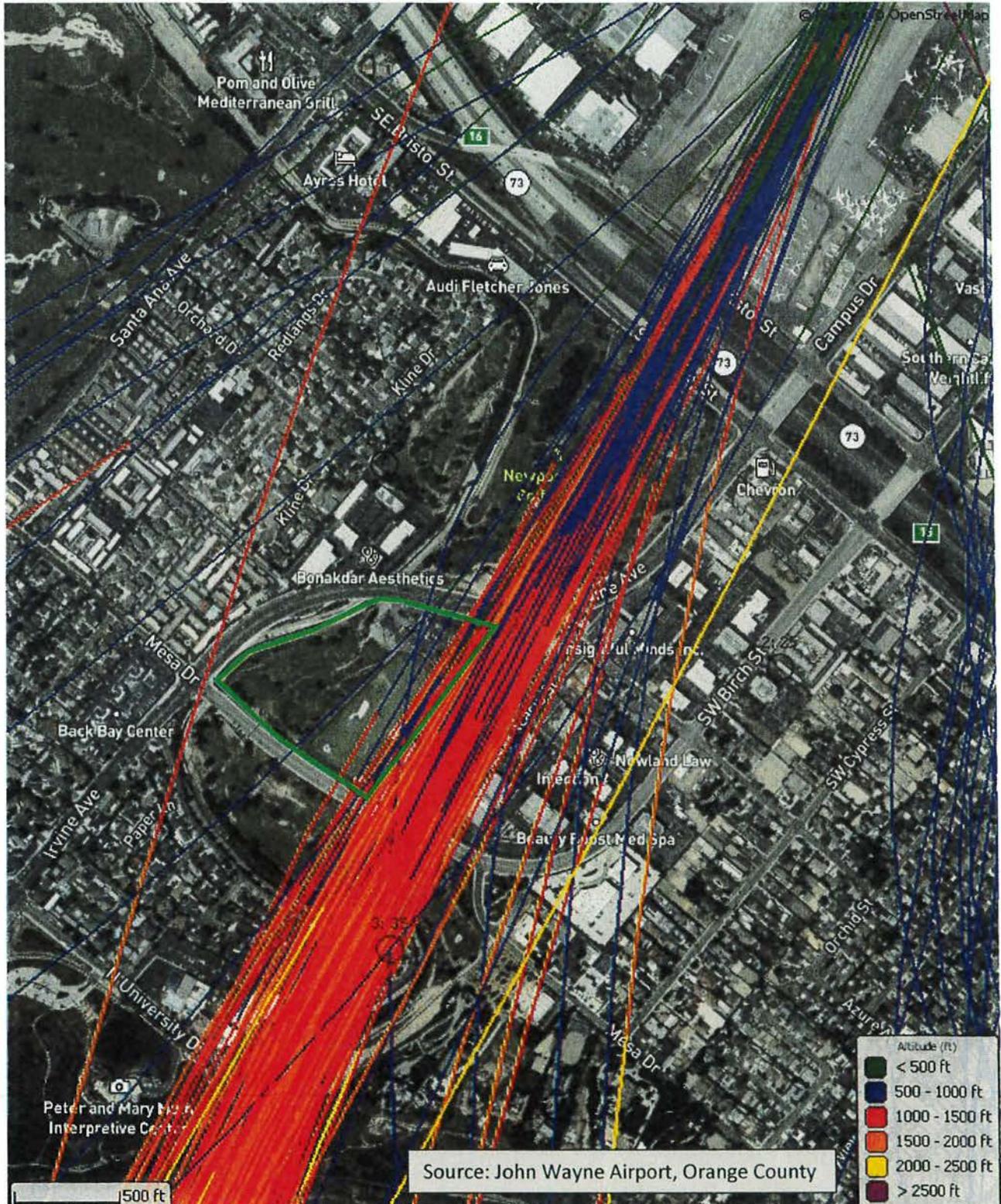


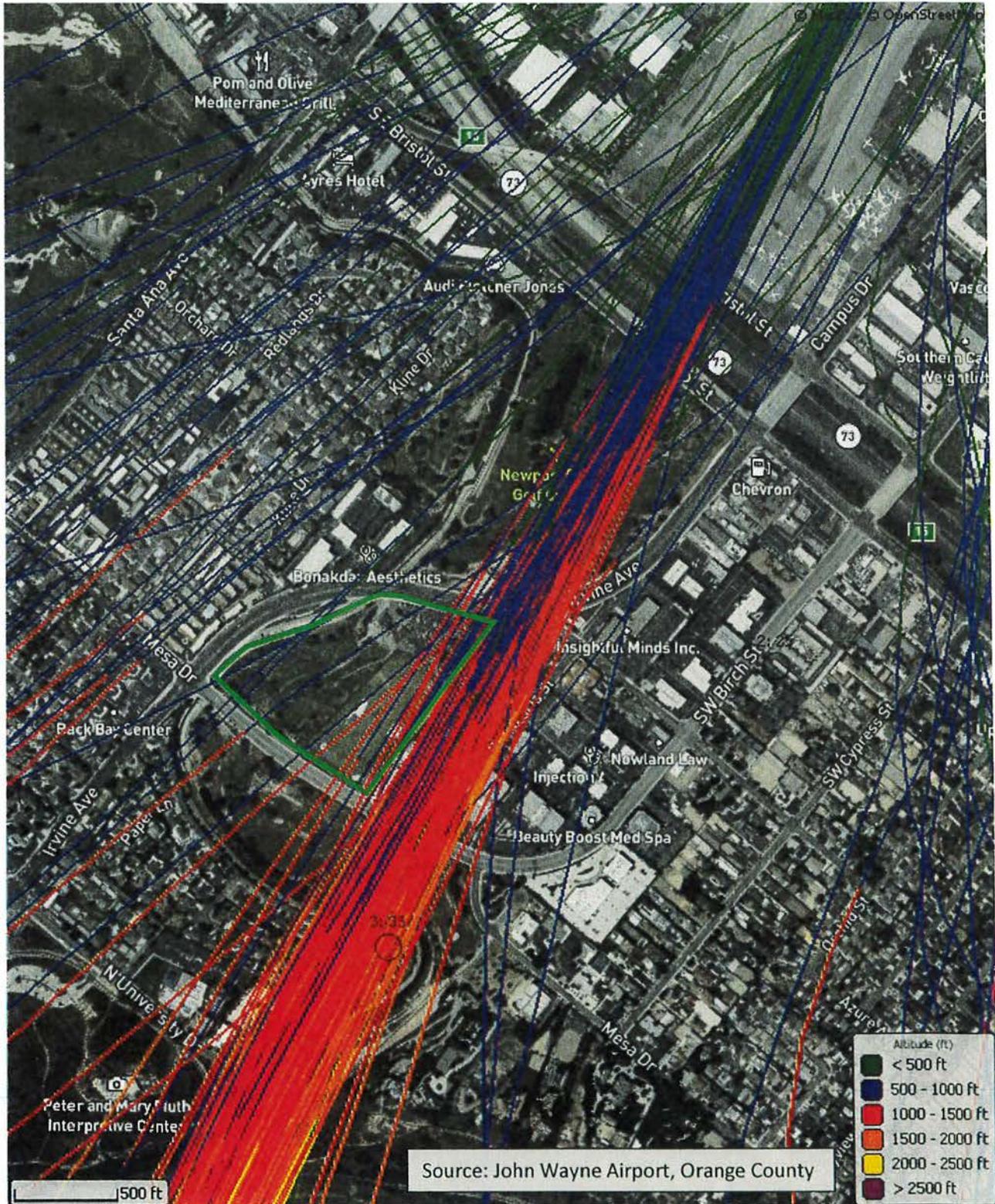


**JOHN WAYNE
AIRPORT
ORANGE COUNTY**

John Wayne Airport Access & Noise Office

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







AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

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

August 15, 2025

Jerry C. Guevara, AICP
Senior Planner
City of Santa Ana
20 Civic Center Plaza
Santa Ana, CA 92702

**Subject: Response to Notice of Intent to Overrule the ALUC's June 19, 2025
Inconsistent Determination for Village Santa Ana Specific Plan**

Dear Mr. Guevara,

We are in receipt of your July 16, 2025 letter notifying the Airport Land Use Commission (ALUC) of the City of Santa Ana's intent to overrule ALUC's June 19, 2025 determination on the proposed Village Santa Ana Specific Plan. In accordance with Section 21676 of the Public Utilities Code, the ALUC submits the following comments addressing the Notice Of Intent (NOI) to Overrule and the draft findings for the above-referenced project. These comments shall be included in the public record of a final decision to overrule the ALUC.

Please be advised that California Public Utilities Code (PUC) Section 21678 states: "With respect to a publicly owned airport that a public agency does not operate, if the public agency pursuant to Section 21676, 21676.5, or 21677 overrules a commission's action or recommendation, the operator of the airport shall be immune from liability for damages to property or personal injury caused by or resulting directly or indirectly from the public agency's decision to overrule the commission's action or recommendation."

Background

On June 19, 2025, the ALUC for Orange County found the proposed Village Santa Ana Specific Plan to be inconsistent with the *Airport Environs Land Use Plan (AELUP) for John Wayne Airport (JWA)* on a 4-0 vote. The inconsistent finding was based on AELUP Sections 2.1.3 and 3.2.1. Section 2.1.3 of the AELUP indicates that a Determination of No Hazard to Air Navigation does not automatically equate to a Consistency determination by the ALUC. Section 3.2.1 states, "within the boundaries of the AELUP, any land use may be found to be inconsistent with the AELUP which ... permits structures of excessive height in areas which would affect adversely the continued operation of the airport; or permits activities or facilities that would affect adversely aeronautical operations." The proposed Village Santa Ana Specific Plan would

allow buildings up to 25 stories and/or 315 feet which would penetrate the Part 77 Horizontal Obstruction Imaginary Surface for JWA.

ALUC has the following additional comments regarding the Draft ALUC Overrule Findings that were attached to the July 16, 2025 letter.

Response to Finding and Fact in Support “a” - Regarding Height:

The City contends that the ALUC lacks evidence of the project’s inconsistency with the AELUP, citing three factors: (1) the proposed zone change would establish a specific plan without defining the exact locations and heights of individual developments; (2) Commissioners and staff relied on outdated information about tall buildings and instrument procedures; and (3) despite the FAA Determinations of No Hazard, the ALUC found the project inconsistent based on an “obstruction” determination. The findings mention an ALUC staff reference to another city during the ALUC meeting, but this inadvertent reference was corrected by staff during the meeting.

The proposed specific plan would allow for buildings with residential uses up to 25 stories and 315 feet in height, which would penetrate the 206 feet Horizontal Surface for JWA regardless of where they are located within the specific plan boundaries. Such structures have potential to adversely impact the continued operation of the airport and other aeronautical operations. The applicant, South Coast Plaza, filed FAA Form 7460-1 notices for eight buildings up to 279 feet tall—below the proposed maximum height of 315 feet. While the FAA issued determinations of no hazard for eight buildings proposed up to 279 feet tall, it also found four buildings to be obstructions under Part 77 standards, exceeding Obstruction Imaginary Surfaces by 26 to 107 feet. Although the project site’s location was incorrectly referred to in the staff presentation to the Commission, the location was accurately described in the written staff report and was promptly corrected during the proceedings.

Response to Fact in Support “b” - Regarding Mitigation Measures:

The City states that during the June 19, 2025 meeting, City staff and the project applicant provided additional information indicating that the City will review projects about the nature of a specific plan, how implementing projects will be reviewed, information on existing high-rises in the vicinity, FAA notification requirements for buildings exceeding 200 feet in height, and that the Final Supplemental Environmental Impact Report (“SEIR”) for the Project would contain a mitigation measure requiring “Notice of Airport in Vicinity,” to be included in all lease/rental agreements and post outdoor signage informing the public of the presence of operating aircraft. The City asserts that these measures would demonstrate further compliance with the AELUP and to minimize potential future noise complaints. The ALUC appreciates the inclusion of these mitigation measures, however the ALUC determination was based on the fact that the proposed specific plan would allow for buildings with residential uses up to 25 stories and above 315 feet in height which would not only be an Obstruction under Part 77 but could pose a public safety issue and impact the operations of the airport and aeronautical operations, by allowing development to enter airspace reserved for air navigation.

Response to Fact in Support "c" - Regarding Noise:

The City states that because the project is located outside of the 60 and 65 dBA CNEL noise contours, and because mitigation measures will be required that the project is consistent with the AELUP. While the ALUC appreciates that the project will not place residents within the 60 and 65 dBA noise contours, noise was not a factor in ALUC's determination of inconsistency.

Response to Fact in Support "d" - Regarding Safety:

The City states that because the project is outside of the Safety Zones and runway protection zone for JWA, and because the City will require FAA Determinations of No Hazard to Air Navigation that the project is consistent with the AELUP. The applicant, South Coast Plaza, filed Notices of Proposed Construction or Alteration (FAA Form 7460-1) for eight buildings in the project area with heights up to 279 feet above ground level, which is less than the proposed maximum height of 315 feet. On September 6, 2004, the FAA issued Determinations of No Hazard to Air Navigation for all thirty-seven 7460-1's submitted for the project. However, FAA determined that four of the buildings would be Obstructions under Part 77 standards and would exceed the Obstruction Surfaces by 26 to 107 feet. In addition, the FAA conditioned that the buildings be marked and/or lighted in accordance with FAA Advisory Circular 70/7460-1 M, Obstruction Marking and Lighting.

Section 3.2.1 of the AELUP states, "within the boundaries of the AELUP, any land use may be found to be inconsistent with the AELUP which ... permits structures of excessive height in areas which would affect adversely the continued operation of the airport; or permits activities or facilities that would affect adversely aeronautical operations." Moreover, a finding of No Hazard to Air Navigation from the FAA does not equate to a consistency determination by the ALUC. The ALUC may find a project inconsistent based on other determinations. The ALUC may also utilize criteria for protecting aircraft traffic patterns at airports which may differ from those contained in Part 77, if evidence of health, welfare, or air safety justify such an action.

Response to Fact in Support "e" - Regarding Height:

The proposed project area is located within the FAA Part 77 Horizontal Obstruction Imaginary Surface for JWA which would be penetrated at 206' above mean sea level (AMSL). The airspace above 206' AMSL is reserved for air navigation. The Specific Plan would allow buildings up to 25 stories and/or 315 feet in height and therefore would penetrate the Horizontal Surface and enter airspace reserved for air navigation.

In Section 2.1.3 of the AELUP for JWA, the Commission has incorporated the standards for height limits for determining obstructions and has incorporated the definitions of "imaginary surfaces" for airports as defined in the FAA Part 77. The "imaginary surfaces" are defined by means of elevations heights and slopes in relation to individual airports, the spaces above which are reserved for air navigation. To ensure the safe operation of aircraft activity at JWA, structures anywhere in the JWA airport planning area should not exceed the applicable elevations defined in Part 77 (Objects Affecting Navigable Air Space).

Response to Fact in Support "f" - Regarding Overflight:

The June 19, 2025, ALUC staff report included flight tracks in relation to the project site on three separate days in March of 2025. The ALUC recommends that the maximum structure heights, including all rooftop equipment and/or architectural details, be reduced to below 206 feet AMSL, in order to protect the airspace reserved for air navigation.

Response to Fact in Support "g" - Regarding Heliports:

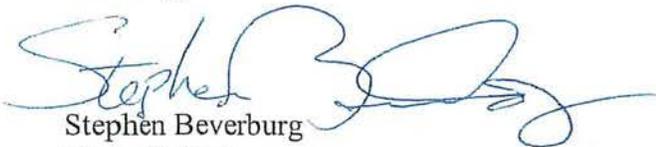
As the City states, heliports were not included as part of this project, therefore heliports were not reviewed by ALUC.

Response to Fact in Support "h" - Regarding Zone Change:

Finding "h" summarizes Findings "a" through "g" and refers to flight tracks and the project being located outside the 60 dBA CNEL noise contour. The inconsistent finding by ALUC was not based on flight tracks and noise contours but was based on the fact that the proposed Village Santa Ana Specific Plan would allow buildings to penetrate the Part 77 Horizontal Surface for JWA and enter airspace reserved for air navigation.

We urge the City Council to take ALUC's concerns into consideration in its deliberations prior to deciding whether to overrule ALUC. Thank you for the opportunity to provide these comments.

Sincerely,


Stephen Beverburg
Vice-Chairman

Attachment: Santa Ana NOI to Overrule ALUC letter dated July 16, 2025

cc: Members of the Airport Land Use Commission for Orange County
Vincent Ray, Caltrans/Division of Aeronautics

California Department of Transportation

DIVISION OF AERONAUTICS - M.S. #40
1120 N STREET
P. O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE (916) 654-4959
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www.dot.ca.gov



August 12, 2025

Mr. Jerry C. Guevara
Senior Planner
City of Santa Ana
20 Civic Center Plaza
Santa Ana, California 92702

Electronically Sent: jguevara@santa-ana.org

Dear Mr. Guevara:

The California Department of Transportation, Division of Aeronautics (Caltrans), supports cities, counties, and Airport Land Use Commissions (ALUCs) in developing land use policies that promote public health, safety, and welfare near airports.

On July 16, 2025, Caltrans received the City of Santa Ana's draft Resolution No. 2025-xx, which declared the City's intent to overrule the Orange County ALUC inconsistency determination for the proposed Village Santa Ana Specific Plan (Project) with the Airport Environs Land Use Plan (AELUP) for John Wayne Airport (JWA). We appreciate the opportunity to provide input on the City's proposed overrule.

Caltrans has reviewed the City's Findings included in the July 16, 2025 submittal, along with the ALUC Staff Report and Inconsistency Determination Letter, both dated June 19, 2025. Based on this review, Caltrans has determined that the that the City's Findings do not provide sufficient justification to support the proposed overrule.

Specifically, Caltrans disagrees with the following statement in the Findings: "The residential and commercial land uses under the proposed Project are consistent with the height standards of the AELUP."

The proposed building heights within the Project penetrate the FAA Part 77 Horizontal Surface for JWA by up to 107 feet, as outlined in the ALUC Staff Report. The AELUP for JWA, consistent with Section 2.1.3 in the AELUP, states that an FAA No Hazard determination does not automatically equate to an ALUC finding of consistency. The allowance of structures that exceed the 100:1 notification surface undermines the intent of the AELUP to protect navigable airspace and ensure compatibility with airport operations.

Mr. Guevara, Senior Planner
August 12, 2025
Page 2

Public Utilities Code (PUC) Section 21675.1(f) states: "If a city or county overrules the commission... with respect to a publicly owned airport that the city or county does not operate, the operator of the airport is not liable for damages to property or personal injury resulting from the city's or county's decision to proceed with the action, regulation, or permit."

Pursuant to PUC Section 21676(a), please include this letter, along with the ALUC's comments in the public record of any decision to overrule the ALUC. If you have questions or we may be of further assistance, please contact me at vincent.ray@dot.ca.gov.

Sincerely,

Vincent Ray
Aviation Planner
Caltrans Division of Aeronautics

c: Julie Fitch, Executive Director, ALUC Orange County, jfitch@ocair.com



AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

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

August 11, 2025

Alexa Smittle, Community Development Director/
Interim Assistant City Manager
City of Seal Beach
211 Eighth Street,
Seal Beach, CA 90740

Subject: ALUC Determination for Seal Beach Request for Consistency Determination of Revised Housing Element Update 2021-2029 and Associated Changes to the Zoning Code and Main Street Specific Plan

Dear Ms. Smittle,

During the public meeting held on August 7, 2025, the Airport Land Use Commission (ALUC) for Orange County considered the subject item. The matter was duly discussed and with a 5-0 vote, the Commission found the Seal Beach Request for Consistency Determination of Revised Housing Element Update 2021-2029 and Associated Changes to the Zoning Code and Main Street Specific Plan to be Inconsistent with the *Airport Environs Land Use Plan for Joint Forces Training Base Los Alamitos (AELUP for JFTB)*

Please contact me at AMailbox@ocair.com or (949) 252-5170 if you have any questions regarding this proceeding. Thank you!

Sincerely,

 - for Julie Fitch, Executive officer

Kristal Carr
Recording Secretary

cc: ALUC Commissioners



AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

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

August 11, 2025

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

Subject: ALUC Determination for Newport Beach Snug Harbor Surf Park at 3100 Irvine Avenue (General Plan Amendment)

Dear Ms. Perez,

During the public meeting held on August 8, 2025, the Airport Land Use Commission (ALUC) for Orange County considered the subject item. The matter was duly discussed and with a 5-1 vote, the Commission found the Newport Beach Snug Harbor Surf Park at 3100 Irvine Avenue (General Plan Amendment) to be Inconsistent with *Airport Environs Land Use Plan for John Wayne Airport (AELUP for JWA)*.

Please contact me at AMailbox@ocair.com or (949) 252-5170 if you have any questions regarding this proceeding. Thank you!

Sincerely,

 - for Julie Fitch, Executive Officer

Kristal Carr
Recording Secretary

cc: ALUC Commissioners