



# AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

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

## AGENDA ITEM 3

May 21, 2026

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

---

The following attachments are provided for your information:

- John Wayne Airport Monthly Statistics March 2026
- City of Newport Beach Notice Of Intent to Overrule ALUC - Amendment to Newport Place Planned Community Development Plan (PC-11) – May 13, 2026
- ALUC comment letter to the Santa Ana Planning Commission regarding Conditional Use Permit for Property Located at 200 East Sandpointe Ave. – May 11, 2026
- ALUC Referral Notice to City of Buena Park regarding General Plan Map Amendment and Zone Map Amendment to allow for a 281-Unit, Three and Four-Story Semi-Attached Residential Development at 5600 Beach Boulevard - April 29, 2026
- City of Newport Beach Notice Of Intent to Overrule ALUC on Comprehensive General Plan Update (PA2022-080) – April 29, 2026
- ALUC Determination Letter to City of Newport Beach – Newport Place Planned Community (PC-11) Development Plan Amendment related to Affordable Housing Percentage in Residential Overlay (PA2025-0196) – April 17, 2026

# John Wayne Airport Posts March 2026 Statistics

April 29, 2026

**(SANTA ANA, CA)** - Airline passenger traffic at John Wayne Airport increased in March 2026 compared to March 2025. In March 2026, the Airport served 965,761 passengers, an increase of 3.9% when compared with the March 2025 passenger traffic count of 929,391.

Commercial aircraft operations in March 2026 of 8,016 increased 1.3% and commuter aircraft operations of 716 increased 12.1% when comparing with 2025 levels.

Total aircraft operations increased in March 2026 as compared with the same month in 2025. In March 2026, there were 35,348 total aircraft operations (takeoffs and landings) a 43.5% increase compared to 24,637 total aircraft operations in March 2025.

General aviation activity of 26,570 accounted for 75.2% of the total aircraft operations during March 2026 and increased 65.3% compared with March 2025.

The top three airlines in March 2026 based on passenger count were Southwest Airlines (266,279), American Airlines (174,269), and United Airlines (150,744).

John Wayne Airport  
Monthly Airport Statistics - March 2026

	March 2026	March 2025	% Change	Year-To-Date 2026	Year-To-Date 2025	% Change
<b>Total passengers</b>	965,761	929,391	3.9%	2,637,483	2,527,636	4.3%
Enplaned passengers	485,628	465,800	4.3%	1,317,174	1,264,012	4.2%
Deplaned passengers	480,133	463,591	3.6%	1,320,309	1,263,624	4.5%
<b>Total Aircraft Operations</b>	35,348	24,637	43.5%	98,680	70,636	39.7%
General Aviation	26,570	16,069	65.3%	73,857	46,673	58.2%
Commercial	8,016	7,916	1.3%	22,559	22,151	1.8%
Commuter <sup>1</sup>	716	639	12.1%	2,173	1,765	23.1%
Military	46	13	253.8%	91	47	93.6%
<b>Air Cargo Tons <sup>2</sup></b>	1,113	1,186	-6.2%	3,654	3,783	-3.4%
<b>International Statistics <sup>3</sup></b>	(included in totals above)					
	March 2026	March 2025	% Change	Year-To-Date 2026	Year-To-Date 2025	% Change
<b>Total Passengers</b>	18,566	28,107	-33.9%	57,476	74,907	-23.3%
Enplaned passengers	9,749	14,220	-31.4%	28,751	37,836	-24.0%
Deplaned passengers	8,817	13,887	-36.5%	28,725	37,071	-22.5%
<b>Total Aircraft Operations</b>	173	250	-30.8%	519	662	-21.6%

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:	1,036 tons
Passenger Carriers (incidental belly cargo):	77 tons
Current cargo tonnage figures in this report are for:	February 2026

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](http://www.ocair.com). Like us on [facebook.com/johnwaynearairport](https://facebook.com/johnwaynearairport), or follow us on [X \(formerly Twitter\) @johnwaynear](#) and [Instagram @johnwaynear](#).

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



**CITY OF NEWPORT BEACH**

100 Civic Center Drive  
Newport Beach, California 92660

949 644-3200

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

May 13, 2026

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

SENT VIA CERTIFIED MAIL AND ELECTRONIC MAIL TO [AMAILBOX@OCAIR.COM](mailto:AMAILBOX@OCAIR.COM)

Subject: Amendment to Newport Place Planned Community Development Plan (PC-11) - Notice of Intent to Overrule the Orange County Airport Land Use Commission (PA2025-0196)

Dear Ms. Fitch:

On May 12, 2026, the City Council of the City of Newport Beach adopted Resolution No. 2026-27 (attached) to notify the Orange County Airport Land Use Commission (ALUC) and the State Department of Transportation, Aeronautics Program of the City's intent to overrule the ALUC's determination that the Amendment to PC11 Related to the Minimum Percentage of Inclusionary For-Sale Housing within the Residential Overlay is inconsistent with the Airport Environs Land Use Plan for the John Wayne Airport. The attached resolution 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, the ALUC may provide comments to the City and send to:

Rosalinh Ung, Principal 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 [rune@newportbeachca.gov](mailto:rung@newportbeachca.gov) or 949-644-3208.

Sincerely,



Rosalinh Ung  
Principal Planner

Attachment: Resolution No. 2026-27

**RESOLUTION NO. 2026-27**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NEWPORT BEACH, CALIFORNIA, NOTIFYING THE ORANGE COUNTY AIRPORT LAND USE COMMISSION AND STATE DEPARTMENT OF TRANSPORTATION, AERONAUTICS PROGRAM OF THE CITY'S INTENTION TO FIND THAT AN AMENDMENT TO THE NEWPORT PLACE PLANNED COMMUNITY DEVELOPMENT PLAN (PC-11) TO REVISE THE MINIMUM INCLUSIONARY FOR-SALE HOUSING PERCENTAGE REQUIRED WITHIN THE RESIDENTIAL OVERLAY IS CONSISTENT WITH THE PURPOSES OF THE STATE AERONAUTICS ACT AND OVERRULE THE ORANGE COUNTY AIRPORT LAND USE COMMISSION'S DETERMINATION THAT THE AMENDMENT IS INCONSISTENT WITH THE 2008 JOHN WAYNE AIRPORT ENVIRONS LAND USE PLAN (PA2025-0196)**

**WHEREAS**, Section 200 of the City Charter, of the City of Newport Beach ("City"), 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**, Newport Place is a Planned Community ("PC-11") in the Airport Area, generally bounded by MacArthur Boulevard, Jamboree Road, Birch Street and Bristol Street North, and originally designed in the early 1970s with clusters of office parks and industrial uses;

**WHEREAS**, on July 24, 2012, the City Council adopted Ordinance No. 2012-14, amending the PC-11 to create the Residential Overlay ("Overlay") which was necessary to secure certification of the 4th Cycle Housing Element as it had a greater potential to accommodate the City's Regional Housing Needs Assessment ("RHNA");

**WHEREAS**, the amendment to PC-11 included use and development standards for multi-unit residential projects including a requirement that 30% of the units in a residential development be affordable to lower-income households for a minimum of 30 years;

**WHEREAS**, on September 13, 2022, the City adopted Resolution No. 2022-60, approving the 6th Cycle Housing Element for the 2021-2029 period, which was subsequently certified by the State Department of Housing and Community Development (“HCD”) on October 5, 2022;

**WHEREAS**, the Airport Area Environs (“Airport Area”) is one of the five focus areas where new housing opportunity sites are identified to satisfy the RHNA allocation of 4,845 new housing units;

**WHEREAS**, at least 2,577 housing units are planned for the Airport Area, which comprises approximately 25% of the City’s planned housing capacity;

**WHEREAS**, on July 25, 2023, the City adopted Ordinance No. 2023-13, reducing the minimum inclusionary housing requirement of the Overlay from 30% to 15% for both for-sale and rental housing developments;

**WHEREAS**, the reduction in inclusionary requirement was necessary to mitigate potential governmental constraints and facilitate construction of market-rate housing and affordability for all income groups;

**WHEREAS**, on April 9, 2024, the City Council approved the necessary land use entitlements for the development of a 67-unit condominium project, the Residences at 1401 Quail Street, by Intracorp Homes (PA2023-0040) which is within the Overlay;

**WHEREAS**, the Intracorp Homes project is located within the Overlay and includes the 15% inclusionary requirement;

**WHEREAS**, Intracorp Homes has since requested that the City consider lowering the required inclusionary percentage for for-sale housing, as the approved project is no longer financially feasible;

**WHEREAS**, on September 24, 2024, the City adopted Resolution No. 2024-73, amending portions of Section 3 and 4 of the 6th Cycle Housing Element;

**WHEREAS**, on November 4, 2025, the City adopted Resolution No. 2025-77, initiating an amendment to PC-11 to lower the minimum percentage of inclusionary for-sale housing within the Overlay (“Amendment”), in accordance with Section 20.56.050(E) (Development Plan Amendments) and Section 20.56.050(B) (Development Plan) of the Newport Beach Municipal Code (“NBMC”);

**WHEREAS**, a public hearing was held by the Planning Commission on March 19, 2026, in the City Council Chambers located at 100 Civic Center Drive, Newport Beach. A notice of time, place and purpose of the public hearing was given in accordance with Government Code Section 54950 *et seq.* ("Ralph M. Brown Act") and Chapter 20.62 (Public Hearings) of the NBMC. Evidence, both written and oral, was presented to, and considered by, the Planning Commission at this public hearing;

**WHEREAS**, at the hearing, the Planning Commission adopted Resolution No. PC2026-009 (4 ayes, 1 recusal, 2 absent), recommending the City Council approve the Amendment to reduce the minimum inclusionary for-sale housing percentage within the Overlay from 15% to 6% for lower-income households (i.e., very-low and low) and 8% for moderate-income households;

**WHEREAS**, California Public Utilities Code ("CPUC") Section 21676(b) requires the City to refer the Amendment to the Orange County Airport Land Use Commission ("ALUC") to review for consistency with the 2008 John Wayne Airport Environs Land Use Plan ("AELUP");

**WHEREAS**, on April 16, 2026, the ALUC determined (5 ayes, 1 vacancy, 1 absent) the Amendment is inconsistent with the following provisions of the AELUP:

- a. Section 2.1.1 (Aircraft Noise), which provides that the "aircraft noise emanating from airports may be incompatible with general welfare of the inhabitants within the vicinity of an airport";
- b. Section 2.1.2 (Safety Compatibility Zones), which provides 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";
- c. Section 2.1.4 (Air Transportation) and CPUC Section 21674, which state 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) "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 provides that “Within the boundaries of the AELUP, any land use may be found to be Inconsistent with the AELUP which places people so that they are affected adversely by aircraft noise”;

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

**WHEREAS**, the City Council held a public hearing on May 12, 2026, in the City Council Chambers, located at 100 Civic Center Drive, Newport Beach, California. A notice of time, place, and purpose of the hearing was given in accordance with CPUC Section 21676(b) and the Ralph M. Brown Act. Evidence, both written and oral, was presented to, and considered by, the City Council at this hearing.

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

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

#### Finding Facts in Support of Findings

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

The AELUP guides development proposals to provide for the orderly development of John Wayne Airport (“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 are 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.

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 60 dBA to 65 dBA CNEL noise contour (Noise Impact Zone 2) as "Moderate Noise Impact." Section 3, Table 1 (Limitations on Land Use Due to Noise) of the AELUP identifies residential uses as "normally consistent" for the 60 dBA CNEL noise contour. The Overlay is located within the 60 dBA and 65 dBA CNEL noise contours as shown on the City's updated noise contour maps as part of the 6th Cycle Housing Element Implementation Noise - Related Amendments and the 60 dBA and 65 dBA noise contours as shown on the AELUP. As currently set forth in the Overlay, residential development shall be limited to parcels wholly or partially outside the 65 dBA CNEL noise contour, unless and until the City determines, based on substantial evidence, that the sites wholly within the 65 dBA contour area are needed for the City to satisfy its 6th Cycle RHNA mandate and shall be required to comply with the development standards set forth in Section 20.30.080(F) (Residential Use Proximate to John Wayne Airport) of the NBMC.

*B. The Amendment is consistent with the safety standards of the AELUP.*

Section 2.1.2 (Safety Compatibility Zones) of the AELUP sets forth zones depicting which land uses are acceptable in various portions of JWA environs. Allowed uses in Safety Zone 6 include residential and most nonresidential uses, except outdoor stadiums and similar uses with very high intensities. Uses that should be avoided include children's schools, large day-care centers, hospitals, and nursing homes. Risk factors associated with Safety Zone 6 generally include a low likelihood of accident occurrence.

The Overlay is located within Safety Zone 6 and residential uses are allowed in this zone. The City's General Plan Safety Element Policy S 8.6 (John Wayne Airport Traffic Pattern Zone) demonstrates that the City acknowledges the importance of the JWA Safety Zones: *"Use the most currently available John Wayne Airport (JWA) Airport Environs Land Use Plan (AELUP) as a planning resource for evaluation of land use compatibility and land use intensity in areas affected by JWA operations. In particular, future land use decisions within the existing JWA Clear Zone/ Runway Protection Zone (Figure S5) should be evaluated to minimize the risk to life and property associated with aircraft operations."*

The Amendment complies with the policies and regulations within the JWA Airport Planning Area and follows the safety standards of the AELUP as it is located within Safety Zone 6 and is not within the JWA Clear Zone/ Runway Protection Zone.

*C. The Amendment is consistent with the purpose and intent of the AELUP and will not result in incompatible land uses adjacent to JWA.*

The standards and policies set forth in AELUP Sections 2 and 3 were adopted to prevent the creation of new noise and safety problems and are also included in PC-11. The Amendment seeks to revise the minimum affordability housing percentage for for-sale residential development within the Overlay, from 15% to 6% for lower-income households (i.e., very-low and low) and 8% for moderate-income households. No other changes are proposed.

**Section 2:** Based on the foregoing finds, the City Council proposes to overrule the ALUC's determination that the Amendment is inconsistent with the AELUP.

**Section 3:** The City Council hereby directs City staff to provide the ALUC and State Department of Transportation, Aeronautics Program, with notice of the City's proposal to overrule the ALUC's determination of inconsistency for the Amendment.

**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 City's proposal to overrule the ALUC's determination and does not commit the City to approve the Amendment. The Amendment will be independently reviewed and evaluated pursuant to CEQA.

**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 12th day of May, 2026.



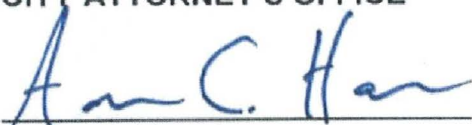
\_\_\_\_\_  
Lauren Kleiman  
Mayor

**ATTEST:**



\_\_\_\_\_  
Lena Shumway  
City Clerk

**APPROVED AS TO FORM:  
CITY ATTORNEY'S OFFICE**



\_\_\_\_\_  
Aaron C. Harp  
City Attorney

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

I, Lena Shumway, 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 No. 2026-27 was duly adopted by the City Council of said City at a regular meeting held on the 12th day of May, 2026, by the following vote, to wit:

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

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed the official seal of said City this 13th day of May, 2026.



A handwritten signature in cursive script that reads "Lena Shumway". The signature is written over a horizontal line.

Lena Shumway  
City Clerk  
City of Newport Beach, California



# AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

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

May 11, 2026

Planning Commission  
c/o Gema Zapien, Recording Secretary  
City of Santa Ana  
20 Civic Center Plaza – M20  
Santa Ana, CA 92701

*Delivered via email: [PBaeComments@santa-ana.org](mailto:PBaeComments@santa-ana.org)*

**Subject: Item #3 – Conditional Use Permit for 2025-16 for Property Located at 200 East Sandpointe Avenue**

To: Members of the Planning Commission:

Thank you for the opportunity to provide comments on the proposed 200 East Sandpointe Avenue Project (“Project”). These comments are provided in the context of the Airport Land Use Commission’s Airport Environs Land Use Plan for John Wayne Airport (*AELUP for JWA*).

The proposed 5.37-acre Project site is located at 200 East Sandpointe Avenue in the Hutton Centre/Sandpointe area of the City of Santa Ana. The Project would redevelop the existing site with two five-story apartment buildings containing 401 residential units, approximately 13,887 square feet of ground-floor retail, leasing/mail service space, amenity space, outdoor courtyards, a dog park, and a rooftop amenity deck with a pool, club room, and fitness room. The Project would have a proposed residential density of approximately 74.7 dwelling units per acre.

The Project falls within the Airport Planning Area/Notification Area for JWA and is located within Safety Zone 6 for JWA. The City’s General Plan Figure S-4 correctly identifies Safety Zone 6 as the Traffic Pattern Zone and states that airport safety zones are used by the City and ALUC to evaluate potential development, particularly land use and building height, to ensure the continued safe operation of the airport. According to the 2011 California Airport Land Use Planning Handbook, Safety Zone 6 is the Traffic Pattern Zone. Residential uses are normally allowed in Safety Zone 6; however, noise and overflight should be considered.

The Project’s CEQA Guidelines - Section 15183 Consistency Memorandum states that the Project would be within the scope of the City of Santa Ana General Plan Update

Final Recirculated Program Environmental Impact Report, certified in 2022. The memorandum also states that the Project is consistent with the City’s General Plan and zoning because the

District Center designation allows up to 90 dwelling units per acre and the Project proposes approximately 74.7 dwelling units per acre. On October 15, 2020, the ALUC found the City's General Plan Update, *Golden City Beyond (2045)*, inconsistent with the *AELUP for JWA* per Sections 1.2, 2.1.4, and 3.2.1, and Public Utilities Code Section 21674. The Commission's inconsistency finding, which was overruled by the City on April 19, 2022, was based on airport compatibility concerns related to residential development within the JWA flight corridor and potential Part 77 height conflicts.

The Consistency Memorandum acknowledges that RR HAZ-7 requires development to be designed and constructed in accordance with the *AELUP for JWA*. In moving forward with this project, please consider the following:

1. JWA Safety Zone 6 compatibility, including the proposed residential density, outdoor courtyards, rooftop amenity deck/pool area, and ground-floor commercial uses;
2. Providing airport-in-vicinity disclosures for future residents and tenants;
3. Ensuring that maximum building height, including rooftop equipment, architectural features, lighting, signage, and temporary construction cranes will not penetrate the Part 77 Obstruction Imaginary Surfaces; and
4. Requiring that a Form 7460-1 notification is required for any temporary or permanent Project component, prior to issuing permits.

If the Project, or revisions to the Project, require a General Plan Amendment, Specific Plan Amendment, or zoning amendment, the Project should be submitted to the ALUC for review prior to final approval.

Please contact August McNab at (949) 252-5170 or at [alucinfo@ocair.com](mailto:alucinfo@ocair.com) if you would like more information. Thank you!

Sincerely,

DocuSigned by:  
  
9A52604B4060425...  
Julie Fitch  
Executive Officer



# AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

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

April 29, 2026

Ian McAleese, Senior Planner  
City of Buena Park  
6650 Beach Boulevard  
Buena Park, CA 90621

Subject: City of Buena Park General Plan Map Amendment and Zone Map Amendment to Allow for a 281-Unit Four- and Three-Story Semi-Attached Residential Development at a Property Located at 5600 Beach Boulevard, Buena Park, California

Dear Mr. McAleese:

This is to confirm that Airport Land Use Commission (ALUC) staff received your General Plan Map Amendment and Zone Map Amendment to Allow for a 281-Unit Four- and Three-Story Semi-Attached Residential Development submittal for a consistency determination. Your April 22, 2026, submittal is deemed complete and will be scheduled for the May 21, 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 this item will be provided to you prior to the Commission meeting. You may contact us at (949) 252-5170 or at [alucinfo@ocair.com](mailto:alucinfo@ocair.com) if you have any questions. Thank you!

Sincerely,

Julie Fitch, AICP  
Executive Officer



**CITY OF NEWPORT BEACH**

100 Civic Center Drive  
Newport Beach, California 92660

949 644-3200

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

April 29, 2026

Julie Fitch, 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:** City of Newport Beach Comprehensive General Plan Update (PA2022-080) – Notice of Intent to Overrule the Orange County Airport Land Use Commission

Dear Ms. Fitch:

On April 28, 2026, the City of Newport Beach (City) City Council adopted Resolution No. 2026-25 (attached) to notify the Orange County Airport Land Use Commission (ALUC) and Aeronautics Program, Division of Transportation Planning at Caltrans of the City's intent to overrule the Orange County Airport Land Use Commission's determination that the City's Comprehensive General Plan Update is inconsistent with the Airport Environs Land Use Plan for the John Wayne Airport. Resolution No. 2026-25 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 and send to:

Benjamin M. Zdeba, Acting Deputy Community Development Director  
City of Newport Beach  
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 [bzdeba@newportbeachca.gov](mailto:bzdeba@newportbeachca.gov) or 949-644-3253.

Sincerely,

Benjamin M. Zdeba, AICP  
Acting Deputy Community Development Director

Attachment: Resolution No. 2026-25

**RESOLUTION NO. 2026-25**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NEWPORT BEACH, CALIFORNIA, NOTIFYING THE ORANGE COUNTY AIRPORT LAND USE COMMISSION AND STATE DEPARTMENT OF TRANSPORTATION, AERONAUTICS PROGRAM OF THE CITY'S INTENTION TO FIND THAT THE COMPREHENSIVE GENERAL PLAN UPDATE IS CONSISTENT WITH THE 2008 JOHN WAYNE AIRPORT ENVIRONS LAND USE PLAN (PA2022-080)**

**WHEREAS**, Section 200 of the City Charter, of the City of Newport Beach ("City"), 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 ("State");

**WHEREAS**, the last comprehensive update of the City's General Plan ("General Plan") occurred in 2006;

**WHEREAS**, the City Council adopted Resolution No. 2019-7 on January 22, 2019 (subsequently amended pursuant to Resolution No. 2019-20), establishing the General Plan Update Steering Committee ("Original GPUSC") and initiating a comprehensive review and update of the General Plan;

**WHEREAS**, subsequent to the initiation, it became clear the 6<sup>th</sup> Cycle Regional Housing Needs Assessment ("RHNA") allocation for the City would be unprecedentedly high and, as such, the City Council directed City staff to focus on preparing the 6<sup>th</sup> Cycle Housing Element for the 2021-2029 planning period ("Housing Element") and updating the Land Use Element and Circulation Element;

**WHEREAS**, therefore, the City Council dissolved the Original GPUSC and established the Housing Element Update Advisory Committee ("HEUAC") pursuant to Resolution No. 2020-6 on January 14, 2020;

**WHEREAS**, on January 25, 2022, the City Council adopted Resolution No. 2022-2, reestablishing the General Plan Update Steering Committee, which was subsequently amended pursuant to Resolution No. 2025-3 ("GPUSC"), to assist the City in reviewing and updating the General Plan ("General Plan Update");

**WHEREAS**, on September 13, 2022, the City Council adopted Resolution No. 2022-59, establishing the General Plan Advisory Committee (“GPAC”), comprised of up to 30 community members to review and provide guidance on policy changes associated with the General Plan Update;

**WHEREAS**, the Housing Element was certified as statutorily compliant with State law by the California Department of Housing and Community Development (“HCD”) on October 5, 2022;

**WHEREAS**, the City Council adopted amendments to the Noise and Land Use Elements of the General Plan that were necessary to implement the Housing Element pursuant to Resolution Nos. 2023-74 and 2024-51;

**WHEREAS**, additionally, City staff began working on the comprehensive General Plan Update;

**WHEREAS**, the draft General Plan Update evolved over the course of a combined 100 meetings between the GPUSC, GPAC, and the GPAC’s various subcommittees, and includes input from hundreds of community members;

**WHEREAS**, the draft General Plan Update incorporates amendments to the Arts & Culture, Harbor, Bay, and Beaches, Historical Resources, Land Use, Natural Resources, Noise, Recreation, and Safety Elements;

**WHEREAS**, the GPUSC and GPAC held a special joint meeting on December 3, 2025, to review comments on the General Plan Update from City Boards, Commissions, and Committees, and incorporate responsive revisions;

**WHEREAS**, the GPUSC and GPAC held another special joint meeting on January 21, 2026, and supported the comprehensive set of revised draft elements moving forward as the “Final GPUSC/GPAC Draft General Plan Update”;

**WHEREAS**, the General Plan Update is categorized as a citywide document, inclusive of the JWA Notification Area; thus, California Public Utilities Code (“CPUC”) Section 21676(b) requires the Orange County Airport Land Use Commission (“ALUC”) to review for consistency with the 2008 John Wayne Airport Environs Land Use Plan (“AELUP”);

**WHEREAS**, although the entire General Plan Update was referred to ALUC for a consistency determination, ALUC staff focused its review on the Land Use Element, Noise Element, and Safety Element;

**WHEREAS**, on March 19, 2026, ALUC conducted a public hearing on the General Plan Update and, noting that it perpetuates the amendments that were the subject of previous determinations of inconsistency, unanimously determined it to be inconsistent with the following provisions of the AELUP:

- a. 2.1.1 (Aircraft Noise), which provides in part that "aircraft noise emanating from airports may be incompatible with the general welfare of the inhabitants within the vicinity of an airport";
- b. 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";
- c. Section 2.1.4 (Air Transportation) and 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. 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 ALUC with a two-thirds vote, if it makes specific findings that the General Plan Update is consistent with the purpose of Section 21670 of the CPUC to protect the public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses;

**WHEREAS**, a public hearing was held by the Planning Commission on April 23, 2026, in the Council Chambers at 100 Civic Center Drive, Newport Beach, California to consider the General Plan Update. A notice of time, place and purpose of the public hearing was given in accordance with California Government Code Section 54950 *et seq.* ("Ralph M. Brown Act") and Chapters 20.62 (Public Hearings) of the Newport Beach Municipal Code ("NBMC"). Evidence, both written and oral, was presented to, and considered by, the Planning Commission at this public hearing;

**WHEREAS**, at the conclusion of the public hearing, the Planning Commission adopted Resolution No. PC2026-\_\_\_ by a \_\_\_\_\_ vote of ( \_ ayes, \_ nays, \_ recused) recommending the City Council approve the General Plan Update; and

**WHEREAS**, a public hearing was held on April 28, 2026, by the City Council in the Council Chambers located at 100 Civic Center Drive, Newport Beach, California to consider the General Plan Update. A notice of time, place and purpose of the public hearing was given in accordance with the Ralph M. Brown Act, CPUC Section 21676(b), and Chapter 20.62 (Public Hearings) of the NBMC. Evidence, both written and oral, was presented to, and considered by, the City Council at this public hearing.

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

**Section 1:** The City Council finds the General Plan Update is 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 General Plan Update is consistent with the noise standards of the AELUP.*

The AELUP guides development proposals to provide for the orderly development of John Wayne Airport and the surrounding area through implementation of the standards in Section 2 (Planning Guidelines) and Section 3 (Land Use Policies). Implementation of these standards are 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.

Section 2.1.1 of the AELUP sets forth the community noise equivalent level (“CNEL”) standards. The General Plan Update does not include uses that are incompatible with noise standards of the AELUP. To the extent that ALUC’s determination of incompatibility was based on prior General Plan amendments, those prior actions are consistent as described herein. The Housing Element allocated a total of 62 housing opportunity sites in the Airport Area. The 2006 General Plan Noise Element was based on the CNEL noise contours of the 1985 AELUP Master Plan that were updated by subsequent modeling. As a result, the Noise Element was updated applying this updated modeling.

Specifically, in 2014, the County of Orange prepared a Draft EIR in connection with the 2014 John Wayne Airport Settlement Agreement Amendment (SCH No. 2001111125). EIR No. 617 explains why the 2014 dBA CNEL noise contours have reduced in size compared to the 1985 AELUP Master Plan CNEL noise contours. EIR No. 617 observed that “the Mater Plan noise contours are considerably larger than existing noise contours due to a quieter fleet of existing commercial aircraft and a dramatic reduction in the number of generation aviation operations ...”<sup>1</sup> The 2014 CNEL contours were also based on a newly adopted, “state-of-the-art” noise modeling program.<sup>2</sup> EIR No. 617 found that the 65 dBA CNEL contour area was 114% smaller than the analog from the 1985 Master Plan.

As the EIR explained, “one of the most important factors in generating accurate noise contours is the collection of accurate operational data.” Airport noise contours generated in the noise study uses the INM Version 7.0d which was released for use in May 2013 and is state-of-art in airport noise modeling. Although the 2014 Settlement Agreement Amendment and associated EIR were predicated on updated noise contours, the AELUP - which ALUC bases its land use compatibility or incompatibility determinations on - still relies on the outdated noise contours from the 1985 JWA Master Plan. The Noise Element has been in effect since 2023 and is consistent with the noise contours established pursuant to the 2014 Settlement Agreement Amendment.

The General Plan Update does not include uses that are incompatible with noise standards of the AELUP. Moreover, the General Plan Update includes a number of policies, including Policies N-3.1 and N-3.2, designed to safeguard against noise impacts for development adjacent to JWA. Therefore, the General Plan Update is consistent with the noise standards of the AELUP.

---

<sup>1</sup> EIR No. 617 at 4.6-34. [CC 5A Appendices to FEIR 617](#)

<sup>2</sup> *Id.* at 4.6-31. Airport noise contours were generated using the INM Version 7.0d. The latest version, INM Version 7.0d, was released for use in May 2013 and is the state-of-the-art in airport noise modeling.

*B. The General Plan Update is consistent with the safety standards of the AELUP.*

Section 2.1.2 (Safety Compatibility Zones) of the AELUP sets forth zones depicting which land uses are acceptable in various portions of JWA environs. The General Plan Update does not include uses that are incompatible with safety standards of the AELUP. To the extent that ALUC's determination of incompatibility was based on prior General Plan amendments, those prior actions are consistent as described herein. The Housing Element allocated a total of 62 housing opportunity sites in the Airport Area. Most of the housing opportunity sites, except for portions of three properties, are all within Safety Zone 6. Allowed uses in Safety Zone 6 include residential and most nonresidential uses except outdoor stadiums and similar uses with very high intensities. Uses that should be avoided include children's schools, large day-care centers, hospitals, and nursing homes. Risk factors associated with Safety Zone 6 generally include a low likelihood of accident occurrence. The Newport Beach Golf Course and the Young Men's Christian Association properties are included as housing opportunity sites in the Housing Element. Portions of those properties are within Safety Zone 4 with the remaining portions lying in Safety Zone 6. Safety Zone 4 limits residential uses to very low density (if not deemed unacceptable because of noise) and advises to avoid nonresidential uses having moderate or higher usage intensities.

The General Plan Update's Safety Element includes Policy S-9.1 (Land Use Compatibility), which demonstrates that the City acknowledges the importance of the JWA Safety Zones:

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

The General Plan Update excludes any changes to the adopted and certified Housing Element and does not include any housing opportunity sites in the JWA Clear Zone/Runway Protection Zone. Compliance with these policies and regulations will ensure that future development within the JWA Airport Planning Area will follow the safety standards of the AELUP.

Safety concerns have been raised during previous amendments that carried forward with this General Plan Update due to the location of proposed residential sites within the AELUP's Safety Zones, particularly Zone 4 (Outer Approach/Departure Zone) and Zone 6 (Traffic Pattern Zone); therefore, it has been recommended that the City recognize safety concerns in the context of the General

Plan Update and make adjustments and modifications to eliminate, where possible, such safety concerns. The "Basic Compatibility Qualities" listed for Zone 4 (Outer Approach/Departure Zone) state "[i]n undeveloped areas, limit residential uses to very low densities (if not deemed unacceptable because of noise); if alternative uses are impractical, allow higher densities as infill in urban areas." Similarly, the Basic Compatibility Qualities" for Zone 6 "allow residential uses." The AELUP defines "allow" to mean "use is acceptable." A total of 62 new housing opportunity sites were identified in the Airport Area according to the Housing Element. Of those sites, 48 are located wholly or partially outside the 65 dBA CNEL contour boundary as identified in 2014 Settlement Agreement Amendment EIR. Fourteen housing opportunity sites are located wholly within the updated 65 dBA CNEL contour boundary. Given the urban and developed state of the Airport Area, future residential development on sites located wholly or partially outside the 2014 65 dBA CNEL contour would constitute urban infill development. The 14 housing opportunity sites located wholly within the 2014 65 dBA CNEL are explicitly recognized as suitable for nonresidential uses under the policies carried forward in the General Plan Update. Therefore, the General Plan Update does not create an inherent conflict between the land use compatibility criteria for Zones 4 and 6 and the location of certain housing opportunity sites in the City' s Housing Element.

Lastly, it is important to note that no height increases to any particular property or development proposal are proposed in the General Plan Update. The City will ensure that all appropriate consideration is given to this topic in future planning decisions concerning building heights in the Airport Area.

- C. *The General Plan Update is consistent with the air transportation standards of the AELUP and will not result in incompatible land uses adjacent to JWA.*

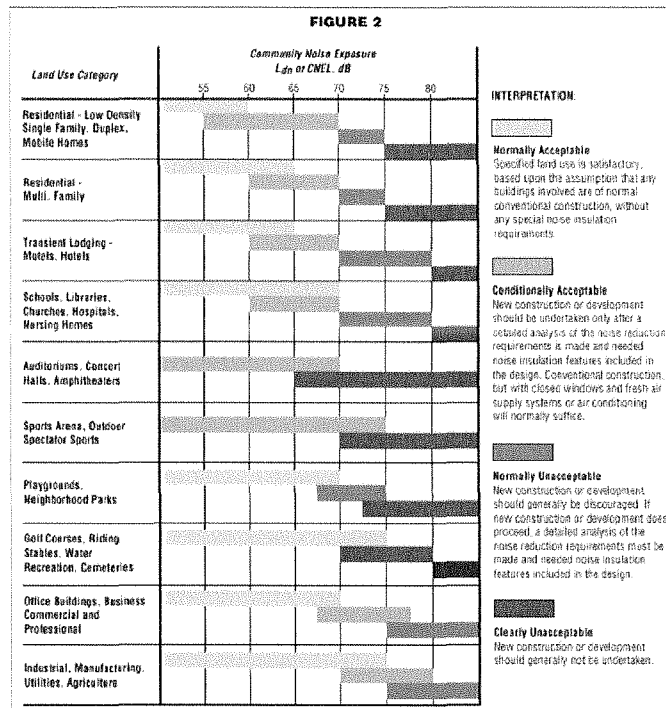
The standards and policies set forth in AELUP Sections 2 and 3 were adopted to prevent the creation of new noise and safety problems. California Government Code Section 65302 sets forth the requirements for Noise Elements in each jurisdiction's General Plan. Government Code Section 65302(f) mandates that each local agency's general plan includes a noise element that identifies and appraises noise problems in the community by analyzing and quantifying, to the extent practicable, current and projected noise levels from airport and airport operations. This is quantified by way of noise contours stated in terms of CNEL or day-night average sound level.

The CNEL contours from the 2014 Settlement Agreement Amendment EIR No. 617 were based on a newly adopted, "state-of-the-art" noise modeling program. It is reasonable to conclude that the updated noise modeling data taken in

conjunction with EIR No. 617 are the more optimal choice to satisfy this statutory requirement than the outdated 1985 Master Plan CNEL contours.

Furthermore, the General Plan Update is consistent with the Appendix D Noise Element Guidelines developed by the Governor's Office of Land Use and Climate Innovation ("LCI") (formerly the Office of Planning & Research or "OPR") (the "Noise Element Guidelines"). The Noise Element Guidelines were developed to aid local agencies in adopting (and updating) statutorily required noise elements. Among other things, the Noise Element Guidelines recommend that "Noise contours for larger airport facilities and major industrial sites are sufficiently complex that they must be developed via sophisticated computer techniques available through recognized acoustical consulting firms. Noise Element Guidelines at 371). The Noise Element Guidelines also recommend an "assessment of the present- day noise environment ..."

In addition to this recommendation, the Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses. The Noise Element Guidelines contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the CNEL. As noted in Figure 2 below, Residential-Multifamily Uses are "conditionally acceptable" between 60 and 70 dBA CNELs.



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, and consistent with policies contained in the Amendments to Land Use and Noise Elements and comply with standard conditions proposed for Title 20 of the NBMC and the Newport Place and Newport Airport Village planned communities. Parcels or sites bisected by the updated 65 dBA CNEL noise contour could support future housing; whereas parcels or sites located wholly within the updated 65 dBA CNEL noise contour could support housing, if deemed necessary to satisfy the RHNA mandate. Lastly, compliance with the AELUP and City standards will also be evaluated and demonstrated at the time development projects are proposed in the future. Future development projects will be subject to compliance with FAR Part 77 surfaces for JWA. Existing regulations and the proposed Amendments require projects to be submitted to the FAA for a review and clearance.

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

**Section 3:** The City Council hereby directs City staff to provide ALUC and State Department of Transportation, Aeronautics Program, with notice of the City's intention to overrule the ALUC's determination that the General Plan Update 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 anyone 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 ("CEQA Guidelines"), 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 and does not commit the City to approve the General Plan Update. Furthermore, the General Plan Update is being evaluated pursuant to CEQA and independently reviewed. A draft Addendum has prepared to the previously certified Final Program Environmental Impact Report for the City of Newport Beach Housing Element Implementation Program ("PEIR") (SCH No. 2023060699), which was done in compliance with CEQA, as set forth in the CEQA Guidelines, and City Council Policy K-3 (Implementation Procedures for the California Environmental Quality Act). The Addendum will be provided for the City Council's review at the time it considers the adoption of the General Plan Update.

**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 28th day of April, 2026.



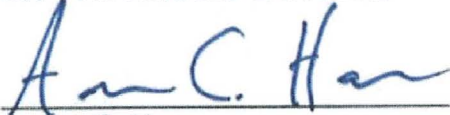
Lauren Kleiman  
Mayor

**ATTEST:**



Lena Shumway  
City Clerk

**APPROVED AS TO FORM:  
CITY ATTORNEY'S OFFICE**



Aaron C. Harp  
City Attorney

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

I, Lena Shumway, 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 No. 2026-25 was duly adopted by the City Council of said City at a regular meeting held on the 28th day of April, 2026, by the following vote, to wit:

AYES: Mayor Lauren Kleiman, Mayor Pro Tem Noah Blom, Councilmember Michelle Barto, Councilmember Robyn Grant, Councilmember Joe Stapleton, Councilmember Sara J. Weber, Councilmember Erik Weigand

NAYS: None

RECUSED: None

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed the official seal of said City this 29th day of April, 2026.



  
Lena Shumway  
City Clerk  
City of Newport Beach, California



# AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

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

April 17, 2026

Rosalinh Ung, Principal Planner  
City of Newport Beach  
Community Development Department  
100 Civic Center Drive  
Newport Beach, CA 92660

Subject: ALUC Determination for Newport Beach Newport Place Planned Community (PC-11) Development Plan Amendment related to Affordable Housing Percentage in Residential Overlay (PA2025-0196)

Dear Ms. Ung,

During the public meeting held on April 16, 2026, the Airport Land Use Commission (ALUC) for Orange County considered the subject item. The matter was duly discussed and with a 5-0 vote (Bresnahan, Beverburg, Hibard, Klema, and Murphy), the Commission found the Newport Beach Newport Place Planned Community (PC-11) Development Plan Amendment related to Affordable Housing Percentage in Residential Overlay (PA2025-0196) to be inconsistent with the *Airport Environs Land Use Plan for John Wayne Airport (AELUP)*. The inconsistent finding was based on Section 2.1.1 Aircraft Noise; Section 2.1.2 Safety Compatibility Zones; Section 2.1.4, and PUC Section 21674; and 3.2.1 General Policy.

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

Sincerely,

Julie Fitch, AICP  
Executive Officer

cc: ALUC Commissioners