

Attachment PC 2

General Plan Consistency Analysis

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General Plan Policy Consistency

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<p>Housing Element Policy 3.2. <i>Encourage housing developments to offer a wide spectrum of housing choices, designs, and configurations.</i></p> <p>Land Use Element Policy LU 2.3 (Range of Residential Choices). <i>Provide opportunities for the development of residential units that respond to community and regional needs in terms of density, size, location, and cost. Implement goals, policies, programs, and objectives identified within the City's Housing Element.</i></p>	<p>The Project proposes a 139-unit residential condominium complex consisting of for-sale single unit, duplex, and multi-unit buildings which are offered in multiple floor plan configurations. The floor plans range from two to four bedrooms and have a size that ranges from 1,339 to 2,223 square feet. This Project would diversify the City's housing stock, accommodate a variety of household sizes, respond to market demand, and support the City's efforts to increase the supply of housing throughout the City.</p>
<p>Land Use Element Policy LU3.2 (Growth and Change). <i>Enhance existing neighborhoods, districts, and corridors, allowing for re-use and infill with uses that are complementary in type, form, scale, and character. Changes in use and/or density/intensity should be considered only in those areas that are economically underperforming, are necessary to accommodate Newport Beach's share of projected regional population growth, improve the relationship and reduce commuting distance between home and jobs, or enhance the values that distinguish Newport Beach as a special place to live for its residents. The scale of growth and new development shall be coordinated with the provision of adequate infrastructure and public services, including standards for acceptable traffic level of service.</i></p>	<p>The Project is proposed on an existing property with an older office development that is underutilized, within an area of the City that is considerably developed. The Project will add 139 dwelling units to the City's housing stock which furthers the City's efforts of increasing and diversifying the housing stock. The project was reviewed and approved by the Public Works Department, who determined the existing sewer and water systems would accommodate the demand generated by the Project. There are conditions that require final design of the water and sewer system, including water meter locations, to be reviewed and approved by the Public Works and Utilities Departments.</p>
<p>Land Use Element Policy LU 4.5 (Residential Uses and Residential Densities). <i>Residential use of any property included within an established housing opportunity overlay zoning district is allowed regardless of and in addition to the underlying land use category or density limit established through Policy LU 4.1, Table LU 1 and Table LU 2, or any other conflict in the Land Use Element. A general plan amendment is not required to develop a residential use within an established housing opportunity zoning overlay district. The maximum density specified for the various overlay districts specified in Policy LU 4.4 is an average over the entire property or project site.</i></p>	<p>The Project is located within Housing Opportunity Site No. 335 and is located within the HO-1 Subarea. The Project proposes 139 residential condominiums on a 6.46-acre property which yields a density of 21.52 dwelling units per acre, consistent with the allowed density of the HO-1 Subarea.</p>
<p>Land Use Element Policy LU 5.1.9 (Character and Quality of Multi-Family Residential) <i>Require that multi-family dwellings be designed to convey a high-quality architectural character in accordance with the following principles: Building Elevations, Ground Floor Treatments, Roof Design, Parking, Open Space and Amenity</i></p>	<p>As detailed in the Objective Design Standards Checklist, which is attached hereto as Exhibit "B" and incorporated by reference, the project complies with the majority (49 of 52) of the applicable objective design standards and in some cases exceeds the intent of the standards. However, the Applicant requests minor deviations</p>

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	of three objective design standards. The Objective Design Standards were developed to implement Land Use Policy LU 5.1.9, therefore compliance with these standards with negligible deviation ensures that the Project is consistent with Land Use Policy LU5.1.9. Additionally, the Project includes buffer landscaped areas and common open space that are thoroughly landscaped with drought tolerant and noninvasive plant species. Additionally, all internal driveways to garages are behind the residential buildings and individual trash containers are kept within each private garage space not visible from the public street
Land Use Element Policy LU 5.6.1 (Compatible Development). <i>Require that buildings and properties be designed to ensure compatibility within and as interfaces between neighborhoods, districts, and corridors</i>	Although the Property has an irregular shape, the Project design compactly arranges the 50 separate buildings to maximize site efficiency and preserve the required setbacks and building separations. The Project site design includes interior drive aisles and resident amenity areas which are screened from public view. The Project's landscaped edge conditions, location of drive aisles and residential amenities reduce the visual impact of the Project and ensures compatibility with the surrounding neighborhood.
Land Use Element Policy LU 5.6.2 (Form and Environment). <i>Require that new and renovated buildings be designed to avoid the use of styles, colors, and materials that unusually impact the design character and quality of their location such as abrupt changes in scale, building form, architectural style, and the use of surface materials that raise local temperatures, result in glare and excessive illumination of adjoining properties and open spaces, or adversely modify wind patterns.</i>	The architectural design of the Project is a Contemporary Coastal Architecture, focusing on combining large geometric shapes, asymmetrical massing and clean lines, with the use of stucco and lap siding to invoke the vibe of a traditional beachside home in a modern context.
Land Use Element Policy LU 5.6.3 (Ambient Lighting). <i>Require that outdoor lighting be located and designed to prevent spillover onto adjoining properties or significantly increase the overall ambient illumination of their location.</i>	The Project has been conditioned to require the Applicant to prepare a photometric study in conjunction with a final lighting plan which shows that lighting values are "1" foot-candle or less at all property lines. The Project has also been conditioned to allow the Community Development Director to order the dimming of light sources or other remediation upon finding that the illumination creates an unacceptable negative impact on surrounding land uses or environmental resources.
Land Use Policy LU 6.15.23 (Sustainability Development Practices). <i>Require that development achieves a high level of environmental sustainability that reduces pollution and consumption of energy, water, and natural resources. This may be accomplished through the mix and density of uses, building location and design, transportation modes, and other techniques. Among the strategies that</i>	The Project is required to comply with the provisions of the Building and Energy Efficiency Standards California Code of Regulations (CCR), Title 24, Parts 6 – California Energy Code) and the Green Building Standards Code (CCR, Title 24, Part 11 - CALGreen). Additionally, the Project would implement water-efficient landscaping, water quality best management practices and low

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<p><i>should be considered are the integration of residential with jobs-generating uses, use of alternative transportation modes, maximized walkability, use of recycled materials, capture and re-use of storm water on-site, water conserving fixtures and landscapes, and architectural elements that reduce heat gain and loss</i></p> <p>Circulation Element Policy CE 7.1.7 (Project Site Design Supporting Alternate Modes). <i>Encourage increased use of public transportation by requiring project site designs that facilitate the use of public transportation and walking.</i></p>	<p>impact development practices. The Project would generally mimic the existing flow patterns. The Project is conditioned so that the extent of the work will be determined by the Public Works Department. Any additional required improvements to downstream City infrastructure to accommodate the proposed project shall be designed and constructed by the proposed Project.</p> <p>Throughout the site, areas of passive green space are integrated alongside pedestrian walkways, including A total of 29,713 square feet of common open area is provided though out the site.</p>
<p>Circulation Element Policy CE 2.3.3 (New Development Maintained Responsibility). <i>Ensure minimization of traffic congestion impacts and parking impacts and ensure proper roadway maintenance through review and approval of Construction Management Plans associated with new development proposals in residential neighborhoods.</i></p>	<p>Although the projects is not located within an established residential neighborhood, a draft construction management plan (“CMP”) has been reviewed and approved by the Community Development, Fire, and Public Works Departments. This ensures that any traffic congestion impacts associated with the construction process is minimized to the greatest extent possible. The Project has been conditioned to require the applicant to provide a final CMP to be reviewed and approved by Community Development, Fire, and Public Works Departments.</p>
<p>Land Use Element Policy LU 6.15.3 (Airport Compatibility) <i>Require that all development be constructed in conformance with the height restrictions set forth by the Federal Aviation Administration (FAA), Federal Aviation Regulations (FAR) Part 77, and Caltrans Division of Aeronautics, and that residential development shall be allowed only on parcels with noise levels of less than John Wayne Airport 65 dBA CNEL noise contour area as shown in Figure N5 of the Noise Element of the General Plan, unless and until the City determines, based on substantial evidence, that the sites wholly within the 65 dBA CNEL noise contour shown in Figure N5 are needed for the City to satisfy its Sixth Cycle RHNA mandate. Nonresidential uses are, however, encouraged on parcels located wholly within the 65 dBA CNEL contour area.</i></p> <p>Noise Element Policy N 3.2 Residential Development <i>Require that residential development proximate to John Wayne Airport shall not be located on parcels wholly within the John Wayne Airport 65 dBA CNEL noise contour shown in Figure N5 of the Noise Element of the General Plan, unless and until the City determines, based on substantial evidence, that the sites wholly within such contour area are needed for the City to satisfy its Sixth Cycle RHNA</i></p>	<p>The Property is located within the 60 dBA CNEL noise contours established in the General Plan Noise Element Figure N5 and outside the 65 dBA CNEL noise contours. Pursuant to Section 20.28.050 (C)(2) (Subarea Development Standards – Airport Area Environs Area (HO-1)) of the NBMC, additional specific development standards are required for development in the Airport Area to mitigate sound with a required acoustical report to confirm levels within Section 10.26.30 (Interior Noise Standards) of the NBMC; advanced interior air filtration systems; and a required notification to owners and tenants disclosing potential impacts to residents of the existing environment and potential nuisances based upon the allowed uses in the area. Condition of Approval Nos. 23 through 25 are included in the Resolution, ensuring these regulations are met.</p>

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<i>mandate. Require developers of residential or mixed-use land uses with a residential component to notify prospective purchasers or tenants of aircraft noise. Additionally, require outdoor common areas or recreational areas of residential or mixed-used developments to be posted with signs notifying users regarding the proximity to John Wayne Airport and the presence of operating aircraft and noise.</i>	