

Attachment PC 4

Applicant Project Description Letter

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Project Description and Justification
1300 Dove Street Project

The 1300 Dove Street Project (“Project”) would be located on the approximately 6.5-acre property bounded by Dove Street, Newport Place Drive, and MacArthur Boulevard. The project site is in the City of Newport Beach’s Airport Area and designated Mixed-Use Horizontal 2. The project site is within the Newport Place Planned Community (PC 11), with a base zoning of Professional & Business Office Site 4. The site is also within the PC 11 Residential Overlay, which permits densities of 30-50 units/acre. The Project requests a rezoning to apply the City’s Housing Opportunity Overlay Zoning District, specifically the HO-1 – Airport Area Environs Area Overlay (“HO-1”).

The Project proposes development of 132 dwelling units (at 20 units/acre) in 14 buildings (four building types). The Project’s units include duplexes and townhomes, with associated improvements, including residential amenities, on-site circulation, and parking (304 spaces). The unit mix consists of 2-4 bedrooms, providing a variety of unit-types to serve the diverse needs of the City of Newport Beach’s residents. The building types are as follows:

1. 3-Story Townhomes (Type A): 6 buildings, totaling 48 units.
2. 3-Story Townhomes (Type B): 4 buildings, totaling 32 units.
3. 3-Story Duplexes (Type C): 14 buildings, totaling 28 homes.
4. 4-Story Duplexes (Type D): 12 buildings, totaling 24 homes.

The Project proposes 12,100 square feet of common space along with residential amenities including BBQs, covered outdoor seating and a game lawn. Private open space totaling 27,210 square feet would also be provided. The site would have access from Newport Place Drive and Dove Street.

Site Development Review (NBMC Section 20.52.080)

The project exceeds the thresholds identified in NBMC Table 5-2 and requires site development review.

Finding 1

The proposed development is allowed within the subject zoning district.

Facts in Support of Finding

1. With approval of the requested rezoning, the project site is within the HO-1 District, which allows mixed-use housing projects with densities ranging from 20-50 units/acre. The Project proposes 132 townhomes and duplexes across the 6.5-acre site, approximately 20.3 units/acre.
2. The Project implements the City’s Housing Element, which generally planned for increased housing in the Airport Environs Area through the adoption of a housing opportunity overlay (HO-1 District).

3. The underlying zoning district – PC 11 with a Residential Overlay – also permits residential uses.

Finding 2

The proposed development is in compliance with all of the applicable criteria identified in subsection (C)(2)(c) of Section 20.52.080.

- a. Compliance with this section, the General Plan, this Zoning Code, any applicable specific plan, and other applicable criteria and policies related to the use or structure.*
- b. The efficient arrangement of structures on the site and the harmonious relationship of the structures to one another and to other adjacent developments; and whether the relationship is based on standards of good design.*
- c. The compatibility in terms of bulk, scale, and aesthetic treatment of structures on the site and adjacent developments and public areas.*
- d. The adequacy, efficiency, and safety of pedestrian and vehicular access, including drive aisles, driveways, and parking and loading spaces.*
- e. The adequacy and efficiency of landscaping and open space areas and the use of water efficient plant and irrigation materials.*
- f. The protection of significant views from public right(s)-of-way and compliance with Section 20.30.100 (Public View Protection).*

Facts in Support of Finding

1. The Land Use Element of the General Plan designates the property for residential and non-residential uses and PC 11 identifies the site for business and professional office uses, but with a residential overlay. However, the Housing Element identified the Airport Environs Area as appropriate for significant residential development and the HO-1 District, as adopted consistent with the Housing Element, applies to the project site.
2. The General Plan recognizes the Airport Area as ideal for “reuse and repurposing of existing nonresidential uses while allowing for a variety of housing opportunities ... proximate to jobs, transportation, supporting commercial, and services.” (GP LUE Policy LU 3.3.)
3. The HO-1 District permits housing at densities of 20-50 units/acre. The project is consistent with that standard, proposing a base density of 20.3 units/acre.
4. The Project proposes a diversity of housing types, ranging in types and numbers of bedrooms, providing a range that suits the demographics of the City of Newport Beach.
5. The project has been designed as a unified development that incorporation of open spaces, walkway, landscaping, and other amenities, as well as improves the right-of-way. Together,

these improvements promote active resident/pedestrian use of the site. Thus, the Project meets the goals of the General Plan by providing a development that contributes “to a cohesive urban, mixed-use character where residents and visitors can live, work, shop, access services, and play.” (GP LUE Policy LU 3.3.)

6. The height, bulk, and scale of the Project, which is generally low-rise (up to four stories), is consistent with, the building heights of nearby properties, which range from 2-3 story low-rise offices to 6-8 story high rise offices (1500 Quail Street, 1301 Dove Street, 1201 Dove Street, and 4100 Newport Place).
7. The Project’s design creates ample walkways and open space between and among buildings, which provide natural light and facilitates pedestrian access/use within and outside of the site.
8. MacArthur Boulevard would be improved with cohesive landscaping and an enhanced pedestrian walkway which would invite pedestrian activity.
9. A consolidated recreation area with various amenities would provide on-site recreation opportunities for future occupants (families) of the Project.
10. The Project’s parking, access points, and on-site circulation are designed to provide adequate drive aisles and minimum vehicle turning areas to provide safe access for residents, guests, emergency vehicles, and refuse collection.
11. The existing Airport Environs Area is largely developed with office and commercial uses, and the development of residential uses would promote pedestrian activation of the area and provide housing opportunities proximate to an existing employment center.
12. There are no unique or significant public views from adjacent rights-of-way that would be negatively impacted by the proposed project.
13. The Project uses water efficient landscaping consistent with City requirements.

Finding 3

The project is not detrimental to the harmonious and orderly growth of the City, nor endangers, jeopardizes, or otherwise constitutes a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the neighborhood of the proposed development.

Facts in Support of Finding

1. The Project was designed to ensure that potential conflicts with surrounding land uses are minimized to the extent possible to maintain a healthy environment for both business and residents. To achieve this, the Project proposes an architecturally pleasing housing development with articulation, variations in buildings types/styles, paths and open spaces,

and building elements that enhance the urban environment and implement the natural themes associated with the existing environment.

2. The Project's buildings are designed to accommodate and provide safe access for emergency vehicles, delivery trucks, and refuse collection vehicles, as well as pedestrians and residents.
3. The Project is expressly within an area planned for residential development, located in the PC 11 residential overlay and the HO-1 Housing Opportunity area.
4. All trash storage and pick-up will be consistent with the requirements of NBMC Section 20.30.120 (Solid Waste & Recyclable Materials Storage), ensuring compatibility with the on-site and adjacent uses.
5. While the Project would introduce new sources of light, the project site is currently developed with office and parking uses that generate light. All exterior project lighting is required to comply with NBMC Section 20.30.070, which mandates that all outdoor lighting fixtures be designed, aimed, located, and maintained to shield adjacent properties from light spillage.
6. The new construction will comply with all Building, Public Works, Fire Codes, City ordinances, and all conditions of approval.
7. All mechanical equipment for the project will be screened from public view and to lessen noise impacts on surrounding uses.
8. The Project redevelops existing lots and introduces new residential uses with the intent of creating a resident and pedestrian-friendly environment close to jobs, commerce, entertainment, and recreation.

Objective Design Standards Waivers

G3iv. Ground & Upper Floor Façade Coverage

P1a. First-Floor Opening & Transparency Standards

The first-floor minimum opening standard in the Objective Design Standards (ODS) is 20%. The first-floor window and door openings at the duplex units provide 18% of the surface area, less than the required 20%. The first floor of the duplex will be used as a bedroom, and adding additional windows would affect privacy and limit the interior usability of the bedroom space.

However, the primary living space is located on the second floor, where additional glazing has been incorporated into the elevation. The percentage of openings at the upper levels exceeds 20% and provides greater opportunities for direct sightlines to the adjacent public realm. A solid door is proposed in lieu of a glazed door to ensure security at the lower level, while the primary living area is located on the second floor.

J2c. Private Street Zones – LPZ Design Standards

Landscaping and Paving Zone (LPZ), shall be a minimum of 5-foot, with planting beds no less than 3-feet in width. A waiver is requested to the LPZ standards at Buildings 1–6, Buildings 11–14, and Buildings 29 and 36. A reduction of the landscape area to 2' is proposed adjacent to these buildings in order to provide continuous sidewalk connection throughout the site. All buildings maintain a minimum of 20% landscaping across the total building frontages.

O1c. Horizontal Modulation – Minimum Depth

The Objective Design Standards indicate that all recesses or projections must be a minimum of 2 feet in depth. The proposed multi-story building massing breaks down larger forms into smaller components and includes multiple plane changes along the building frontage. All modulation on the ground floor meet the 2 feet minimum. On the upper floors, these modulations range from 6 inches to 1 foot, creating façade variation and allowing natural termination of stone materials. These treatments are encouraged to increase visual variety and highlight individual units.

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