

Attachment No. 2

Final Draft GPUSC-GPAC – General Plan
Update



**CITY OF NEWPORT BEACH
COMMUNITY DEVELOPMENT DEPARTMENT**

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Memorandum

To: Chair Gardner and GPUSC Members, and Co-Chairs Evans and Greer and GPAC Members

From: Benjamin M. Zdeba, AICP, Planning Manager 

Date: January 15, 2026

Re: Agenda Item IV(b) – Attachment 2 (Final Draft GPUSC/GPAC General Plan Update)

As a reminder, between August and October 2025, various draft Elements of the General Plan Update were on fourteen City Board, Commission, and Committee agendas for introduction, ad hoc committee formation, and/or feedback. Concurrently, we publicized the release of seven draft Elements for the community to review and provide input with a requested deadline for comments by November 17, 2025.

At the special joint meeting of the GPUSC and GPAC on December 3, 2025, City staff presented a compilation of all input received from City Boards, Commissions, and Committees and community members on the draft Elements. The GPUSC and GPAC reviewed the input page by page and provided guidance to City staff and Dudek on changes to incorporate and how to address the input.

Since that meeting, the draft Elements have been revised and updated in alignment with the direction provided. City staff, in consultation with Dudek, is proud to present the final draft of the GPUSC/GPAC General Plan Update, which is the culmination of 57 combined Brown Act meetings, 47 GPAC Subcommittee meetings, and enduring community outreach and engagement efforts since the process began in 2019 and resumed in 2022. For this agenda item, the documents are shown in redline-strikeout format, easily identifying the changes made since the previous review.

Importantly, this is being identified as the “Final Draft GPUSC/GPAC General Plan Update.” As discussed previously, your support of this draft will move it forward for further review and consideration of formal support by the various City Boards, Commissions, and Committees. Any potential changes that come out of the remainder of the process will be identified separately as part of an addendum document. In other words, City staff does not intend to materially update the *Final Draft GPUSC/GPAC General Plan Update* but will instead present any additional recommended changes separately. This will help ensure the work and expectations of the GPUSC and GPAC are respected.

Despite this draft document potentially moving forward, it is also important to highlight that both GPUSC and GPAC members can choose to continue to participate and provide additional input, as the draft moves through toward City Council review and consideration.

Introduction

This General Plan is the second comprehensive revision of the City of Newport Beach (City) General Plan, and although this iteration maintains many strategies and themes of the 2006 General Plan, Newport Beach is experiencing changes that warrant a fresh vision and plan for the future. The 6th Cycle Housing Element resulted in new opportunities for housing to accommodate a growing population and an urgency to plan for the needs of future residents. In addition, with increased coastal flooding, the desire to protect the coastline has become more pressing, and changing technologies present new opportunities for the City as a leader in innovation in the region. Further, there is increased emphasis on the importance of General Plan implementation to ensure that citywide decisions and investments are proactive and serve to maintain Newport Beach as an exceptional city. This iteration of the General Plan is noticeably more streamlined and user-friendly than previous versions, making it easier for staff to implement its strategies and for users to monitor its implementation.

This General Plan is a long-range policy document intended to provide a reasonable framework for guiding future decisions about the community’s growth, development, and quality of life. It expresses community vision and values and contains goals, policies, and implementation programs that guide its realization. While it outlines goals and policies to help shape the City’s desired future, it is not a promise or guarantee that every objective will be achieved exactly as described. Instead, the General Plan serves as a blueprint to inform decision-making, recognizing that conditions, community needs, and priorities may evolve over time.

~~Because the Newport Beach~~ General Plan is intended to be a dynamic document, ~~it and~~ must be periodically reviewed and updated to respond to changing community needs. An annual review of the General Plan is required to ensure that implementation is monitored and that the policies remain relevant. Except for the General Plan Housing Element, the level of detail required in the annual General Plan review is not specified. To track the efficacy of the General Plan and its implementation, the City is committed to more thorough reviews of each element once every 3 years. Although the City reviews the Housing Element in detail and the General Plan more broadly on an annual basis, a more in-depth rolling review of each element will help to better identify needed actions and possible revisions. Each year, the City will select a group of elements to review in detail, ensuring that each element is covered at least once every 3 years.

GENERAL PLAN UPDATE PROCESS

The Newport Beach General Plan is the result of more than 2 years of work by the General Plan Update Steering Committee (GPUSC), the General Plan Advisory Committee (GPAC), and the community. The GPUSC and GPAC consist of 31 residents and community members who helped guide the General Plan Update process and General Plan content, ensured that sufficient outreach was conducted with ample input from interested parties, and reviewed and provided guidance to City staff and consultants.

After receiving initial input from the community, the GPAC developed the General Plan Vision Statement—a narrative statement describing an ideal conceptual picture of a future Newport Beach in the year 2050—to serve as the foundation from which the General Plan was developed. The GPAC also developed Guiding

Values that represent aspirational themes emphasized throughout the General Plan. This General Plan has been guided by the Vision Statement and Guiding Values that were shaped through community input provided by the GPUSC, the GPAC, and the broader community. Together, these provide a vision for Newport Beach's future and a strategy to make that vision a reality. The General Plan is the result of thousands of hours of research and technical studies, the collective efforts of a diverse group of elected decision-makers and agencies who cumulatively guided and shaped land use development and natural resource conservation strategies, and the engagement of numerous individuals throughout the community who articulated their hopes and expectations for the Newport Beach's future.

NEWPORT BEACH OVERVIEW

Newport Beach is situated along California's coastline in Orange County, with Los Angeles County to the north and San Diego County to the south. It has progressed from a small tourist-oriented beach community to a highly desirable residential community of approximately 84,900 residents, and is expected to reach 92,000 residents by 2045. During the summer months, the population grows, with 20,000 to 100,000 tourists visiting daily. The city surrounds Newport Bay, where approximately 4,300 boats of all types are docked within the 21-square-mile harbor area. The bay area and the city's 8 miles of oceanfront beach offer outstanding aquatic sports and activities.

One of Southern California's most appealing coastal communities, Newport Beach is renowned for its beautiful coastal lands and harbor; excellent fishing, surfing, and boating opportunities; large ecological preserves; retail centers; festivals and

events; and quality residential neighborhoods. Figure I-1, Regional Vicinity, shows the location of Newport Beach in the Southern California region.

GENERAL PLAN OVERVIEW

This General Plan recognizes that Newport Beach is primarily a residential community, with diverse coastal and upland neighborhoods. Because Newport Beach is almost fully developed, the General Plan focuses on conserving the existing pattern of land uses and establishes policies for their protection and long-term maintenance. However, there are a number of areas of the city that are not achieving their full potential, and the General Plan establishes strategies for their enhancement and revitalization. The General Plan identifies creative strategies for the reuse of land to accommodate opportunities for new housing and commercial uses that will complement and enhance Newport Beach's character and livability for current and future residents. The General Plan also provides guidance for preserving the qualities that define the natural and built environment, and for increasing resilience in the face of a changing environment. Specific goals and policies address the enhancement of open space, marine and harbor uses, historic and cultural resources, and recreational facilities. Other portions of the General Plan provide strategies to protect people, residences, and businesses from adverse impacts, such as noise and safety hazards.

The framework for the General Plan was carefully considered in the context of community objectives for the provision of an efficient transportation system that minimizes congestion for residents, employees, and visitors. At the same time, it recognizes the need to balance mobility objectives with the priorities of Newport

Beach’s residents regarding the character of its neighborhoods and commercial districts and corridors.

Finally, State of California planning and land use law states that that “each county and city shall adopt a comprehensive, long-term general plan for the physical development of the city or county, and of any land outside its boundaries which in the planning agency’s judgment bears relation to its planning.” This provides cities with an opportunity to indicate their concerns for nearby unincorporated areas, particularly in areas that may someday be annexed. In Newport Beach, the General Plan covers areas within the City’s limits, and also provides guidance to the City’s Sphere of Influence (SOI) area. The City’s SOI is a 487-acre area west of Newport Beach adjacent to the Santa Ana River and the Cities of Huntington Beach and Costa Mesa. The area was formerly known as Banning Ranch, but it has since been divided into two key areas known as the Randall Preserve and the Banning Ranch Remainder. The majority of the Randall Preserve is under the stewardship of the Mountains Recreation and Conservation Authority, with the intent of preserving and restoring the area’s natural habitat and increasing public access for recreational purposes. The Banning Ranch Remainder is a 13-acre oil field carved out of the Randall Preserve property that was acquired by the Coastal Alliance Corridor (previously Banning Ranch Conservancy) and the Trust for Public Land. This land is privately owned and is intended for the consolidation of oil operations. The City and its SOI are shown in Figure I-2, City and Sphere of Influence.

ORGANIZATION OF THE GENERAL PLAN BY ELEMENT

Under State of California law, every city and county must adopt a comprehensive long-term General Plan to provide guidance to decision-makers regarding the conservation of resources and the future physical form and character of development. To ensure that local governments prepare General Plans that are comprehensive and long term, State statutes establish requirements for the minimum contents of a General Plan (Government Code Section 65300). By law, a General Plan must contain the following seven elements, and the elements must be consistent with each other:

- Land Use
- Housing
- Circulation
- Open Space
- Noise
- Safety
- Conservation

Additionally, some cities and counties may be required to address environmental justice as a topic of their General Plan.

The Newport Beach General Plan is organized into 10 elements. All of the required elements of the General Plan are addressed, but they have been organized by thematic topic to align with local importance, as encouraged by the State's General Plan Guidelines. The General Plan elements are as follows:

- Arts and Culture
- Circulation

- Harbor, Bay, and Beaches
- Historical Resources
- Housing
- Land Use
- Natural Resources
- Noise
- Recreation
- Safety

The Natural Resources Element addresses the requirements of the Conservation Element and certain requirements of the Open Space Element. The Recreation Element addresses the recreational requirements of the Open Space Element. The Arts and Culture; Harbor, Bay, and Beaches; and Historical Resources Elements all represent optional elements that, although not required of General Plans, are important for Newport Beach. Although optional by statute, once adopted, these elements hold the same weight under the law as the mandated elements.

Although not a State-mandated element, Orange County's Measure M requirements mandate that all jurisdictions in the county adopt a Growth Management Element describing how transportation infrastructure will be provided to residents and businesses within each community. Growth management policies have been incorporated into the Circulation Element to meet Measure M requirements. In addition, the Implementation portion of the General Plan describes the specific actions that will implement the General Plan's goals and policies. The Implementation Plan is intended to be reviewed and updated regularly to allow decision-makers to adjust to current community priorities and funding resources.

The General Plan is available as a comprehensive policy document supported by thorough background analyses, and it is organized in a clear online format to create a user-friendly plan that allows readers to easily access information. This more streamlined format also makes it easier for staff to implement the General Plan and to monitor its implementation. Goals and policies are the primary focus of the General Plan because these are the components that City staff and the implementing departments will administer to fulfill the City’s vision. The intent of this structure is to increase the efficiency of the General Plan, aiding in its application; to maintain accountability for responsible departments; and to better monitor progress made in implementation. Background information and analysis associated with each of the General Plan elements is linked online and is available to the public. Background information and analysis are not formally adopted by the City and may be expanded or modified without a General Plan amendment.

ACKNOWLEDGMENTS

Newport Beach City Council

Planning Commission

Harbor Commission

Arts Commission

Parks, Beaches, and Recreation Commission

[Board of Library Trustees](#)

[Water Quality/Coastal Tidelands Committee](#)

General Plan Update Steering Committee

General Plan Advisory Committee

The Community of Newport Beach

FINAL GPU/SC/GPAC DRAFT



Date: 12/31/2025 User: ehanson-mckendrick Path: Z:\Projects\1541307\MAPDOC\General Plan Update\City of Newport Beach General Plan Update.aprx Map: City and Sphere of Influence Layout: I-2 - City and Sphere of Influence

SOURCE: California Geological Survey 2024; City of Newport Beach; SCAG 2024;



I-2
City and Sphere of Influence

City of Newport Beach General Plan Update

Vision Statement and Guiding Values



Development of this General Plan has been guided by its Vision Statement and Guiding Values, which were shaped through community input provided by the General Plan Advisory Committee, the General Plan Update Steering Committee, and the broader community. Together, these provide the foundation for the General Plan’s goals, policies, and actions. The Vision Statement provides a conceptual picture of a future Newport Beach in 2050. The Guiding Values are representative of aspirational themes emphasized throughout the General Plan. Through implementation of the policies of this General Plan, the City of Newport Beach (City) has the potential to maintain its standing as a truly exceptional city.

VISION STATEMENT

In 2050, Newport Beach is renowned as a coastal beacon of natural splendor, unparalleled amenities, and dynamic culture. The City maintains a superior quality of life by successfully balancing the needs of residents, businesses, and visitors. Newport Beach is a distinguished city adorned with unique villages, coastal resources, and natural open spaces, creating a unique sense of place in an idyllic setting. A destination for many, Newport Beach offers a sophisticated lifestyle with access to luxury amenities and activities. The City’s commitment to the protection of the natural environment has made Newport Beach a leader of environmental stewardship in the region. Strong partnerships with outside agencies and organizations have cultivated successful collaboration on regional

transportation, land use, coastline, and other issues of mutual concern. The sweeping views of and access to beaches, the harbor, and the coast have been preserved and are maintained for future generations.

Growth and development have been accommodated in a manner that seamlessly blends new and old into the fabric of the community, keeping pace with changing community needs while maintaining adequate infrastructure and a high quality of life. The needs of the community are met through a variety of strategically located uses, including vibrant commercial services; offices and employment centers; public facilities, including community centers and libraries; parks and open space; schools; residential neighborhoods; and a diversity of land uses. Strategic planning and infrastructure investments continue to protect the health and longevity of the built and natural environments. Adaptation and resilience are central to all decision-making and have empowered the City to maintain a vibrant coastal lifestyle that strengthens the local economy. The City's world-class public safety services safeguard its residents and visitors, creating safe and friendly neighborhoods. Residents champion arts, culture, and education as pillars of the community, and take pride in their historical legacy. Residents embrace innovation, and their visionary outlook has positioned them as frontrunners in best practices for adopting new technologies. Newport Beach is distinguished for its beauty, culture, resilience, and inclusivity for residents of all stages of life and backgrounds.

GUIDING VALUES

Throughout the General Plan Update process, community members identified shared aspirations and beliefs that were shaped into Guiding Values. These

Guiding Values help to achieve and sustain the community's vision, providing a foundation for General Plan goals, policies, and actions, and offering guidance in making future decisions.

1. Maintain a Balanced and Connected Community

Conservative and balanced growth emphasizes residents' quality of life and connects community members to their needs, creating a city that is functional and vibrant.

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- 1.1 A governmental process that engages and is responsive to the needs of residents and the business community, fostering civic engagement
 - 1.2 Conservative development that preserves and highlights local assets and accommodates growth of a diverse population
 - 1.3 Development that protects the small character of existing residential communities and villages that comprise Newport Beach
 - 1.4 A connected and defined transportation network that allows community members to easily access key amenities and areas of interest
 - 1.5 Incentives and regulations that encourage reinvestment and improvements to existing buildings
 - 1.6 Residential development that is complemented by accommodating services and amenities while protecting existing villages
 - 1.7 A small, tight-knit community that benefits from strong social connections

2. Foster Environmental Stewardship

Environmental stewardship supports the preservation and enhancement of the natural environment so that it may be enjoyed by current and future generations.

- 2.1 Residents who act as stewards of the natural environment
- 2.2 A community that protects and maintains a clean environment, including water, beaches, the harbor and bay, estuaries, cliffs and bluffs, parks, and open space, as well as the flora and fauna that inhabit the natural environment
- 2.3 A harbor, bay, and beaches that are safe, clean, and enjoyed by all
- 2.4 Equitable access to natural resources, offering recreation and refuge for all residents
- 2.5 Viewsheds that are safeguarded and work in harmony with development to protect views for all residents and visitors
- 2.6 Clean air that protects and enhances public health and the environment
- 2.7 A community that is protected from excessive exposure to noise to protect peace and quiet in residential communities and villages

3. Promote Coastal Resilience

Resilience is essential to adapting to environmental changes and protecting the built and natural environments.

- 3.1 Coastal development that works with nature to protect and enhance the community, economy, and ecosystems

- 3.2 Harbor, beaches, and a coastline that adapts to rising sea levels, storms, and king tides
- 3.3 Buildings and infrastructure that are designed to avoid, withstand, and quickly recover from flooding
- 3.4 Coastal ecosystems that are functional and protected, providing additional safeguards for coastal waterfront development
- 3.5 Adaptive development along the coast and coastal bluffs, with landscaping and infrastructure that reduce erosion and the risk of landslides
- 3.6 Sufficient safety buffers, thoughtful design in development, and robust infrastructure that supports effective response to natural disasters

4. Facilitate Public Safety

Community safety is fostered through public education, infrastructure investments, and sufficient public services.

- 4.1 Safe streets, buildings, and public spaces that are enjoyed by residents, employees, and visitors
- 4.2 National leaders in emergency response and preparedness to safeguard the community
- 4.3 A community that is prepared and well-informed in the event of an emergency

- 4.4 A strong sense of community that fosters communication among residents, helping them to support one another in an emergency

5. Embrace Innovative Technologies

Innovative technologies that are planned for and thoughtfully integrated into City decisions, regulations, and development.

- 5.1 A City that embraces and prepares for new and emerging technologies in communication, program management, transportation, and other innovative opportunities
- 5.2 Technology that is effectively leveraged to engage with community members, respond to emerging trends and needs, and track General Plan implementation
- 5.3 Infrastructure that supports emerging technologies that contribute to enhanced environmental quality
- 5.4 Regulations and measures that support new technologies while protecting public safety and quality of life

6. Celebrate Art, Culture, and History

Culture, art, and history make up the tapestry that bonds the community together and creates a sense of civic pride.

- 6.1 Art that is highlighted throughout Newport Beach that represents the common language and shared experiences that exist between all cultures

- 6.2 History that is commemorated through community events and within public spaces
- 6.3 A community that is rich in public facilities that supports educational opportunities and historic, artistic, and culture events, displays, and showcases
- 6.4 A community with interest, knowledge, and connection to Newport Beach's history and the foundation of tribal nations of the land

7. Administer Financial Resources Responsibly

Fiscal responsibility supports an efficient use of resources to help maintain economic stability and prosperity within a community.

- 7.1 A secure economy with a broad revenue base supported through a variety of sources
 - 7.2 A city that attracts business and tourism that financially benefit the local economy
 - 7.3 Local businesses that are supported to maintain the city's unique sense of character
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Arts and Culture Element



PURPOSE

The Arts and Culture Element focuses on enriching the community by bolstering art and culture through facilities, educational programming and activities, and events and festivals.

OVERVIEW

Art and culture play an important role in the social fabric of Newport Beach. The dedication and involvement of the City of Newport Beach (City) and the community have resulted in a wide range of art and culture organizations, resources, attractions, and activities that create a sense of community pride and enrichment. The Newport Beach Public Library offers robust art, culture, and literary programs, serving as a central hub for accessing and experiencing diverse forms of art and culture.

GOALS, POLICIES, AND ACTIONS

Engaging with Art and Culture

Art, culture, literary and educational opportunities, and opportunities to be creative can enhance quality of life for residents, improve visitor experiences, and contribute to the local economy. Art and culture bring a unique sense of identity to Newport Beach, and can connect residents to each other and their community by expanding creative opportunities, promoting art and culture activities, and facilitating partnerships that support art and culture.

Art and Culture Opportunities: Expanded art and culture opportunities can include new public art installations, culture events, culinary arts, and programs.

Creating opportunities to engage with art and culture across Newport Beach can make art accessible to people of all backgrounds and generations.

Promoting Art and Culture: Raising awareness and generating enthusiasm for the arts and culture are key to increasing participation in programs, exhibits, and events. This entails distributing marketing materials throughout Newport Beach, initiating social media campaigns, and creating new ways for people to engage in the arts through interactive technologies. A multifaceted approach that includes both traditional and novel outreach and engagement methods can capture the attention of residents and visitors of all ages.

Strategic Partnerships: Partnerships are crucial for maintaining existing and realizing new opportunities to cultivate art and culture exhibits, programs, events, and funding. Strong coordination between City staff and private institutions, partner agencies, and local artist organizations can facilitate community involvement in art and culture, procurement of funding, and successful management of public art.

Goal AC-1: A community enriched by and connected to the arts, culture, and education

- Policy AC-1.1: Public Places. Promote arts and culture by incorporating art in widely used public places, such as parks, open spaces, public plazas, view sites, villages, and along corridors that attract visitors. (Imp. 1.1, 20.1, 20.3, 30.1)
- Policy AC-1.2: Events and Programs. Attract new and cultivate existing signature events and programs that add to the quality of life for residents,

enhance Newport Beach as a hub for art and culture, and stimulate economic activity. (Imp. 29.2, 23.3, 30.1)

- Policy AC-1.3: Public Projects. Assess capital improvement projects for opportunities to incorporate public art in a manner that enhances community character and the built environment. (Imp. 1.1, 20.1, 23.3, 29.2, 30.1)
- Policy AC-1.4: Private Projects. Develop regulations or incentives for the incorporation of public art into larger commercial projects that enhance Newport Beach's community character and its built environment. (Imp. 1.1, 8.1, 8.2)
- Policy AC-1.5: Shared Spaces. Acquire and display art in public facilities citywide to bolster civic pride and increase exposure to arts and culture. (Imp. 29.2)
- Policy AC-1.6: Emerging Technologies. Explore and implement new technologies in art and culture displays, such as augmented reality and smartphone applications, to engage the public, track engagement, and enhance education about art and culture in innovative ways. (Imp. 29.2)
- Policy AC-1.7: Arts Engagement. Incorporate artwork into the public realm that encourages interaction provides educational opportunities. This could include education for visitors in areas that attract tourists. (Imp. 1.1, 20.1, 23.3, 29.2, 30.1)
- Policy AC-1.8: Planning Processes. Consider integration of public art into other City planning efforts, such as Specific Plans and Corridor Plans. (Imp. 3.1, 20.1, 29.2)

- Policy AC-1.9: Educational Programming. Nurture creativity and artistic talent in local youth and adults through a rich offering of well-balanced and appropriately distributed arts, culture, and literary educational programs and services. (Imp. 23.3, 30.1)
- Policy AC-1.10: Event Transportation. Coordinate with the Orange County Transportation Authority to explore options for the expansion of transportation services, such as trolleys, event-specific bus routes, or reduced transit fees, for major community art and culture events. (Imp. 14.4, 30.1)
- Policy AC-1.11: Musical Arts. Continue to recognize and support musical performances as a vital community asset by providing increased opportunities for music in public spaces, signature music events, and other opportunities that highlight local talent and/or attract visitors. (Imp. 29.2, 30.1)

Goal AC-2: Programs and exhibits in Newport Beach that are widely promoted, marketed, and attended

- Policy AC-2.1: Arts Tourism. Promote reasonable tourism in Newport Beach to attract visitors and tourists interested in art, culture, and literary events to support and sustain local arts through coordination with the Chamber of Commerce and other community groups. (Imp. 24.1, 29.1)
- Policy AC-2.2: Community Engagement. Conduct marketing through the City's various social media and communications platforms to build public awareness and encourage participation in City-affiliated arts, culture, and

literary activities. Cultivate partnerships with local businesses and other groups for marketing efforts for cultural arts. (Imp. 29.1)

- Policy AC-2.3: Promotional Banners. Develop and maintain regulations for the reasonable provision of banners on lights or other media materials in the public right-of-way to promote and advertise Newport Beach’s art and culture events across various villages and neighborhoods. (Imp. 8.1, 8.2, 29.1)
- Policy AC-2.4: Arts Awareness. Expand awareness of art and culture by integrating public art and culture tours as a regular component of community engagement. (Imp. 23.3, 29.1, 29.2, 30.1)
- Policy AC-2.5: Library Services. Improve and enhance existing library facilities, collections, and computer and related facilities, such as the Media Lab. (Imp. 23.2)

Goal AC-3: Strong partnerships that support thriving arts, culture, and education

- Policy AC-3.1: Educational Partnerships. Partner with the community and educational institutions to encourage and strengthen arts education for children, youth, adults, ~~and~~ older adults, and for people of all abilities throughout the city in Newport Beach. (Imp. 14.2, 29.1)
- Policy AC-3.2: Where available, provide reasonable in-kind resources and services, such as advertisements, equipment, security, and space, to artists and organizations offering programs for the public and contributing to art and culture in Newport Beach. (Imp. 29.2)

- Policy AC-3.3: Public Support. Collaborate with local art and culture groups to pursue private and community sponsorships and donations for art and culture events and programs. (Imp. 29.1, 29.2)
- Policy AC-3.4: Culinary Arts. Cultivate the culinary arts into City programs through partnerships with local restaurants, educational institutions, and other private and public partners that offer culinary expertise. (Imp. 14.2, 29.2, 30.1)

Financing Art and Culture

Investment from philanthropic organizations, the City, and community members can help the arts thrive by supporting local artists, providing new and upgraded facilities, and bolstering programs. Such financial contributions to the arts can increase the quantity and quality of art and arts programs in the community. Funding and investment should reflect the high value the community places on the arts.

Goal AC-4: Funding that helps local artists and art programs flourish

- Policy AC-4.1: Funding Support. Partner with, and reasonably support, non-profit, private, and community organizations in applying for public and private grants, and promote community and business donations, fundraising, and sponsorships that support art, culture, and literary activities. (Imp. 29.1, 29.2)
- Policy AC-4.2: Volunteer Support. Promote and support volunteer opportunities for public involvement in City-affiliated arts, culture, and literary programs and events. (Imp. 29.1, 29.2)

- Policy AC-4.3: Geographical Partnerships. Utilize culture resources outside of Newport Beach through the promotion of programs, such as the Newport Beach Sister City Association and other cultural exchange programs. (Imp. 29.1, 29.2)
- Policy AC-4.4: Grant Awards. Evaluate the impact of City art grant awards periodically. This could include review of awardee-submitted progress reports. (Imp. 30.1)

Art and Culture Facilities and Assets

Facilities dedicated to the arts, such as galleries and performance halls (for example, Witte Hall), provide a place for the community to gather in appreciation of the arts and to promote Newport Beach as a regional destination for the arts. Additionally, integrating art into existing community centers, libraries, recreation facilities, parks and other open spaces, and private buildings plays a vital role in realizing Newport Beach as a community of the arts.

Such assets must be well-maintained, and they require a well-functioning system for accepting, maintaining, and rotating art and art-related activities/programs through public spaces and facilities to help sustain interest and ensure the high quality of exhibits. Developing guidelines and criteria for accepting art donations and acquisitions and dedicating staff to manage public art can ensure that the system for managing art is consistent and operates smoothly.

Goal AC-5: State-of-the-art facilities to host art exhibits and programs

- Policy AC-5.1: Shared Venues. Explore opportunities to accommodate current and emerging culture and arts programs within existing and new facilities by working with community groups to facilitate sharing of performance and exhibit space. Consider the potential for new facilities. (Imp. 9.1, 29.1, 29.2)
- Policy AC-5.2: New Facilities. Explore reasonable opportunities, as needed, to create a new, larger arts center to host performances and exhibitions. (Imp. 1.1)
- Policy AC-5.3: Theaters. Maintain the Newport Theatre Arts Center while exploring opportunities to enhance, expand, or relocate the facility based on community needs. (Imp. 9.1, 29.1, 29.2)
- Policy AC-5.4: Temporary Displays. Consider amendments to the Zoning Code, as needed, to facilitate the temporary or interim use of vacant ground-floor commercial or lobby space for art exhibits, display space, and “pop-up” art and culture activities. (Imp. 8.2)

Goal AC-6: A wide collection of art exhibited throughout Newport Beach

- Policy AC-6.1: Public Art Policy. Revise the City’s public art policy to (1) establish suitability criteria to guide the selection of sites for new and innovative public art installations in a manner that considers citywide needs and the balanced distribution of art throughout Newport Beach; (2) establish guidelines for the commissioning and conveyance of public art on private property; (3) refine guidelines and criteria for accepting art

donations for display in public spaces, and consider establishing guidelines for storage and long-term maintenance; (4) consider an artwork acquisition plan for expanding the City's permanent art inventory. (Imp. 8.2, 9.1)

- Policy AC-6.2: Arts and Culture Plan. Pursue the adoption and regular updates to the 2014 Newport Beach Arts and Culture Plan, and report periodically on implementation progress to City Council. Identify future locations for public art citywide. (Imp. 8.2)
- Policy AC-6.3: Staffing and Resources. Support the provision of reasonable staff resources for arts and culture programming, funding, arts management and maintenance, and coordination and communication with artists and City departments. (Imp. 30.1)

Harbor, Bay, and Beaches Element



HARBOR, BAY, & BEACHES

PURPOSE

The Harbor, Bay, and Beaches Element guides the preservation and enhancement of water-dependent recreational and commercial activities and uses along the beaches and in Newport Bay, which includes Upper Newport Bay and Newport Harbor in Lower Newport Bay.

OVERVIEW

The Harbor, Bay, and Beaches Element builds on the adopted General Plan's vision of balancing the needs of residents, businesses, and visitors while ensuring that Newport Bay and Newport Harbor are accessible and preserved, offer recreational opportunities, and support the local economy. The Harbor, Bay, and Beaches Element addresses a wide range of topics, including land and water uses, harbor coordination and administration, public access to coastal resources, and coastal ecosystems.

The Harbor, Bay, and Beaches Element is coordinated with the Natural Resources Element, Recreation Element, Safety Element, and Land Use Element to support the preservation of water-dependent recreational and commercial activities.

GOALS, POLICIES, AND ACTIONS

Land and Water Use

Diversity of Land Uses

Newport Beach offers a diversity of water use opportunities to support recreation on Newport Bay and the wider Pacific Ocean. Recreational and boating activities include sailing, use of motorized and human-powered vessels, and other activities. Vessels can be used for cruising, racing, and other competitive activities, or for angling. Angling can also be enjoyed from many public docks and other locations throughout Newport Harbor. Vessels can be secured to docks, slips, or mooring buoys in the harbor. There are also vessel storage facilities in off-water locations. As of 2024, Newport Harbor featured approximately 1,200 moorings spread across 10 offshore fields,¹ the Balboa Peninsula, Balboa Island and Lido Isle, and in West Newport. There are 15 public docks and one commercial public wharf within the harbor.^{2,3} There are approximately 1,100 docks and several commercial marinas.⁴ Additionally, dry storage facilities are available for boats on trailers, stands, and racks at various locations. Recreational and commercial use of Newport Bay and Newport Harbor depend on prioritizing water quality and safety, as well as coastal-dependent uses and coastal-related uses, such as chandleries;⁵ service yards; boating launches, storage, and rentals; tourism-serving uses and recreation; habitat; and scenic areas. Scenic areas are

¹ Nguyen, Lilly. "Pilot Program for Mooring Changes to Go to State Coastal Commission." *Los Angeles Times*, May 24 2023.

² City of Newport Beach. "City Celebrates Opening of New Public Dock, Welcomes First Electric Patrol Vessel Among U.S. Public Agencies." News release, August 27 2024.

³ City of Newport Beach. "Commercial Rhine Wharf Use Permit."

⁴ California State Lands Commission. Assembly Bill 691 Summary – Newport Beach. <https://slcprdwordpressstorage.blob.core.windows.net/wordpressdata/2022/09/ab691-summary-newportbeach.pdf>.

⁵ A chandlery is a store or business selling maritime supplies.

further discussed in the Natural Resources Element as it relates to visual resources, which are shown in Figure NR-4. Visual resources include viewpoints and corridors that provide scenic views and are considered to be of public importance. These

Recreational, commercial, water-dependent, and tourism-serving uses contribute to the local economy, resident and visitor activities, and the character of the community. Attracting tourism while preserving the unique character of coastal neighborhoods is key to maintaining Newport Beach's charm and appeal. This includes maintaining architectural components that match Newport Beach's character, as well as protecting coastal-dependent uses, local businesses, and coastal resources. By supporting a tourism industry that celebrates Newport Beach's cultural and historical resources and community feeling, the City of Newport Beach (City) can create an attractive environment for residents and visitors alike.

Goal HBB-1: Local businesses and water-dependent commercial uses in the Newport Harbor area that are preserved to maintain and enhance the economic activity charm of the waterfront community

- Policy HBB-1.1: Water-Dependent Uses. Preserve and enhance the following uses that contribute to the diversity and charm of Newport Bay, including Upper Newport Bay, and the balance among them:
 - Water-dependent and water-related recreational activities, such as boating, sailing, wind surfing, angling, kayaking, rowing, paddle boarding, and swimming.

- Water-dependent and water-related commercial activities, such as passenger/sightseeing boats, passenger fishing boats (“day boats”), boat rentals and sales, entertainment boats, boat/ship repair and maintenance (shipyards), and harbor maintenance facilities.
- Water-enhanced commercial uses, such as restaurants and retail stores.
- Water-related public recreation and education areas and facilities, such as beaches, piers, view parks, and related public areas providing access to and views of Newport Harbor.
- Coastal residential communities. (Imp. 2.1, 14.3, 14.6, 21.1, 24.1)
- Policy HBB-1.2: New Development. Site and design new development to avoid significant impacts to existing and potential water-dependent and water-related uses. (Imp. 2.1, 7.1, 8.1)
- Policy HBB-1.3: Land Use Considerations. Consider the impact on water-dependent and water-related land uses when reviewing proposals for land use changes, considering both the subject property and adjacent properties. (Imp. 2.1, 14.6, 24.1)
- Policy HBB-1.4: Marine Support Uses. Encourage the preservation and enhancement, including new innovations, to existing marine support uses (such as ferry service, fuel docks, and shipyards) serving the needs of existing waterfront uses and the boating community, and encourage the evaluation of impediments to access, such as bridges across City-controlled roads, that may prevent on-land transportation of tall loads. (Imp. 2.1, 14.3, 14.6, 21.1)

- Policy HBB-1.5: Private Services. Accommodate private-sector uses, such as vessel assistance and fueling, that provide emergency support, environmental enhancement, and other services that are not provided by the public sector and that are essential to the operation of a working harbor. (Imp. 21.3, 21.4)
- Policy HBB-1.6: Property Reuse. Discourage reuse of properties that result in the significant reduction of water-dependent commercial uses. Allow the reuse of properties that ensure water-dependent uses remain, especially in those areas with adequate infrastructure and parcels suitable for redevelopment as an integrated project. (Imp. 2.1, 14.3, 24.1)
- Policy HBB-1.7: Use Operations. When establishing land use regulations, consider the operational characteristics of land uses that support Newport Harbor and whether such uses can be or should be relocated to inland locations and/or if technological advances will eliminate the need for such support uses in the foreseeable future. (Imp. 2.1, 14.3, 21.1)
- Policy HBB-1.8: Boating. Support continued operation of passenger/sightseeing boats, passenger fishing boats (“day boats”), and long-term boat rentals and sales. (Imp. 2.1, 21.1)
- Policy HBB-1.9: Short-Term Rental. Support continued short-term rental of small boats, wave runners, stand up paddle boards, and other human powered watercraft while requiring vendors to provide formal trainings that include safety briefings. ~~while encouraging vendors to teach customers how to safely operate the watercraft.~~ (Imp. 2.1, 21.1, 21.3)

- Policy HBB-1.10: Support continued operation of entertainment and tour boats subject to reasonable regulations designed to ensure that the operations do not have an unreasonable adverse impacts on the environment or land uses surrounding the harbor, such as unsafe navigation, impaired water quality, reduced visual quality, excessive noise, unsafe street traffic conditions, or parking shortages. (Imp. 14.3, 21.3)

Goal HBB-2: Minimized risk of displacement by coastal hazards

- Policy HBB-2.1 (S-1.1): Sea-Level Rise Plan. Adopt a Sea-Level Rise Plan consistent with SB 272 (2023) and update the Local Coastal Program, including the Land Use Plan and Implementation Plan, as necessary. Establish and maintain shoreline protection reserves to implement early actions identified in the sea-level rise plan.
- ~~Adopt a well-vetted and comprehensive Sea Level Rise Plan consistent with relevant state and federal legislation, and update the Local Coastal Program, including the Land Use Plan and Implementation Plan, as reasonably necessary.~~ The Sea Level Rise Plan should at least consider the following:
 - Preservation of private property rights;
 - Preservation and migration of inter-tidal habitats;
 - Preservation of public access; and
 - Protection and retrofit of critical infrastructure, such as water and wastewater infrastructure. (Imp. 5.1, 5.2, 30.1) ~~(Policy S-1.1.1)~~

- Policy HBB-2.2: Emergency Preparedness. Provide information to at-risk property owners about emergency and disaster preparedness and best practices. (~~Community Involvement~~Imp. 29.1)
- Policy HBB-2.3: Data Collection. Collect king tide and related flood monitoring data to identify location, severity, and frequency of flooding by working with non-profits, educational institutions, and other informed sources, such as (but not limited to) the Newport Bay Conservancy and Back Bay Science Center. (~~Community Involvement~~Imp. 10.5)

Goal HBB-3: A harbor, bay, and beaches that attract tourism and maintain the character of coastal neighborhoods

- Policy HBB-3.1: Waterfront Public Spaces. Encourage the ~~creation of reasonable waterfront~~preservation of public spaces and beaches along the waterfront, to the extent reasonable. Prioritize preservation efforts of public spaces and beaches with adjacent public water access and docking facilities that serve as the identity and activity “centers” of Newport Harbor for special events of community/regional interest. (Imp. 20.1, 20.2, 20.3, 21.3)
- Policy HBB-3.2: Design and Character. Preserve and/or enhance existing water-enhanced, water-related, and water-dependent commercial uses and marine-oriented commercial areas through building improvements and programs that preserve the design and character of Newport Harbor. (Imp. 2.1, 24.1)

Goal HBB-4: Sufficient coastal infrastructure that protects coastal-dependent and public recreational uses ~~and view corridors~~ while matching the character of the surrounding development and protecting coastal and visual resources

- Policy HBB-4.1: New Bulkhead Siting and Design. Balance private property rights, natural harbor tidal and current forces, other coastal processes (such as erosion and accretion), and harbor aesthetics with other public access policies when considering siting and design for new or renovated bulkhead permits. (Imp. 2.1, 5.1) ~~(Policy S-1.1.5)~~
- Policy HBB-4.2: Beach Profile. Permit and design bulkheads and groins, when allowed, to protect the character of the existing beach profiles and restore and/or sustain eroded beach profiles found around Newport Harbor and island perimeters. (Imp. 2.1, 5.1)
- Policy HBB-4.3: Structures Impacting Visual Resources. Limit structures bayward of the bulkhead line to piers, floats, groins, appurtenances related to marine activities, and public walkways. (Imp. 2.1, 5.1)
- Policy HBB-4.4: Abandoned Vessels. Employ City, County of Orange, State, and Federal regulations and resources to promptly remove derelict, abandoned, or unseaworthy vessels from City-controlled tidelands. (Imp. 14.3, 14.6, 21.1, 21.4)
- Policy HBB-4.5: Launch Ramp Facility. Support the continued use of the launch ramp facility through coordination with the County of Orange; and consider opportunities for the siting and development of a new launch ramp facility owned by the City. (Imp. 14.3, 21.4)

- Policy HBB-4.6: Vessel Fueling. Coordinate with fuel dock owners to develop strategies for the long-term preservation of vessel fueling stations. (Imp 21.4)

Harbor Coordination and Administration

Administration of Newport Harbor and Newport Bay involves coordination among various government agencies and internal City departments. The Harbor Department is responsible for many of the harbor-related programs and services in the City, providing essential services such as daily harbor patrols, coordinating the use of anchorages and mooring fields, renting available slip space and moorings, and managing the guest marina and Marina Park. Their role plays a vital role in supporting the local marine-dependent economy while supporting residents, businesses, and visitors alike through coordinated safety efforts, on-the-water support, and generating revenue for the Harbor Department budget and the Tidelands Fund. The role and function of the Harbor Department support both the daily operations and long-term sustainability of the harbor

Additionally, Several commissions and committees handle administrative and advisory tasks, including advising the City Council, reviewing decisions, and managing permits.

One of the **Harbor Commission**'s primary charges under Newport Beach City Charter Section 713 is to advise the City Council on all matters related to Newport Harbor, including improvements and vessel regulation. Per Newport Beach City Charter Section 709, the **Parks, Beaches, and Recreation Commission** advises the City Council on parks, beaches, recreation, and street trees. It helps plan and

promote recreational programs, establishes policies for park and beach development, and manages trees and shrubs, subject to City Council authority.

The **Water Quality/Coastal Tidelands Committee** advises the City Council on water quality and habitat protection in Newport Bay and the ocean. It strengthens regulations, implements the Tidelands Infrastructure Capital Plan, and recommends educational initiatives about Newport Bay and the ocean.

The **California Department of Parks and Recreation** owns and has delegated to the City the development, operation, control, and maintenance of Corona del Mar State Beach, a popular spot for surfing and diving. The park features a 0.5-mile-long sandy beach enclosed by rocky cliffs.

Goal HBB-5: Coordination among City, County of Orange, State, and Federal agencies having regulatory authority of Newport Harbor and Newport Bay

- Policy HBB-5.1: Review and Update of Harbor Standards and Regulations. Periodically review and update, as appropriate, all Newport Harbor planning, design, engineering, and environmental criteria, standards, requirements, and processes. (Imp. 9.1, 21.1, 21.4)
- Policy HBB-5.2: Harbor Maintenance Equipment and Facilities. Provide harbor access for harbor maintenance equipment and facilities, including for dredging; dock demolition, repair, and construction; mooring services; debris and spill management equipment; and general harbor construction, maintenance, and repair. (Imp. 14.3, 14.6, 21.1, 21.4)

- Policy HBB-5.3: Interagency Cooperation. Work with other applicable controlling agencies within Newport Harbor and/or Newport Bay to define an area that can support harbor maintenance facilities and equipment. (Imp. 14.3, 14.6, 21.1, 21.4)
- Policy HBB-5.4: Harbor Patrol. Coordinate with the Orange County Sheriff's Department on patrol of the harbor to provide consistent, effective, and well-coordinated law enforcement on the water. (Imp. 14.3)
- Policy HBB 5.5: Coastal Resilience. Ensure that the Parks, Beaches, and Recreation Commission has adequate representation of experts in coastal resilience to ensure that this topic remains a priority to the City. (Imp. 29.3)

Goal HBB-6: Maintenance and enhancement of deep-water channels to ensure they remain navigable by boats

- Policy HBB-6.1: Sediment Management. Develop a comprehensive sediment management program that provides for safe navigation and improved water quality. (Imp. ~~14.3, 14.11~~5.2, 30.1 21.~~21~~)
- Policy HBB-6.2: U.S. Army Corps of Engineers Coordination. ~~Cooperate~~ Coordinate with the U.S. Army Corps of Engineers in its maintenance and delineation of Federal navigational channels within Newport Harbor in the interest of providing safe navigation. (Imp. 14.~~11~~2)
- Policy HBB-6.3: Permit Processing. Secure blanket permits or agreements through the regulatory agencies to expedite permit processing for residential and commercial dock owners in Newport Bay. (Imp. 14.6, 14.11)

- Policy HBB-6.4 Sediment Management Funding. Develop a sediment management funding plan to identify long-term funding pursuit strategies to support deep-water channels. (Imp. 5.2, 30.1)
- Policy HBB-6.5: Streamlined Dredging. Evaluate opportunities to streamline City-led dredging efforts. (Imp. 21.4)

Goal HBB-7: Protection and restoration of beaches and dunes

- Policy HBB-7.1 (S-1.4): Nature-Based Solutions. Encourage the use of nature-based solutions for beach and dune preservation and restoration as alternatives to traditional hard infrastructure, to the extent feasible. Nature-based solutions could include options such as dune restoration and sand replenishment and nourishment. Encourage the use of nature-based solutions, within reason, such as dune restoration and sand replenishment and nourishment, as alternatives to traditional infrastructure. (Imp. 5.2, 8.1, 21.2) (Policy S-1.1.4)
- Policy HBB-7.2: Beach Replenishment. Develop and implement a comprehensive sand replenishment program to assist in maintaining beach width and elevations. Analyze monitoring data to determine sand replenishment and nourishment priorities, and try to use sand replenishment and nourishment as shore protection, in lieu of more permanent, hard shoreline armoring options. (Imp. 8.1, 21.2)
- Policy HBB-7.3: Beach Erosion Thresholds. Monitor and analyze beach width and elevation data to establish beach erosion thresholds at which

backshore development becomes unreasonably exposed to wave runup flooding risks. (Imp. 28.1) ~~(Policy S-1.3.2)~~

- Policy HBB-7.4 (S-1.5): Emergency Use of Coastal Facilities and Equipment.

During Emergency Operations Plan updates, reevaluate protocols for the coordinated emergency use of public and private coastal facilities and equipment (i.e., partnerships for allowed use of docks) in advance of flood, storm, pollution, dredging, vessel sinking, and other potentially hazardous events to supplement existing safety and rescue operations. (Imp. 28.2) ~~(Policy S-1.1.5)~~

- Policy HBB-7.5: Shoreline Protection Thresholds. Establish and maintain action thresholds for beach width and elevation that, when exceeded, trigger actions such as defined nourishment, dune management responses, and budget requests. Identify structural armoring enhancements such as groins, jetties, and artificial reefs to advance sand and beach retention while maintaining surfing function. (Imp. 5.2, 30.1)

Economic Value of Newport Harbor

The City manages an interconnected 47.7-mile shoreline system composed of bay and ocean beaches, vital dunes, as well as the navigational waters of Newport Harbor and the tidal wetlands of Upper Newport Bay. Newport Harbor is among the largest recreational boat harbors on the West Coast, with more than 9,000 recreational boats, a thriving coastal and visitor-serving industry that includes maritime-related businesses (e.g., shipyards, fueling facilities, boat rentals, charters, ferry services), food and beverage establishments, retail stores, and hotel industries that service the community and visitors. The beaches serve an

estimated 8 million visitors, swimmers and surfers per year. Beach and boating users are vital to the local economy.

~~Newport Harbor is among the largest recreational boat harbors on the West Coast, with a thriving coastal and visitor-serving industry that includes maritime-related businesses (e.g., shipyards, fueling facilities, boat rentals, charters, ferry services), food and beverage establishments, retail stores, and hotel industries that service the community and visitors.~~

~~Based on the most recent study of Newport Harbor's economic value in 2018, commercial activity at the harbor directly generated \$391.9 million in economic output, supported 4,807 jobs, and generated \$167.5 million in labor income. Revenues that the harbor generates for the City and County of Orange through business licenses, mooring fees, and other fees total an estimated \$7 million each year. The annual Christmas Boat Parade generates roughly \$6.5 million each year from its 1 million attendees. Homes that surround the harbor benefit from higher assessed value, with an average value of just over \$3 million.⁶~~

As further detailed in the Harbor and Bay Element Existing Conditions and Background Report, Newport Harbor provides significant economic benefits to both the City and the greater county. Based on visitor spending patterns, Newport Harbor is estimated to account for slightly over 30 percent of all direct tourism-related spending (nearly \$400 million annually) in the City of Newport Beach. This includes spending on accommodations, entertainment, restaurants, retail, etc.

⁶—Beacon Economics. *Fiscal Impact Analysis of Newport Harbor: Final Report*. Newport Beach, California: Newport Harbor Foundation, May 4, 2018. <https://newportharborfoundation.org/wp-content/uploads/Beacon-Economics-Newport-Harbor-Fiscal-Analysis-May-2018.pdf>.

during their stay within Newport Harbor, which for day-trip visitors is estimated to average slightly under four hours.

Further, based on an analysis of maritime and visitor serving industries that are located in Newport Beach due to the presence of the harbor, it is estimated that Newport Harbor creates \$547.4 million in direct economic output annually. This level of economic activity supports approximately 4,440 direct jobs with earnings of \$195.8 million. In total, Newport Harbor is estimated to support approximately 5,900 indirect jobs or 1,500 additional indirect jobs in Orange County. In total it is estimated Newport Harbor creates \$787 million in total economic output to the county's economy.

Administration and management of the harbor, bay, and beaches requires coordination among departments, a balance of public investment with revenue, and provision of well-maintained public facilities. Efficient and effective management policies will maintain the City's ability to provide high-quality services that are accessible to a broad range of people and business.

Goal HBB-8: Well-managed and economically productive harbor, bay, and beaches

- Policy HBB-8.1: Marinas and Dry Boat Storage. Protect and, where feasible through the use of new designs and technology, enhance ~~and expand~~ marinas and expand dry boat storage facilities. (Imp. 2.1, 21.1)
- Policy HBB-8.2: Berthing and Mooring. Provide a variety of berthing and mooring opportunities, including lower-cost recreational boating,

throughout Newport Harbor, reflecting state and regional demand for various slip sizes and affordability. (Imp. 2.1, 21.1)

- Policy HBB-8.3: Provide Anchorages. Maintain anchorages in designated Federal areas that minimize interference with safe navigation and where shore access and support facilities are available. (Imp. 2.1, 21.1)
- Policy HBB-8.4: Piers. Authorize, pursuant to permit, license, or lease, new and existing piers and docks bayward of waterfront residential properties, subject to appropriate conditions that ensure compatibility with residential uses. (Imp. 2.1, 21.1)
- Policy HBB-8.5: Vacant Moorings. Facilitate access to vacant moorings for temporary rental use. (Imp. 2.1, 21.1)
- Policy HBB-8.6: Moorings Transfers. Foster public access to moorings by enforcing and refining the derelict boat ordinance and regulating permitted transfers by permit holders. (Imp. 2.1, 21.1)
- Policy HBB-8.7: Live-Aboard Vessels. Allow “live-aboard” vessels, subject to a reasonable maximum number of renewable annual permits, and provide for regulation and vessel inspection. (Imp. 2.1, 21.1)
- Policy HBB 8.8: Economic Assessment. Conduct regular assessments, at-least every 5 -years, of the economic viability of the harbor, bay, and beaches to track potential changes. (Imp. 1.2, 12.2, 21.4)

Goal HBB-9: Cost-efficient servicing and managing of Newport Harbor

- Policy HBB-9.1: Tidal Revenue. Explore revenue options to receive a reasonable rate of return from all tideland users to recapture related City investment, services, and management costs. (Imp. 30.2)
- Policy HBB-9.2: Supplemental Funding. Provide alternative and supplemental Newport Harbor funding, including seeking Federal and State grants, loans, or partnership agreements, for boater safety, education, maintenance, and capital improvements of Newport Harbor. (Imp. 30.2)
- Policy HBB-9.3: Tideland Leases and Permits. Review the administration of tidelands leases and permits; consider accepted best management practices to assist in redevelopment, maintenance, and financing of waterfront developments; and reflect reasonable value in the lease rates. (Imp. 30.2)
- Policy HBB-9.4: Cost Recovery. Review costs and procedures to receive reasonable cost recovery for permit processing. (Imp. 21.1)
- Policy HBB-9.5: Efficient Harbor Management. Support efficient harbor management through the use of emerging technologies such as smart buoys, online mooring rentals, vessel tracking, and other technologies, to the extent feasible. (21.2)

Public Access to Coastal Resources

Newport Beach has a well-established system of accessways to ocean beaches and Newport Bay, including public beaches, parks, shoreline trails, walkways, and

boardwalks. The City protects public access from adverse impacts due to new development, per the California Coastal Act.

Higher tides and storm surges from sea-level rise can accelerate erosion of sandy beaches, which can often be mitigated through sand nourishment and replenishment. This increased erosion may impact public access to many beach areas, and thus, in extreme cases, to public beach access within Newport Beach. Additionally, unmitigated bluff erosion, which may increase due to sea-level rise, may cause loss and damage to development, including roads, sidewalks, and beach and harbor access points in Corona del Mar and Newport Coast. The possibility of this occurring is greatest in long-term, worst-case sea-level rise scenarios.

Higher sea levels can also lead to increased risk of coastal flooding during consequential storms, which can temporarily impede access to the beach and harbor. Low-lying beach access points may be threatened by significant sea-level rise. The General Plan Safety Element includes maps and additional detail on sea-level rise, potential coastal flooding, and beach erosion.

Access to coastal resources provides recreational, health, and economic benefits.

The harbor, bay, and beaches should be valued for the passive and active recreational opportunities they provide, and reasonable access should be provided and maintained for current and future generations. Enhanced reasonable recreational opportunities and user amenities should be available at appropriate locations to enhance the user experience. ~~Notwithstanding the foregoing, construction of additional hard surface, possibly environmentally compromising, concrete boardwalk strips along beachfronts, accompanied by~~

~~pedestrian, bicycle, skateboard, scooter, rollerblade, or other transportation activity, should be balanced against the needs of those who prefer a less-intrusive, uninterrupted, quieter, pristine beach experience.~~ The types and location of amenities will consider both the need for passive and active coastal experiences. As active mobility opportunities are provided, safe pedestrian access should always be prioritized.

Goal HBB-10: Safe and accessible beach and harbor access points

- Policy HBB-10.1: Public Access. Provide adequate public access to the shoreline, beach, coastal parks, trails, and Newport Bay; acquire additional public access points and consider new vertical access points to these areas and provide parking, where possible. (Imp. 2.1, 5.1, 20.2) (Policy R 7.4)
- Policy HBB-10.2: Public Access Facilities. Ensure that new or improved public access facilities are compatible with existing permitted land uses and with the availability of supporting infrastructure, such as parking and restrooms. (Imp. 2.1, 21.1)
- Policy HBB-10.3: Access Assessment. Assess beach and harbor access points that are at risk of impacts from coastal hazards, and create long-term management plans to maintain or replace them with similar access. (Local Coastal Plan)
- Policy HBB-10.4: Facility Accessibility. Maintain and enhance existing infrastructure to support accessibility for a range of users with varied abilities, including enhanced restrooms, parking, bike racks, and other supportive infrastructure. (~~Local Coastal Plan~~ Imp. 30.1)

- Policy HBB-10.5: Marine Safety. Provide for marine safety, such as lifeguards, harbor patrol, on the water fire suppression, police, and traffic and parking enforcement through dedicated funds for the Harbor Department and other applicable departments. (Imp. 23.1, 21.4)

Goal HBB-11: Multiple, well-connected coastal access options~~Multifaceted and integrated coastal access~~

- Policy HBB-11.1: Encourage Provision of Visitor Facilities. Maintain the provision of guest slips, moorings, vessel waste pump-out stations, and anchorages in Newport Harbor. Coordinate with the Orange County Parks Department to provide such facilities where appropriate and feasible within Orange County tidelands. (Imp. 14.3, ~~23.121.4~~) ~~(Policy R8.3)~~
- Policy HBB-11.2: Public Water Transportation. Enhance and maintain public water transportation services and expanded public water transportation uses and land support facilities. (Imp. 16.12)
- ~~Policy HBB-11.3: Coordinate the location of marine terminals with other components of the transportation system to ensure convenient multimodal access and adequate parking. (Imp. 16.12) (Policy CE 5.2.1)~~
- Policy HBB-11.43: Coastal Transportation. Promote opportunities to expand water transportation modes, such as water-based shuttle services and water taxis, and land-based transportation modes aimed at increasing coastal access, such as the Balboa Peninsula Trolley. (Imp. 16.12) ~~(Policy CE 5.2.2)~~

- Policy HBB-11.54: Navigation Tools. Improve accessibility to coastal areas and represent neighborhood character through the use of navigation tools such as physical wayfinding signage, real-time maps, QR codes, and other applicable methods~~Update wayfinding signage to improve accessibility to coastal areas and represent neighborhood character.~~
- Policy HBB-11.65: Wayfinding. Assess potential improvements to wayfinding in coastal areas highlighting visitor resources. (~~Local Coastal Program~~Imp. 21.6, 16.13)

Upper Newport Bay

Upper Newport Bay, nestled in the heart of Newport Beach, is one of the largest remaining wetlands in the region, spanning approximately 700 acres.⁷ This area provides sanctuary to a diverse array of fish, birds, reptiles, plants, and other species. Also known as the Back Bay, this estuarine ecosystem is a popular destination for migratory birds, offering numerous birdwatching opportunities. The Upper Newport Bay State Marine Conservation Area, covering just over 1 square mile, includes lagoons, tidal flats, and coastal marsh habitats. It protects a variety of small mammals, fish, birds, crustaceans, and other creatures, including some endangered species, and provides residents and visitors opportunities for recreation. This area is vitally important as a rest stop for migratory birds, with up to 30,000 birds visible in a single day during winter migration periods.

Management of this ecological reserve balances conservation with public access, governed by policies that protect sensitive habitats while promoting educational and recreational opportunities. Public access considerations include trails,

⁷ Newport Bay Conservancy. 2024. "Bay Management." <https://newportbay.org/the-bay/bay-management/>.

walkways, and educational facilities that allow visitors to experience this ecological treasure while minimizing environmental impacts. Upper Newport Bay exemplifies the delicate balance between preserving critical habitat and providing meaningful public access to natural coastal resources.

Goal HBB-12: Protection of the visual and ecological resources of Upper Newport Bay

- Policy HBB-12.1: Public Access. Maintain public use in Upper Newport Bay Nature Preserve and Ecological Reserve to the extent that such use is consistent with the preservation of sensitive resources. (Imp. 2.1, 23.1)
- Policy HBB-12.2 (NR-11.1): Interagency Coordination. Continue interagency coordination with relevant entities, ~~such as (but not limited to) the Newport Bay Watershed Executive Committee~~ involved in the protection and preservation of Upper Newport Bay. (~~Interagency Coordination or Community Involvement~~ 14.3, 14.6, 14.7, 14.8, 14.13, 14.14, 14.16)
- Policy HBB-12.3 (NR-12.1, S-6.1): Stormwater Drainage. Preserve, where possible, natural watercourses or provide naturalized drainage channels within Newport Beach. Where feasible, implement restoration and rehabilitation opportunities. (~~Water~~ Imp. 1.1, 5.2, 7.5)
- Policy HBB-12.4 (NR-12.2, S-6.2): Stormwater Management Coordination. Continue to coordinate the needs of stormwater pollution management with the overlapping (and sometimes competing) needs for habitat management, flood management, capital improvement projects, development, aesthetics, and open space needs. (~~Water~~ 14.15, 19.1)

- Policy HBB-12.5: Supplemental Funding. Provide alternative and supplemental Upper Newport Bay funding, including seeking Federal and State grants, loans, or partnership agreements for boater safety, education, maintenance, and capital improvements of the estuary and conservation areas. (Imp. 17.2, 23.7, 29.1, 29.3)
- Policy HBB 12.6: Visual Resources Maintenance. Protect and manage visual and scenic resources by maintaining scenic resource inventories, protection plans, regulations, and other tools. (Imp. 5.2, 10.1)
- Policy HBB 12.7: New Visual Resources. Encourage new public and private development to create new public viewpoints that provide views of Upper Newport Bay. (Imp. 2.1, 5.2)
- Policy HBB 12.8: Reduce Pollution. Minimize pollution in the Upper Newport Bay through support of actions and infrastructure that reduce trash such as the Newport Bay Trash Interceptor. (Imp. 10.3, 16.15)

Historical Resources Element



HISTORICAL RESOURCES

PURPOSE

This Historical Resources Element focuses on the identification, documentation, preservation, and celebration of historical resources.

OVERVIEW

Historic preservation is essential for preserving the unique character, culture, and identity of Newport Beach. Efforts for historic preservation can strengthen resident ties to the community and enhance tourism for those who seek authentic cultural experiences and a deeper connection to the City’s rich history.

By having systems in place to identify, preserve, and protect historical resources, the City of Newport Beach (City) is able to balance growth and development with the preservation of cultural and historical heritage while providing tangible benefits to the economy, environment, and the City’s residents and visitors.

GOALS, POLICIES, AND ACTIONS

Identification of Historical Resources

Documenting and protecting archaeological and paleontological resources are crucial for preserving the evidence of human history and life forms of the distant past. These resources inform our understanding of ancient ecosystems and cultures. This stewardship fosters a culture of respect and responsibility, ensuring that future generations can continue to learn from and appreciate this history.

Goal HR-1: Recognize and protect historically significant landmarks, sites, and structures

- Policy HR-1.1: Historical Resources Inventory. Maintain and update the Newport Beach Register of Historical Property for buildings, objects, structures, and monuments having importance to the history or architecture of Newport Beach. (Imp. 9.1, 10.1, 29.2)
- Policy HR-1.2: New Historical Resources. Encourage local residents to research and nominate properties for review by the City and/or Newport Beach Historical Society. (Imp. 29.1, 29.2)
- Policy HR-1.3: Standards and Documentation. Consider developing standards for the review of demolition, grading, and building permits prior to granting City approval based on potential effects on historical resources. If demolition is granted, require photo documentation (in conformance with the standards outlined by the National Park Service’s Historic American Buildings Survey program) of inventoried historic structures prior to demolition. (Imp 2.1, 8.1, 8.2)
- Policy HR-1.4: Preservation or Re-Use of Historical Structures. Encourage the preservation of structures listed in the National Register of Historic Places, the list of California Historical Landmarks, and/or the Newport Beach Register of Historical Property. Provide reasonable incentives, such as waivers of application fees, permit fees, and/or any liens placed by the City, for properties listed in the National Register of Historic Places, California Register of Historical Resources, or Newport Beach Register of Historical Property in exchange for preservation easements, designation applications, and other related preservation options. Partner with and reasonably support non-profit,

private and community organizations in applying for public and private grants that would preserve and maintain historical resources throughout the city.

(Imp. 8.2, 29.2)

- Policy HR-1.5: Historic Context Statement. Consider preparing a Historic Context Statement to provide a consistent framework for evaluations and surveys. (Imp. 29.2)
- Policy HR-1.6: Citywide Survey. Every 10 years, or as needed, consider completing and updating a citywide historical resources survey to identify historical resources. Include community, neighborhood, cultural, and historic preservation groups; property owners; land developers; and the building industry in planning and implementing historical surveys. (Imp. 29.2)
- Policy HR-1.7: Streamlined Regulations. Consider provisions and policies related to historical resources under one ordinance in the Municipal Code to facilitate consistent application of the regulations and easier staff review. This may include the following:
 - Establish the National Park Service Secretary of the Interior's Standards as the baseline City standard for project reviews, providing opportunity for certain projects to qualify for a categorical exemption under the California Environmental Quality Act (Class 31 Categorical Exemption).
 - Define categories of major and minor changes that would be subject to review, the review required, and the assigned decision-making body responsible for the associated determination.
 - Revise, consolidate, and better define the City's classification system for historical resources to align with the Federal and State systems of

classification. Streamline the process for how landmarks are considered for listing in the City's classification system. One decision-making body (for example, the Planning Commission) should be given authority to review, conduct hearings, and make recommendations to City Council on the adoption of the historical resources designation. (Imp. 8.1, 8.2, 9.1)

- Policy HR-1.8: Preservation Expertise. Consider supporting the provision of staff resources to hire or train a preservation planner to advise staff on matters related to historical resources. (Imp. 30.1)
- Policy HR-1.9: Certified Local Government. Consider meeting the requirements for becoming a Certified Local Government, including adopting a historic preservation ordinance, establishing a qualified preservation review commission, providing adequate public participation in the historic preservation program, and completing other responsibilities identified by the State. (Imp. 29.2)

Goal HR-2: Well-documented and protected archaeological and paleontological resources

- Policy HR-2.1: Historical Records. Allow access to historical records among local preservation and cultural groups and among City departments and County of Orange agencies to the extent legally permissible. (Imp. 29.2)
- Policy HR-2.2: Prehistoric and Ethnohistoric Context Statement. Consider completing, and updating as needed, a Prehistoric and Ethnohistoric Context Statement to serve as a template for identifying, evaluating, and developing plans for the treatment of archaeological resources found within Newport Beach. (Imp. 29.2)

- Policy HR-2.3: New Development Activities. Require that new development meet the applicable requirements of the California Environmental Quality Act with respect to paleontological and archaeological resources. (Imp. 11.1)

Preservation of Historical Resources

Preserving the City's history is essential for maintaining its unique identity and cultural heritage. By celebrating and safeguarding historically significant landmarks, sites, structures, and legacy businesses, the City can honor the stories and achievements of past generations. Further, by recognizing and celebrating those who have contributed to Newport Beach's past, present, and future, our storied history can be captured. The recognition and protection of history not only enriches a community's sense of place and continuity, but fosters civic pride and can attract tourism.

Goal HR-3: Celebrate, preserve, and protect local history

- Policy HR-3.1: Adaptive Reuse. Encourage alternatives to demolition of historical sites and structures by promoting architecturally compatible rehabilitation or adaptive reuse. Consider incentives for maintaining historical sites and structures, such as permit and application fee waivers, flexible building requirements, and free technical advice by person(s) qualified in historic preservation. (Imp. 8.2, 29.2)
- Policy HR-3.2: Historical Components within New Projects. Encourage proposed development located on a historic site or structure to incorporate a physical link to the past within the site or structural design if preservation or adaptive reuse is not a feasible option. For example, consider

incorporating historical photographs or artifacts within the new project or preserve the location and structures of existing pathways, gathering places, seating areas, rail lines, roadways, or viewing vantage points within the new site design. (Imp. 1.1, 29.2)

- Policy HR-3.3: Mills Act. Consider development of a voluntary local Mills Act program to offset the ongoing stewardship and care of historic properties through property tax savings. (Imp. 8.2)
- Policy HR-3.4: Legacy Businesses. Consider developing a legacy business program that aims to recognize, honor, and support longstanding businesses within the community that have made significant contributions to Newport Beach's history, culture, and identity. The program may include the promotion of legacy businesses and potential grants. (Imp. 8.2)

Celebrating Historical Resources

Education is a key tool for enshrining the City's history and ensuring that future generations appreciate and understand this heritage. Integrating local history into programs and events sponsored by the City, library, and others, and promoting it through various media can create a well-informed community that values its roots. This awareness not only enhances residents' connection to Newport Beach, but also helps future generations value the past.

The foundational history of tribal nations in the region provides unique insight into the importance of cultural places. Native American groups and individuals hold special interest in the protection of cultural places. Tribal views toward protection and preservation of cultural resources in Newport Beach should be

respected, and the history of tribal nations should be recognized and acknowledged.

Goal HR-4: Enshrine local history through education

- Policy HR-4.1: Historical Landmarks. Encourage the placement of historical landmarks, photographs, markers, or plaques at areas of historical interest or value. Consider creating a Landmark Plan that will recognize and designate culturally important heritage sites that are eligible for the placement of historical landmarks or plaques. The Landmark Plan may also identify funding opportunities to support the program, such as development fees, corporate or civic sponsorships, or donations, or by using the City's General Fund. (Imp. 8.2, 9.1, 10.1, 29.2)
- Policy HR-4.2: Local Interest. Consider expanding interest in and knowledge of local history through historic landmarks, photographs, markers, and plaques, and/or through self-guided walking tours as a means to promote and celebrate historic preservation. Such information may be published on the City's website and social media channels and be made available through local publications to encourage thoughtful conversation about the history of Newport Beach. (Imp. 1.1, 29.1, 29.2, 30.1)
- Policy HR-4.3: Historic Preservation and Tourism. Encourage collaboration with local preservation organizations, such as the Newport Beach Historical Society, to research, conduct outreach, and develop programs and activities to encourage and support historic preservation and cultural-historical tourism. (Imp. 14.16)

- Policy HR-4.4: Educational Collaboration. Encourage collaboration with local educational institutions on preservation programs, activities, and exhibits/collections. (Imp. 14.2)
- Policy HR-4.5: Information Sharing. Consider encouragement of partnerships between local interested parties and historical societies to consolidate and share materials such as historical photographs, firsthand historical accounts and interviews, and any additional archival information. This may be done through the establishment of a City-recognized historical society or platform that welcomes representatives from various groups to share resources and collectively provide input to the City on historical resources.

Goal HR-5: Celebrate tribal cultural resources

- Policy HR-5.1: Government to Government Relationships. Encourage fostering government-to-government relationships with California Native American tribes in Newport Beach regarding issues of mutual concern. (Imp. 14.6)
- Policy HR-5.2: Historical Themes. Consider the use of foundational local history themes in public spaces that highlight California Native American tribes, in coordination with tribal representatives. (Imp. 29.2)
- Policy HR-5.3: Environmental Analysis. Require that new development meet the applicable requirements of the California Environmental Quality Act with respect to tribal cultural resources.

Recreation Element



PURPOSE

This Recreation Element addresses parks and recreation facilities, recreation programs, shared facilities, coastal recreation and support facilities, marine recreation and public access, and the provision of parklands and recreation programs. The primary purpose of this Recreation Element is to guide the provision of parks and recreation facilities sufficient for current and future residential, business, and visitor populations of Newport Beach.

OVERVIEW

Recreational spaces and programs play an important role in the physical, mental, social, and environmental health of Newport Beach’s residents. Newport Beach’s landscape is made up of coastal, beach, tideland, reserve, and urban areas, creating an opportunity for a diverse range of parkland and recreation types.

The Recreation Element overlaps with the Harbor, Bay, and Beaches Element; Natural Resources Element; Safety Element; Housing Element; and Land Use Element to help support the preservation of open spaces, including beaches and the harbor, as recreational spaces.

Parks and Recreation

As of 2025, the City of Newport Beach (City) had approximately 595 acres of City- and State- owned land dedicated to parks and recreational facilities consisting of 344 acres of parks and 251 acres of recreational beaches. Additional recreational opportunities in Newport Beach include 66 acres of parks under school

jurisdiction that are under a joint-use agreement with the City, and approximately 2,478 acres of land dedicated to open space and preservation, much of which offers recreational opportunities, such as trails (see Figure R-1, Parks and Open Space).

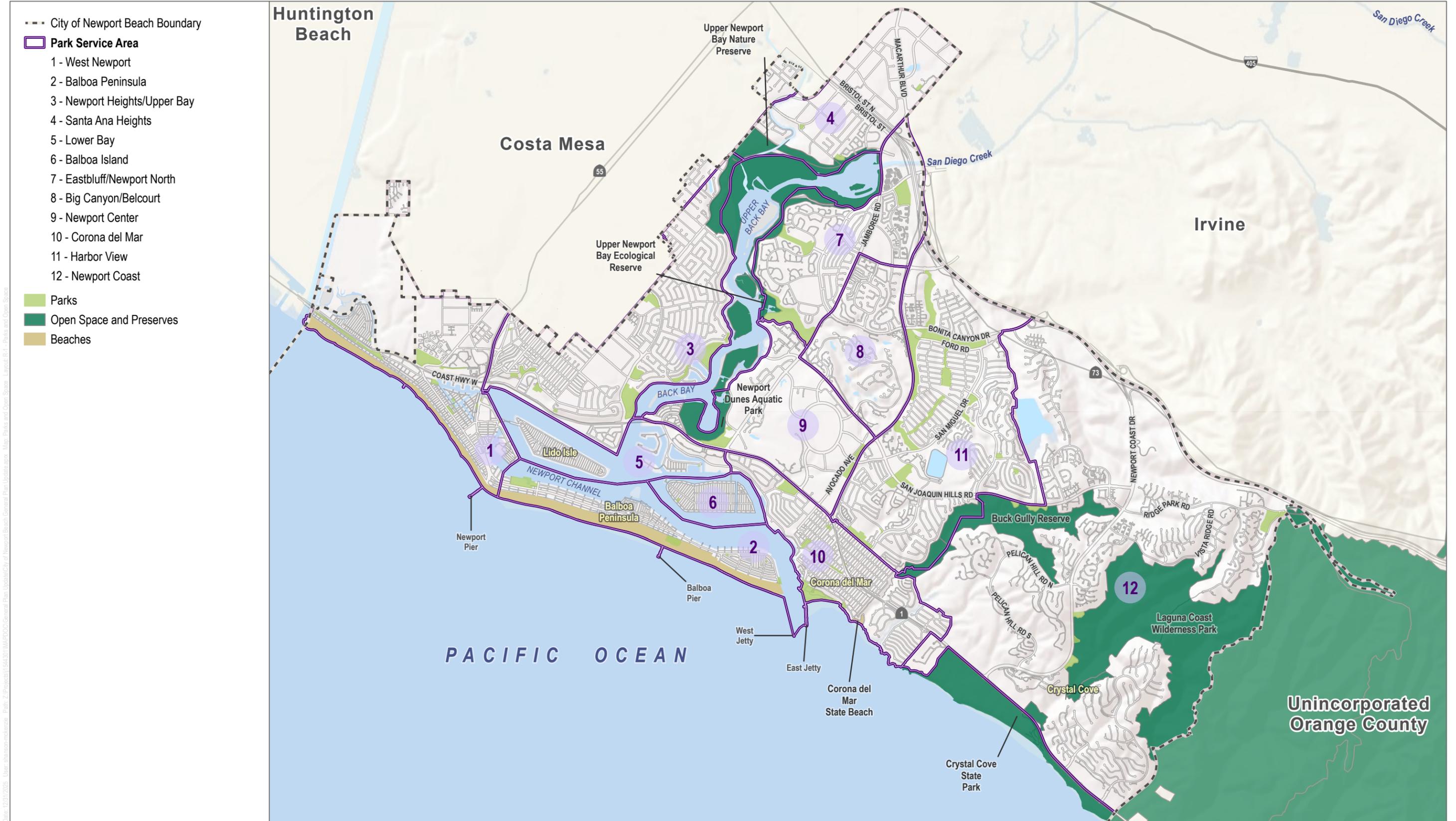
The Newport Beach Municipal Code establishes a parkland dedication standard for new subdivisions of 5 acres of parkland for every 1,000 persons allotted to the subdivision (refer to Newport Beach Municipal Code Title 19, Subdivisions, for applicability). The parkland dedication standard applies to recreational parks and excludes open space and preserves because open space is not always accessible, and its primary purpose is the preservation of open lands. Applying this standard citywide, Newport Beach has a surplus of parkland to meet the current and projected population. In 2045, the total population is estimated to be 88,650 people, which would need to be served by approximately 443 acres of parkland. Given the City's 344 acres of parks and recreational facilities (inclusive of playgrounds, picnic tables, sports fields and courts, passive parks, and community centers) and 251 acres of recreational beaches, there is a current surplus of 151 acres of parkland.

For the purposes of planning parks in a manner that meets the geographic needs of residents, the City divided Newport Beach into 12 park service areas for which the City administers parkland dedications and fees provided by residential development. When the City's parkland standard of 5 acres per 1,000 residents is applied by service area, 8 of the 12 service areas are considered to be deficient in total park acreage to meet projected population needs. Figure R-1 shows the public parks and recreational opportunities by service area. As shown in Table R-

1, and further detailed in the Recreation Element Existing Conditions and Background Analysis, the park service areas that are anticipated to meet and exceed projected population parkland needs are West Newport, Balboa Peninsula, Eastbluff/Newport North, and Harbor View; the eight other service areas are not anticipated to meet the needs of the projected population. Figures R-2 through R-12 provide an overview of parks and open space for each park service area listed in Table R-1.

Table R-1. 2045 Projected Park Needs by Service Area

Park Service Area	2045 Projected Park Acreage Needs	2024 Existing Parkland Acreage			Deficit (–) or Excess (+) Acreage
		Parks	Beaches	Combined	
1. West Newport	64.6	23.89	58.9	82.79	18.19
2. Balboa Peninsula	20.5	16.21	163.26	179.47	158.97
3. Newport Heights/ Upper Bay	69.6	42.50	11.68	54.18	-15.42
4. Santa Ana Heights	9	3.73	0	3.73	-5.27
5. Lower Bay	17	0.05	0	0.05	-16.95
6. Balboa Island	13.4	0.28	0	0.28	-13.12
7. Eastbluff/ Newport North	36.4	66.6	0	66.60	30.2
8. Big Canyon Belcourt	17.9	0	0	0	-17.9
9. Newport Center	26.1	19.93	0	19.93	-6.17
10. Corona del Mar	42.2	16.19	17.12	33.31	-8.89
11. Harbor View	67.1	129.51	0	129.51	62.41
12. Newport Coast	59.5	25.17	0	25.17	-34.33
Total	443.30	344.06	250.96	595.02	+151.72



SOURCE: City of Newport Beach;





- - - City of Newport Beach Boundary
 [Purple Outline] Park Service Area
 [Green] Parks
 [Yellow] Beach

SOURCE: City of Newport Beach



R-2
West Newport Park Service Area

City of Newport Beach General Plan Update



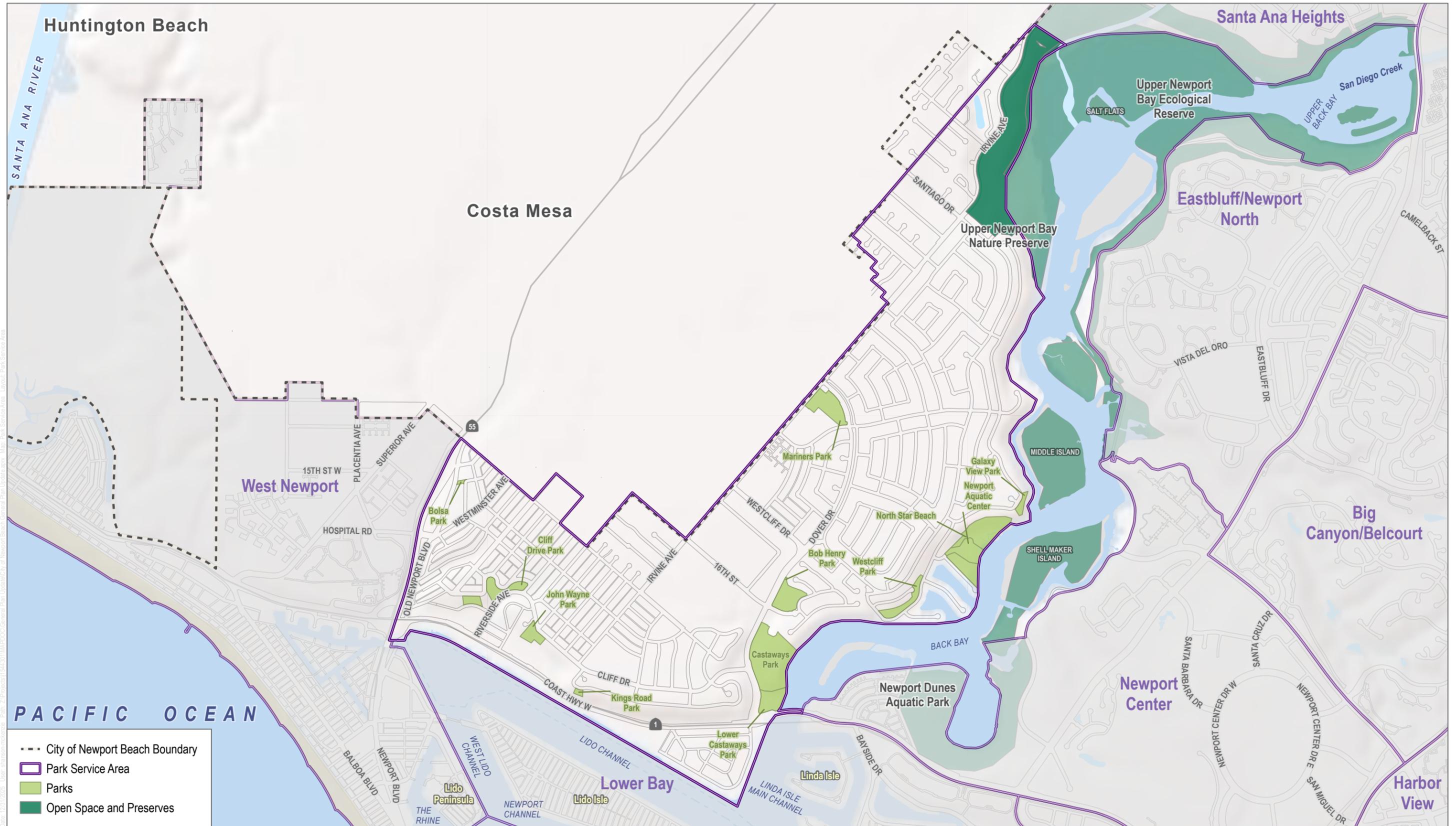
Date: 12/11/2025 User: ahanson-mckendrick Path: Z:\Projects\154307\MAPDOC\General Plan Update\City of Newport Beach\General Plan Update.aprx Map: Park Service Area Layout: Park Service Area

SOURCE: City of Newport Beach



R-3
Balboa Peninsula Park Service Area

City of Newport Beach General Plan Update

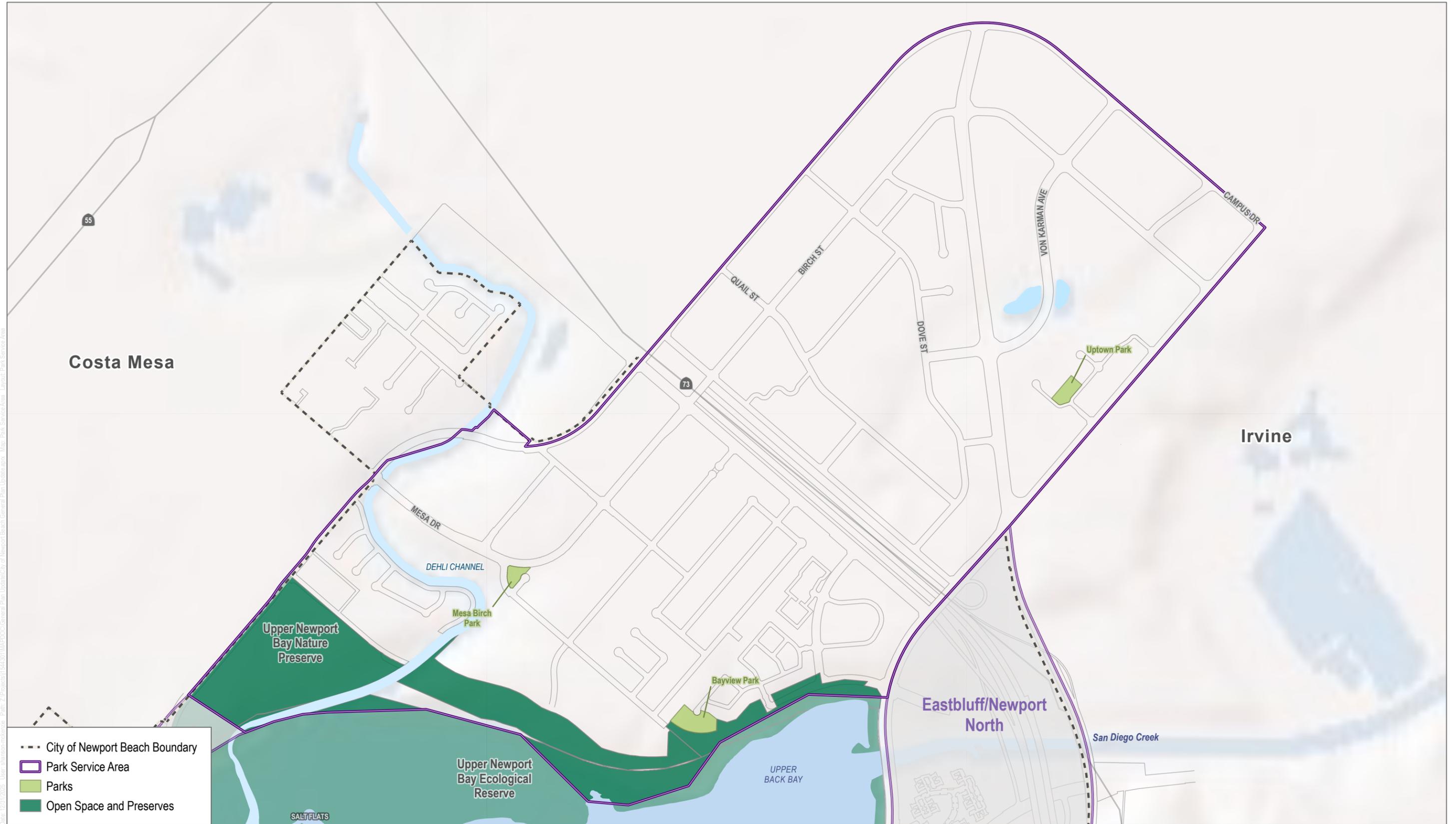


SOURCE: City of Newport Beach



R-4
Newport Heights/Upper Bay Park Service Area

City of Newport Beach General Plan Update



SOURCE: City of Newport Beach



R-5
Santa Ana Heights Park Service Area

City of Newport Beach General Plan Update



SOURCE: City of Newport Beach

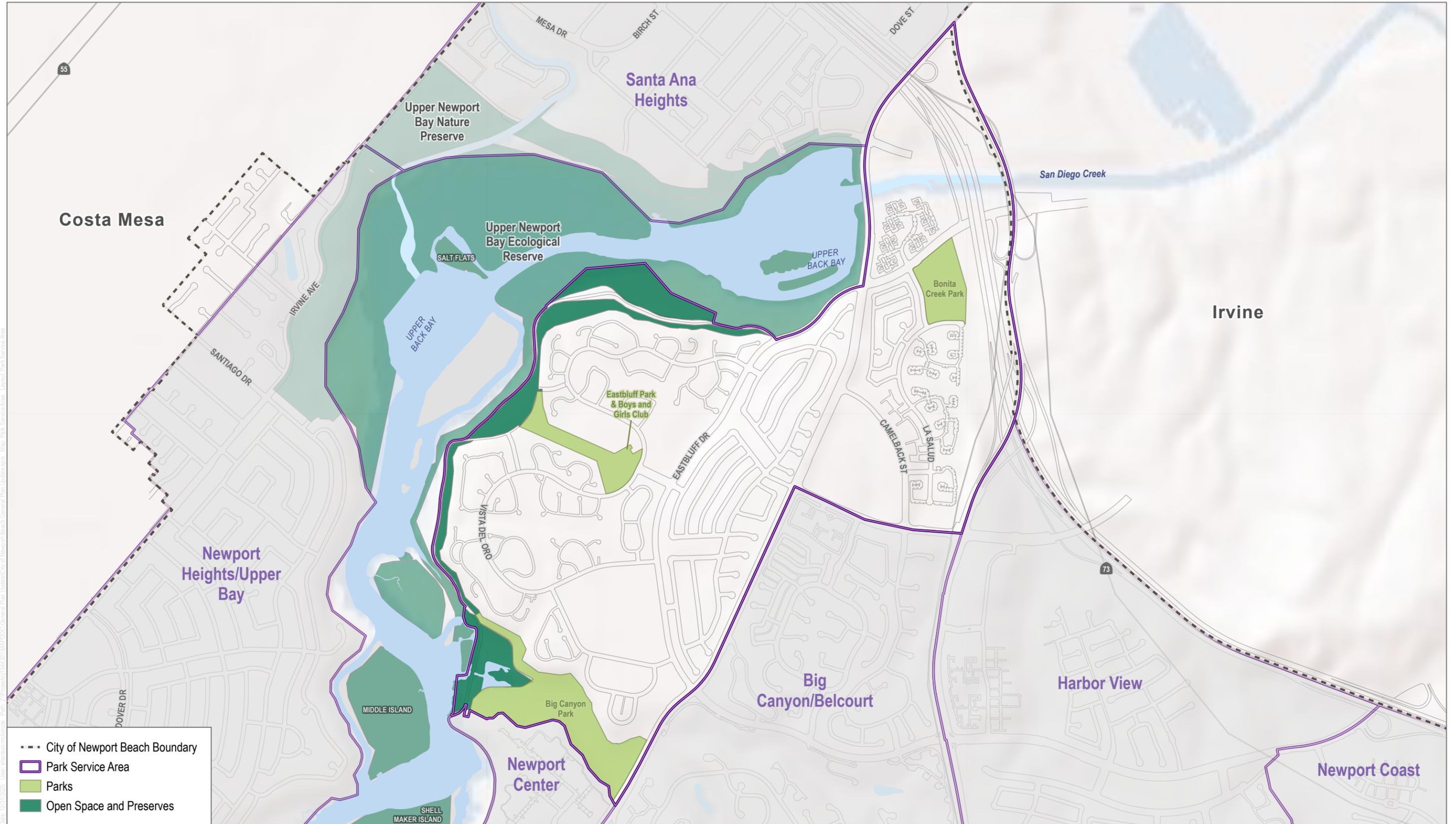


SOURCE: City of Newport Beach



R-7 Balboa Island Park Service Area

City of Newport Beach General Plan Update

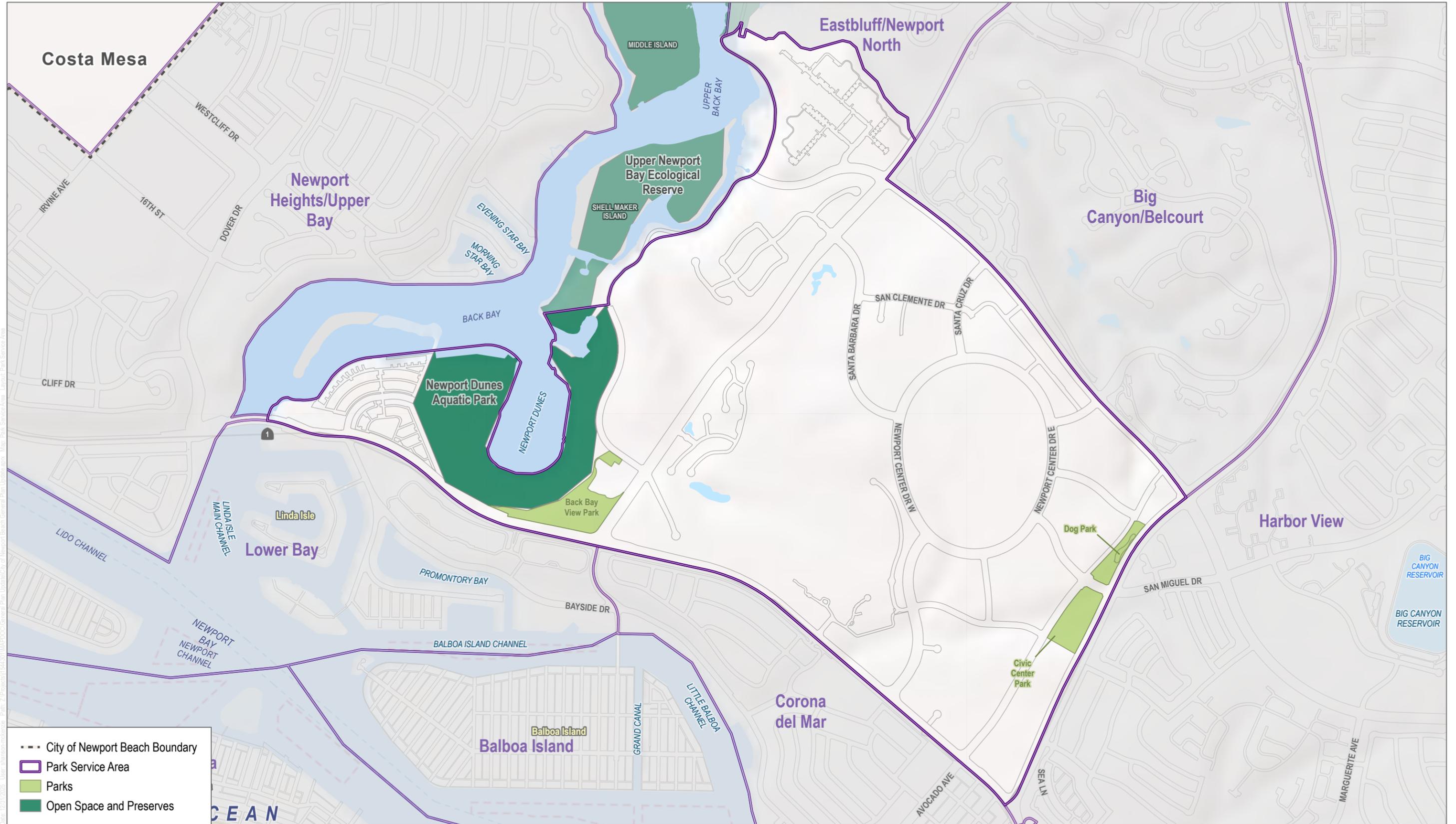


SOURCE: City of Newport Beach



R-8 Eastbluff/Newport North Park Service Area

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SOURCE: City of Newport Beach

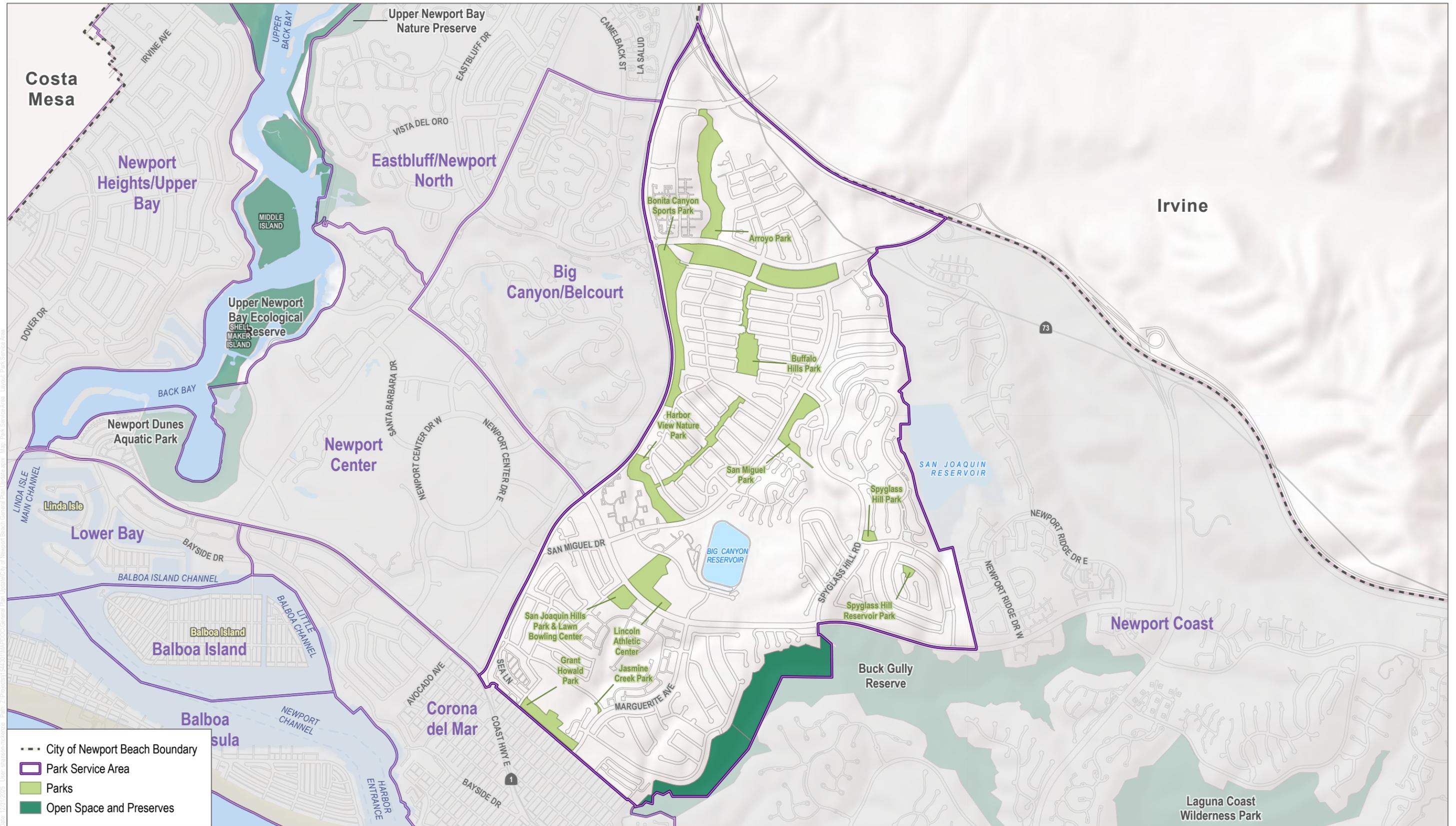


SOURCE: City of Newport Beach

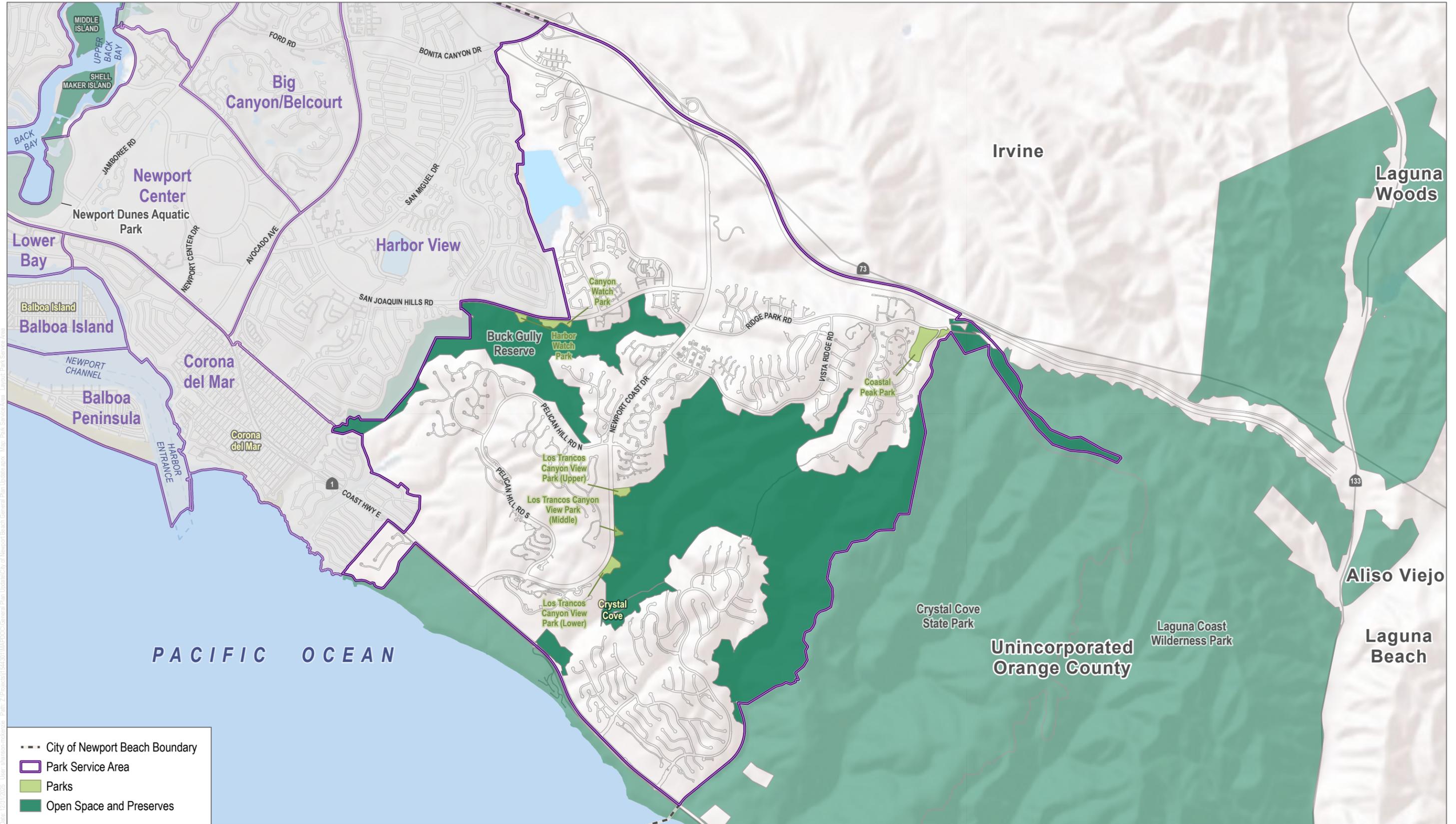


R-10
Corona del Mar Park Service Area

City of Newport Beach General Plan Update



SOURCE: City of Newport Beach



SOURCE: City of Newport Beach

Park Type Classifications

The types of parks in Newport Beach vary in size, communities served, and recreational opportunities offered. The specific park types are summarized below:

- **Community Park.** Community parks serve all of Newport Beach and are easily accessible via arterial roads. Community parks typically include community buildings, parking, swimming facilities, facilities for picnicking, active sports facilities, and other facilities that serve a larger population.
- **Mini Park.** Mini parks are smaller parks that have two general purposes. Most mini parks are less than 1 acre, serve an area in a 0.25-mile radius, and are located within a neighborhood separate from major collector roads. Some mini parks serve the entire community of Newport Beach and are located at urban trailheads along major trails or streets.
- **Neighborhood Park.** Neighborhood parks serve all ages and are generally 1 to 8 acres. They are located adjacent to public schools, when possible. Neighborhood parks contain amenities such as turf areas, active sport fields and courts, community buildings, playground equipment, and picnic facilities. Some neighborhood parks may also include senior centers, youth centers, and aquatic facilities.
- **View Park.** View parks are small, passive parks at significant vistas or viewpoints. They are often located on coastal bluffs and highlight ocean and bay views. Most view parks are 0.5 to 3 acres and serve the entire Newport Beach community. View park amenities include improved landscaping, walkways, and benches.

- **Open Space.** Open space includes passive and active open space areas that do not function as public spaces but do provide open space relief. Some open space areas are open to and accessible by the public.
- **Public Beach.** Public beaches serve a number of local and regional functions. In some neighborhoods, beaches function as neighborhood or community parks. Easy accessibility, a lack of entrance fees, and a lack of other available parks have contributed to this function. Public beaches all include sandy beach areas adjacent to Newport Bay or the ocean, and may include active sport areas, snack bars, showers, drinking fountains, restrooms, walkways, docks, benches, shade trees, and parking areas. Active beach area acreage is measured 100 feet from the observed water edge (based on satellite imagery) into the water area based on the standard for shoreline swimming and previous observations from the 2004 Newport Beach Technical Report prepared for the adopted 2006 General Plan.
- **School.** Public schools are a part of the Newport Beach’s recreation system because indoor facilities, outdoor fields, and playground areas can serve the general public during weekends, holidays, and after school.

The number of park types within a service area varies based on the nature of the physical geographic area. For example, a service area with a canyon or bay may have more view parks than a more urbanized and developed service area. Figure R-13, City Park Categories, summarizes the number of park types throughout Newport Beach.

Support Facilities

Many of the parks, open spaces, and recreational facilities in Newport Beach provide support facilities. Support facilities, such as parking, restrooms, seating areas, and water fountains, are crucial for enhancing accessibility, encouraging longer stays, and improving the overall experience. By providing adequate and well-maintained support facilities, the City contributes to cleaner and more-welcoming public spaces.

To further support the recreational needs of the community, there are several programs that encourage the use of public spaces by engaging residents and visitors. Programs include arts, theater, and dance classes; various sports; hiking and nature exploration; and special events, such as movies in the park. Such programs offer structured opportunities for social and physical activity, encourage people to visit and interact with public spaces, and contribute to Newport Beach's culture.

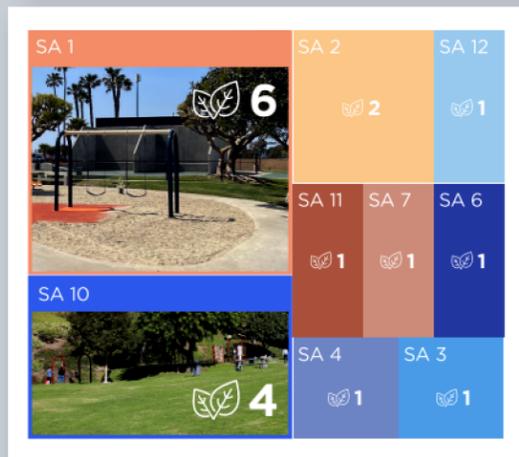
For a full list of public parks and recreational facilities and a summary of the service areas, refer to the Recreation Element Existing Conditions and Background Analysis (April 2024).

City Park Categories

Community Park
There are 16 Community Parks across 7 different service areas



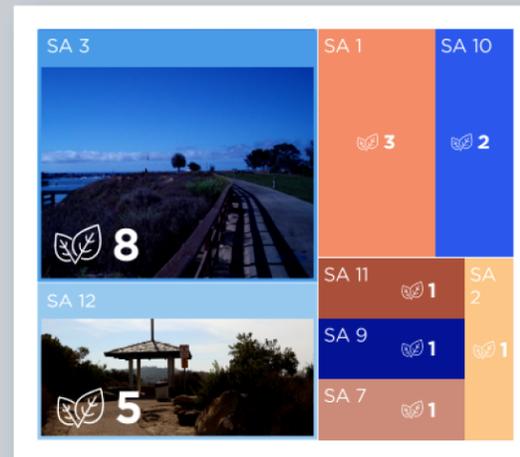
Neighborhood Park
There are 18 Neighborhood Parks across 9 different service areas



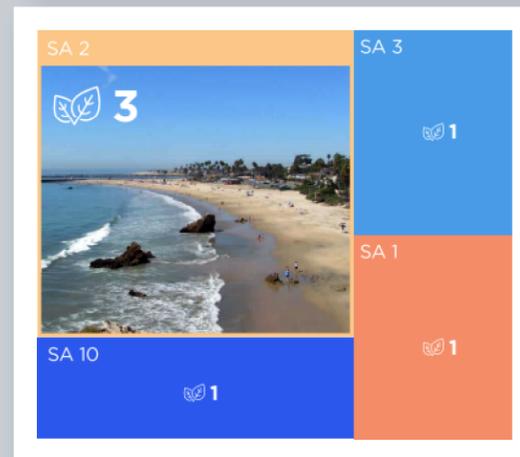
Mini Park
There are 14 Mini Parks across 7 different service areas



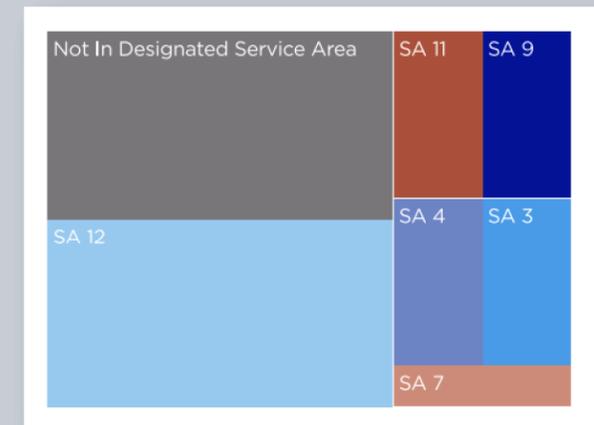
View Park
There are 22 View Parks across 8 different service areas



Public Beach
There are 6 Public Beaches across 4 different service areas



School
There are 10 School Recreation Facilities across 6 different service areas



GOALS, POLICIES, AND ACTIONS

Goals, policies, and actions support the purpose of the Recreation Element to ensure an appropriate balance between the provisions of sufficient parks and recreational facilities and the current and future residential, business, and visitor populations of Newport Beach. The goals, policies, and actions are categorized into six topics: Recreation Programs, New Parks, Maintenance and Improvements, Funding and Coordination, Beach and Recreation, and Support Facilities.

Recreation Programs

Recreation programs enrich community members' lives by building social connections and providing opportunities for learning and physical activity. High-quality recreation programs that are tailored to the community's needs can foster an engaged and healthy community. Recreation programs vary based on the population they serve, such as children and adolescents, adults, and older adults. The older adult population in Newport Beach is expected to double over the next 20 years, creating an increased demand for recreational activities and programming for older individuals. Additionally, Newport Beach's diverse landscapes provide unique programming opportunities that may be tailored to the natural environment and landscape.

Goal R-1: A community with high-quality recreation programs

- Policy R-1.1: Events and Programming. Establish and maintain high-quality events and programming for residents, prioritizing older adults and families with children. (Imp. 23.4)

- Policy R-1.2: Community Engagement. Continue to inform the community about upcoming events, new facilities and programs, and other pertinent parks and recreation news. (Imp. 29.1)
- Policy R-1.3: Homeowner Association Coordination. Coordinate with homeowner's associations to conduct City recreation programs on private parkland. (Imp. 23.3)
- Policy R-1.4: Compatible Recreation Activities. Provide programming and recreational activities compatible with the location and landscape. (Imp. 23.3)
- Policy R-1.5: Water-Related Programs. Protect and enhance specific programs that use the harbor, bay, and ocean, such as the City's sailing program and junior lifeguard program. (Imp. 23.4, 21.4)

Goal R-2: Programs for older adults that benefit and are used by residents

- Policy R-2.1: Optimization of Senior Programs. Continue to maintain partnerships with relevant organizations, such as Friends of OASIS ~~{~~(Older Adult Social and Information Services~~}~~, and determine potential improvements to increase participation in recreational programs targeted toward older adults. (Imp. 23.3)
- Policy R-2.2: Self Sustaining Adult Recreational Programs. Create programs for older adults that are financially sustainable. (Imp. 23.4)
- Policy R-2.3: Continue to increase program awareness among older adults. (Imp. 29.1)

Parks and Playgrounds

Parks are a vital asset in any community, providing opportunities for refuge, recreation, and socialization, in addition to physical and mental health benefits. Increasing park access and recreational opportunities throughout the community can help to ensure that these benefits are available to residents of all ages and needs.

Most residents can walk to a park in 10 to 15 minutes, but the types of parks available vary due to Newport Beach's varying landscape. These variable landscapes provide unique recreational facilities for the community depending on the location of the park, such as access to walking trails or the beach in certain areas of the city. Because land for new parks in urbanized areas is limited, the design of new parks should consider parks and recreational facilities that are needed in the respective service area. Additionally, new development should be paired with innovative park types to capitalize on limited land opportunities and promote equitable access to parks to improve the quality of life for residents.

Equally as important, the preservation and maintenance of parks and recreation facilities are essential for maintaining community access to recreational opportunities. Maintenance and needed upgrades to these facilities can help protect City investments while ensuring that residents have continued access to high-quality recreational facilities that meet changing needs.

As the environment changes and the population shifts, it is important that parks and recreational facilities continue to meet community needs and provide benefits to human health and well-being, and the environment. Finding opportunities to expand or adapt parks and recreational facilities to serve older

adults and people with disabilities can help serve all residents now and in the future. Furthermore, designing parks and recreational facilities to be resilient to extreme heat, flooding, and wildfires can ensure these amenities continue to function despite environmental changes. This can include planning for cooling centers, which are free indoor air-conditioned locations where residents can keep cool during extreme heat conditions, or using materials for parks, surfaces, and pathways that reflect more solar energy to reduce the amount of heat absorbed and radiated, referred to as cool pavement.

Goal R-3: New parks and connections that increase resident access to recreation, parks, and open space opportunities

- Policy R-3.1: Innovative Park Types. Support innovative park types that encourage community gathering and integrate nature into the urban environment. This could include publicly accessible open spaces that create or enhance mobility connections, such as paseos, promenades, or small accessible spaces that offer refuge, such as courtyards, pocket parks, rooftop gardens, and other park types not identified in the park type classifications. (Imp. 23.2)
- Policy R-3.2: Service Area Recreational Needs. Support the recreation needs of residents by service area by reviewing and possibly revising the methodology for determining park needs in each service area by considering existing park types, demographics, physical geography, and connectivity to nearby parks and open spaces, as well as access across and between different service areas. (Imp. 23.1)

- Policy R-3.3: New Park Needs. Continually evaluate open space acreage and park type classification across Newport Beach to identify areas to prioritize for new parks and green spaces that are tailored to community needs. (Imp. 23.1)
- Policy R-3.4: Parks Master Plan. Consider creating a Parks Master Plan to comprehensively assess and plan for park needs across Newport Beach. (Imp. 23.1)
- Policy R-3.5: Park Incentives. Continually evaluate potential development incentives for developers to contribute to new parks or to make improvements to existing parks, in addition to the required park dedication and/or fees. (Imp. 23.5)
- Policy R-3.6: New Joint Use Facilities. Support the increase of parkland through joint-use agreements. (Imp. 14.2)
- Policy R-3.7: Community Hubs. Develop new community parks near public facilities, such as schools, libraries, or community centers, to create hubs for community gathering. (Imp. 23.2)
- Policy R-3.8: Public Facilities. Design public facilities to incorporate recreational elements, such as children’s play areas, pocket parks, and usable public plazas. (Imp. 23.2)
- Policy R-3.9: Park Dedications and Fees. Support the assessment of the Park Dedications and Fees Ordinance to consider the benefit and feasibility of expanding the in-lieu park fees to for-rent residential developments. (Imp. 23.5)

- Policy R-3.10: Dog Parks. Encourage the incorporation of dog parks to provide opportunities for residents to let their dogs off leash in protected areas, while reducing off-leash occurrences in areas where it is discouraged. (Imp. 23.2, 23.5)

Goal R-4: Parks and recreation facilities that are preserved, upgraded, and well-maintained

- Policy R-4.1: Community Engagement. Conduct outreach on a neighborhood or district scale to identify desired improvements to parks and recreational facilities, which may include a community pool or aquatic center. (Imp. 23.3)
- Policy R-4.2: Priority for Park Improvements. Prioritize park improvements based on identified needs, including shade structures, dog parks, and other improvements identified through community outreach. (Imp. 23.1)
- Policy R-4.3: Service Area Park Improvements. Identify areas with lower-than-average park access, park variety, or based on findings from the methodology analyzing parks in each service area identified in Policy R-3.2 to prioritize improvements by service area. (Imp. 23.1)
- Policy R-4.4: Park Dedications and Fees. Continue funding park improvements through the Park Dedications and Fees Ordinance. (Imp. 23.5)
- Policy R-4.5: Preservation of Recreational Uses. Ensure continued protection of public parkland for recreational uses.
(Maintenance/Protection Program)

- Policy R-4.6: Preservation of Parkland and Open Space. Prevent, to the extent possible, any net loss of parkland and open space.
(Maintenance/Protection Program)
- Policy R-4.7: Natural Watercourses and Drainage. Preserve, where possible, natural watercourses and provide naturalized drainage channels within Newport Beach. Where feasible, implement restoration and rehabilitation activities. (Policy S-3.1.1)
- Policy R-4.8: Usage and Need-Based Enhancements. Evaluate park and recreational facility usage and needs to identify needed enhancements.
(Imp. 23.3)

Goal R-5: Parks and recreational facilities that are adapted to meet a variety of needs for existing and future residents

- Policy R-5.1: Evolving Recreational Needs. Enhance recreational facilities to ensure adequate capacity for future user demands and adapt to evolving services and facility needs. (~~Maintenance/Protection Program~~Imp. 23.2)
- Policy R-5.2: Adaptive Parks. Develop design standards for parks that are reasonably adaptive to extreme heat (e.g., shade, seating, water fountains)
(Imp. 23.2) (~~Maintenance/Protection Program~~Imp. 23.2)
- Policy R-5.3: Retrofitted Park Facilities. Continue efforts to expand accessibility and serve diverse populations by making reasonable efforts to retrofit existing facilities and encouraging development of new facilities that ensure adequate access for people with disabilities, in compliance with Americans with Disabilities Act (ADA) requirements.
(Maintenance/Protection Program Imp. 21.6, 23.2)

- Policy R-5.4: Facility Design. Develop reasonable design standards to ensure ADA-compliant facilities at parks, piers, trails, and public viewing areas for people who require mobility aids. (Imp. 21.6, 23.2)
~~(Maintenance/Protection Program)~~
- Policy R-5.5: Flood Management. Maintain reasonable flood management standards for development, public facilities, and infrastructure located within an officially designated 100-year floodplain. Use reasonable efforts to design development in a manner that does not negatively impede or redirect floodwaters or raise anticipated flood heights as identified ~~in~~ by the Newport Beach Public Trust Lands Sea Level Rise Vulnerability Assessment current applicable data. (Imp. 5.2, 8.2, 28.1) ~~(Policy S-3.1.3)~~
- Policy R-5.6 ~~(S-10.1)~~: Cooling Centers. Use reasonable efforts to improve cooling centers with resilience improvements, such as battery backup power and amenities that help promote a sense of community and socialization. ~~(Imp. 27.1)~~ ~~(Policy S-7.1.2)~~
- Policy R-5.7 ~~(S-10.5)~~: Cool Pavement. Review cool pavement technology effectiveness and ~~consider~~ ~~creating~~ a pilot cool pavement program to ~~implement materials that~~ reduce the effects of extreme heat. ~~(Policy S-7.1.1~~ Imp. 16.3)
- Policy R-5.8 ~~(S-10.4)~~: Shade Enhancements. Evaluate the availability of shade in parks and the public right-of-way to identify areas that could be enhanced with more shade to improve the user experience on hot days. Public parks and active-transportation corridors should be prioritized for any identified enhancements. To the extent reasonable, evaluation could

occur through the development of a Parks Master Plan or similar citywide effort or through a site-specific project such as a capital improvement project. (Imp. 20.1, 23.1, 23.3)~~Use reasonable efforts to evaluate tree canopy cover in parks and the public right-of-way, considering shade and priority active transportation corridors. (Policy S-7.1.5)~~

- Policy R-5.9: Population-Based Park Needs. Re-evaluate population projections to determine park and recreational needs for 2050. (Imp. 23.3~~1~~)

Partnerships

Coordination with internal City departments and outside agencies and organizations creates opportunities to share resources, promotes effective communication, and can help facilitate the successful implementation of General Plan goals and policies. Moreover, such coordination can increase the quality of and access to parks and open space through integrated strategies and efficient use of resources.

There are several open space areas, preserves, and beaches within the boundaries of Newport Beach and the City's Sphere of Influence that are managed by the County of Orange, the California Department of Fish and Wildlife, and the California Department of Parks and Recreation. Additionally, school facilities provide indoor and outdoor recreational opportunities in Newport Beach on approximately 66 acres of Newport-Mesa Unified School District land, which are available to the public under joint-use agreements. These other types of recreational opportunities provide a significant resource for the community, and continued coordination between various City, County of Orange, and State departments and agencies ensures that these diverse recreational resources

continue to serve the needs and enhance the quality of life for all residents of and visitors to Newport Beach.

Goal R-6: Established and well-maintained relationships to facilitate interagency and interorganizational coordination

- Policy R-6.1: Existing Joint Use Agreements. Maintain and expand existing joint-use agreements with the Newport-Mesa Unified School District for use of school recreational facilities as public parks to provide public access to play areas, pool facilities, gymnasiums, and sports fields. (Imp. 14.2)
- Policy R-6.2: New Joint Use Agreements. Develop appropriate new, long-term, joint-use agreements with other public and private agencies to expand the use of non-City recreational facilities/amenities and supplement the parks and recreational needs of the community. (Imp. 14.2, 14.3, 14.8, 14.15)
- Policy R-6.3: Trail Maintenance. Continue collaborating with County of Orange and State agencies to maintain trails in public open space, such as Upper Newport Bay. (Imp. 14.3, 14.7, 14.8, 14.16)
- Policy R-6.4: Maintenance of Existing Facilities. Continue providing City facilities for City-operated recreational programs and other purposes. (Imp. 23.4)
- Policy R-6.5: County and State Facilities and Services. Continue efforts to protect and enhance recreational activities and support facilities at County of Orange and State beaches and parks in cooperation with the California Department of Parks and Recreation, California Department of Fish and Wildlife, and County of Orange. (Imp. 14.3, 14.7, 14.8)

- Policy R-6.6: Interagency Coordination to Provide New Facilities. Coordinate with the Orange County Community Resources Department (OC Parks) to provide facilities at Bayside Beach within Newport Harbor, where appropriate and feasible. (Imp. 14.3, 21.2)
- Policy R-6.7: Interagency Coordination for the Randall Preserve. Encourage interagency coordination to support planning efforts for the Frank and Joan Randall Preserve (formerly Banning Ranch). (Imp. 14.165)

Beach Recreation

Newport Beach has approximately 251 acres of public beach recreation al areas, offering numerous opportunities for passive and active beach and coastal recreation. There are more than 8 miles of sandy beaches in Newport Beach that provide public facilities and opportunities for walking, sunbathing, volleyball, swimming, surfing, windsurfing, and other recreational activities. Maintaining physical access points, ~~the current boardwalk from 36th Street to just beyond E Street,~~ and supportive facilities and services can help protect continued public beach access. Additionally, Newport Beach offers a diversity of water use opportunities to support recreation on Newport Bay and the wider Pacific Ocean. The recreational and boating activities include sailing and motorized and human-powered vessels. These water-dependent recreational and commercial activities and uses along the beaches and in Newport Bay are addressed, in part, in the Harbor, Bay, and Beaches Element.

Goal R-7: Protection of public beach access

- Policy R-7.1: Preservation of Public Beaches. Use reasonable efforts to ensure the preservation and enhancement of public beaches for public recreation. (Imp. 14.6, 14.8, 23.2) (~~Local Coastal Program~~)
- Policy R-7.2: Beach Access Assessment. Conduct a periodic assessment of at-risk beach access points to determine risk of damage or impairment from coastal hazards, including flooding and erosion. (Imp. ~~23.15.2~~, 21.6, 23.3) (~~Local Coastal Program~~)
- Policy R-7.3: Resilient Beach Access. Adapt infrastructure for beach access points to be resilient to coastal hazards. (~~Local Coastal Program~~)Imp. 21.5)
- Policy R-7.4: Adequate Beach Access. Maintain reasonable beach access points to continue providing adequate public access to the beach and coastal resources. (Imp. 21.6, 23.1) (~~Local Coastal Program~~)
- Policy R-7.5: Identify Maintained Beach Access. Prioritize appropriate, reasonable sites experiencing natural erosion for beach nourishment and replenishment, living shoreline restoration, and built structures as part of a comprehensive sea-level-rise adaptation plan. (Imp. 21.6, 23.1) (~~Local Coastal Program~~) (~~Policy NR-7.1.2~~)
- Policy: R-7.6: Passive and Active Beach Recreation. Provide opportunities for both passive and active beach recreation, prioritizing safe pedestrian activity. (Imp. 20.2, 23.2, 23.3)

Support Facilities

Support facilities are an important aspect of providing parks and recreational spaces that are highly used and enjoyed by the community. Support facilities

include restrooms, showers, lifeguard towers, parking, bicycle racks, and staffing. Providing and maintaining facilities needed to support varying parks and recreation spaces in Newport Beach can help ensure parks and open spaces are enjoyed by the community and provide a high-quality level of service.

Goal R-8: Adequate support facilities at parks and recreation areas

- Policy R-8.1: Provision of Public Recreational Facilities and Services. Provide reasonable and appropriate support facilities and services needed to serve recreational uses in parks, beaches, the harbor, and other open space areas, and to protect reasonable public access and recreation in coastal areas for residents and visitors. (Imp. 21.12, 21.4, 23.1) ~~(Local Coastal Program)~~
- Policy R-8.2: Adaptive Support Facilities. Reasonably improve support facilities to ensure that they are adaptable to changing needs, interests, and demographics. ~~(Maintenance/Protection Program)~~ Imp. 23.2, 23.3
- Policy 8.3: Upper Newport Bay Facility Needs. Assess support facility needs in Upper Newport Bay to accommodate the needs of pedestrians and those using active forms of transportation. The assessment should specifically consider the need for restrooms and drinking fountains. (Imp. 23.3)

Safety Element



PURPOSE

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

OVERVIEW

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

Local Hazard Mitigation Plan

The City's Local Hazard Mitigation Plan works in tandem with this Safety Element to assess and address hazards. Local Hazard Mitigation Plans must meet certain Federal requirements, whereas Safety Elements follow State requirements. Both plans include policies and actions for the City to undertake, which means that consistency across plans is important. As allowed by California Government Code Section 65302.6, this Safety Element adopts the Local Hazard Mitigation Plan and

all future updates by reference. The Local Hazard Mitigation Plan can be found on the City’s website.¹

VULNERABLE POPULATIONS

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

Table S-1. Populations Vulnerable to Hazards

Vulnerable Population Health Indicator	Newport Beach	Orange County
People with a Disability	3.6%	5.3%
Older Adults ¹	23.6%	16.4%
Young Children ²	3.9%	5.9%
Uninsured Adults ^{3,4}	4.4%	10.7%
Households without Car Access	4.0%	4.4%
Households with Limited Car Access	4.0%	4.4%
Renter – Severe Housing Cost Burden ⁵	22.2%	26.9%
Homeowner – Severe Housing Cost Burden ⁶	13.1%	11.4%
Limited English Speaking ⁷	3.5%	19.3%
People with Asthma	8.1%	8.3%
Outdoor Workers	4.6%	6.2%

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

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

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

- ¹ People aged 65 and over.
- ² People aged 5 and under.
- ³ Percent of adults aged 18 to 64 without health insurance
- ⁴ Pregnant and nursing women are not included in the table due to lack of data.
- ⁵ Renters who pay more than 50% of their income toward housing costs.
- ⁶ Homeowners who pay more than 50% of their income toward housing costs.
- ⁷ Percent of people aged 5 and older who speak English less than very well.

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

Coastal Hazards

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

Geologic and Seismic Hazards

Vulnerability to geologic and seismic hazards depends on location. Buildings located in areas with heightened risk of earthquakes, landslides, liquefaction, or other geologic and seismic events, and people living in such areas, are naturally more susceptible to damage and heightened risk of injury or loss of life.

Furthermore, certain groups may have more difficulty recovering after a major seismic or geologic event, or have more difficulty accessing information about emergencies. These groups include low-income households, especially renters; people age 65 and older; people with disabilities; and those who have limited English proficiency. Table S-1 outlines the percentages of these populations in Newport Beach relative to Orange County as a whole.

Flooding Hazards

Flooding impacts can be exacerbated due to difficulty evacuating or challenges with recovery after a flood. Older adults or people with disabilities may have limited access to transportation options, increasing their reliance on transportation agencies or others during an evacuation. Low-income or housing-

cost-burdened households, particularly renters without rental insurance, can face greater challenges recovering from flooding events, and may face greater risk of displacement if their residence is damaged by floodwaters. Table S-1 outlines the percentage of these populations in Newport Beach relative to Orange County as a whole.

Fire Hazards

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

Hazardous Materials Management

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

Aviation Hazards

Vulnerability to aviation hazards does not depend on population characteristics. Rather, vulnerability is a function of exposure to those hazards (see the Airport

Environs Land Use Plan for John Wayne Airport for more information²). Specific vulnerable subpopulations are not described in Table S-1 for these types of hazards.

Extreme Heat

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

GOALS, POLICIES, AND ACTIONS

Coastal Hazards

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

² Airport Land Use Commission for Orange County. 2008. *Airport Environs Land Use Plan for John Wayne Airport*. April 17, 2008. https://files.ocair.com/media/2021-02/JWA_AELUP-April-17-2008.pdf?VersionId=cB0byJjdad9OuY5im7Oaj5aWaT1FS.vD.

and planned development be resilient and that the community is aware of how to protect themselves and their property.

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

Tsunamis and Rogue Waves

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

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

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

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

Storm Surges

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

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

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

Sea-Level Rise

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

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

Figure S-2, Newport Harbor Coastal Flood Risk, shows the same data for the Newport Harbor area.

To understand potential coastal flood risk in the near term and long term, the following CoSMoS scenarios were selected for mapping: 0.8 feet of sea-level rise by 2030, 1.6 feet by 2050, and both 4.1 and 4.9 feet by 2100. Two levels were selected for 2100 due to the potential for variations in sea-level rise, which are highly dependent on the rate of global greenhouse gas emission reductions that could occur through 2100. All of these scenarios are medium to medium/high risk-aversion scenarios, meaning there is between a 1-in-20 and 1-in-200 chance that sea-level rise will meet or exceed projections. Areas that could flood during an average storm with 0.8 feet of sea-level rise include almost all of Balboa Island and the western portion of Balboa Peninsula, emanating outward from Newport Island and the surrounding channels. With 1.6 feet of sea-level rise, flooding could extend to much of the central portion of Balboa Peninsula, covering land northeast of Balboa Boulevard and west of Marina Park. With 4.1 to 4.9 feet of sea-level rise, neighborhoods and beaches near the Santa Ana River jetty; Balboa Coves; Mariner's Mile; many islands in Newport Harbor; and parts of Balboa Peninsula, Corona del Mar State Beach, and Little Corona del Mar Beach could flood.

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

Beach and Cliff Erosion

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

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

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

Sand Nourishment

|

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

- City of Newport Beach Boundary
- Coastal Flood Risk under an Average Storm Event**
- Sea-level Rise Scenario**
- 0 Meter Sea Level Rise (0 Feet)
- 0.25 Meter Sea Level Rise (0.82 Feet)
- 0.5 Meter Sea Level Rise (1.64 Feet)
- 1.25 Meter Sea Level Rise (4.1 Feet)
- 1.5 Meter Sea Level Rise (4.92 Feet)



SOURCE: California Geological Survey 2024; City of Newport Beach 2023; CoSMoS 2024



S-1
Citywide Coastal Flood Risk

City of Newport Beach General Plan Update

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

- Policy S-1.1 (HBB-2.1): Sea-Level Rise Plan. Adopt a Sea-Level Rise Plan consistent with SB 272 (2023) and update the Local Coastal Program, including the Land Use Plan and Implementation Plan, as necessary. Establish and maintain shoreline protection reserves to implement early actions identified in the sea-level rise plan.
- ~~Prioritize development and adoption of a well-vetted and comprehensive Sea Level Rise Plan consistent with State and Federal legislation, and appropriately update the Local Coastal Program, including the Land Use Plan and Implementation Plan, as reasonably necessary.~~ The Sea Level Rise Plan should at least consider the following:
 - Preserving private property rights;
 - Preserving and migration of inter-tidal habitats;
 - Preserving public access;
 - Protecting and retrofitting critical infrastructure, such as water and wastewater infrastructure; and
 - Triggers and pathways related to the magnitude and timing of sea-level rise (Imp. 5.1, 5.2, 30.1) ~~(Policy HBB-1.2.1)~~
- Policy S-1.2: Coastal Collaboration. Collaborate with neighboring coastal local governments, regional agencies, and State agencies ahead of and during the Local Coastal Program update and during coastal infrastructure

projects to ensure implementation success. (Imp. 14.1, 14.3, 14.6, 14.12, 14.16~~5~~)

- Policy S-1.3: Sea-Level Rise Plan Implementation Funds. Develop funding and financing strategies as part of Senate Bill 272 (2023) compliance before 2034. Consider long-term reserve funds, financing districts, tideland revenue fee structures, and State and Federal funding opportunities to pursue coastal resilience projects to better protect the harbor, beaches, and community from flooding. (Imp. 5.1, 24.1, 30.1, 30.2, 31.1)
- Policy S-1.4 (Policy HBB-7.1): Nature-Based Solutions. Encourage the use of nature-based solutions for beach and dune preservation and restoration as alternatives to traditional hard infrastructure, to the extent feasible. Nature-based solutions could include options such as dune restoration and sand replenishment and nourishment. ~~as alternatives to traditional infrastructure.~~ (Imp. 8.1, 21.2) ~~(Policy HBB-3.2.4)~~
- Policy S-1.5 (Policy HBB-7.4): Emergency Use of Coastal Facilities and Equipment. During Emergency Operations Plan updates, reevaluate the protocol for the coordinated emergency use of public and private coastal facilities and equipment (e.g., partnerships for allowed use of docks) in advance of floods, storms, pollution, dredging, vessel sinking, and other potentially hazardous events to supplement existing safety and rescue operations. (Imp. 28.2) ~~(Policy HBB-3.2.7)~~

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

- Policy S-2.1: Beach Replenishment Program. Coordinate with the U.S. Army Corps of Engineers to develop and implement a comprehensive beach replenishment program to assist in maintaining beach width and elevations. Analyze monitoring data to determine nourishment priorities, and try to use nourishment as shore protection in lieu of more-permanent hard shoreline armoring options. (Imp. 8.1, 14.12, 21.2) ~~(Policy HBB-3.2.5)~~
- Policy S-2.2: Shoreline Management Pilot Projects. Investigate shoreline management pilot projects to test solutions on a smaller scale. (Imp. 5.1, 2.2, 21.2)
- Policy S-2.3: Regional Coordination. Work with regional governments to create potential partnerships and explore cross-boundary projects that benefit the region. (Imp. 5.1, 14.1, 14.12) (Policy NR-7.1.1)
- Policy S-2.4: Quality Sands. Ensure a high standard for the quality of sand used for beach nourishment to support recreation and minimize impacts to marine life. (Imp. 5.1, 14.12)

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

- Policy S-3.1: Flood Reduction. Provide information about flooding reduction strategies, such as elevating critical uses and infrastructure, to at-risk property owners. (Imp. 29.1) ~~(Policy HBB 1.2.2)~~

- Policy S-3.2: Sand Monitoring. Monitor progress of sand nourishment and sand retention projects. (Imp. 28.1) (Policy NR-7.1.3)
- Policy S-3.3: King Tide Data Collection. Work with non-profits, educational institutions, and interested community members to collect king tide monitoring data to identify location, severity, and frequency of flooding. (Imp. 14.1~~6~~5, 28.1) (Policy HBB-1.2.3)
- Policy S-3.4: Coastal Data. Develop an open-access online dashboard that may display project implementation or spatial data, such as flooding, beach, and bluff monitoring data. (Imp. 28.1)

Geologic and Seismic Hazards

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

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

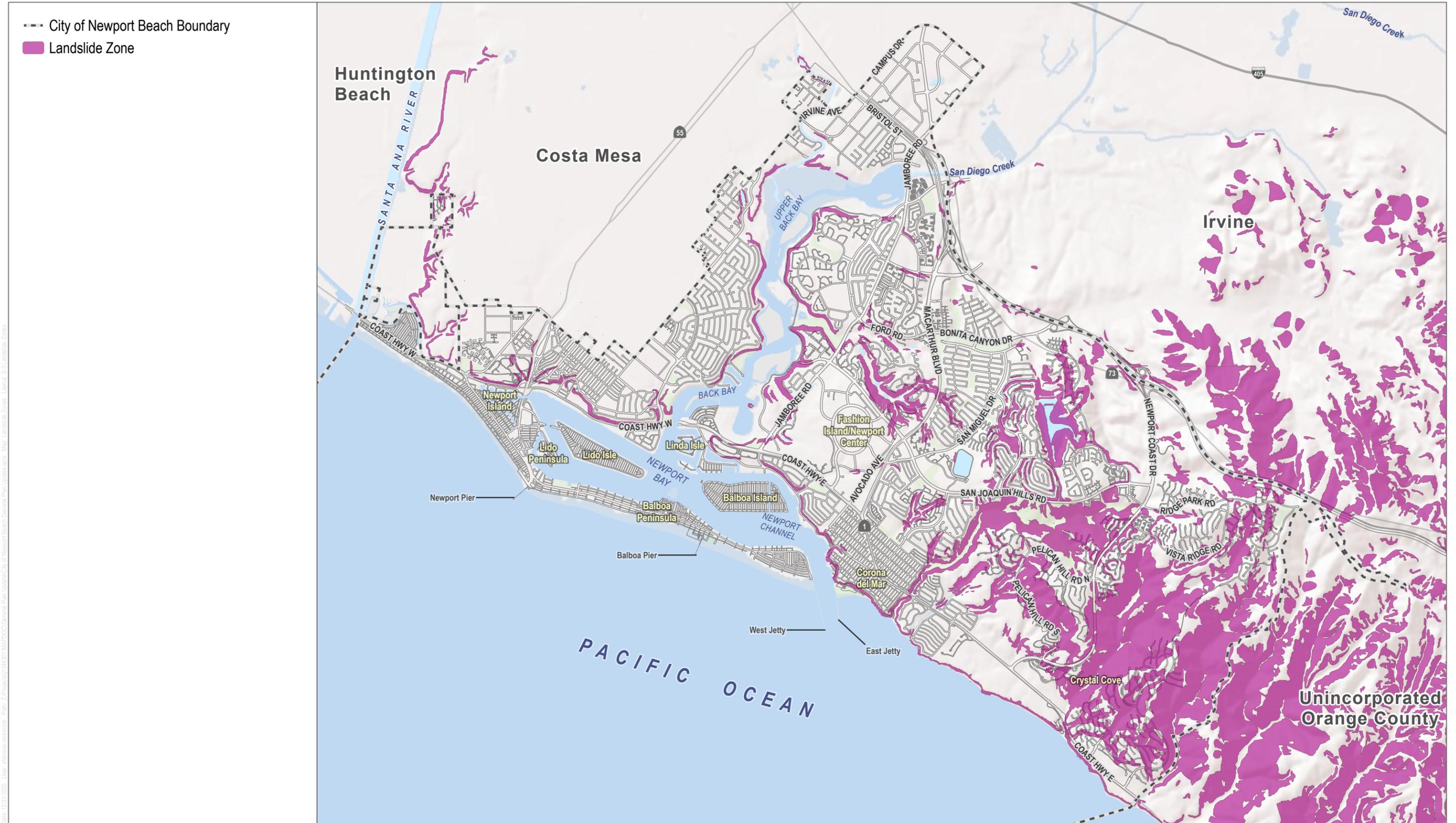
Liquefaction Zones, shows the locations of soils in Newport Beach that are susceptible to liquefaction and resulting ground failure in the event of an earthquake.

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

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

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

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



SOURCE: California Geological Survey 2024; City of Newport Beach; SCAG 2024;



S-3
Landslide Zones

City of Newport Beach General Plan Update



SOURCE: California Geological Survey 2024; City of Newport Beach; SCAG 2024;



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

- Policy S-4.1: Seismic Safety Design. Regularly update building and fire codes to provide for seismic safety design for new development and retrofits. (Imp. 2.1)
- Policy S-4.2: Building Retrofit Needs. Perform a building audit and subsequent seismic or geologic studies to guide seismic and/or geologic retrofits for existing, essential facilities. (Imp. 27.1)
- Policy S-4.3: Building Retrofits. Continue to require retrofits of unreinforced masonry buildings during remodels. (Imp. 27.1)
- Policy S-4.4: Property Owner Assistance. Provide informational materials and technical assistance to property owners of pre-1950 buildings interested in seismic retrofits for homes and/or businesses. (Imp. 27.1)
- Policy S-4.5: New Essential Facilities Outside of Hazard Zones. Regulate the location of new essential facilities within areas that would directly be affected by seismic or geologic hazards and all other hazards, such as Fire Hazard Severity Zones and Federal Emergency Management Agency flood zones, in accordance with State law. (Imp. 2.1)
- Policy S-4.6: New Essential Facilities Away from Active Faults. Regulate the location of new sensitive facilities, such as schools, hospitals, and facilities for the older adult population, to be at a distance of at least 500 feet from active and potentially active faults, in accordance with State law. (Imp. 2.1)

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

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

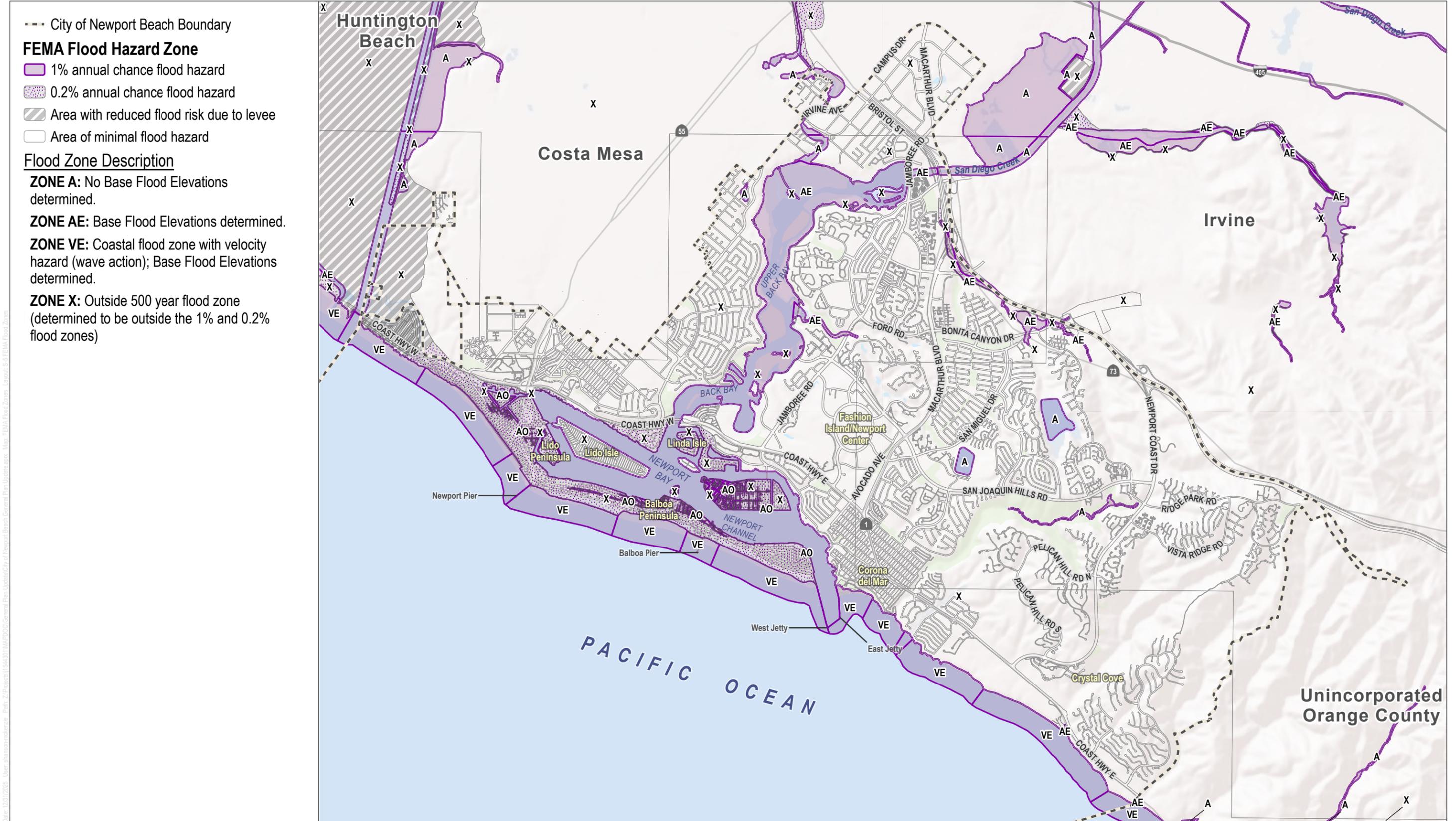
Flooding Hazards

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

The Federal Emergency Management Agency (FEMA) identifies **100- and 500-year flood zones**. In Newport Beach, these areas include the low-lying areas in West Newport at the base of the bluffs, the coastal areas that surround Newport Bay,

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



--- City of Newport Beach Boundary

FEMA Flood Hazard Zone

- 1% annual chance flood hazard
- 0.2% annual chance flood hazard
- Area with reduced flood risk due to levee
- Area of minimal flood hazard

Flood Zone Description

ZONE A: No Base Flood Elevations determined.

ZONE AE: Base Flood Elevations determined.

ZONE VE: Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

ZONE X: Outside 500 year flood zone (determined to be outside the 1% and 0.2% flood zones)

SOURCE: City of Newport Beach 2023; FEMA 2024



S-5
FEMA Flood Zones

City of Newport Beach General Plan Update

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

- Policy S-6.1 (NR-12.1, HBB-12.3): Stormwater Drainage. Preserve, where possible, natural watercourses or provide naturalized drainage channels within Newport Beach. Where feasible, implement restoration and rehabilitation projects. (Imp. 6.1, 8.17.5, 17.1, 23.6, 29.3) (~~Policy NR-6.2.1~~)
- Policy S-6.2 (NR-12.2, HBB-12.4): Stormwater Management Coordination. Coordinate the needs of stormwater pollution management with the overlapping (and sometimes competing) habitat management, flood management, capital improvement projects, development, aesthetic, and other open space needs. (Imp. 6.1, 8.17.5, 30.1, 14.15) (~~Policy NR-6.2.2~~)
- Policy S-6.3: Flood Management Standards. Maintain flood management standards for development, public facilities, and infrastructure within an officially designated 100-year floodplain. Ensure development is designed in a manner that does not negatively impede or redirect floodwaters or raise anticipated flood heights. (Imp. 6.1, 8.1, 19.1, 21.5)
- Policy S-6.4: Stormwater Drainage and Detention. Require incorporation of natural drainage systems and stormwater detention facilities in new developments, where appropriate and feasible, to retain stormwater in order to increase groundwater recharge. (Imp. 6.1, 7.5, 8.1, 17.2, 19.1, 21.5) (~~Policy NR-6.2.3~~)
- Policy S-6.5: Storm Drain Master Plan. Maintain storm drainage facilities and periodically update the Storm Drain Master Plan. Consider Storm Drain

Master Plan coordination with Local Coastal Program development. (Imp. 5.1, 19.1)

- Policy S-6.6: Up-to-Date Flood Maps. Monitor updates to FEMA flood maps to maintain up-to-date information. (Imp. 28.1)

Fire Hazards

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

To identify fire hazards, the Office of the State Fire Marshal identifies Very High, High, and Moderate Fire Hazard Severity Zones (FHSZs) in accordance with California Government Code Section 51178. The City adopted the 2025 Moderate, High, and Very High FHSZs through Ordinance 2025-11 on September 26, 2025. Figure S-6 shows the FHSZs in the City's jurisdiction, as well as the current locations of fire stations. Figure S-7 shows the land use designations within the FHSZs. The San Joaquin Hills and Shore Cliffs are within or adjacent to these areas. Neighboring Crystal Cove State Park, east of Newport Beach, is also characterized as a FHSZ but is within a State Responsibility Area. There is also a small portion of northwestern Newport Beach, around Talbert Regional Park and the Frank and Joan Randall Preserve, that is in a Moderate FHSZ. Because urban and wildland fire hazards can impact communities across Newport Beach, fire hazard reduction strategies and limits to new development or redevelopment may be necessary. In Newport Beach, homes located in a FHSZ are subject to certain Building Code

regulations related to building materials for new, rebuilt, or significantly remodeled structures. There are also weed abatement, hazard reduction, and fuel modification programs administered by the City that monitor and maintain vegetation in high-risk areas within Newport Beach.⁶ Continued attention to fire hazard is important to protect the community.

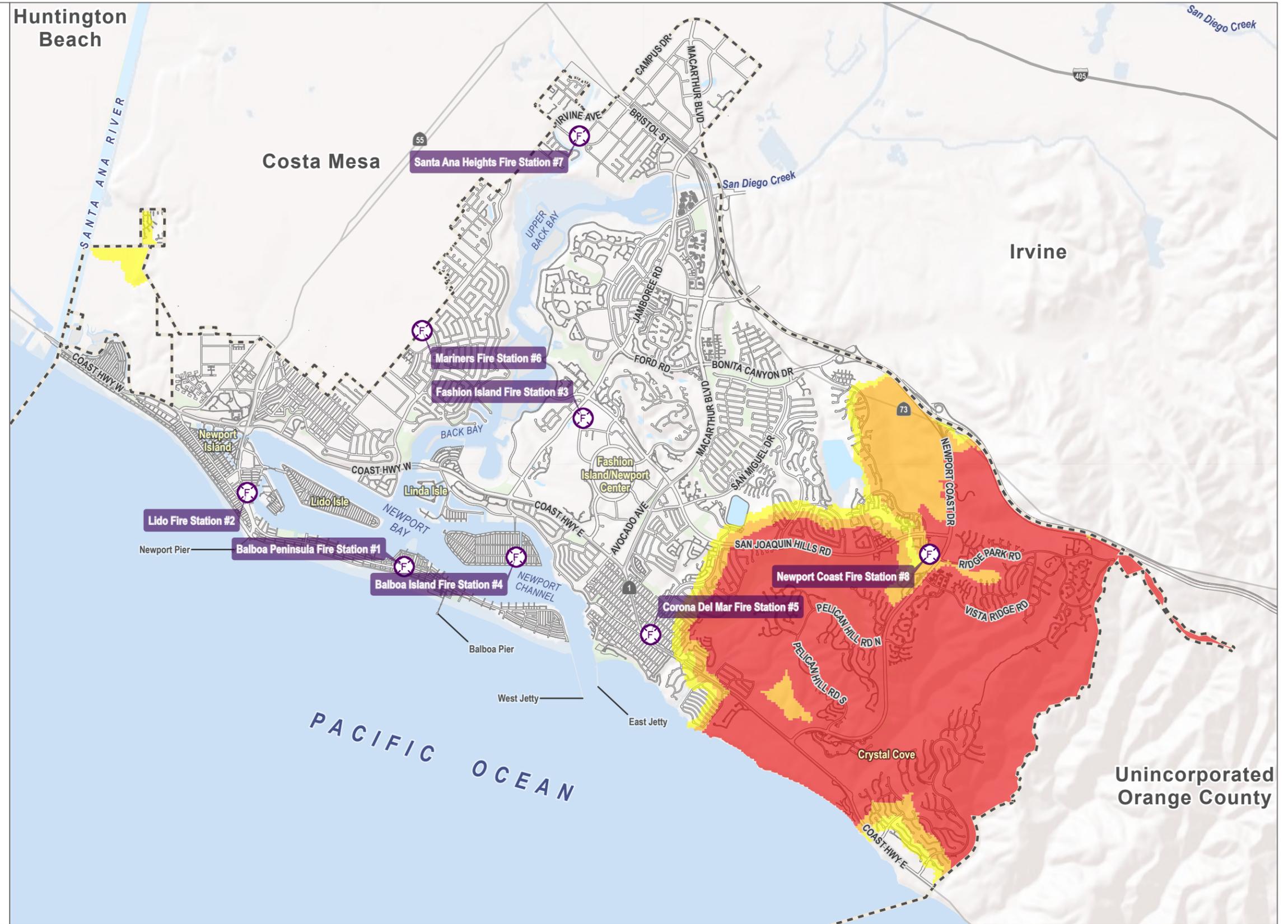
Fire history is another important factor to consider. Figure S-8 shows the local history of fires within and adjacent to Newport Beach. Of those mapped, the largest fire was the Laguna Beach Fire of 1993, which burned more than 14,000 acres across Crystal Cove State Park, Laguna Beach, Irvine, and Newport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

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

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

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

- City of Newport Beach Boundary
-  Fire Station
- Fire Hazard Severity Zones**
-  Moderate
-  High
-  Very High



SOURCE: City of Newport Beach 2023; CalFire 2025



S-6
Fire Hazard Severity Zones

City of Newport Beach General Plan Update

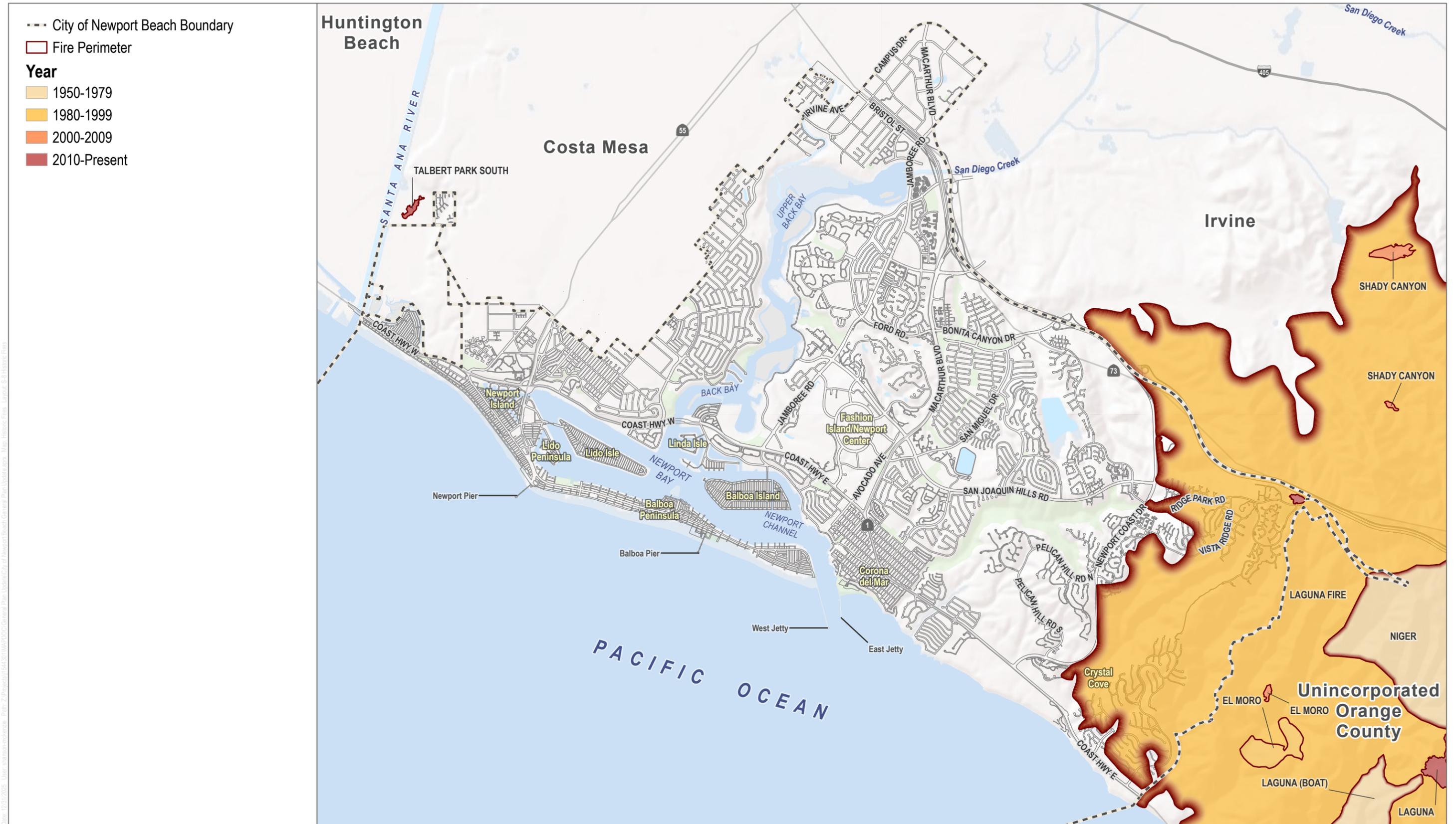


SOURCE: City of Newport Beach 2023; CalFire 2025



S-7
Land Uses in Fire Hazard Severity Zones

City of Newport Beach General Plan Update



- City of Newport Beach Boundary
- ▭ Fire Perimeter
- Year**
- 1950-1979
- 1980-1999
- 2000-2009
- 2010-Present

Date: 12/31/2025 User: ahanson-mckenna Path: Z:\Projects\154307\MAPDOC\General Plan Update\City of Newport Beach\General Plan Update.aprx Map: Historic Fires Layout: S-8 Historic Fires

SOURCE: City of Newport Beach 2023; CalFire 2024



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

- Policy S-7.1: Maintain Density in Fire Hazard Zones. Prohibit increases in allowed residential density in Very High Fire Hazard Severity Zones. (Imp. 2.1)
- Policy S-7.2: Fire Department Development Review. Require that all site plans, subdivision plans, and building plans be reviewed by the Newport Beach Fire Department to ensure compliance with appropriate fire regulations, such as California Fire Safe regulations. (Imp. 6.1, 8.1)
- Policy S-7.3: Defensible Space. Continue to enforce vegetation management and defensible space requirements in Very High Fire Hazard Severity Zones pursuant to current statutes and regulations. Provide homeowners with assistance and resources as available. (Imp. 26.1)
- Policy S-7.4: Minimize Potential Loss from Wildfires. Promote and incentivize development to occur outside of Very High Fire Hazard Severity Zones. Require development in Newport Beach's Fire Hazard Severity Zones to meet the most recent version of the California Fire Code and California Building Code, and require a Fire Protection Plan that describes ways to minimize potential for loss from wildfire exposure, including project-specific fuel modification methods and maintenance that achieves compliance with State requirements for defensible space. (Imp. 7.1, 8.1)
- Policy S-7.5: Sufficient Fire Flow. Require that new developments have adequate fire flow as defined by the most recent California Fire Code to

ensure there is sufficient water volume and pressure for firefighting. (Imp. 8.1, 17.1)

- Policy S-7.6: Landscape Plans. Landscape plans for Very High Fire Hazard Severity Zones must be reviewed and accepted by the Newport Beach Fire Department prior to installation. These plans will meet current minimum standards required by all applicable statutes and regulations, as well as required by the Newport Beach Municipal Code. (Imp. 7.1)
- Policy S-7.7: Community Wildfire Protection Plan. Coordinate with the California Department of Forestry and Fire Protection (i.e., CAL FIRE), landowners, and other allied agencies to develop a Community Wildfire Protection Plan (CWPP) that facilitates the mitigation of wildfire hazards and enhances the protection of life, property, and the environment. The CWPP may consider fire hazard reduction projects and other specific initiatives, for example preparedness education. During CWPP development, consider strategies to ensure long-term maintenance. (Imp. 14.165, 22.1)
- Policy S-7.8: Vegetation and Trees. Maintain Newport Beach’s urban forest to limit fire hazards. Prioritize vegetation management based on fire pathways and fuel modeling using best available technology. Ensure the City’s tree palette excludes flammable trees. (Imp. 16.6, 16.11, 20.1, 23.2)
- Policy S-7.9: Insurance Scoring. Maintain Newport Beach Fire Department’s high Insurance Services Office Public Protection Classification score. (Imp. 22.1)

- Policy S-7.10: Water Department Coordination. Ensure continued coordination between the Newport Beach Fire Department and Water Department regarding fire protection, water supply, and emergency service capacity during new development review and major citywide planning efforts, such as Urban Water Management Plan development. (Imp. 17.1)
- Policy S-7.11: Utility Maintenance and Upgrades. Coordinate to ensure maintenance and upgrades of utility infrastructure to reduce fire hazards. Such upgrades could include undergrounding of electric wires, which would also receive regular maintenance. (Imp. 14.11)
- Policy S-7.12: Homeowner Insurance. Collaborate with regional partners to limit increases in insurance rates for homeowners, and report to residents on progress. (Imp. 14.1, 14.3, 14.165)
- Policy S-7.13: Firewise USA. Encourage communities to become Firewise USA designated to help communities organize to increase resilience. (Imp. 28.2)

Hazardous Materials Management

Hazardous materials are substances that are toxic, ignitable or flammable, reactive, and/or corrosive. These include substances that are carcinogenic (i.e., cause cancer), can accumulate in the body's tissues (i.e., are bioaccumulative), are persistent in the environment, and/or are water-reactive. Exposure to hazardous materials can cause detrimental short-term and/or long-term health effects. Hazardous materials have the potential to negatively impact public health and safety and degrade the environment if not properly managed. Although

hazardous materials are primarily regulated by Federal and State agencies, local governments play a pivotal role in hazard planning, enforcement, and inspection of hazardous waste generators, and in increasing public awareness.

Toxic Releases

According to U.S. Environmental Protection Agency records, there are two facilities in the Newport Beach area that are listed in the Toxics Release Inventory⁸: one near its border with the City of Irvine and one near its border with the City of Costa Mesa. The facilities are Jazz Semiconductor (computers/electronics products) and Hixson Metal Finishing (fabricated materials sector). The California Environmental Protection Agency closely monitors the emissions from these facilities to ensure that their annual limits are not exceeded.

Hazardous Waste

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

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

Underground Storage Tanks

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

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

Oil and Gas Wells

Gas and oil wells can pose significant risks to human and environmental health due to the potential for leaks of toxic substances. Active wells are regulated by the State Department of Conservation’s Geologic Energy Management Division (CalGEM), and idle wells (wells that have not operated for 2 or more years) are addressed through its Idle Well Program, which involves permanently sealing idle wells. More information about State programs can be found at the CalGEM website.¹⁰ More local information about managing oil resources can be found in the “Mineral and Oil Resources” section of the General Plan Natural Resources Element.

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

⁹ SWRCB (State Water Resources Control Board). 2023. “GeoTracker – Electronic Submittal of Information (ESI).” https://www.waterboards.ca.gov/water_issues/programs/ust/.

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

- City of Newport Beach Boundary
- Toxic Release

Hazardous Waste Facility

- ▲ Closed
- ▲ Protective Filer

These sites were collected in 2024, for up-to-date data please visit the following:
For Hazardous Waste Sites <https://www.envirostor.dtsc.ca.gov/public/>
For Toxic Release <https://geotracker.waterboards.ca.gov/map>



SOURCE: City of Newport Beach 2023; California Department of Toxic Substances Control 2024;

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

- Policy S-8.1: Soil and Groundwater Assessment. Assess soil and groundwater on sites with known contamination from oil production or other uses prior to redevelopment. (Imp. 11.1, 17.2)
- Policy S-8.2: Hazardous Material Coordination. Coordinate enforcement efforts with the County of Orange, California Department of Health Services, Santa Ana Regional Water Quality Control Board, South Coast Air Quality Management District, and any other agencies providing oversight for investigation, remediation, or management of hazardous materials. (Imp. 14.3, 14.165)
- Policy S-8.3: Hazardous Waste Disposal. Conduct outreach and engagement to raise awareness about household hazardous waste disposal practices. (Imp. 29.1)
- Policy S-8.4: Permitting and Management Databases. Monitor hazardous waste permitting and management databases. Coordinate information across departments to raise awareness. (Imp. 28.1)

Aviation Hazards

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

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

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

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

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

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

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

Extreme Heat

Extreme heat is an emerging hazard that should be monitored as extreme weather conditions continue to increase, even in a coastal community with cooling offshore winds and many shade-providing trees. Extreme heat days are

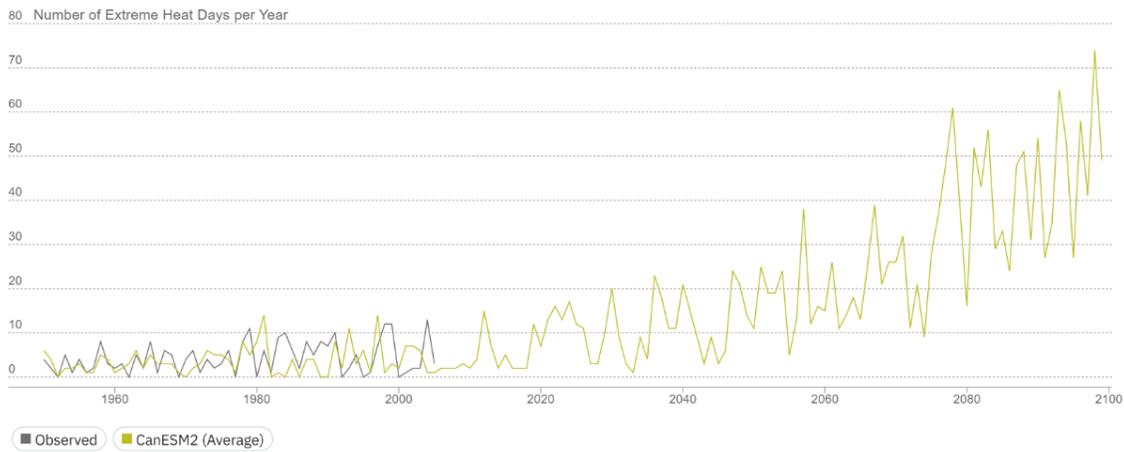
relative to a location’s average temperature, so in Newport Beach, an extreme heat day is considered a day that exceeds 87.5°F. Historically, this happens about 3 days per year, but by 2050 this is projected to occur an average of 11 days per year under a high greenhouse gas emissions scenario (see Figure S-10, Extreme Heat Day Projections).¹² As summer temperatures continue to get hotter and heat waves become more common, the City must adapt to changing temperatures to protect the health of its residents and visitors, particularly for vulnerable populations. Strategies such as air conditioning, home weatherization, and increased shade in public areas can help the community stay cool on hot days.

Figure S-10. Extreme Heat Day Projections

Newport Beach, California

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

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



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

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

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

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

- Policy S-10.5 (R-5.7): Cool Pavement. Review cool pavement technology effectiveness and consider a cool pavement pilot program to reduce the effects of extreme heat. (Imp. 16.3)

Emergency Preparedness, Response, and Recovery

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

Notification System

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

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

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

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

Evacuation and Response

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

The City developed and implemented a response plan for evacuation of low-lying areas in the event of a tsunami warning. This effort included installing warning sirens, installing signs identifying evacuation routes, and providing public education training. See the Evacuation Route Analysis,¹⁴ which provides evacuation routes and maps for both tsunamis and wildfires.

Cities are required to assess water supply availability in the event of significant fire or geologic hazards. An analysis of “peakload water supply,” detailed in the Peakload Water Supply Analysis,¹⁵ indicates that if an earthquake, severe fire, or other catastrophic event impairs the City’s water supply or delivery of water, short-term emergency water can be supplied by neighboring water districts.

¹⁴ City of Newport Beach. 2025. *Evacuation Route Analysis*. August 2025.

¹⁵ City of Newport Beach. 2025. *Peakload Water Supply Analysis*. August 2025.

Furthermore, in the event of a drought, Newport Beach has sufficient water supply for multiple years. In the event of a multiple-year drought, the City will implement demand management measures as part of its Water Shortage Contingency Plan, with more aggressive measures reserved for more severe droughts.¹⁶

Essential and Public Facilities

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

Planning and Mutual Aid

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

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

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

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

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

Recovery Programs

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

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

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

- Policy S-11.1: Emergency Communications. Promote Newport Notified as an emergency communications channel in addition to AlertOC, social media, and other communication channels. Coordinate between fire and police departments to streamline notification processes. (Imp. 29.1)
- Policy S-11.2: Communication Testing. Regularly conduct testing of communication protocols with neighboring local governments. (Imp. 14.1)
- Policy S-11.3: Interagency Coordination. Coordinate with neighboring local governments and regional agencies ahead of planning improvements to emergency communication systems. (Imp. 14.1, 14.3)
- Policy S-11.4: Warning System Improvements. Document experiences with early warning systems after emergency events where they have been used to assess opportunities for improvements. (Imp. 28.2)

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

- Policy S-12.1: Education Program. Conduct public engagement and education for a variety of hazards and emergency resources. Use multiple platforms and methods, including digital options, such as the City's website and social media; physical options, such as flyers and bulletin boards; and in-person methods, such as trainings and tabling at community events. Coordinate with the Community Emergency Response Team (CERT) to recruit volunteers, facilitate public education about hazards, and circulate

information on evacuation best practices and notification systems to ensure that residents have the latest information on evacuation routes and centers. Consider methods that vary depending on the expected spatial extent of hazard impacts, such as engaging parts of the community that are most at risk of a respective hazard. (Imp. 29.1)

- Policy S-12.2: Neighborhood Emergency Preparedness. Collaborate with homeowner’s associations to continue to promote emergency preparedness resources and practices—for example, incorporating a neighborhood-scale buddy system into Community Emergency Response Team (CERT) trainings. (Imp. 29.1)
- Policy S-12.3: Tsunami Education. Develop resources for visitors in tsunami zones to quickly communicate evacuation procedures. Consider signage, web resources, and collaboration with local businesses. (Imp. 29.1)
- Policy S-12.4: Mutual Aid Agreements. Continue to maintain cooperative and mutual aid agreements with adjoining local governments, the County of Orange, and Federal and State agencies. (Imp. 28.2)
- Policy S-12.5: Protocol Testing. Conduct regular testing of emergency operation protocols. (Imp. 28.2)
- Policy S-12.6: Local Hazard Mitigation Plan. Update the Local Hazard Mitigation Plan every 5 years in line with Federal and State guidance and incentives. (Imp. 28.2)

- Policy S-12.7: Emergency Operations Plan. Review the Emergency Operations Plan every year and revise as necessary. (Imp. 28.2)
- Policy S-12.8: Evacuation Centers. Maintain public facilities with equipment and supplies to serve as evacuation centers or shelters. (Imp. 28.2)
- Policy S-12.9: Future Lifeguards. Develop and promote an occupational pipeline program for future lifeguards. (Imp. 23.4)
- Policy S-12.10: Workforce Housing. Explore opportunities for providing workforce housing for first responders. (Imp. 25.1)
- Policy S-12.11: Dam Coordination. Coordinate with the U.S. Army Corp of Engineers, County of Orange, Irvine Ranch Water District, and Serrano Irrigation District to provide input on plans related to the risk of dam failure.
- Policy S-12.12: First-Responder Training. Maintain up-to-date standards for Fire Department trainings and trainings for all first-responders. (Imp. 28.2)

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

- Policy S-13.1: Interagency Coordination. Collaborate with neighboring local governments and/or regional agencies for future studies of evacuation routes, emergency response capacity, and access points. (Imp. 14.1, 14.3, 14.4, 16.1, 28.1)

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

Public Safety

For people to feel comfortable and enjoy their communities, it is important that they feel safe. Providing a sense of comfort and safety in the public realm can be achieved through design and development that encourages “eyes on the street.” This concept uses place-based design in public spaces to increase community

awareness, build social cohesion, improve community bonds, enhance a sense of safety, and increase social interaction. Designing for safety can include regular maintenance of parks, lighting, trash, and streets, which requires a high level of fiscal responsibility. Further, communities with a balanced mix of uses, such as residential, retail, employment, and a diversity of land uses, can draw people at all hours of the day, increasing “eyes on the street” and community safety.

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

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

- Policy S-14.1: Maintained Visibility. Continue to maintain vegetation and trash receptacles in parks and public spaces to ensure sightlines are maintained and spaces are inviting. (Imp. 20.1, 23.2)
- Policy S-14.2: Improved Visibility. During plan development and subsequent enhancement projects for parks and public spaces, consider improvements to promote sightlines and appropriate lighting. (Imp. 20.1, 20.3, 23.1, 23.2)
- Policy S-14.3: Safety in Regulations. When an emerging safety concern is identified, evaluate the extent of the safety concern, the location of the area of concern, and potential design and development issues that could be addressed through policy and code updates. (Imp. 14.16)

Natural Resources Element



NATURAL RESOURCES

PURPOSE

This Natural Resources Element of the General Plan guides the conservation, protection, development, and use of natural resources in Newport Beach, as well as the preservation of cultural and historic resources.

OVERVIEW

The Natural Resources Element addresses a wide range of topics, as follows: air quality, mineral and oil resources, energy transition, biological resources, rivers and waterbodies, sandy beaches, water conservation, visual resources, and archaeological and paleontological resources. The Natural Resources Element includes policies designed to help restore, improve, preserve, conserve, and manage natural resources, and to help improve **ecosystem services** and functions in the natural and built environment. This Natural Resources Element seeks to support the natural function of the systems and their continued provision of benefits to the Newport Beach community.

The Natural Resources Element is coordinated with the Recreation Element; Harbor, Bay, and Beaches Element; Safety Element; and Land Use Element to support the conservation, protection, development, and use of natural resources, and the preservation of cultural and historic resources. Goals and policies are aided by the Arts and Culture Element and the Historical Resources Element.

GOALS, POLICIES, AND ACTIONS

Air Quality

South Coast Air Basin

Newport Beach is within the South Coast Air Basin, named so because its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys and low-lying areas below. The South Coast Air Basin includes all of Orange County and non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Geronimo Pass in Riverside County. The region's climate is generally mild and tempered by cool sea breezes, but is interrupted infrequently by periods of hot weather, winter storms, and Santa Ana winds (i.e., hot wind from the east). The extent and severity of the air pollutants in the South Coast Air Basin are functions of the region's natural weather and topography, as well as human influences such as land use patterns, density of development, and the location of major roadways. More specifically, mobile sources, such as emissions from motor vehicles, account for a significant portion of air pollutants in the South Coast Air Basin. Newport Beach is a relatively low-density community with fewer public transportation routes, which may result in more motor vehicle trips and associated air pollutants. Notably, two major highways run through Newport Beach: Highway 1 along the coast (i.e., Pacific Coast Highway) and Highway 73, south of John Wayne Airport and along the northeastern boundary of Newport Beach. Air pollution from motor vehicles along these major highways is most concentrated within 1,000 feet of the source; therefore, neighborhoods adjacent to these routes may have higher exposure to air pollutants.

Ambient Air Quality

The Federal and State governments have established ambient air quality standards for outdoor concentrations of various pollutants to help protect public health. The South Coast Air Quality Management District is responsible for bringing air quality within the South Coast Air Basin into conformity with the Federal and State standards. To monitor the various concentrations of air pollutants throughout the South Coast Air Basin, the South Coast Air Quality Management District divided the region into 27 source receptor areas (SRAs). Newport Beach is within SRA 18, which encompasses the northern coastal Orange County area. The air pollutants most relevant to air quality planning and regulation in SRA 18 are ozone, carbon monoxide, nitrogen dioxide, and sulfur dioxide. As of 2025, SRA 18 exceeds State and Federal standards for two pollutants: ozone and fine particulate matter (PM_{2.5}). Due to its small size, PM_{2.5} can be inhaled, and prolonged exposure to these particles can result in negative health effects. Ground-level ozone, often referred to as “smog,” also affects lung and heart health. Together, these pollutants may lead to potential health concerns, such as breathing difficulties, inflamed and irritated airways, asthma attacks, and heart disease.

Aircraft Pollution

Aircraft operations at John Wayne Airport also contribute air pollutants that may affect residents and visitors of Newport Beach. Specifically, jet aircraft engines emit water vapor, carbon dioxide, small amounts of nitrogen oxides, hydrocarbons, carbon monoxide, sulfur gases, soot, and metal particles formed by the high-temperature combustion of jet fuel during flight. Piston aircraft engines

burning leaded gasoline can emit other pollutants, including lead. These emissions can cause pulmonary and respiratory health effects.

The City of Newport Beach (City) does not have aircraft emissions standards. Rather, the Secretary of Transportation and the U.S. Environmental Protection Agency (EPA) set and enforce emissions standards, and the Federal Aviation Administration administers certification requirements. The EPA collaborates with the International Civil Aviation Organization to develop standards and recommended practices for aircraft emissions; thus, EPA standards are highly aligned with those of the International Civil Aviation Organization.

Goal NR-1: Reduced transportation-related emissions to improve air quality

- Policy NR-1.1: Safe Streets. Promote walkable and bikeable neighborhoods that are safe for all users by providing amenities such as wayfinding, maintained sidewalks, bike lanes, secure bike and stroller parking, well-designed intersections, and Americans with Disabilities Act-compliant infrastructure to support people of all abilities. ~~(Mobility Infrastructure)~~ (Imp. 16.13)
- Policy NR-1.2: Mixed-Use Development. Encourage mixed-use development as a way to preserve natural resources. (Imp. 8.2) ~~(Code Amendment)~~
- Policy NR-1.3: Minimize Pollution Exposure. Identify high-volume roadways near existing and planned sensitive uses, such as residences and schools, and encourage trees and hedge barriers to reduce air pollution, when not already present. ~~(Mobility Infrastructure)~~ (Imp. 8.2, 10.3, 16.2, 16.15)

- Policy NR-1.4: Reduce Vehicle Miles Traveled. Employ incentives, regulations, and/or transportation demand management programs in cooperation with other jurisdictions in the South Coast Air Basin to reasonably reduce vehicle trips. (~~Mobility Infrastructure~~)(Imp. 7.3, 14.1)
- Policy NR-1.5: Unleaded Aviation Fuel. Continue to advocate for phase-out of sales of leaded aviation gasoline at John Wayne Airport. (~~Inter-Agency Coordination~~Imp. 14.3, 16.15)

Goal NR-2: Electric vehicle charging or other clean technology infrastructure to serve the growing share of clean-energy vehicles

- Policy NR-2.1: Clean Vehicle Charging for Visitors. Create public and/or private partnerships to increase clean-vehicle charging and/or refueling stations at or near visitor lodging and popular tourist destinations, as deemed appropriate. (~~Mobility Infrastructure~~Imp. 16.14)
- Policy NR-2.2: Clean Vehicle Charging for Residents. Identify, prioritize, and incentivize the installation of electric vehicle charging stations in residential areas that have limited charging options, such as apartments. (Imp. 16.14~~Mobility Infrastructure~~)
- Policy NR-2.3: Clean Energy Boat Charging. Encourage the provision of needed additional electric boat charging stations or other clean-energy technology. (Imp. 16.14~~Harbor Resources~~)

Goal NR 3: Reduced air pollution emissions from ground operations at John Wayne Airport

- Policy NR-3.1: Reduce Airport Pollution. Collaborate with John Wayne Airport to help reduce air pollution generated by stationary and nonstationary sources. (Imp. 14.3)
- Policy NR-3.2: Reduced Emissions Equipment and Vehicles. Collaborate with John Wayne Airport to encourage reasonable development and cost-effective use of reduced-emissions ground service equipment and transit vehicles. (Imp. 14.3)

Mineral and Oil Resources

The City owns and operates 16 oil wells that were drilled between 1953 and 1958. Fourteen are in operations today, one is used for water injection to increase productivity from other wells, and one is completely out of service. There are also 33 abandoned wells, mainly along the northwest boundary of Newport Beach. The well heads are located on two sites in unincorporated County of Orange territory along West Coast Highway. The wells are slant-drilled under property in Newport Beach into an area under the ocean called the Newport Offshore Oil Field (oil wells are shown in Figure NR-1). Section 1401 of the City Charter bans oil and gas drilling inside the incorporated area, and any annexed area has 10 years to comply with the standards detailed in the City Charter.

Oil production in Newport Beach has declined from 60,000 barrels per year in the 1980s to 20,000 barrels per year in 2020. The City earns \$1 million to \$1.2 million annually from offshore oil and gas, which is deposited into the Tidelands Fund to

support and maintain tidelands.¹ California’s climate goals include phasing out the extraction of oil and gas by 2045. The City will monitor and proactively address implementation of California laws to facilitate a sustainable transition and dependable revenue streams.

Goal NR-4: Preparation for the orderly transition of oil and gas resources, as deemed appropriate

- Policy NR-4.1: Phaseout Process. If deemed appropriate, engage with community members and interest groups in the phaseout analysis process for oil and gas. (Community Involvement Imp. 29.1)
- Policy NR-4.2: Tidelands Fund Sources. Pursue alternate funding sources to replace the potential loss of oil revenue funding for the Tidelands Fund. (Economic Development Imp. 21.1, 24.1, 30.2)

¹ City of Newport Beach. 2023. “Utilities: Oil and Gas.” <https://www.newportbeachca.gov/government/departments/utilities/oil-and-gas>.

--- City of Newport Beach Boundary

Oil and Gas Well

- Active
- Canceled
- Idle
- Permitted
- Plugged

These sites were collected in 2024, for up-to-date data please visit the following:

Oil and Gas Wells

<https://maps.conservation.ca.gov/doggr/wellfinder/>



SOURCE: City of Newport Beach 2023; CA Dept of Conservation 2024;

Energy Transition

Meeting California's greenhouse gas reduction goals may require converting some natural gas appliances and gas cars to electric or alternatives, while simultaneously increasing renewable energy in the grid. Senate Bill 100 (2018) mandates that 100% of the State's electricity retail sales come from renewable and zero-carbon sources by 2045, with interim targets of 90% by 2035 and 95% by 2040. Consequently, Southern California Edison and other utilities across the state will need to boost their renewable energy supply over the next two decades. The Advanced Clean Car rule establishes a year-by-year roadmap so that by 2035, 100% of new cars and light trucks sold in California will be zero-emission vehicles. As of 2024 there is no State legislation to reduce natural gas consumption; however, electrification of landscape equipment and heating and cooking systems may be a strategy to help to reduce greenhouse gas emissions and energy costs.

Goal NR-5: Increased electrification or use of renewable energy at public facilities to reduce gasoline and natural gas usage and emissions

- Policy NR-5.1: City Vehicle Fleet. To the extent reasonable and appropriate, adopt a schedule for replacing the City vehicle fleet and consider clean-energy vehicles for any new acquisitions or City programs. (Imp. 16.14)Community Facilities)
- Policy NR-5.2: Clean Energy and Public Facilities. If feasible, consider installation of solar panels or other alternative energy technologies on public facilities such as parking lot shade structures, rooftops, and other

appropriate surfaces, especially where electric vehicle charging can be facilitated. ~~(Community Facilities)~~(Imp. 16.14)

Goal NR-6: Electrification or renewable energy incentives for existing buildings to reduce natural gas emissions

- Policy NR-6.1: Alternative Energy Engagement. To the extent reasonable and appropriate, perform outreach to raise awareness of electrification and alternative energy incentive programs. ~~(Community Involvement)~~(Imp. 29.1)
- Policy NR-6.2: Clean Energy Landscaping Equipment. Consider expansion of ordinances requiring electric or clean-energy landscaping equipment. (Imp. 8.2) ~~(Code updates)~~

Biological Resources

Newport Beach is made up of a diverse range of elevations, biogeographic features, and ecosystems. Within Newport Beach, there are 6 plant and 23 animal species classified as endangered, threatened, or both by Federal and/or State agencies (see Background Report). Many of these species live in **environmental study areas**, as shown in Figure NR-2, and **environmentally sensitive habitat areas**. Both environmental study areas and environmentally sensitive habitat areas are subject to stricter regulations, implemented through the Local Coastal Program.

Consistent with Assembly Bill 1889 (2024), wildlife corridors should be developed to connect environmentally sensitive habitat areas with other core habitat areas. This may be accomplished by protecting existing open spaces between habitats,

planting native plants that provide food and/or shelter on developed sites, and reducing the introduction of invasive species.

Ecosystems provide important services, such as filtering and storing water, storing carbon in vegetation and soil, purifying the air, providing habitat for wildlife, and creating visually appealing and enjoyable places for people. Well-functioning ecosystems include diverse **native** and **naturalized non-invasive species**, and they support complex food webs, a mix of habitats, and nutrient cycling. Promoting native and environmentally adapted species across public and private land will enhance and expand an integrated network of resilient ecosystems.

Ecosystem restoration and conservation can reverse the effects of invasive species and support the development of large contiguous or interconnected ecosystems. These ecosystem reserves can serve as nurseries and connected networks for local plant and animal communities to access food, water, shelter, and breeding areas.

Goal NR-7: Native and naturalized non-invasive species habitats in parks and public open spaces

- Policy NR-7.1: Native Plant Species. Review existing policies, procedures, and guidelines regarding plant, shrub, and tree palettes, and consider revisions to ensure they feature native and naturalized non-invasive species. (Imp. 8.2)(New Code)
- Policy NR-7.2: Native Plants in Parks. Adopt standards for new public parks to include vegetation for the revised plant, shrub, and tree palette. Imp. 8.2)(Parks and Recreation)

- Policy NR-7.3: Invasive Plant Species Removal. Perform regular removal of invasive species on public lands to protect native habitats. (Imp. 27.2)(~~Parks and Recreation~~)
- Policy NR-7.4: Resilient Landscaping. Create and distribute educational resources and incentives to increase awareness and use of native and resilient species in landscaping on private properties. (Imp. 29.1)(~~Community Involvement~~)
- Policy NR-7.5: Local Plant Nurseries. Work with local nurseries to highlight native and naturalized non-invasive species and discourage the sale of invasive species. (~~Community Involvement~~)(Imp. 29.1)
- Policy NR-7.6: Habitat Certification. Create or promote a yard habitat certification program encouraging landscaping practices that support native ecosystems. (Imp. 8.2, 29.1)(~~Community Involvement~~)
- Policy NR-7.7: Air Quality and Trees. Monitor and assess the health and air quality benefits of the urban forest canopy through regular tree surveys and air quality measurements. (~~Parks and Recreation~~Imp. 10.1, 10.3, 28.1)
- Policy NR-7.8: Urban Forest Management Plan. Consider drafting an Urban Forest Management Plan that prioritizes native and naturalized non-invasive tree species known ~~for~~ to improve air filtration and species habitat. (~~Parks and Recreation~~8.2, 16.15, 20.1)

Goal NR-8: Cooperation with State and Federal resource protection agencies and private organizations to protect terrestrial and marine resources

- Policy NR-8.1: Conservation Plans. Comply with the policies contained in the Orange County Natural Communities Conservation Plan or other applicable plans as they may become available. (Imp. 1.1, 2.1, 16.5)
- Policy NR-8.2: Interagency Coordination. Make reasonable efforts to coordinate with the California Natural Resources Agency, California Department of Fish and Wildlife, and other relevant State agencies. (Imp. 14.7, 14.~~8~~15)
- Policy NR-8.3: Reforestation. Protect and Support reforestation programs for eelgrass and giant kelp. (Imp. 14.1, 14.3, 14.11, 14.13, 14.142)

Goal NR-9: Community-driven initiatives for ecosystem conservation

- Policy NR-9.1: Local Conservation Coordination. Continue to partner with local non-profits that host beach cleanups and community data-collection initiatives. (Community Involvement)
- Policy NR-9.2: Conservation Education. Provide informational signage that educates residents and visitors about local ecosystems, stewardship, and opportunities for citizen science. (~~Community Involvement~~Imp. 29.1)

Goal NR-10: Land use and development standards to conserve important ecosystem services and habitats

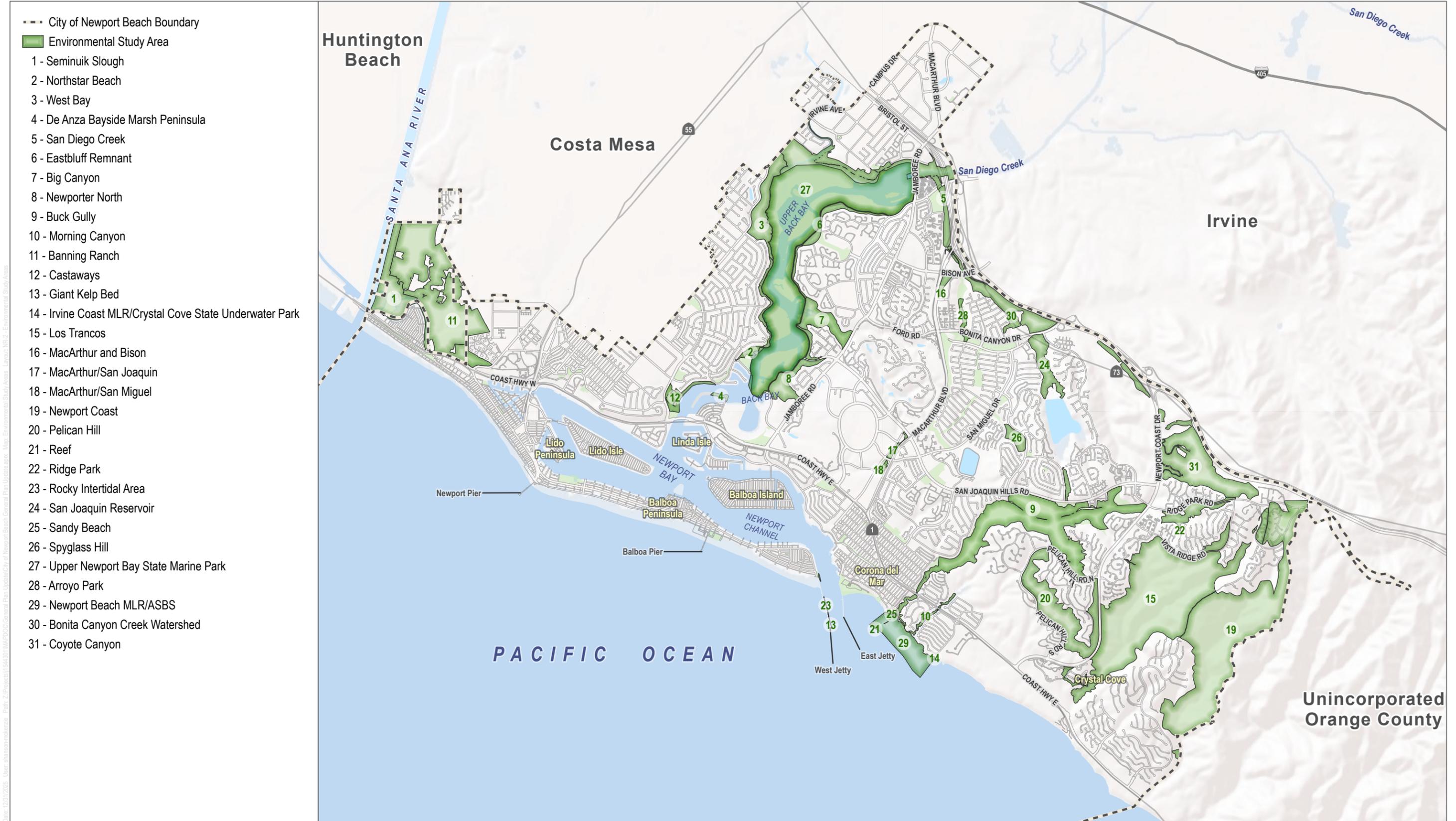
- Policy NR-10.1: Habitat Corridors. Create and regularly update mapping of habitat corridor areas and evaluate appropriate additional landscaping or

study requirements for developments in these areas. (Imp. 8.1, 8.2 Codes and Ordinances)

- Policy NR-10.2: Development Analysis. As appropriate, require a site-specific survey and analysis prepared by a qualified biologist as a filing requirement for any development permit applications where development would occur within or contiguous to areas identified as environmental study areas. (Imp. 2.1, 6.1)
- Policy NR-10.3: Resource Protection. Require that the siting and design of new development, including landscaping and public access, reasonably protect sensitive and rare resources against any significant disruption of habitat values. (Imp. 1.1, 2.1)
- Policy NR-10.4: Resource-Dependent Uses. Subject to Federal, State, and other legal requirements, limit uses within areas containing any significant or rare biological resources to only those uses that are dependent on such resources, except where application of such a limitation would result in a taking of private property. If application of this policy would likely constitute a taking of private property, then a non-resource-dependent use shall be allowed on the property, provided development is limited to the reasonable amount necessary to avoid a taking, and the development is consistent with and subject to other applicable resource protection policies. Public access improvements and educational, interpretative, and research facilities are considered resource-dependent uses. (Imp. 2.1)
- Policy NR-10.5: Resource Buffer. Maintain a buffer of sufficient size around significant and rare biological resources to ensure the protection of these

resources. Require the use of native vegetation and prohibit invasive plant species within these buffer areas. (Imp. 2.1)

- Policy NR-10.6: Habitat Protection Regulations. Prepare natural habitat protection regulations for Buck Gully and Morning Canyon for the purpose of providing standards to ensure both the protection of the natural habitats in these areas and of private property rights. Include standards for the placement of structures, native vegetation/fuel modification buffers, and erosion and sedimentation control structures. (Imp 2.1, 8.2)



SOURCE: California Geological Survey 2024; City of Newport Beach; SCAG 2024;



**NR-2
Environmental Study Areas**

City of Newport Beach General Plan Update

Rivers and Waterbodies

The rivers and waterbodies of Newport Beach significantly contribute to the area's ecological diversity and enhance the experiences of residents and visitors. As illustrated in Figure NR-3, Newport Beach features freshwater, saltwater, estuarine, riverine, and lake ecosystems. Of particular importance are Upper Newport Bay and the Santa Ana River. Upper Newport Bay, designated as an ecological reserve, is one of the largest remaining natural estuarine ecosystems in Southern California. The west end of Newport Beach lies within the Santa Ana River watershed, with the river itself forming Newport Beach's westernmost boundary.

Upper Newport Bay

Upper Newport Bay, nestled in the heart of Newport Beach, is one of the largest remaining wetlands in the region, spanning approximately 700 acres.² This area provides sanctuary to a diverse array of fish, birds, reptiles, plants, and other species. Also known locally as the Back Bay, this estuarine ecosystem is a popular destination for migratory birds, offering numerous birdwatching opportunities. The Upper Bay State Marine Conservation Area, covering just over 1 square mile, includes lagoons, tidal flats, and coastal marsh habitats. It protects a variety of small mammals, fish, birds, crustaceans, and other creatures, including some endangered species, and provides residents and visitors opportunities for recreation.

² Newport Bay Conservancy. 2024. "Bay Management." <https://newportbay.org/the-bay/bay-management/>.

Santa Ana River

The Santa Ana River spans nearly 100 miles across San Bernardino, Riverside, and Orange Counties. Its rich biodiversity supports various ecosystems and provides habitats for numerous species of birds, reptiles, fish, and mammals. The river forms a small boundary with Newport Beach at Newport Beach's westernmost edge, where the river flows into the Pacific Ocean. To protect the river and its biological resources, the City has implemented regulations, including a maximum speed limit of 5 miles per hour for aquatic vessels transiting the river, encroachment limits for residential homes near the riverfront and other property development standards, and discouragement of off-leash dogs near the river mouth.

Water Quality

Both **Lower and Upper Newport Bay** have concentrations of pollutants that exceed EPA standards for marine habitat and for fish and shellfish consumption. Unlike Upper Newport Bay, however, Lower Newport Bay is safe for swimming and boating. Coastal waters of the Pacific Ocean are generally safe for swimming and boating. See Table NR-1 for the water quality condition of each waterbody in Newport Beach.

Clean water is necessary for human health and recreation, and for aquatic habitat and organisms. Improving water quality in Newport Bay and in coastal waters can ensure safe enjoyment of these irreplaceable natural resources for residents and visitors while continuing to support the businesses that rely on proximity to the coast. Reducing stormwater runoff, restoring floodplains, and preventing waste from entering waterbodies can improve water quality and help to realize the benefits of clean water.

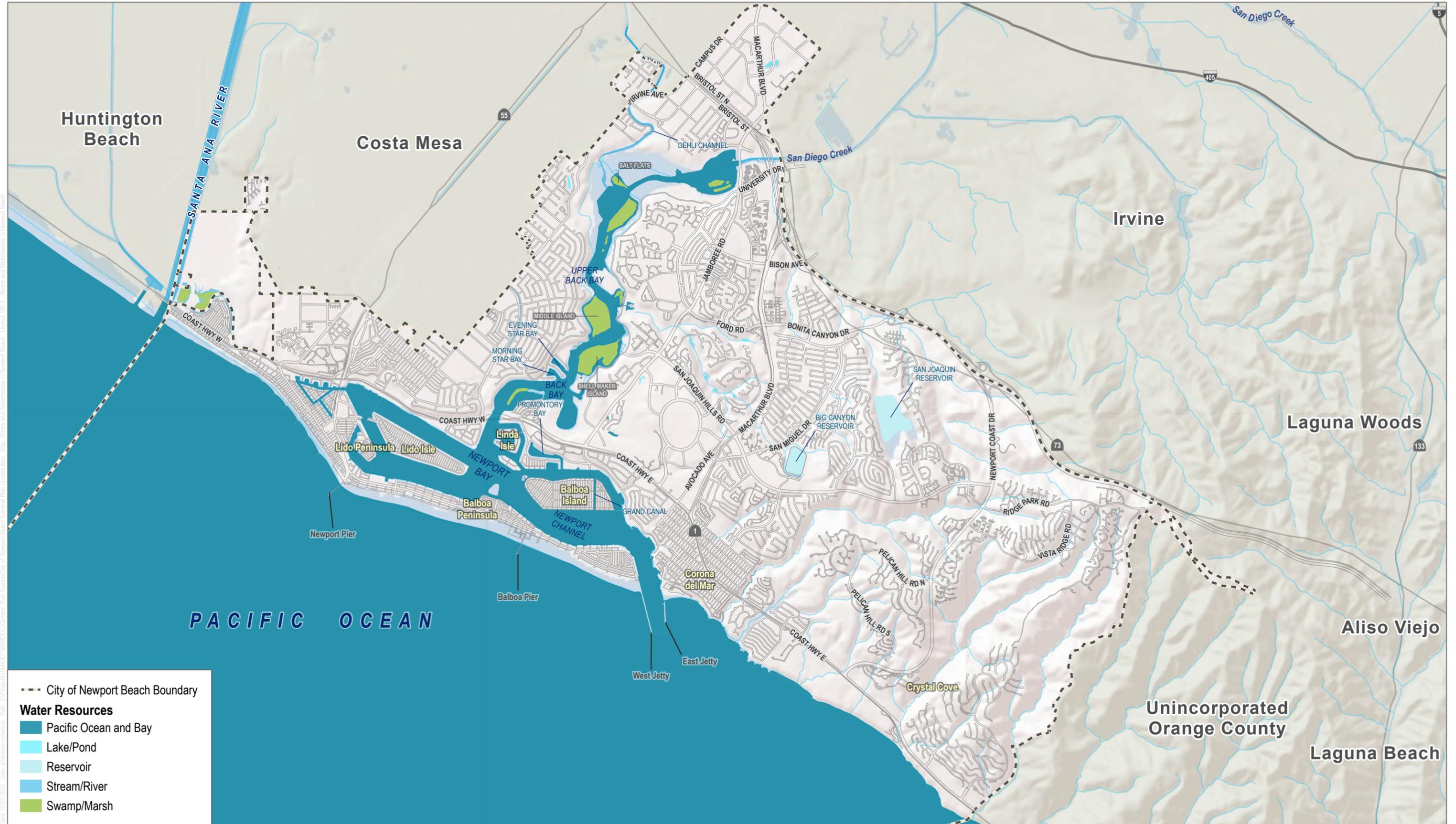
Table NR-1. Water Body Uses and Conditions

Waterbody	Identified Pollutants	Waterbody Uses	Conditions
Newport Beach	PCBs, pesticides	Fish and shellfish consumption	Impaired
Newport Beach	None	Swimming and boating	Good
Big Canyon Creek	None	Aquatic life, fishing, and boating	Unknown
Costa Mesa Channel	None	Aquatic life	Unknown
Lower Newport Bay ¹	Bacteria and other microbes, metals, nitrogen and/or phosphorus, PCBs, pesticides, total toxic chemicals	Fish and shellfish consumption; marine habitat	Impaired
Lower Newport Bay ¹	None	Swimming and boating	Good
Upper Newport Bay (Ecological Reserve)	Bacteria and other microbes, nitrogen and/or phosphorus, PCBs, pesticides, sediment, total toxic chemicals	Aquatic life; fish and shellfish consumption; swimming and boating; marine habitat	Impaired

Source: U.S. Environmental Protection Agency. 2024. "How's My Waterway?" <https://mywaterway.epa.gov/>.

Note:

¹ Includes entire Lower Bay, including Rhine Channel, Turning Basin, and South Lido Channel to east end of H-J Moorings.



SOURCE: California Geological Survey 2024; City of Newport Beach; SCAG 2024;

Goal NR-11: Coordination with relevant agencies to reduce pollutants of concern in Newport Bay

- Policy NR-11.1 (HBB-12.2): Upper Newport Bay Protection. Continue coordination ~~through the Newport Bay Watershed Executive Committee~~ with relevant entities involved in the protection and preservation of Upper Newport Bay. (~~Interagency Coordination or Community Involvement~~ Imp. 14.6, 14.7, 14.8)
- Policy NR-11.2: Stormwater Runoff Reduction. Coordinate with the Santa Ana Regional Water Quality Control Board and neighboring cities to implement measures to reduce stormwater runoff. (~~Interagency Coordination~~ Imp. 14.1)

Goal NR-12: Enhanced green infrastructure to help prevent runoff into Newport Bay

- Policy NR-12.1 (S-6.1, HBB-12.3): Stormwater Drainage. Preserve, where possible, natural watercourses or provide naturalized drainage channels within Newport Beach. Where feasible, implement restoration and rehabilitation opportunities. (~~Water~~ Imp. 17.1, 23.6)
- Policy NR-12.2 (S-6.2, HBB-12.4): Stormwater Management Coordination. ~~Continue to c~~Coordinate the needs of stormwater pollution management with the overlapping (and sometimes competing) needs for habitat management, flood management, capital improvement projects, development, aesthetics, and open space needs. (~~Water~~ Imp. 7.5, 17.1, 17.2)

- Policy NR-12.3: Wetland Preservation. Promote the use of natural wetlands through preservation or restoration to improve water quality. (Imp. ~~6.1, 19.1~~19.1, 23.2, 23.6) (~~Policy HB 8.13~~)
- Policy NR-12.4: Watershed Coordination. Represent the City of Newport Beach by participating in watershed-based runoff reduction, water quality control, and other planning efforts with the Santa Ana Regional Water Quality Control Board, the County of Orange, and upstream cities. Use reasonable efforts to promote regulation of upstream dischargers (cities, Orange County, residential and commercial uses) in the San Diego Creek and Santa Ana-Delhi Channel watersheds. (Imp. 14.1, 14.3, 14.1~~6~~5) (~~Policy HB 8.6~~)

Goal NR-13: Standards and programs to limit runoff of pollution to preserve water quality of groundwater sources

- Policy NR-13.1: Chemicals Impacting Water Quality. Support regulations limiting or banning the use of insecticides, fertilizers, and other chemicals shown to be detrimental to water quality. (Imp. ~~6~~2.1, 17.1) (~~Policy HB 8.1~~)
- Policy NR-13.2: Water Pollution Prevention. Promote pollution prevention and elimination methods that minimize the introduction of pollutants into natural waterbodies. Methods may include the installation of storm drain screens, increased green infrastructure to absorb runoff, and the use of retention ponds and wetlands. (Imp. ~~6.1, 8.1, 17.1, 18.1, 19.1~~10.3, 10.4, 16.15) (~~Policy HB 8.2~~)

- Policy NR-13.3: Ground Water Contamination. Suspend activities and implement appropriate health and safety procedures in the event that previously unknown groundwater contamination is encountered during construction. Where site contamination is identified, implement an appropriate remediation strategy that is approved by the City and the State or Federal agency with appropriate jurisdiction. (Imp. 1.1, 10.4, 11.16.1) (~~Policy HB 8.3~~)
- Policy NR-13.4: Storm Drain System Permits. Require all development to comply with the regulations under the City's municipal separate storm drain system permit under the National Pollutant Discharge Elimination System. (Imp. 8.1, 19.1, 19.1, 26.1) (~~Policy HB 8.4~~)
- Policy NR-13.5: Water Quality Checklist. Develop and maintain a water quality checklist to be used in the permit review process to assess potential water quality impacts. (Imp. 10.4, 11.1, 16.15, 17.1, 17.2, 17.1) (~~Policy HB 8.8~~)
- Policy NR-13.6: Water Quality Management Plan. Continue to require new development applications to include a Water Quality Management Plan to minimize runoff from rainfall events during and after construction. (Imp. 10.4, 11.1, 16.15, 17.1, 17.2) (~~7.1~~) (~~Policy HB 8.9~~)
- Policy NR-13.7: Best Management Practices. Implement and improve upon water quality best management practices for residences, businesses, development projects, and City operations. (Imp. 8.1, 17.1, 18.1, 19.1) (~~Policy HB 8.10~~) (7.5, 16.15, 17.1, 17.2)

- Policy NR-13.8: Site Design and Source Control. Include site design and source-control best management practices (BMPs) in all developments. When the combination of site design and source-control BMPs are not sufficient to protect water quality as required by the National Pollutant Discharge Elimination System, structural treatment BMPs will be implemented, along with site design and source-control measures. (Imp. 7.51) (~~Policy HB 8.11~~)
- Policy NR-13.9: Reduction of Infiltration. Include equivalent best management practices that do not require infiltration where infiltration of runoff would exacerbate geologic hazards. (Imp. 6.1, 19.17.5) (~~Policy HB 8.12~~)
- Policy NR-13.10: Street Drainage Systems. Require all street drainage systems and other facilities created by the City or developers of new subdivisions to be designed, constructed, and maintained to minimize or reduce adverse impacts on water quality. Investigate the possibility of treating or diverting street drainage to minimize or reduce impacts to waterbodies. (Imp. 6.1, 7.1, 17.1)~~7.1~~) (~~Policy HB 8.15~~)
- Policy NR-13.11: Impervious Surfaces. Require new development and public facilities to minimize the creation of and increases in impervious surfaces, especially those directly adjacent to existing impervious areas, to the maximum extent possible. Require redevelopment to increase the area of pervious surfaces, where feasible. (Imp. 6.1, 7.1, 17.1) (Policy HB 8.20)

- Policy NR-13.12: Pollution Prevention Tracking. Conduct periodic analysis of the overall effectiveness of the pollution prevention programs in Newport Beach. (~~Water~~Imp. 10.3)
- Policy NR-13.13: Grading and Erosion Control Plans. Require grading/erosion control plans that provide for structural best management practices that prevent, minimize, or reduce possible erosion during and after construction for development on steep slopes and on graded or disturbed areas. (Imp. ~~6.1~~7.5)
- Policy NR-13.14: Plastic Usage Reduction. Assess methods to reduce plastic waste to protect water quality, natural habitats, local wildlife, and to comply with AB 1276 (2022) and any subsequent applicable laws or revisions. The assessment should identify short- and long-term strategies to meaningfully reduce single-use plastics and the potential impacts of such strategies on water usage, landfill capacity, and economic impacts. Strategies may include outreach and engagement, partnerships with local non-profit organizations, and partnerships with local establishments with higher single-use plastic usage. (Imp. 8.2, 16.15)

Goal NR-14: Minimized adverse effects to water quality from sanitary sewer outflows

- Policy NR-14.1: City Sewer Management and Master Plans. Implement the Sewer System Management Plan and the Sewer Master Plan. (Imp. 18.1)
- Policy NR-14.2: Waste Discharge Permits. Require waste discharge permits for all applicable food preparation facilities that produce grease. (Imp. 18.1)

- Policy NR-14.3: Sewer Pump Stations. Renovate all older sewer pump stations and install new plumbing according to the most recent standards. (Imp. 18.1)
- Policy NR-14.4: Waste Discharge Permits. Comply with the California State Water Resources Control Board’s Waste Discharge Requirements associated with operation and maintenance of the City’s sewage collection system. (Imp. 18.1)

Sandy Beaches

Sandy beaches are at risk as a result of sea-level rise and from coastal development interrupting natural beach nourishment and replenishment. Sand nourishment and replenishment projects have been conducted locally since the 1960s, first by the U.S. Army Corps of Engineers, then by local governments in the 2000s.³ Sand naturally migrates, and effective nourishment requires regional efforts. Comprehensive sand nourishment, retention, and replenishment recognizes the role of natural processes, built facilities, and human solutions, where appropriate.

³ Brey, Jared. 2024. “California Neighbors and Cities Fight over Sand as Beaches Shrink.” *Governing*. Accessed November 25, 2024. <https://www.governing.com/resilience/california-neighbors-and-cities-fight-over-sand-as-beaches-shrink>.
Connelly, Laylan. 2023. “Dates Set for Sand Replenishment Project for Orange County Beaches.” *Los Angeles Times*, November 22, 2023. <https://www.latimes.com/socal/daily-pilot/news/story/2023-11-22/dates-set-for-sand-replenishment-project-for-orange-county-beaches>.

Goal NR-15: Beach nourishment, sand retention, and sediment restoration projects

- Policy NR-15.1: Beach Protection Partnerships. Work with regional governments to create partnerships and cross-boundary projects that benefit the region. (Imp. 14.1, 14.16 Interagency Coordination)
- Policy NR-15.2: Beach Protection Needs. Identify appropriate sites for beach nourishment, living shoreline restoration, and built structures as part of a comprehensive sea-level-rise adaptation plan. (Local Coastal Program Imp. 5.2)
- Policy NR-15.3: Beach Protection Monitoring. Monitor progress of sand nourishment and retention projects. (Database Management and Development Tracking and Monitoring Imp. 10.2)

Water Conservation

As of 2025, the City's water supply comes from a combination of imported water (18.5%), which includes water from the Colorado River and the State Water Project; recycled water (1.5%); and groundwater from the Orange County Basin (80%). As outlined in the City's 2020 Urban Water Management Plan,⁴ the City intends to reduce reliance on imported water by improving water-use efficiency and through increased reliance on groundwater.

To plan for the event of water shortage due to drought, a catastrophic event (e.g., earthquake), or other circumstances, the City has created a Water Shortage Contingency Plan, most recently updated in 2020, to help maintain adequate,

⁴ City of Newport Beach. 2021. *Newport Beach 2020 Urban Water Management Plan*. June 2021. <https://www.newportbeachca.gov/home/showpublisheddocument/75001/638579289862370000>.

reliable supplies and reduce impacts of supply interruptions. The Water Shortage Contingency Plan provides real-time water supply availability assessments and strategic steps to respond to actual conditions.⁵

Clean water is a precious resource in Southern California. Reduced indoor and outdoor water use can play an important role in conserving water. By implementing best practices for landscaping and irrigation on public property, and by offering incentives to residents and businesses to conserve potable water on their property, the City may be able to reduce reliance on imported fresh water.

Goal NR-16: Reduced potable water use for landscaping on public lands

- Policy NR-16.1: Demonstration Gardens. Create demonstration water-saving gardens with educational signage on public property. (Community Involvement Imp. 23.1, 23.2)
- Policy NR-16.2: Graywater Systems. Evaluate the feasibility of graywater systems for irrigation of landscaped public property. (Public Service Facility Plans Imp. 7.4)
- Policy NR-16.3: Non-Functional Turf on City-Owned Properties. Unless no longer required by State law, work to implement the Assembly Bill 1572 (2023) non-functional turf ban for properties owned by the City by 2027. (Imp. 23.8)

⁵ City of Newport Beach. 2021. *2020 Water Shortage Contingency Plan*. June 2021. <https://www.newportbeachca.gov/home/showpublisheddocument/75003/638579298931530000>.

Goal NR-17: Water-efficient landscaping incentives for private property

- Policy NR-17.1: Landscaping Incentives. Adopt incentives for property owners to install graywater systems, rain gardens, and rain barrels; plant drought-tolerant vegetation; and implement other practices to increase water-efficient landscaping. (Imp. 8.2, 7.4, 17.1)
- Policy NR-17.2: Landscaping Awareness. Conduct education and outreach to raise awareness of water-efficient landscaping practices and offered incentives. (Imp. 29.1)
- Policy NR-17.3: Water-Efficiency in New Construction. Enforce water conservation measures that limit water usage, prohibit activities that waste water or cause runoff, and require the use of water-efficient landscaping and irrigation in conjunction with new construction projects. (Imp. ~~2.1,~~ 7.17.4, 17.1)
- Policy NR-17.4: Water Conservation. Continue to actively promote the use of water-conserving devices and practices in both new construction and major alterations and additions to existing buildings. This can include the use of rainwater capture and storage, and water reuse facilities. (Imp. ~~6.1,~~ 7.17.4, 17.1)
- Policy NR-17.5: Non-Functional Turf. Implement the Assembly Bill 1572 (2023) non-functional turf ban for private properties in accordance with the timeline outlined in legislation. (Imp. 23.8)

Visual Resources

Visual resources contribute to a community's quality of life and may help build a connection to an area. Public access to visual resources is not only important for connecting individuals to these resources, but may be a key component to ensuring that the preservation of such resources remains a priority for the community. To protect visual resources, the City has identified and designated public viewpoints and corridors to ensure that public access to visual resources is preserved to the extent possible.

Viewpoints and view corridors are often situated near dynamic and inspiring natural environments, including the Pacific Ocean, Crystal Cove State Park, the San Joaquin Hills, and the wetlands and bluffs of Newport Bay. Due to its coastal nature, much of Newport Beach's development, as well as its streets and highways, has been designed to capture and preserve picturesque views of the coastline, harbor, and bay. Additionally, the approximately 560 acres of parkland and open space and approximately 47.7 miles of coastline in Newport Beach are considered visual resources.

Sweeping views of the beaches, harbor, and coast distinguish Newport Beach as a city with unparalleled natural beauty. Viewsheds often hold historic or scenic value and should be protected to the maximum extent possible for current and future generations. Preserving viewpoints and corridors allows the public to appreciate Newport Beach's beauty, character, and history. Figure NR-4 shows public viewpoints, coastal view roads, and existing and proposed beaches and parks.

Goal NR-18: Viewsheds and corridors that are preserved

- Policy NR-18.1 (LU-2.7): Public Views. Protect and, where feasible, enhance significant scenic and visual resources that include views of open space, mountains, canyons, ridges, the ocean, and the harbor from public vantage points, as shown in Figure NR-4. (Imp. 2.15.2, 20.4)
- Policy NR-18.2: Restored Visual Quality. Require new development to restore and enhance the visual quality of **visually degraded areas**, where feasible, and encourage view easements or corridors designed to protect public views or to restore public views in developed areas, where appropriate. (Imp. 20.35.2, 20.4)
- Policy NR-18.3: View Corridors. Protect and enhance public view corridors from roadway segments (shown in Figure NR-4) and other locations that may be identified in the future. (Imp. 5.2, 20.4)
- Policy NR-18.4: Updated Visual Resources. Update visual resources, as needed, through an update to the City's Local Coastal Program. (Imp. 5.2, 20.3, 20.4)



Date: 12/31/2025 User: shanson-mckendrick Path: Z:\Projects\1541307\MAPDOC\General Plan Update\City of Newport Beach General Plan Update.aprx Map: Viewpoints and Corridors Layout: NR-4 - Viewpoints and Corridors

SOURCE: California Geological Survey 2024; City of Newport Beach; SCAG 2024;



NR-4
Viewpoints and Corridors

City of Newport Beach General Plan Update

Goal NR-19: Minimized visual impacts of signs and utilities

- Policy NR-19.1: Sign and Utility Design. Design and site signs, utilities, and antennas to minimize visual impacts. (Imp. 2.1, 20.4)
- Policy NR-19.2: Illegal Signs. Implement programs to remove illegal signs. For temporary signage on public or private property, ensure all signs are removed promptly. (Imp. 2.1, 26.1)
- Policy NR-19.3: Utility Undergrounding. Continue to support programs to remove and underground overhead utilities in new development and existing neighborhoods. (Imp. 2.1, 14.1330.1)

Archaeological and Paleontological Resources

Archaeological and paleontological resources are invaluable and irreplaceable.

Fossils in the central Santa Ana Mountains represent the oldest formations in Orange County, at 145 to 175 million years old. Changes in geological land formations over time, brought upon by tectonic activity, have resulted in a mix of aquatic and terrestrial fossils underlying Newport Beach. The Miocene-age rock units (26 to 7 million years ago), particularly in the Newport Coast area, are considered to be of high paleontological significance (6 to 9 on a scale of 1 to 10).

Other fossil deposits found in the Newport Beach area include a variety of marine mammals, sea birds, mollusks, and a number of vertebrate animals typically associated with the Ice Age (2.5 million years ago to 15,000 years ago). Local paleontological sites, particularly near the Castaways area along Dover Drive, have yielded fossils of Ice Age horses, elephants, bison, antelopes, and dire wolves. Also, a number of localities in the portions of the Vaqueros formation that

underlie the Newport Coast area have yielded a variety of invertebrate and vertebrate fossils that are considered to be of high paleontological significance. Other areas with significant fossils and known paleontological deposits include the Randall Preserve area, which contains at least 14 documented sites of high significance, and Fossil Canyon in the North Bluffs area, which is considered a unique paleontological locality.

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

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

Goal NR-20: Protection of archaeological and paleontological resources

- Policy NR-20.1: New Development Activities. Require new development to protect and preserve paleontological and archaeological resources from destruction, and to avoid and minimize impacts to such resources in accordance with the requirements of the California Environmental Quality Act (CEQA). Through planning policies and permit conditions, ensure the preservation of significant archaeological and paleontological resources and require that the impact caused by any development be mitigated in accordance with CEQA. (Imp. 7.1, 11.1)
- Policy NR-20.2: Grading and Excavation Activities. As deemed appropriate and necessary, prepare and maintain sources of information regarding paleontological and archaeological sites, and the names and addresses of responsible organizations and qualified individuals who can analyze, classify, record, and preserve paleontological and archaeological findings. (Imp. 10.1)
- Policy NR-20.3: Cultural Organizations. Notify cultural organizations, including Native American organizations, of proposed developments that have the potential to adversely impact cultural resources. Allow qualified representatives of such groups to monitor grading and/or excavation of development sites. (Imp. 14.165)
- Policy NR-20.4: Paleontological or Archaeological Materials. Require new development, where on-site preservation and avoidance are not feasible, to donate scientifically valuable paleontological and archaeological materials to a responsible public or private institution with a suitable repository in Newport Beach or Orange County, whenever possible. (Imp. 11.1)

Land Use Element



LAND USE

PURPOSE

The Newport Beach General Plan Land Use Element identifies goals, policies, and actions that will guide growth, preservation of land, location and intensity of development, and neighborhood design and defining characteristics.

OVERVIEW

The Land Use Element sets the community’s vision and values in motion. This element provides a long-range planning guide for development in Newport Beach, and serves as the central organizing element for the General Plan as a whole. It directs the placement and character of future development, and guides where people live, work, shop, play, and socialize. The community’s quality of life largely depends on how each of these categories fit together in a coherent pattern to create a sense of place that fosters health and wellbeing.

Development and the distribution of different land uses influences every aspect of the lives of residents, employees, and visitors. From the local economy and transportation systems to housing availability and the protection of coastal and natural resources, the Land Use Element impacts community health and livability. The Land Use Element provides guidance regarding the ultimate pattern of development in Newport Beach by designating the general distribution, location, and extent (including standards for population density and building intensity) of the uses of land for housing, businesses, industry, agriculture, open space and

recreation, public facilities, solid and liquid waste, and other categories of public and private uses.

Existing Development in Newport Beach

Newport Beach is primarily a residential community that also offers significant recreational and open space opportunities. Much of what defines Newport Beach and what is valued by the community can be seen through its built environment. The majority of residential uses consists of traditional single-family residential houses. Areas near key corridors and near the coast provide more variety in residential development, offering duplexes, triplexes, condominiums, and apartments. Increased density on smaller residential lots is common in coastal areas in Southern California, where coastal neighborhoods tend to exhibit walkable and urban development patterns, due in part to the finite nature of land availability.

Non-residential development includes offices, commercial services, public facilities, institutional, and industrial uses. Non-residential development is primarily concentrated in Newport Center, the Airport Area, West Newport Mesa, Corona del Mar, and along the coast. These areas offer essential services for residents and visitors, providing retail and dining opportunities, entertainment, employment, and more.

Together, parks and open space make up the second largest use of land by area in Newport Beach, constituting 30% of total land. These land uses are generally undeveloped, but contain some low-intensity development to accommodate community rooms, restrooms, and other type of facilities. Newport Beach has an abundance of parks and open space, and these parks are relatively evenly

distributed. More densely developed areas, such as Balboa Peninsula and the western part of Newport Beach, have much smaller parks than the central parts of Newport Beach and Newport Coast, but are surrounded by water, beaches, and other types of recreational opportunities.

Geography and Planning Area

Newport Beach is in the Southern California region within the western edge of Orange County, adjacent to the Pacific Ocean. It is generally bordered by Costa Mesa to the northwest, Irvine to the northeast, and unincorporated portions of Orange County and Laguna Beach to the southeast. Newport Beach is surrounded by natural landscape, including ecological preserves and marine conservation areas, State parks, and the Pacific Ocean.

The General Plan provides policies for the Planning Area within Newport Beach. As shown in Figure LU-1, Planning Area and Sphere of Influence, the Planning Area includes the areas within the existing Newport Beach boundary, including waterways and its Sphere of Influence (SOI). The SOI is considered in the development of the Land Use Element because it encompasses the area most likely to be the physical boundaries and service area of local government agencies, as determined by the Local Agency Formation Commission (LAFCO) of Orange County.

The City of Newport Beach (City) SOI, formerly referred to as Banning Ranch, is a 492.85-acre area west of Newport Beach adjacent to the Santa Ana River and the Cities of Huntington Beach and Costa Mesa. It is an important open space resource for the City. A portion was acquired by the Coastal Corridor Alliance (previously Banning Ranch Conservancy) and the Trust for Public Land to create

the Randall Preserve, which is under the stewardship of the Mountains Recreation and Conservation Authority, with the intent of preserving and restoring the natural habitat and increasing public access for recreational purposes. The Banning Ranch Remainder is a 13-acre carve-out from the Randall Preserve property. This land is privately owned and is intended for the consolidation of oil operations.

GOALS, POLICIES, AND ACTIONS

Newport Beach is a unique coastal, residential community that values its high quality of life; community bonds; and the balancing of needs of residents, businesses, and visitors. The Land Use Element's goals and policies are designed to do the following:

- Support the livability of existing neighborhoods.
- Support residential opportunities that accommodate the City's share of the Regional Housing Needs Assessment.
- Promote new uses that are complementary to already existing neighborhoods and uses.
- Achieve distinct and economically vital business and employment districts.
- Correlate land uses with supporting infrastructure and public services.
- Sustain Newport Beach's natural setting.

The Land Use Element's goals and policies are grouped into five categories to address the following:

1. **Establishing development capacity limits**, including goals and policies that establish development capacities through the City's Land Use Plan, which depicts the general distribution of land use designations throughout Newport Beach; specific use categories for each parcel within defined statistical areas, which are referred to as "Anomaly Locations"; and housing opportunity overlays, which capture additional development capacity from the adopted 6th Cycle Housing Element.
2. **Defining neighborhood and land use character**, including goals and policies that promote a development pattern that retains and complements Newport Beach's residential neighborhoods, commercial and industrial districts, and open spaces and the natural environment.
3. **Accommodating planned housing and other opportunities for change**, including goals and policies that provide for the management of growth and change at an area-specific level for existing neighborhoods, districts, corridors, and public and civic uses.
4. **Guiding future change**, including goals and policies that focus on needed improvements to public facilities, such as water and energy infrastructure, transportation facilities, and parks and recreation amenities, to support new development.
5. **Guiding interagency coordination**, including goals and policies that focus on inter- and intra-agency coordination related to land use planning, permitting, and development review.

This Land Use Element contains figures to visually support the text. Figure LU-2 shows the land use overview, and the figures of the statistical areas (Figures LU-3 through LU-15) show land use designations with associated densities/intensities and anomaly sites, which are detailed in Table LU-1, Anomaly Locations. In addition, the Land Use Element establishes planning sub-areas that identify specific boundaries within Newport Beach that have a unique sense of identity and/or are planned areas of growth. These planning sub-areas are the Airport Area, Balboa Island, Balboa Village, Banning Ranch, Cannery McFadden, Corona del Mar, Mariners' Mile, Newport Center, Old Newport Boulevard, Airport Area, Western Entry Corridor, and West Newport Mesa. They are pictured collectively in Figure LU-16, Planning Sub-Areas, and individually in Figures LU-17 through LU-27.

Policies in the Land Use Element reference focus areas, which were established in response to areas of additional housing capacity in the adopted 6th Cycle Housing Element. These areas are Coyote Canyon, Dover/Westcliff, Airport Environs, West Newport Mesa, and Newport Center. Although some of these areas overlap with planning sub-areas, policies related to focus areas apply to different boundaries than policies applicable to planning sub-areas.

For area-specific policies, refer to section "Accommodating Planned Housing and Other Opportunities for Change," below.

Establishing Development Capacity Limits

A primary component of the Land Use Element is to establish land use designations to classify and distinguish the various land uses (e.g., residential, commercial, public/semi-public) within Newport Beach. The City has a unique

approach to classifying and distinguishing various land uses by establishing development capacity limits. Development capacity limits regulate density or intensity by establishing maximum permitted development.

Development capacity limits are important to guide growth in Newport Beach and ensure that new development fits with the community's vision. The development capacity limits in this Land Use Element are established by the land use designations, statistical area maps and Anomaly Locations (collectively, the Land Use Plan), and the housing opportunities overlay.

Land Use Designations

The seven primary land uses are organized into the following categories: Residential, Commercial, Commercial Office, Industrial, Airport Supporting, Mixed-Use, and Public/Semi-Public/Institutional. Within these seven use categories there are 30 individual land use designations (e.g., Multiple Residential [RM] and General Commercial [CG]) with unique development capacities. Table LU-2, Land Use Designations, lists the land use designations and includes a summary of the types of uses for each land use designation, and, for specific categories, the densities/intensities to be permitted. Each parcel has a land use designation with a development capacity limit regulated in two ways:

1. **Density/Intensity.** Maximum density or intensity expressed as dwelling units per acre for residential designations or floor-area ratio for non-residential designations (e.g., 36 dwelling units per acre or a floor-area ratio of 0.5).

2. **Total Units.** Maximum number of dwelling units per acre for residential land use designations (e.g., a parcel has an overall permitted development capacity of 42 dwelling units).

Parcels with residential land use designations have development limits based on either density or a total number of dwelling units, but not both. To better track development capacity limits at the parcel level, the City has 49 defined statistical areas with corresponding maps. In compliance with California Government Code Sections 65302–65302(a), the statistical area maps detail the development capacity for each parcel in Newport Beach (Figures LU-3 through LU-15).

Anomaly Locations

An Anomaly Location is one or more parcels that have unique development regulations. Although every parcel has a land use designation, the development capacity limit for an Anomaly Location is not regulated by the land use designation. Development capacity limits for Anomaly Locations are regulated in four ways:

1. **Maximum Building Size (square feet).** Total square footage allowed (e.g., a site has an overall permitted development capacity of 200,000 square feet).
2. **Total Units.** A total number of specified unit counts, such as dwelling units, hotel rooms, tennis courts, or theatre seats (e.g., a site has an overall permitted development capacity of 150 hotel rooms).
3. **Intensity.** Minimum or maximum floor-area ratio (e.g., floor-area ratio of 0.3 to 0.5).

4. **Required Uses.** Specific types of development that must be included (e.g., 600,000 square feet of office and 20,000 square feet of retail).

An Anomaly Location can be regulated by a combination of these limits. For example, a site may have a development limit of 100,000 square feet and a maximum number of 200 hotel rooms. Refer to Figures LU-3 through LU-15 for the Anomaly Locations. Development capacity limits are reflected in Table LU-1, Anomaly Locations. The development capacity limits in Table LU-1 reflect a point-in-time capacity at the time of adoption, and are tracked and updated separately, as necessary by staff.

Table LU-1. Anomaly Locations

Anomaly Number	Statistical Area	Land Use Designation*	Development Limit (square feet)	Development Limit (other)	Additional Information
1	L4	MU-H2	460,095	471 hotel rooms (not included in total square footage)	None
2	L4	MU-H2	1,052,880	None	None
2.1	L4	MU-H2	18,810	None	11,544 square feet restricted to general office use only (included in total square footage)
3	L4	CO-G	734,641	None	None
4	L4	MU-H2	250,176	None	None

Table LU-1. Anomaly Locations

Anomaly Number	Statistical Area	Land Use Designation*	Development Limit (square feet)	Development Limit (other)	Additional Information
5	L4	MU-H2	32,500	None	None
6	L4	MU-H2	46,044	None	None
7	L4	MU-H2	81,372	None	None
8	L4	MU-H2	442,775	None	None
9	L4	CG	120,000	164 hotel rooms (included in total square footage)	None
10	L4	MU-H2	31,362	349 hotel rooms (not included in total square footage)	None
11	L4	CG	11,950	None	None
12	L4	MU-H2	457,880	None	None
13	L4	CO-G	288,264	None	None
14	L4	CO-G/MU-H2	860,884	None	None
15	L4	MU-H2	228,214	None	None
16	L4	CO-G	344,231	None	None
17	L4	MU-H2	33,292	304 hotel rooms (not included in total square footage)	None
18	L4	CG	225,280	None	None
19	L4	CG	228,530	None	None
21	J6	CO-G	687,000	None	Office: 660,000 sf

Table LU-1. Anomaly Locations

Anomaly Number	Statistical Area	Land Use Designation*	Development Limit (square feet)	Development Limit (other)	Additional Information
					Retail: 27,000 sf
21		CV		300 hotel rooms	None
22	J6	PI	85,000	None	Residential care facility for older adults
23	K2	PR	15,000	None	None
24	L3	IG	89,624	None	None
25	L3	PI	84,585	None	None
26	L3	IG	33,940	None	None
27	L3	IG	86,000	None	None
28	L3	IG	110,600	None	None
29	L3	CG	47,500	None	None
30	M6	CG	54,000	None	None
31	L2	PR	75,000	None	None
32	L2	PI	34,000	None	None
33	M3	PI	163,680	None	Administrative office and support facilitates: 30,000 sf Community mausoleum and garden

Table LU-1. Anomaly Locations

Anomaly Number	Statistical Area	Land Use Designation*	Development Limit (square feet)	Development Limit (other)	Additional Information
					crypts: 121,680 sf Family mausoleums: 12,000 sf
34	L1	CO-R	484,348	None	None
35	L1	CO-R	197,010	None	None
36	L1	CO-R	227,797	None	None
37	L1	CO-R	131,201	2,050 theater seats (not included in total square footage)	None
38	L1	CO-M	443,627	None	None
39	L1	MU-H3	408,084	None	None
40	L1	MU-H3	1,426,634	425 hotel rooms (included in total square footage)	None
41	L1	CO-R	327,671	None	None
42	L1	CO-R	286,166	None	None
43	L1	CV	N/A	611 hotel rooms	None
44	L1	CR	1,619,525	1,700 theater seats (not included in total square footage)	None
45	L1	CO-G	162,364	None	None

Table LU-1. Anomaly Locations

Anomaly Number	Statistical Area	Land Use Designation*	Development Limit (square feet)	Development Limit (other)	Additional Information
46	L1	MU-H3/PR	3,725	24 tennis courts	Residential permitted in accordance with MU-H3
47	L1	CG	105,000	None	None
48	L1	MU-H3	337,261	None	None
49	L1	MU-H3	16,000	90 dwelling units	None
50	L1	CG	25,000	None	None
51	K1	PR	20,000	None	None
52	K1	CV	N/A	479 hotel rooms	None
53	K1	PR	567,500	None	See Settlement Agreement
54	J1	CM	2,000	None	None
55	H3	PI	119,440	None	None
56	A3	PI	1,343,238	990,349 sf upper campus; 577,889 sf lower campus	In no event shall the total combined gross floor area of both campuses exceed the development limit of 1,343,238 sf
57	Intentionally Blank				
58	J5	PR	20,000	None	None

Table LU-1. Anomaly Locations

Anomaly Number	Statistical Area	Land Use Designation*	Development Limit (square feet)	Development Limit (other)	Additional Information
59	H4	MU-W1	247,402	144 dwelling units (included in total square footage)	None
60	N	CV	3,035,000 [see "Additional Information" column]	2,150 hotel rooms (2,960,000 sf for hotel rooms and related commercial uses identified in Newport Coast LCP); 75,000 sf for day use commercial	Newport Coast LCP Planning Area 13 [correction per Planning Commission Resolution 2030 adopted October 6, 2016]
61	N	CV	125,000		Newport Coast LCP Planning Areas 3B and 14
62	L2	CG	2,300	None	None
63	G1	CN	66,000	None	None
64	M3	CN	74,000	None	None
65	M5	CN	80,000	None	None
66	J2	CN	138,500	None	None
67	D2	PI	25,000	None	None
68	L3	PI	71,150	None	None

Table LU-1. Anomaly Locations

Anomaly Number	Statistical Area	Land Use Designation*	Development Limit (square feet)	Development Limit (other)	Additional Information
69	K2	CN	75,000	None	None
70	D2	RM-D	N/A	None	Parking structure for Bay Island (no residential units)
71	L1	CO-G	11,630	None	None
72	L1	CO-G	8,000	None	None
73	A3	CO-M	350,000	None	None
74	L1	PR	56,000	None	None
75	L1	PF	N/A	None	City Hall, the administrative offices of the City of Newport Beach, and related parking, pursuant to Section 425 of the City Charter
76	H1	CO-G	N/A	0.5 floor-area ratio	1.0 floor-area ratio permitted, provided all

Table LU-1. Anomaly Locations

Anomaly Number	Statistical Area	Land Use Designation*	Development Limit (square feet)	Development Limit (other)	Additional Information
					four legal lots are consolidated into one parcel to provide unified site design
77	H4	CV	240,000	157 hotel rooms (included in total square footage)	None
78	B5	CM	139,840	None	None
79	H4	CG	N/A	0.3/0.5 floor-area ratio	Development limit of 19,905 sf permitted, provided all six legal lots are consolidated into one parcel to provide unified site design
80	K1	MU-W2	Non-residential development 131,290	49 residential units	For mixed-use development, residential floor area shall not exceed a 1:1 ratio to

Table LU-1. Anomaly Locations

Anomaly Number	Statistical Area	Land Use Designation*	Development Limit (square feet)	Development Limit (other)	Additional Information
					non-residential floor area
81	K1	RM	N/A	296 residential units	None
82	L1	RM	N/A	28 dwelling units	None
83	Reserved				
84	Reserved				
85	B5	CV-LV	118,573 sf of hotel	None	Accessory commercial floor area is allowed in conjunction with a hotel and it is included within the hotel development limit; municipal facilities are not restricted or included in any development limit

Table LU-1. Anomaly Locations

Anomaly Number	Statistical Area	Land Use Designation*	Development Limit (square feet)	Development Limit (other)	Additional Information
86	L4	MU-H2	Non-residential development 297,572	329 dwelling units	None

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

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

Table LU-2. Land Use Designations

Land Use Category	Uses	Density/Intensity
Residential Neighborhoods		
Single Unit Residential Detached (RS-D)	The RS-D category applies to a range of detached single-family residential dwelling units on a single legal lot and does not include condominiums or cooperative housing.	Not applicable.
Single Unit Residential Attached (RS-A)	The RS-A category applies to a range of attached single-unit residential dwelling units on a single legal lot and does not include condominiums or cooperative housing.	Not applicable.
Two Unit Residential (RT)	The RT category applies to a range of two-unit residential dwelling units, such as duplexes and townhomes.	Not applicable.
Multiple Residential (RM)	The RM designation is intended to provide primarily for multi-unit residential development containing attached or detached dwelling units.	Units per acre or cumulative amount of development as specified in the land use figures.
Multiple Residential Detached (RM-D)	The RM-D designation is intended to provide primarily for multi-unit residential development exclusively containing detached dwelling units.	Units per acre or cumulative amount of development as specified in the land use figures.
Commercial Districts and Corridors		
Neighborhood Commercial (CN)	The CN designation is intended to provide for a limited range of retail and service uses developed in one or more distinct centers oriented to primarily serve the needs of and maintain compatibility with residential uses in the immediate area.	Floor area to land area ratio or cumulative development indicated in Land Use Plan.

Table LU-2. Land Use Designations

Land Use Category	Uses	Density/Intensity
Corridor Commercial (CC)	The CC designation is intended to provide a range of neighborhood-serving retail and service uses along street frontages that are located and designed to foster pedestrian activity.	Floor to land area ratio or cumulative development indicated in Land Use Plan.
General Commercial (CG)	The CG designation is intended to provide for a wide variety of commercial activities oriented primarily to serve citywide or regional needs.	Floor area to land area ratio or cumulative development indicated in Land Use Plan.
Recreational and Marine Commercial (CM)	The CM designation is intended to provide for commercial development on or near Newport Bay in a manner to encourage the continuation of coastal-dependent and coastal-related uses, maintain the marine theme and character, encourage mutually supportive businesses, encourage visitor-serving and recreational uses, and encourage physical and visual access to Newport Bay on waterfront commercial and industrial building sites on or near the bay.	Floor area to land area ratio or cumulative development indicated in Land Use Plan.
Visitor Serving Commercial (CV)	The CV designation is intended to provide for accommodations, goods, and services to primarily serve visitors to Newport Beach.	Floor area to land area ratio or cumulative development indicated in Land Use Plan.
Visitor Serving Commercial Lido Village (CV-LV)	The CV-LV category is intended to allow for a range of accommodations (e.g., hotels, motels, hostels), goods, and services primarily to serve visitors to Newport Beach. Limited-use overnight visitor accommodations and residences are not allowed.	Not applicable.
Regional Commercial (CR)	The CR designation is intended to provide retail, entertainment, service, and supporting uses to serve local and regional residents. Typically these are integrated into a multi-tenant development that contains one or more “anchor” uses to attract customers. Automobile sales, repair, and service facilities; professional offices; single-destination; and other highway-oriented uses are not permitted.	Not applicable.
Commercial Office Districts		
General Commercial Office (CO-G)	The CO-G designation is intended to provide for administrative, professional, and medical offices with limited accessory retail and service uses. Hotels, motels, and convalescent hospitals are not permitted.	Floor area to land area ratio or cumulative development indicated in Land Use Plan.

Table LU-2. Land Use Designations

Land Use Category	Uses	Density/Intensity
Medical Commercial Office (CO-M)	The CO-M designation is intended to provide primarily for medical-related offices, other professional offices, retail, short-term convalescent and long-term care facilities, research labs, and similar uses.	Floor area to land area ratio of 0.75, except as specified in the Land Use Plan.
Regional Commercial Office (CO-R)	The CO-R designation is intended to provide for administrative and professional offices that serve local and regional markets, with limited accessory retail, financial, service, and entertainment uses.	As specified by Table LU-1.
Industrial Districts		
General Industrial (IG)	The IG designation is intended to provide for a wide range of moderate- to low-intensity industrial uses, such as light manufacturing and research and development, and limited ancillary commercial and office uses.	Floor area to land area ratio of 0.75, except as specified in the Land Use Plan.
Airport-Supporting Districts		
Airport Office and Supporting Uses (AO)	The AO designation is intended to provide for the development of properties adjoining John Wayne Airport for uses that support or benefit from airport operations. These may include professional offices; aviation retail; automobile rental, sales, and service; hotels; and ancillary retail, restaurants, and service uses.	Floor area to land area ratio of 0.5, except for warehousing, which may be developed at a floor area to land ratio of 0.75.
Mixed-Use Districts		
Mixed-Use Vertical (MU-V)	The MU-V designation is intended to provide for the development of properties for mixed-use structures that vertically integrate housing with retail uses, including retail, office, restaurant, and similar non-residential uses. For mixed-use structures, commercial uses characterized by noise, vibration, odors, or other activities that would adversely impact on-site residential units are prohibited. Sites may also be developed exclusively for retail or office uses in accordance with the CN, CC, CG, or CO-G designations.	Mixed-use buildings: Floor area to land ratio of 1.5, where a minimum floor area to land ratio of 0.35 and maximum of 0.5 shall be used for non-residential purposes, and a maximum of 1.0 for residential. Non-residential buildings: Floor area to land area ratio of 0.75.
Mixed-Use Horizontal (MU-H)	The MU-H designation is intended to provide for development of areas for a horizontally distributed mix of uses, which may include general or neighborhood commercial, commercial offices, multi-family residential, visitor-serving and marine-related uses, and/or	Not applicable.

Table LU-2. Land Use Designations

Land Use Category	Uses	Density/Intensity
	buildings that vertically integrate residential with commercial uses.	
Mixed-Use Horizontal 1 (MU-H1)	<p>The MU-H1 designation provides for a horizontal intermixing of uses.</p> <p>For properties located on the inland side of Coast Highway in the Mariners’ Mile Corridor, (a) the Coast Highway frontages shall be developed for marine-related and highway-oriented general commercial uses in accordance with CM and CG designations; and (b) portions of properties to the rear of the commercial frontage may be developed for free-standing neighborhood-serving retail, multi-family residential units, or mixed-use buildings that integrate residential with retail uses on the ground floor in accordance with the CN, RM, CV, or MU-V designations, respectively.</p> <p>Properties in the Dover Drive/Westcliff Drive area may also be developed for professional offices or mixed-use buildings that integrate residential with retail or office uses on the ground floor in accordance with the CO and MU-V designations, respectively.</p>	<p>Commercial or office only: Floor area to land ratio of 0.5.</p> <p>Multi-family residential only: 20.1–26.7 units per acre.</p> <p>Mixed-use buildings: Floor area to land ratio of 1.5, where a minimum floor area to land ratio of 0.25 and maximum of 0.5 shall be used for non-residential purposes, and a maximum of 1.0 for residential.</p>
Mixed-Use Horizontal 2 (MU-H2)	<p>The MU-H2 designation applies to properties in the Airport Area. It provides for a horizontal intermixing of uses that may include regional commercial office, multi-family residential, vertical mixed-use buildings, industrial uses, hotel rooms, and ancillary neighborhood commercial uses.</p>	<p>Residential: Maximum of 2,200 units as replacement of existing office, retail, and/or industrial uses at a maximum density of 50 units per adjusted gross acre, of which a maximum of 550 units may be developed as infill.*</p> <p>Non-residential uses: As defined by Table LU-1.</p>
Mixed-Use Horizontal 3 (MU-H3)	<p>The MU-H3 designation applies to properties in Newport Center. It provides for the horizontal intermixing of regional commercial office, hotel, multi-unit residential, and ancillary commercial uses. Within the Tennis and Pickleball Club, residential uses may be developed as single-unit units.</p>	<p>Residential: Maximum of 540 units.</p> <p>Hotel: 65 rooms in addition to those specified in Table LU-1.*</p> <p>Other: Non-residential: As specified by Table LU-1.</p>
Mixed-Use Horizontal 4 (MU-H4)	<p>The MU-H4 designation applies to properties where it is the intent to establish the character of a distinct and cohesively developed district or</p>	<p>Mixed-use buildings: Floor area to land area ratio of 1.5, where a minimum floor area</p>

Table LU-2. Land Use Designations

Land Use Category	Uses	Density/Intensity
	<p>neighborhood containing multi-unit residential with clusters of mixed-use and/or commercial buildings in such locations as the interior parcels of Cannery Village and 15th Street on Balboa Peninsula. Permitted uses include (a) multi-unit residential, (b) general or neighborhood commercial, and/or (c) mixed-use structures, where the ground floor shall be restricted to non-residential uses, such as retail sales and restaurants, along the street frontage, and the rear and upper floors shall be used for residential, including age-restricted units and overnight accommodations (comparable to MU-V). Mixed-use or commercial buildings shall be required on parcels at street intersections and are permissible, but not required, on other parcels.</p>	<p>to land area ratio of 0.25 and maximum 0.5 shall be used for retail uses, and maximum of 1.0 for residential. Commercial only: Floor area to land area ratio of 0.5. Multi-unit residential only: 20.1–26.7 units per net acre.</p>
<p>Mixed-Use Water Related (MU-W)</p>	<p>The MU-W designation is intended to provide for commercial development on or near Newport Bay in a manner that will encourage the continuation of coastal-dependent and coastal-related uses in accordance with the Recreational and Marine Commercial (CM) designation, as well as allow for the integrated development of residential.</p>	<p>Not applicable.</p>
<p>Mixed-Use Water 1 (MU-W1)</p>	<p>The MU-W1 designation is applied to waterfront locations along the Mariners’ Mile Corridor where marine-related, visitor-serving, commercial, and residential uses are intermixed with buildings that provide residential uses above the ground floor. Permitted uses include those permitted by the CM, CV, Multi-Unit Residential (RM), and Vertical Mixed-Use (MU-V) designations. A minimum of 50% of the permitted square footage shall be used for the CM or CV land uses. No more than 50% of the waterfront area between the Arches Bridge and the Boy Scout Sea Base may be developed with mixed-use structures. A Master or Specific Plan shall be required to ensure that the uses are fully integrated and impacts from their differing functions and activities are fully mitigated.</p>	<p>Mixed-use buildings: Floor area to land ratio of 1.25, where a minimum floor area to land ratio of 0.35 and maximum of 0.5 shall be used for non-residential purposes, and the number of residential units shall not exceed the cumulative total for multi-unit residential specified below. Commercial only: Floor area to land area ratio of 0.5. Multi-unit residential only: 12 units per acre, with the number of units calculated based on a maximum of 50% of the property.</p>

Table LU-2. Land Use Designations

Land Use Category	Uses	Density/Intensity
Mixed-Use Water 2 (MU-W2)	<p>The MU-W2 designation is applied to waterfront locations where marine-related uses may be intermixed with buildings that provide residential on the upper floors. Permitted uses include those permitted by the CM, CV, and MU-V designations. Free-standing residential shall not be permitted.</p>	<p>Mixed-use buildings: Floor area to land ratio of 1.25, where a minimum floor area to land ratio of 0.35 and maximum of 0.5 shall be used for non-residential purposes, and maximum of 0.75 for residential.</p> <p>In Lido Marina Village, the maximum floor area to land ratio shall be 1.5, where a minimum floor area to land ratio of 0.35 and maximum of 0.7 shall be used for non-residential, and a maximum of 0.8 for residential.</p> <p>Non-residential buildings: Floor area to land area ratio of 0.5.</p>
Public, Semi-Public, and Institutional		
Public Facilities (PF)	<p>The PF designation is intended to provide public facilities, including public schools, cultural institutions, government facilities, libraries, community centers, public hospitals, and public utilities.</p>	Not applicable.
Private Institutions (PI)	<p>The PI designation is intended to provide for privately owned facilities that serve the public, including places for religious assembly, private schools, health care, cultural institutions, museums, yacht clubs, congregate homes, and comparable facilities.</p>	Floor to land area ratio or cumulative development indicated in Land Use Plan.
Open Space (OS)	<p>The OS designation is intended to provide areas for a range of public and private uses to protect, maintain, and enhance the community’s natural resources.</p>	Open spaces may include incidental buildings, such as maintenance equipment and supply storage, which are not traditionally included in determining intensity limits.
Open Space/ Residential Village (OS [RV])	<p>The OS (RV) designation is intended for the preservation of Banning Ranch (most of which is now referred to as the “Randall Preserve”) as open space, restoration of wetlands and other habitats, development of a community park,</p>	<p>Priority: Open spaces, habitat restoration, and parks.</p> <p>Alternative: Maximum of 1,375 residential units, 75,000 square feet of retail</p>

Table LU-2. Land Use Designations

Land Use Category	Uses	Density/Intensity
	<p>and consolidation of oil extraction and processing facilities.</p> <p>The designation permits development of a planned residential community that integrates a mix of single-family detached, single-family attached, two-family, and/or multi-family residential with supporting schools, parks, community services, local-serving convenience commercial uses and services, and open spaces. A Master or Specific Plan is required to depict the uses, street and infrastructure improvements, open spaces, development standards, design guidelines, and financial plan.</p>	<p>commercial, and 75 hotel rooms.*</p>
<p>Parks and Recreation (PR)</p>	<p>The PR designation applies to land used or proposed for active public or private recreational use. Permitted uses include parks (both active and passive), golf courses, marina support facilities, aquatic facilities, tennis clubs and courts, private recreation, and similar facilities.</p>	<p>Not applicable for public uses. Private uses in this category may include incidental buildings, such as maintenance equipment sheds, supply storage, and restrooms, not included in determining intensity limits. For golf courses, these uses may also include support facilities for grounds maintenance employees. Other types of buildings and developments are limited as specified in Table LU-1.</p>
<p>Tidelands and Submerged Lands (TS)</p>	<p>The TS designation is intended to address the use, management, and protection of tidelands and submerged lands of Newport Bay and the Pacific Ocean immediately adjacent to Newport Beach. The designation is generally not applied to historic tidelands or submerged lands that are presently filled or reclaimed.</p>	<p>Not applicable.</p>

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

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

Housing Opportunities Overlay

The housing opportunities overlay applies to sites identified in the City’s adopted Housing Element and general areas within identified focus areas to accommodate

the City’s overall allocation of the Regional Housing Needs Assessment. Development capacity limits for parcels identified as part of the housing opportunity focus areas are cumulative, meaning they are in addition to the development capacity limits permitted by the Land Use Plan. Development capacity limits for housing opportunity sites are regulated in two ways:

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

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

Table LU-3. Housing Opportunities Overlay

Focus Area*	Density/Intensity	Development Capacity
Airport Environs	20 to 50 dwelling units per gross acre	2,577 total dwelling units
West Newport Mesa	20 to 50 dwelling units per gross acre	1,107 total dwelling units

Table LU-3. Housing Opportunities Overlay

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

Notes:

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

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

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

increases allowed through the application of density bonus laws and are calculated based on actual land area, actual number of dwelling units in fully developed residential areas, and development potential in areas where the General Plan allows additional development. To determine the permissible development, the user should do the following:

- Identify the parcel and the applicable land use designation in Figure LU-3 through Figure LU-15.
- Refer to Figure LU-3 through Figure LU-15 and Table LU-2 to identify the permitted uses and permitted density or intensity or amount of development for the land use classification. Where densities/intensities are applicable, the maximum amount of development is determined by multiplying the area of the parcel by the density/intensity.
- For anomalies identified in the Land Use Plan (Figures LU-2 through LU-15) by a symbol, refer to the most-recently updated Table LU-1 to determine the precise development capacity limits.
- For additional area-specific policies and for development capacity for residential development not listed in the Land Use Plan, refer to section “Accommodating Planned Housing and Other Opportunities for Change,” below. (Imp. 2.1, 5.1, 10.2)
- **Policy LU-1.2: Conversion of Units for Anomaly Locations.** Allow the conversion of specified units to square feet in Table LU-1, Anomaly Locations. Table LU-1 either assigns 1,000 square feet of floor area for each hotel room, or indicates the number of hotel rooms allowed on a site and

the number of theater seats allowed on certain sites. For the purposes of this policy, ensure that the rate established by Council Policy A-18 is used (1,000 square feet per hotel room and 15 square feet per theater seat).

(Imp. 1.1, 9.1)

- **Policy LU-1.3: Transfer of Development Rights** (Policy LU 4.2). Permit the transfer of development rights from a property to one or more other properties when the following occur:
 - The donor and receiver sites are within the same statistical area.
 - The reduced density/intensity on the donor site provides benefits to the City, such as (1) provision of extraordinary open space, public visual corridor(s), parking or other amenities; (2) preservation of a historic building, property, or natural landscape; (3) improvement of the area's scale and development character; (4) consolidation of lots to achieve a better architectural design than could be achieved without lot consolidation; and/or (5) reduction of local vehicle trips and traffic congestion.
 - The increment of growth transferred to the receiver site complements and is in scale with surrounding development, complies with community character and design policies contained in this General Plan, and does not materially degrade local traffic conditions or environmental quality.
 - Transfer of development intensity/density in Newport Center is governed by Policy LU-19.4 (Transfers of Development Intensity/Density). (Imp. 2.1, 5.1, 10.2)

- Policy LU-1.4: **Amendments to Development Capacity Limits**. Allow staff-administered ministerial updates to Table LU-1, Table LU-2, and Table LU-3 to facilitate modifications to and transfers of development capacity limits to accurately track development capacity limits in accordance with Section 423 of the City Charter. Any such update should include a clear reference to the related action. (Imp. 1.2, 10.2)
- Policy LU-1.5: **Residential Supply** (Policy LU 6.2.1). Accommodate a diversity of residential units that meets the needs of Newport Beach’s population and fair share of regional needs in accordance with the Land Use Plan’s designations, applicable density standards, design and development policies, and the adopted Housing Element. (Imp. 1.1, 2.1, 25.1)
- Policy LU-1.6: **Prohibition of New Residential Subdivisions** (Policy LU 4.2). Unless otherwise directed by State law, prohibit new residential subdivisions that would result in additional dwelling units unless authorized by a General Plan Amendment. Lots that have been legally merged through the Subdivision Map Act and City Subdivision Code approvals are exempt from the General Plan Amendment requirements and may be re-subdivided to the original underlying legal lots. This policy is applicable to all single-unit, two-unit, and multiple-unit residential land use categories. (Imp. 6.1)
- Policy LU-1.7: **Housing Opportunities Overlay** (adapted from Policy LU 4.4). Support the development of housing in the housing opportunity overlay zones consistent with the densities and development limits identified in the Zoning Code and in Table LU-3. (Imp. 25.1, 8.2)

Defining Neighborhood and Land Use Characteristics

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

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

Residential Neighborhoods: Residential neighborhoods offer distinct characteristics and amenities that vary across Newport Beach. Neighborhoods offer residents variety in architecture, access to the coast, and pristine views. The many distinct neighborhoods together contribute to the charm and unique sense

of place of Newport Beach. Residential neighborhoods should be of high-quality design. Design standards should consider compatibility with existing neighborhoods, including the scale of development, privacy, and amenities. Residential neighborhoods should contribute to Newport Beach's livability by thoughtfully planning the location and types of housing permitted.

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

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

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

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

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

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

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

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

improvement of access to the waterfront and water-related uses that provide important links to waterfront uses such as beaches, launching facilities, public docks, and other similar public water area uses. (Imp. 1.1, 5.1)

- Policy LU-2.5: Sustainable and Complete Community (Policy LU 2.2). Emphasize the development of uses that enable Newport Beach to continue as a self-sustaining community and minimize the need for residents to travel outside of the community for commercial goods and services, and employment. (Imp. 1.1, 24.1)
- Policy LU-2.6: Natural Resources (Policy LU 1.3). Protect the natural setting that contributes to the character and identity of Newport Beach and the sense of place it provides for its residents and visitors. Preserve open space resources, beaches, the harbor, parks, bluffs, preserves, and estuaries as visual, recreational, and habitat resources. (Imp. 1.1)
- Policy LU-2.7 (NR-18.1): Public Views (Policy LU 1.6). Protect and, where feasible, enhance significant scenic and visual resources that include views of open spaces, mountains, canyons, ridges, the ocean, beaches, and the harbor from public vantage points, as shown in Figure NR-4. (Imp. 2.1)
- Policy LU-2.8: Oil and Gas Facilities (adapted from Policy LU 2.7). Prohibit the construction of new oil processing, refining, and transportation facilities, including facilities designed to transport oil from offshore tracts, with the exception of the City's slant drilling from onshore locations and for the consolidation and more-efficient production of wells. (Imp. 2.1, 5.1)

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

Maintenance

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

Design and Streetscape

- Policy LU-3.4: **Buffering Residential Areas** (adapted from Policy LU 5.2.2). Require buffers between non-residential and residential areas to minimize potential impacts using landscaping, decorative walls, and other features. (Imp. 2.1)
- Policy LU-3.5: **Compatible Interfaces** (Policy LU 5.1.2). Require that the height of development in non-residential and higher-density residential areas transition as it nears lower-density residential areas to minimize

conflicts at the interface between the different types of development. (Imp. 2.1)

- **Policy LU-3.6: Mixed-Use and Commercial Districts Pedestrian-Oriented Architecture and Streetscapes** (Policy LU 5.3.5). Require that buildings located in pedestrian-oriented commercial and mixed-use districts be designed to define the public realm, activate sidewalks and pedestrian paths, and provide “eyes on the street” in accordance with the following principles:
 - Locate buildings along the required front street set back to visually form a continuous or semi-continuous wall with buildings on adjacent parcels along the sidewalk.
 - Provide commercial uses characterized by a high level of customer activity on the ground floor, such as cafés, restaurants, and retail, to ensure successfully active operations, provide for transparency on the street-facing building facade, and provide human-scale floor-to-floor height on the ground floor of the building.
 - Locate deliveries and trash storage and collection in an area that minimizes impact to pedestrian activity and is screened or enclosed to be not visible from the public right-of-way.
 - Use articulation and modulation of street-facing elevations to promote interest and character.
 - Include outdoor seating or other amenities that activate the commercial frontage and extend interior uses to the sidewalk, where feasible.

- Minimize driveways that interrupt the continuity of street-facing building elevations, prioritizing their location to side streets and alleys, where feasible. (Imp. 2.1)

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

- Policy LU-4.1: **Citywide Identity**. Recognize and support the different qualities that define Newport Beach’s neighborhoods, villages, and districts to promote a citywide identity that is unique to the Southern California region. Accommodate planned development in a manner that supports and contributes to the unique qualities of each neighborhood, village, and district that make up this identity. (Imp. 1.1)
- Policy LU-4.2: **Unique Environment** (Policy LU 1.1). Maintain and enhance the different villages, neighborhoods, and business districts, including areas along the harbor frontage, that define Newport Beach through neighborhood preservation. Locate and design development in a way that reflects Newport Beach’s topography and architectural diversity while emphasizing Newport Beach’s coastal orientation, including public views. (Imp. 1.1)
- Policy LU-4.3: **Harbor and Waterfront Uses** (Policy LU 2.5). Preserve the uses of Newport Harbor and the waterfront that contribute to the charm and character of Newport Beach and provide needed support for residents, boaters, and visitors with appropriate regulations to protect the interests of all users and adjoining residents. (Imp. 1.1, 2.5, 5.1, 21.4, 24.1)

- **Policy LU-4.4: Updates to Regulatory Plans.** Regularly review and consider updating any longstanding or newly established Specific Plans with design standards to guide development toward a mix of uses, including housing, commercial areas, parks, and other uses, as applicable, and maintain consistency with adopted Specific Plans, including the provision of equestrian trails and uses as described in the Santa Ana Heights Specific Plan. (Imp. 3.1)
- **Policy LU-4.5: Infrastructure Planning.** Ensure cross-departmental coordination in a manner that helps to plan for public services, facilities, and utilities upgrades for areas anticipated for new development, and require new development to incorporate adequate infrastructure to the extent feasible. (Imp. 1.1, 13.1, 18.1, 19.1, 20.1, 22.1, 23.1, 23.5, 30.2)
- **Policy LU-4.6: Neighborhoods, Districts, and Corridors** (Policy LU 3.1). Maintain Newport Beach’s pattern of residential neighborhoods, business and employment districts, commercial centers, and corridors. (Imp. 1.1)
- **Policy LU-4.7: Compatible Development** (Policy LU 5.6.1). Require that buildings and properties be designed to ensure compatibility within and as interfaces between neighborhoods, districts, and corridors. (Imp. 2.1)
- **Policy LU-4.8: Form and Environment** (Policy LU 5.6.2). Require that new and renovated buildings be designed to avoid the use of styles, colors, and materials that unusually impact the design character and quality of their location, such as abrupt changes in scale, building form, color, architectural style, and the use of surface materials that raise local temperatures, result

in glare and excessive illumination of adjoining properties and open spaces, or adversely modify wind patterns. (Imp. 2.1)

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

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

Single-Unit Dwellings

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

Residential Properties). Consider the appropriateness of establishing single-unit residential design guidelines and/or standards, and review procedures for neighborhoods impacted by significant changes in building scale and character. (Imp. 2.1, 8.2)

Multi-Unit Dwellings

- Policy LU-5.3: **Character and Quality of Residential Multi-Unit Properties** (adapted from Policy LU 5.1.9). Establish requirements for elevation, façade, and other design components of multi-unit residential properties facing public streets to convey high-quality architectural character. (Imp. 2.1, 7.1, 8.2)
- Policy LU-5.4: **Ground-Floor Treatment** (adapted from Policy LU 5.1.9). Create requirements for ground-floor multi-unit residential setbacks and elevation to create privacy and security, and create room for landscaping, porches, and stoops. (Imp. 2.1, 8.2)
- Policy LU-5.5: **Open Space Requirements** (adapted from Policy LU 5.1.9). Require multi-unit residential development to incorporate common open spaces. (Imp. 7.1, 8.2, ~~23.5-30.2~~)

All Residential Neighborhoods

- Policy LU-5.6: **High-Quality Design for Residential Properties** (adapted from Policy LU 5.1.5). Maintain high-quality design of residential units through requirements related to building mass, elevation, scale, and other elements for new and redeveloped units. (Imp. 2.1, 4.1, 7.1, 8.2, 26.1)

- **Policy LU-5.7: Range of Residential Choices** (Policy LU 2.3). Provide opportunities for the development of residential units that respond to community and regional needs in terms of density, size, location, and cost. Implement goals, policies, programs, and objectives identified within the City's Housing Element. (Imp. 1.1, 8.1, 25.1)
- **Policy LU-5.8: Neighborhood Supporting Uses** (Policy LU 6.2.5). Allow for the integration of uses within residential neighborhoods that support and are complementary to their primary function as a living environment such as schools, parks, community meeting facilities, libraries, religious facilities, and comparable uses. Design these uses to ensure compatibility with adjoining residential, addressing such issues as noise, lighting, and parking. (Imp. 2.1)
- **Policy LU-5.9: Accessory Dwelling Units** (Policy LU 6.2.4). Support and promote the development of accessory dwelling units and junior accessory dwelling units in all zones to provide a more affordable housing option that helps the City meet its housing production goals while minimizing the need to rezone for additional future capacity. (Imp. 2.1)
- **Policy LU-5.10: Residential Neighborhood Identity**. Encourage and support residential neighborhood identity through the establishment of objective design and development standards that will distinguish neighborhoods from others in Newport Beach. (Imp. 1.1, 1.3)
- **Policy LU-5.11: Character and Quality of Residential Properties** (adapted from Policy LU 5.1.5). Require that residential units be designed to sustain

the high level of architectural design quality that characterizes Newport Beach's neighborhoods in consideration of the following principles:

- Articulation and modulation of building masses and elevations to avoid the appearance of “box-like” buildings.
- Compatibility with neighborhood development in density, scale, and street-facing elevations.
- Architectural treatment of all elevations visible from public places.
- Entries and windows on street-facing elevations to visually “open” the house to the neighborhood.
- Orientation to desirable sunlight and views. (Imp. 2.1)
- Policy LU-5.12: **Gated Communities** (Policy LU 6.2.10). Discourage the creation of new private entry gates in existing residential neighborhoods that currently do not have a gate located at the entrance of the community. (Imp. 9.1, 29.1)
- Policy LU-5.13: **Allowing Rebuilding** (Policy LU 6.2.2). Require legal, nonconforming residential structures to be brought into conformity in an equitable, reasonable, and timely manner as rebuilding occurs. Limited renovations that improve the physical quality and character of the buildings may be allowed. Rebuilding after catastrophic damage or destruction due to a natural event, act of a public enemy, or accident may be allowed in limited circumstances that do not conflict with the goals of this Land Use Element. (Imp. 2.1, 7.1)

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

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

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

- Policy LU-7.1: **Mixed-Use Building Design**. Establish design standards for mixed-use buildings to ensure compatibility with surrounding development through building materials and features, massing and elevation treatments, entryways, and other design features. (Imp. 2.1, 8.1, 8.2)
- Policy LU-7.2: **Pedestrian Connectivity** (adapted from Policy LU 6.14.6). Encourage the design of mixed-use development in either a horizontal or vertical format that is functionally integrated with pedestrian paths and

connections between and to adjacent areas. For vertical mixed-use development, encourage commercial uses on the ground floor. (Imp. 2.1, 8.1, 8.2)

- Policy LU-7.3: **Districts Integrating Residential and Non-Residential Uses** (adapted from Policy LU 5.3.4). Discourage fragmentation of residential and non-residential uses by ensuring mixed-use districts provide sufficient acreage for each use, where feasible. (Imp. 2.1, 6.1)
- Policy LU-7.4: **Ground-Floor Treatment**. Establish standards to require pedestrian-oriented buildings and public right-of-way design by providing for the design of building frontage, sidewalks, outdoor seating and other street furniture, and other elements. (Imp. 2.1)
- Policy LU-7.5: **Parking Location** (adapted from Policy LU 5.3.6). Locate open parking lots away from streets with screening such as landscaping and architectural walls. (Imp. 2.1)

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

- Policy LU-8.1: **Site Planning** (adapted from Policy LU 5.4.1). Establish site planning requirements for new and renovated office development to form a cohesive campus environment. (Imp. 2.1)
- Policy LU-8.2: **Signage** (adapted from Policy LU 5.4.1). Require a common signage program for tenant identification and wayfinding. (Imp. 8.2, 16.4)

- Policy LU-8.3: **Streetscape Design** (adapted from Policy LU 5.4.1). Establish standards for streetscapes and lighting to promote pedestrian activity within office and business parks. (Imp. 8.2, 20.1)
- Policy LU-8.4: **Building Design** (adapted from Policy LU 5.4.2). Establish design standards for business parks and offices to convey a unified, high-quality aesthetic character, including building massing and elevation, facades, color palette, and other design elements. (Imp. 2.1)

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

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

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

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

- Policy LU-10.1: **Compatibility of Uses**. Require compatibility of new public and institutional facilities with adjacent land uses, supported by transportation and utility infrastructure. (Imp. 16.8, 20.1, 26.1)
- Policy LU-10.2: **Redevelopment of Facilities** (adapted from Policy LU 6.1.2). Allow for the reasonable development of new public and institutional facilities, including facilities for major healthcare providers, assuming that the use, development, enhancement, and maintenance of facilities are compatible with adjoining land uses, environmentally suitable, and can be supported by transportation and utility infrastructure. (Imp. 1.1, 14.2, 22.1–23.2)

- Policy LU-10.3: **Building Design of City Buildings** (Policy LU 6.1.3). Ensure that the City’s public buildings, sites, and infrastructure are designed to be compatible in scale, mass, character, and architecture with the district or neighborhood in which they are located, following the design and development policies for private uses specified by this General Plan. Carefully consider design impacts on adjoining uses, addressing such issues as lighting spillover, noise, hours of operation, parking, local traffic impacts, and privacy. (Imp. ~~1.1, 22.1–23.2~~)
- Policy LU-10.4: **Building Design of Non-City Public Buildings** (Policy LU 6.1.4). Encourage school and utility districts and other government agencies that may be exempt from City land use control and approval to plan their properties and design buildings at a high level of visual and architectural quality that maintains the character of the neighborhood or district where they are located and in consideration of the design and development policies for private uses specified by this General Plan. (Imp. 14.1, 14.15)

Accommodating Planned Housing and Other Opportunities for Change

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

Planning sub-areas have individual characteristics that must be considered to accommodate planned development, redevelopment, and re-use. The planning sub-areas consist of districts and corridors. Focus areas correspond to housing opportunity overlay zones to accommodate housing opportunity sites. Although some of these areas overlap, the extent of the boundaries are different;

therefore, policies are distinctly applied to either a focus area or planning sub-area. Policies that apply to a focus area are identified with “Focus Area” after the policy title, otherwise they apply to planning sub-areas. The following provides an overview of the areas.

Planning Sub-Areas

There are eight planning sub-areas, as shown in Figure LU-16, Planning Sub-Areas.

Within the planning sub-areas there are districts and corridors. Districts are uniquely identifiable by their common functional role, mix of uses, density/intensity, physical form and character, and/or environmental setting. They represent common gathering places for commerce, employment, entertainment, culture, and living. Districts are West Newport Mesa, Balboa Peninsula, Balboa Island, Newport Center/Fashion Island, and Airport Area.

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

Focus Areas

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

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

Planning Sub-Area and Focus Area Descriptions

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

- **Airport Area:** The Airport Area/Airport Area Environs offers an opportunity to accommodate employment, housing, and residential-serving uses in a dynamic setting. This area must support flexible land use planning for the reuse and repurposing of existing non-residential uses while allowing for a

variety of housing opportunities inclusive of workforce housing proximate to jobs, transportation, supporting commercial, and services. The intent is to support and provide neighborhood parks or other recreational opportunities and other public services. Development in this area will contribute to a cohesive urban, mixed-use character where residents and visitors can live, work, shop, access services, and play. New housing in the area will support existing and new employers and improve access to jobs for residents. Land use design and placement must carefully consider compatibility among uses, as well as strategies to minimize exposure to noise and poor air quality. When paired with community-serving amenities and public-realm improvements, residents will have access to key resources, creating a balanced and vibrant community. Refer to Figure LU-17 for a map of the Airport Area.

- **Balboa Island:** Balboa Island is composed of three constructed islands—Balboa Island, Little Balboa Island, and Collins Island—accessible by bridge, the Balboa Island Ferry, and public docks. Although it is predominantly residential, the main street, Marine Avenue, is lined with iconic retail and service uses, art galleries, and restaurants, offering commercial opportunities for the local community and visitors. The concrete pedestrian path encircling “The Island” is one of its most known features, providing recreation and important access to the waterfront. Refer to Figure LU-18 for a map of Balboa Island.
- **Balboa Peninsula:** Balboa Peninsula contains a series of districts linked by the Newport Boulevard and Balboa Boulevard commercial and residential

corridors. These include Lido Village, Cannery Village, McFadden Square, Balboa Village, and surrounding residential neighborhoods. The area serves residents and visitors through a mix of uses within the core commercial districts, encourages marine-related uses, supports residential neighborhoods, and preserves properties of historical and architectural significance. Refer to Figure LU-19 for a map of Balboa Peninsula and Figure LU-20 for a map of Balboa Village.

- **Corona del Mar:** The Corona del Mar corridor is a key commercial corridor in Newport Beach offering retail, restaurants, offices, and more for the local community and visitors. The corridor's main street characteristics create opportunities for an enhanced pedestrian environment. Refer to Figure LU-21 for a map of Corona del Mar.
- **Coyote Canyon:** Coyote Canyon's larger land area creates an opportunity for a residential neighborhood that blends homes with natural open spaces and parks. Future development should consider needed site remediation to ensure that Coyote Canyon is a safe and healthy community. Housing design and placement should minimize potential exposure to noise and air pollution from Highway 73. The community should be designed to work with nature, connecting to the natural environment while providing a variety of housing types, resulting in a quiet and peaceful community.
- **Dover/Westcliff:** Dover/Westcliff creates new housing opportunities alongside offices, commercial uses such as retail, residential uses, schools, and recreational facilities. New development should prioritize adequate

pedestrian connections to ensure that new and existing residents have access to key community amenities, such as parks and nearby schools.

- **Mariners' Mile:** The Mariners' Mile corridor provides highway-oriented commercial retail, essential marine-related commercial uses, visitor-serving uses, commercial uses, and residential uses. The area presents an opportunity for thoughtful infill development and related enhancements that foster a pedestrian-friendly mixed-use district while contributing to a high-quality visual image that respects its surrounding context. Refer to Figure LU-22 for a map of Mariners' Mile.
- **Newport Center/Fashion Island:** Newport Center's shopping, offices, civic center, and entertainment offer great potential for a balanced community through the expansion of housing and recreational opportunities in a pedestrian-oriented environment. Refer to Figure LU-23 for a map of Newport Center/Fashion Island.
- **Old Newport Boulevard:** Bordering West Newport Mesa, the Old Newport Boulevard corridor contains a mix of commercial and office uses. Many of the offices are medical offices that benefit from close proximity to Hoag Hospital, providing supportive and complementary services. This area presents opportunity to build off the vision of West Newport Mesa as a mixed-use medical district that serves residents, businesses, and visitors. Refer to Figure LU-24 for a map of Old Newport Boulevard.
- **West Newport Mesa:** West Newport Mesa has the potential to integrate new housing opportunities in a mixed-use setting that builds off of the area's proximity to Hoag Hospital. With Hoag Hospital as a community

anchor, new development in West Newport Mesa presents opportunities for medical offices, services, and research facilities in combination with housing to house a skilled workforce. Building on the existing residential, commercial, institutional, and industrial uses, new development in West Newport Mesa can help create a mixed-use medical district that serves residents, businesses, and visitors. The proximity of the coast and nearby planned open space, combined with key employment opportunities, the grid street pattern, and flat topography, present advantages for those who walk and bicycle. New development and enhancements in the public realm can enhance the pedestrian experience, creating access to key employment, amenities, and services in a vibrant and thriving community. Refer to Figure LU-25 for a map of West Newport Mesa.

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

Housing Opportunities in all Focus Areas

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

- **Policy LU-11.1: Residential Uses and Residential Densities (Focus Area)** (Policy LU 4.5). Allow residential use of any property included within an established housing opportunity overlay zone regardless of and in addition

to the underlying land use category or density limit established through Table LU-1 and Table LU-2, the statistical area maps, or any other conflict in the Land Use Element. A General Plan amendment is not required to develop a residential use within an established housing opportunity overlay zone. The maximum density specified for the various overlay zones is an average over the entire property or project site. For example, a portion of a development site may be developed at a higher density than specified by the overlay, provided other portions of the site are developed at lower densities such that the average does not exceed the maximum. Density calculations and total units identified by the housing opportunity overlay zone do not include units identified as pipeline units or units permitted pursuant to State density bonus law. (Imp. 2.1)

- **Policy LU-11.2: Continuation of Existing Development (Focus Area)** (Policy LU 4.6). Allow residential development established by the housing opportunity overlay zones, in addition to existing uses allowed by the General Plan. Properties within the established overlay zones are not required to be developed for mixed-use or residential. Existing uses may continue to operate, provided they are legally established and consistent with policies and regulations related to legal nonconforming uses. The adoption of housing opportunity overlay zones will not affect existing rights to use the property. (Imp. 2.1)
- **Policy LU-11.3: Redevelopment and Transfer of Development Rights (Focus Area)** (Policy LU 4.7). Allow reconstruction on a site within an established housing opportunity overlay. The intensity of existing allowed

uses of a site may be part of a mixed-use development provided the gross floor area allowed by the General Plan is not increased, unless it is increased through a General Plan amendment or density bonus concession. The intensity of existing uses may be converted to other uses allowed by the underlying General Plan land use category provided that average daily trips and peak-hour traffic trips are not increased above the trips from the existing allowed use. For example, office intensity may be converted to retail or service commercial, restaurants, or other non-residential uses provided the General Plan land use category allows these uses. Non-residential intensity not included as a component of a future residential project will remain within the General Plan allocations on a statistical area-wide basis. The City Council may transfer the intensity of a use to another site within the statistical area consistent with Policy LU-1.3 (Transfer of Development Rights) or Policy LU-28.1 (Airport Compatibility). (Imp. 2.1)

- Policy LU-11.4: **Local Workforce Housing**. Encourage and facilitate workforce housing that is affordable to a range of work and household income levels, including first responders, to increase opportunities for people to live and work in Newport Beach. (Imp. 2.1, 25.1, 29.1)
- Policy LU-11.5: **Affordable Housing**. Study, and where possible, implement ways to facilitate the development of affordable housing through the provision of regulatory and financial incentives. (Imp. 2.1, 8.2, 25.1)

Corridors

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

- Policy LU-12.1: **Efficient Parcel Utilization** (Policy LU 6.16.1). Promote the clustering of commercial and hotel uses by the aggregation of individual parcels into larger development sites through incentives such as intensity or height increases or comparable techniques. (Imp. 2.1, 24.1)
- Policy LU-12.2: **Private Property Improvements** (Policy LU 6.16.2). Work with property owners to encourage the upgrade of existing commercial development, including repair and/or repainting of deteriorated building surfaces, well-designed signage that is incorporated into the architectural style of the building, and expanded landscaping. (Imp. 24.1)
- Policy LU-12.3: **Property Access** (Policy LU 6.16.3). Minimize driveways and curb cuts that interrupt the continuity of street-facing building elevations in pedestrian-oriented districts and locations of high traffic volumes, prioritizing their location on side streets and alleys, where feasible. (Imp. 2.1)
- Policy LU-12.4: **Shared Parking Facilities** (Policy LU 6.16.4). Work with property owners and developers to encourage the more efficient use of parcels for parking that can be shared by multiple businesses. (Imp. 16.10)
- Policy LU-12.5: **Compatibility of Business Operation with Adjoining Residential** (Policy LU 6.16.5). Work with local businesses to ensure that commercial, office, and other uses do not adversely impact adjoining

residential neighborhoods. This may include strategies addressing hours of operation, employee loitering, trash pickup, truck delivery hours, customer arrivals and departures, and other activities. (Imp. 8.2)

- Policy LU-12.6: **Design Compatibility with Adjoining Residential** (Policy LU 6.16.6). Require that building elevations facing adjoining residential units be designed to convey a high-quality character and ensure privacy of the residents, and that properties be developed to mitigate to the maximum extent feasible impacts of lighting, noise, odor, trash storage, truck deliveries, and other business activities. Require building elevations to be architecturally treated. Require walls, if used as buffers, to be well-designed and landscaped to reflect the area's residential village character. (Imp. 2.1)

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

- Policy LU-13.1: **Shared Parking Structures** (Policy LU 6.20.2). Accommodate the development of structures that provide parking for multiple businesses along the corridor, provided that the ground floor of the street frontage be developed for pedestrian-oriented commercial and visitor-serving uses. (Imp. 2.1, 16.10)
- Policy LU-13.2: **Expanded Parking** (Policy LU 6.20.3). Accommodate the redevelopment of residential parcels immediately adjoining commercial uses that front onto Coast Highway for surface parking, provided that

adequate buffers are incorporated to prevent impacts on adjoining residential. (Imp. 2.1)

- Policy LU-13.3: **Pedestrian-Oriented Streetscapes** (Policy LU 6.20.4). Work with business associations, tenants, and property owners to implement streetscape improvements that contribute to the corridor's pedestrian character. (Imp. 20.1)
- Policy LU-13.4: **Expanded Parking Opportunities** (Policy LU 6.20.6). Work with local businesses and organizations to explore other methods to provide parking convenient to commercial uses, such as a parking district or parking on publicly owned land. (Imp. 16.10)
- Policy LU-13.5: **Parking Improvements** (adapted from Policy LU 3.3). Support enhancement of public improvements and parking. (Imp. 1.1, 2.1, 5.1)
- Policy LU-13.6: **Rebuilding of Nonconforming Structures** (Policy LU 6.13.5). Permit existing commercial buildings that exceed the permitted development intensities to be renovated, upgraded, or reconstructed to their pre-existing intensity and, at a minimum, pre-existing number of parking spaces. (Imp. 2.1)

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

- Policy LU-14.1: **Bay-Fronting Properties** (Policy LU 6.19.2). Encourage marine-related and visitor-serving commercial, restaurant, hotel, institutional, and recreational uses, and allow residential uses above the ground floor on parcels with a minimum frontage of 200 linear feet where a minimum of 50% of the permitted square footage is devoted to non-residential uses on bay-fronting parcels designated as MU-W1 in Figure LU-22, Sub-Area A. No more than 50% of the waterfront area between the Arches Bridge and the Boy Scout Sea Base may be developed with mixed-use structures. (Imp. 2.1, 5.1, 24.1)
- Policy LU-14.2: **Marine-Related Businesses** (Policy LU 6.19.3). Protect and encourage facilities that serve marine-related businesses and industries unless present and foreseeable future demand for such facilities is already adequately provided for in the area. Encourage coastal-dependent industrial uses to locate or expand within existing sites, and allow reasonable long-term growth. (Imp. 2.1, 5.1, 24.1)
- Policy LU-14.3: **Revitalization of Uses** (Policy LU 3.3). Support revitalization of existing properties, including infill development, for commercial, visitor-serving, and marine-related uses, integrated with residential. (Imp. 1.1, 25.1, 26.1)

- Policy LU-14.4: **Parking** (Policy LU 6.19.5). Require adequate parking and other supporting facilities for charters, yacht sales, visitor-serving uses, and other waterfront uses. (Imp. 2.1, 5.1)
- Policy LU-14.5: **Shared Parking**. Encourage the identification of shared parking facilities to accommodate charters. [\(2.1, 16.10\)](#)
- Policy LU-14.6: **Corridor Identity and Quality** (Policy LU 6.19.6). Implement landscape, signage, lighting, sidewalk, and pedestrian improvements and other amenities that enhance the pedestrian experience consistent with the Mariners' Mile Strategic Vision and Design Plan. (Imp. 20.1)
- Policy LU-14.7: **Architecture and Site Planning** (Policy LU 6.19.7). Although a diversity of building styles is encouraged, design the form, materials, and colors of buildings located along the Newport Harbor front to reflect the area's setting and nautical history. (Imp. 8.1, 8.2)
- Policy LU-14.8: **Integrating Residential-Site Planning Principles** (Policy LU 6.19.8). Permit properties developed for residential to locate the units along the harbor frontage provided that portions of this frontage are developed for (a) retail, restaurant, or other visitor-serving uses, and (b) plazas and other open spaces that provide view corridors and access from Coast Highway to Newport Harbor. The amount of harbor frontage allocated for each use will be determined by the City during the Site Development review process. (Imp. 2.1, 5.1)
- Policy LU-14.9: **Harbor and Bay Views and Access** (Policy LU 6.19.9). Require that buildings be located and sites designed to provide clear views

of and access to the harbor and bay from the Coast Highway and Newport Boulevard rights-of-way in accordance with the following principles, as appropriate:

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

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

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

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

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

Districts

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

- Policy LU-17.1: **Residential and Supporting Uses** (Policy LU 6.15.5). Notwithstanding residential development permitted by the housing opportunity overlay zone, accommodate development of a maximum of 2,200 multi-family residential units applied to properties in MU-H2 (Mixed-Use Horizontal 2) as documented in Table LU-2, including work force housing and mixed-use buildings that integrate residential with ground-level office or commercial uses, along with supporting retail, grocery stores,

and parklands.¹ Residential units may be developed only as the replacement of underlying permitted non-residential uses. When a development phase includes a mix of residential and non-residential uses or replaces existing industrial uses, the number of peak-hour traffic trips generated by cumulative development of the site will not exceed the number of trips that would result from development of the underlying permitted non-residential uses. However, a maximum of 550 units may be developed as infill on surface parking lots or areas not used as occupiable buildings on properties within the Conceptual Development Plan Area (depicted in Figure LU-27), provided that parking is replaced on site. (Imp. 2.1)

- Policy LU-17.2: **Specific Plan Development.** Develop a Specific Plan to cohesively and comprehensively guide development of the Airport Area consistent with the policies of the General Plan. The Specific Plan should include provisions requiring new development to coordinate with the school district to provide school-related needs, including future site(s) for new school(s), designated bus stops, crosswalks, sidewalks, and other school-related improvements. (Imp. 3.1)
- Policy LU-17.3: **Bicycle Master Plan.** Implement and expand upon the recommendations of the 2014 Bicycle Master Plan to connect cyclists and enhance connectivity through uptown Newport. (Imp. 14.4, 16.11, 20.1)

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

- Policy LU-17.4: **Community Serving Uses**. Support community-serving commercial uses to help create a balance of land uses and to increase resident access to and make Newport Beach a self-sustaining community with essential resources. (Imp. 8.2, 12.1)
- Policy LU-17.5: **Infill Residential** (Policy LU 6.15.12). Require development agreements for all projects that include infill residential units identified in Policy LU 17.1 (Residential and Supporting Uses). In the Development Agreement, define the improvements and public benefits to be provided by the developer in exchange for the City's commitment for the number, density, and location of the housing units. (Imp. 3.1, 4.1, 13.1)
- Policy LU-17.6: **Regulatory Plans** (Policy LU 6.15.10). Require development of a regulatory plan for each residential village, which shall contain a minimum of 10 acres, to coordinate the location of new parks, streets, and pedestrian-ways; set forth a strategy to accommodate neighborhood-serving commercial uses and other amenities; establish pedestrian and vehicular connections with adjoining land uses; and ensure compatibility with office, industrial, and other non-residential uses. (Imp. 2.1, 3.1, 4.1, 13.1)
- Policy LU 17.7: **Location of Parks** (Policy LU 6.15.14). Require that each neighborhood park be clearly public in character and be accessible to all residents of the neighborhood. Require each park to be surrounded by public streets on at least two sides (preferably with on-street parking to serve the park), and to be linked to residential uses in its respective neighborhood by streets or pedestrian-ways. (Imp. 2.1, 3.1, 4.1, 13.1)

- Policy LU 17.8: **Aircraft Notification** (Policy LU 6.15.15). Require that all neighborhood parks be posted with a notification to users regarding proximity to John Wayne Airport and aircraft overflight and noise. (Imp. 23.2)

Policy LU 17.9: **Standards** (Policy LU 6.15.16). Require developers of multi-unit residential developments on parcels 8 acres or larger to provide on-site recreational amenities. For these developments, require 44 square feet of on-site recreational amenities to be provided for each dwelling unit, in addition to the requirements under the City's Park Dedication Ordinance and in accordance with the Parks and Recreation Element of the General Plan. On-site recreational amenities can consist of public urban plazas or squares where there is the capability for recreation and outdoor activity. These recreational amenities may also include swimming pools, exercise facilities, tennis courts, and basketball courts. Where there is insufficient land to provide on-site recreational amenities, require the developer to pay cash in-lieu that would be used to develop or upgrade nearby recreation facilities to offset user demand, as defined in the City's Park Dedication Fee Ordinance. The acreage of on-site open space developed with residential projects may be credited against the parkland dedication requirements where it is accessible to the public during daylight hours, visible from public rights-of-way, and is of sufficient size to accommodate recreational use by the public. However, the credit for the provision of on-site open space will not exceed 30% of the parkland dedication requirements. (Imp. 2.1, 3.1, 4.1, ~~30.223.5~~)

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

Planning Subarea-Wide

- Policy LU-18.1: **Urban Form** (Policy LU 6.8.1). Establish development patterns that promote the reinforcement of Balboa Peninsula’s pedestrian scale and urban form as a series of distinct centers/nodes and connecting corridors. (Imp. 1.1)
- Policy LU-18.2: **Component Districts** (Policy LU 6.8.2). Emphasize Lido Village and McFadden Square as the primary activity centers of the northern portion of Balboa Peninsula, linked by corridors of commercial and visitor-serving uses along Newport Boulevard and a mix of marine-related and residential uses on the Newport Bay frontage. These surround a residential core in the inland section of Cannery Village. Balboa Village will continue to serve as the primary center of the lower Peninsula, surrounded by residential neighborhoods along and flanking Balboa Boulevard. (Imp. 1.1)
- Policy LU-18.3: **Marine-Related Businesses** (Policy LU 6.8.3). Protect and encourage marine-related businesses to locate and expand on Balboa Peninsula unless present and foreseeable future demand for such facilities is already adequately provided for in the area. (Imp. 2.1, 24.1)
- Policy LU-18.4: **Shared Parking Facilities** (Policy LU 6.8.4). Encourage the development of shared parking facilities and management programs among

private property owners that provides for adequate parking for residents, visitors, and business patrons. (Imp. 16.10).

- Policy LU-18.5: **Historic Character** (Policy LU 6.8.6). Preserve the historic character of Balboa Peninsula's districts by offering incentives for the preservation of historic buildings and requiring new development to be compatible with the scale, mass, and materials of existing structures, while allowing opportunities for architectural diversity. (Imp. 2.1)
- Policy LU-18.6: **Rebuilding Nonconforming Structures** (Policy LU 6.13.5). Permit existing commercial buildings that exceed the permitted development intensities to be renovated, upgraded, or reconstructed to their pre-existing intensity and, at a minimum, pre-existing number of parking spaces in Balboa Village and Cannery Village. (Imp. 2.1)

Lido Village

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

Cannery Village

- Policy LU-18.89: **Priority Uses** (Policy LU 6.10.1). Allow multi-unit residential and mixed-use buildings that integrate residential above commercial and retail or live-work units throughout Cannery Village, specifically within interior parcels. Require mixed-use, live-work, or commercial buildings to be developed on corner parcels. (Imp. 2.1)

Policy LU-18.910: **Priority Uses on Bayfront Parcels** (Policy LU 6.11.1).

Accommodate water-oriented commercial uses that support harbor recreation and fishing activities, mixed-use structures with residential above ground level, and water-oriented uses, specifically within bayfront parcels designated as MU-WU (see Figure LU-19, Sub-Area E). (Imp. 2.1,8.1, 21.2)

McFadden Square

- Policy LU-18.101: **Priority Uses** (Policy LU 6.12.1). Accommodate visitor- and local-serving uses that take advantage of McFadden Square's waterfront setting, including specialty retail, restaurants, and small-scale overnight accommodations, as well as mixed-use buildings that integrate residential with ground-level commercial on parcels designated as Mixed-Use Water 2 (MU-W2) (see Figure LU-19, Sub-Area E). (Imp. 2.1)

Balboa Village

- Policy LU-18.112: **Priority Uses** (adapted from Policy LU 6.13.1 and Policy LU 6.13.2). Encourage local- and visitor-serving retail, commercial, and mixed-use buildings that integrate residential with ground-level retail or

office uses on properties designated as MU-V (see Figure LU-20, in Sub-Area B), and prioritize water-dependent, marine-related retail and services and visitor-serving retail along bayfront parcels designated as CV(0.75) (see Figure LU-20 in Sub-Area A). (Imp. 2.1, 24.1)

- Policy LU-18.1~~2~~3: **Commercial Properties** (Policy LU 6.13.3). Promote re-use of isolated commercial properties on Balboa Boulevard for residential units. (Imp. 2.1)
- Policy LU-18.1~~3~~4: **Streetscapes** (Policy LU 6.13.4). Promote enhancements to and maintenance of Balboa Village’s streetscapes to enhance the area’s visual quality and character as a pedestrian-oriented environment. (Imp. 20.1)
- Policy LU-18.1~~4~~5: **Balboa Village Visibility and Character** (Policy LU 6.13.6). Provide incentives for owners to improve their properties, develop commercial uses that serve adjoining residential neighborhoods, and retain and develop marine-related uses along the Newport Harbor frontage. (Imp. 24.1)

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

- Policy LU-19.1: **Priority Uses**. Encourage local- and visitor-serving retail, commercial, and mixed-use buildings that integrate residential with ground-level retail or office uses on properties designated as Mixed-Use Water 2 (MU-W2) on Marine Avenue, and prioritize water-dependent,

marine-related retail and services and visitor-serving retail on properties designated as MU-W2 on Agate Avenue. [\(Imp. 2.1, 24.1\)](#)

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

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

- Policy LU-20.1: **Community Amenities**. Expand upon the civic presence of Newport Center by supporting new community centers, publicly accessible

open space, trails, recreational facilities, and other community amenities.
(Imp. 16.11, 23.1, 23.2)

- Policy LU-20.2: **Community Identity**. Foster community identity through the support of community-identifying signage and public art. (Imp. 29.2)
- Policy LU-20.3: **Priority Uses**. Support development of uses that contribute to a balanced community with regional commercial and office uses; resident-serving commercial uses, such as grocery stores and medical offices; and housing, such as live/work and affordable housing options. (Imp. 8.2)
- Policy LU-20.4: **Transfers of Development Intensity/Density** (Policy LU 6.14.3). Allow development intensity/density to be transferred within Newport Center, subject to the approval of the City of Newport Beach, with the finding that the transfer is consistent with the intent of the General Plan and that the transfer will not result in any adverse traffic impacts. (Imp. 2.1)
- Policy LU-20.5: **Development Scale** (Policy LU 6.14.4). Reinforce the original design concept for Newport Center by concentrating the greatest building mass and height in the northeasterly section along San Joaquin Hills Road, where the natural topography is highest, and progressively scaling down building mass and height to follow the lower elevations toward the southwesterly edge along East Coast Highway. (Imp. 2.1, 3.1, 4.1)
- Policy LU-20.6: **Urban Form** (Policy LU 6.14.5). Encourage development be located and designed to orient to the inner side of Newport Center Drive,

establishing physical and visual continuity that diminishes the dominance of surface parking lots and encourages pedestrian activity. (Imp. 2.1, 3.1, 4.1)

- Policy LU-20.7: **Pedestrian Connectivity and Amenity** (Policy LU 6.14.6). Encourage pedestrian access and connections among uses within the district to be improved with additional walkways and streetscape amenities concurrent with the development of expanded and new uses. (Imp. 3.1, 4.1)
- Policy LU-20.8: **Fashion Island Architecture and Streetscapes** (Policy LU 6.14.7). Encourage new development in Fashion Island to complement and be of equivalent or higher design quality than existing buildings. Reinforce the existing promenades by encouraging commercial expansion that enhances the storefront visibility to the promenades and provides an enjoyable commercial and pedestrian experience. Additionally, locate new buildings on axes connecting Newport Center Drive, with existing buildings to provide visual and physical connectivity with adjoining uses, where practical. (Imp. 3.1, 4.1)
- Policy LU-20.9: **Fashion Island Parking Structures** (Policy LU 6.14.9). Require new parking structures in Fashion Island to be located and designed in a manner that is compatible with the existing pedestrian scale and open feeling of Newport Center Drive. Require the design of new parking structures in Fashion Island to incorporate elements (including landscaping) to soften their visual impact. (Imp. 8.2)

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

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

Other Policies Specific to Focus Areas

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

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

- Policy LU-22.6: **Landscaping Requirements (Focus Area)**. Require native and naturalized non-invasive species plants with habitat value be used as landscaping facing Highway 73 to act as a natural buffer from the highway and create new wildlife connectivity opportunities. (Imp. 2.1)
- Policy LU-22.7: **Open Space Connectivity (Focus Area)**. Expand on Newport Beach’s network of trails through new trail connections that create an integrated network of open space to support habitat, open space, and recreation. (Imp. 16.11)
- Policy LU-22.8: **Habitat Restoration (Focus Area)**. Perform habitat restoration, including invasive species removal and native and non-invasive planting, when establishing new trails to increase habitat connectivity. (Imp. 14.12, 14.13, 14.16, 29.3)

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

- Policy LU-23.1: **Priority Uses (Focus Area)**. Encourage mixed-use buildings that integrate residential with commercial or office uses on the ground floor. (Imp. 2.1)
- Policy LU 23.2: **Pedestrian Connectivity (Focus Area)**. Identify enhancements for pedestrian access to nearby amenities, such as Castaways Park, future development on Lower Castaways Park, and Newport Bay. (Imp. 16.11, 20.1, 23.2)

- Policy LU-23.3: **Shared Parking (Focus Area)**. Consider shared parking and park-once strategies to enhance the pedestrian experience and efficiently use land. (Imp. 16.10)
- Policy LU-23.4: **Pedestrian Safety (Focus Area)**. Require adequate and visible pedestrian access through all surface parking lots and parking structures. (Imp. 2.1)
- Policy LU-23.5: **Pedestrian Access (Focus Area)**. Consider enhanced pedestrian access along Dover Drive between Westcliff Drive and Cliff Drive. (Imp. 16.11, 20.1)
- Policy LU-23.6: **Family-Oriented Uses**. Support and encourage a mix of uses that help meet the needs of families, including educational opportunities like the Environmental Nature Center, daycare centers, parks, and other similar uses. (Imp. 2.1)

Guiding Future Change

Land uses must be carefully balanced to help meet the comprehensive needs of the community while considering potential impacts of development, existing community challenges, infrastructure needs, and the processes by which these changes will occur. As new development occurs, this often results in needed improvements to public facilities, such as water and energy infrastructure, transportation facilities, and parks and recreation amenities. New development should enhance local character and support community needs while ensuring that existing community challenges are not exacerbated. Local permitting processes can help facilitate development and the infrastructure and resources needed to

support such development. Although development is necessary to accommodate changing communities, ensuring the efficient use of land is essential to preserve natural resources and maintain the City's economic base. Following is a list of items to consider during new development.

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

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

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

activity, high-quality architecture, and enhanced landscaping and streetscapes that seamlessly blend development and the public realm.

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

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

- Policy LU-24.1: **Land Use Changes.** Coordinate with all involved City departments to plan capital improvements to support land use changes. (Imp. 1.1, 14.16)
- Policy LU-24.2: **Priority Projects.** Prioritize planned development for infrastructure improvements in the Capital Improvement Program process. (Imp. 1.1)
- Policy LU-24.3: **Infrastructure Coordination.** Require robust coordination with public utilities to provide necessary infrastructure for new development. (Imp. 1.1, 14.16)
- Policy LU-24.4: **Consistency with Plans.** Ensure the Capital Improvement Program is consistent with the General Plan, applicable Specific Plans, and other similar regulatory plans through interdepartmental coordination.

(Imp. 1.1, 1.2, 1.3, 2.1, 5.1, 8.1, 9.1, 14.16)

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

- Policy LU-25.1: **Permit Processing Review**. Conduct an assessment of the development permit processing system to identify barriers to efficient processing and to identify potential improvements. (Imp. 8.1, 10.2)
- Policy LU-25.2: **Performance Metrics**. Develop performance metrics for development permit processing. (Imp. 8.2, 9.1)
- Policy LU-25.3: **City Resources**. Identify resources to increase City staff's capacity to process development permits. (Imp. 30.1)
- Policy LU-25.4: **Supporting New Development**. Conduct robust intra- and inter-departmental coordination to provide necessary infrastructure for new development. (Imp. 1.1, 14.16)

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

- Policy LU-26.1: **Economic Assessment**. Conduct an economic assessment of converting vacant office space to other uses. (Imp. 24.1)
- Policy LU-26.2: **Adaptive Reuse Incentives**. Develop incentives to encourage adaptive reuse of underutilized buildings. (Imp. 2.1)
- Policy LU-26.3: **Curbside Parking**. Evaluate the pricing of curbside, metered parking to determine if prices ensure adequate parking space availability. (Imp. 8.2, 16.10)
- Policy LU-26.4: **Parking Study**. Assess the economic impact of parking standards on new development. (Imp. 16.10)

- Policy LU-26.5: **Flexible Parking Types**. Identify and establish creative solutions and flexible standards, such as shared parking, to address parking challenges. (Imp. 8.2)
- Policy LU-26.6: **Managing Public Parking Supply**. Periodically review best practices related to parking management and consider the use of new and emerging technology that will assist the City in managing the existing public parking supply, especially in higher-demand areas with seasonal fluctuations, such as the Balboa Peninsula. (Imp. 8.1, 16.1)
- Policy LU-26.7: **Increasing Access**. Consider opportunities to expand the Balboa Peninsula Trolley to other areas to provide access throughout Newport Beach through micro-transit. (Imp. 24.1)
- Policy LU-26.8: **Economic Health** (Policy LU 1.5). Support the local economy through identification and development of housing opportunities, as well as adequate commercial, office, medical, industrial, and marine-oriented uses, that provide employment and local revenue opportunities to support high-quality community services for residents, businesses, and visitors. (Imp. 1.1, 24.1)

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

- Policy LU-27.1: **Bicycle Plan Implementation**. Implement the recommendations of the 2014 Bicycle Master Plan to enhance connectivity and reduce air pollution from transportation sources, and expand on these recommendations to address emerging needs, such as increased use of electric bicycles. (Imp. 14.4, 16.11, 20.1)

- Policy LU-27.2: **Innovative Uses.** Support the incorporation of live/work units and spaces for arts and innovation that allow residents to own and operate office, professional, and commercial uses. (Imp. 8.2, 25.1)
- Policy LU-27.3: **Minimize Land Use Conflicts with Surrounding Cities.** Coordinate with surrounding cities and the County of Orange on land use planning to identify opportunities to reduce and minimize existing or potential land use conflicts that may cause a pollution burden, including that resulting from water run-off, in Newport Beach. (Imp. 14.1)
- Policy LU-27.4: **Building Code.** Enforce building code standards in new construction that provide for healthier indoor air quality. (Imp. 26.1)
- Policy LU-27.5: **Management of Hazardous Substances.** Implement standards dealing with the safe management of hazardous substances in close coordination with the California Department of Toxic Substances Control. The standards should require soil testing at development sites where contamination is suspected, address safe household hazardous and universal waste disposal, and ensure compliance with hazardous substance regulations and safe transport of hazardous materials. Use of the latest technologies available should be considered when conducting remediation in order to expedite the cleansing process and do the least harm to the environment. (Imp. 8.2, 14.16)
- Policy LU-27.6: **Regulatory Compliance.** Support local, County of Orange, State, and Federal environmental regulations to increase penalties for toxic releases and accidents to prevent lax adherence to regulations. (Imp. 14.3, 14.7, 14.14, 14.16, 26.1)

Interagency Coordination

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

Sphere of Influence: As shown in Figure LU-1, Planning Area and Sphere of Influence, the City's Sphere of Influence (SOI) is a 487-acre area located west of Newport Beach and adjacent to the Santa Ana River and the Cities of Huntington Beach and Costa Mesa. Although it is outside of the City's boundaries, this area has the potential to one day be annexed into Newport Beach. The area was formerly known as Banning Ranch, but has since been divided into two key areas known as the Randall Preserve and the Banning Ranch Remainder. The Randall Preserve consists of the majority of the site and is under the stewardship of the Mountains Recreation and Conservation Authority with the intent of preserving and restoring the natural habitat and increasing public access for recreational purposes. The Randall Preserve property was acquired by the Coastal Corridor Alliance (previously Banning Ranch Conservancy) and the Trust for Public Land. The Banning Ranch Remainder is a 13-acre oil field that was carved out from, and is not part of, Randall Preserve. The Banning Ranch Remainder is privately owned and is intended for the consolidation of oil operations. For more information about the SOI, see Appendix X, Land Use Existing Conditions and Background Analysis, of this General Plan. Notably, any changes to the City's SOI must involve

and be coordinated through the Local Area Formation Commission (LAFCO) of Orange County.

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

California Coastal Commission: Newport Beach is partially within the Coastal Zone, which is governed by the California Coastal Commission, the State agency that implements the California Coastal Act. The California Coastal Commission reviews and certifies a city's Local Coastal Program (LCP) for consistency with the policies of the California Coastal Act. The LCP acts as the standard regulatory and permitting guide for development in the Coastal Zone within Newport Beach and its SOI, with the exception of Newport Coast and Banning Ranch. The City has not

yet updated its LCP to incorporate Newport Coast, and this area is still under the County of Orange's permitting authority. The LCP acts in tandem with the adopted Land Use Element, which provides specific densities and number of permitted units for select parcels.

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

- Policy LU-28.1: **Airport Compatibility** (Policy LU 6.15.3). Require that all development be constructed in conformance with the height restrictions set forth by the Federal Aviation Administration, Federal Aviation Regulations Part 77, and California Department of Transportation Division of Aeronautics, and that residential development be allowed only on parcels with noise levels of less than the John Wayne Airport 65 A-weighted decibels (dBA) Community Noise Equivalent Level (CNEL) noise contour area, as shown in Figure N-5 of the Noise Element of the General Plan, unless and until the City determines, based on substantial evidence, that the sites wholly within the 65 dBA CNEL noise contour shown in Figure N-5 are needed for the City to satisfy its 6th Cycle Regional House Needs Assessment mandate. Non-residential uses are, however, encouraged on parcels located wholly within the 65 dBA CNEL contour area. (Imp. 2.1, 3.1, 4.1, 14.3)
- Policy LU-28.2: **Compliance with Airport Environs Land Use Plan** (Policy LU 6.15.15). Refer the adoption or amendment of the General Plan, Zoning Code, Specific Plans, and Planned Community Development Plans for land within the John Wayne Airport Planning Area, as established in the John Wayne Airport Airport Environs Land Use Plan, to the Airport Land Use

Commission for review, as required by California Public Utilities Code Section 21676. In addition, refer all development projects that include buildings with a height greater than 200 feet above ground level to the County of Orange Airport Land Use Commission for review. (Imp. 14.3)

- Policy LU-28.3: **Helicopter/Helistop Requirements** (Policy LU 5.6.5). Require that all applicants for the construction or operation of a heliport or helistop comply with State permit procedures; file Form 7480 (Notice of Landing Area Proposal) with the Federal Aviation Administration; and comply with all conditions of approval imposed by the Federal Aviation Administration, California Department of Transportation Division of Aeronautics; and County of Orange Airport Land Use Commission. (Imp. 14.9)
- Policy LU-28.4: **Development within the Sphere of Influence** (Policy LU 6.4.10). Require that any development within the Sphere of Influence achieve high levels of environmental sustainability that reduce pollution and consumption of energy, water, and natural resources to be accomplished through land use patterns and densities, site planning, building location and design, transportation and utility infrastructure design, and other techniques. Among the strategies that should be considered are the concentration of development, reduction of vehicle trips, use of alternative transportation modes, maximized walkability, use of recycled materials, capture and re-use of stormwater on site, installation of water-conserving fixtures and landscapes, use of architectural elements that reduce heat gain and loss, and preservation of wetlands and other natural habitats. (Imp. 3.1, 4.1, 7.1, 16.8, 17.1, 19.1)

- Policy LU-28.5: **Regulatory Plans** (Policy LU 6.4.11). Require preparation of a master development or Specific Plan for any development on the Randall Preserve that specifies lands to be developed, preserved, and restored; land uses to be permitted; parcelization, roadway, and infrastructure improvements; landscape and streetscape improvements; development regulations; architectural design and landscape guidelines; exterior lighting guidelines; processes for oil operations consolidation; completion of a habitat preservation and restoration plan; completion of a sustainability practices plan; financial implementation resources and guidelines; and other appropriate elements. (Imp. 3.1, 4.1)
- Policy LU-28.6: **Coordination with California Coastal Commission**. Maintain and update the Local Coastal Program Implementation Plan, as necessary, to ensure that the City retains project review and permitting authority in the Coastal Zone. (Imp. 14.6)
- Policy LU-28.7: **Compatibility of Non-City Public Uses** (Policy LU 6.1.4). Encourage school and utility districts and other government agencies that may be exempt from City land use control and approval to plan their properties and design buildings at a high level of visual and architectural quality that maintains the character of the neighborhood or district in which they are located and in consideration of the design and development policies for private uses specified by this General Plan. (Imp. 14.1, 14.15)
- Policy LU-28.8: **Coordination with State and Federal Agencies** (Policy LU 6.5.6). Work with appropriate State and Federal agencies to identify

wetlands and habitats to be preserved and/or restored, and those on which development will be permitted. (Imp. 14.7, 14.11)

- Policy LU-28.9: **Coordination with County of Orange.** Coordinate with the California Coastal Commission and the County of Orange to update the Newport Beach Local Coastal Program Implementation Plan and incorporate Newport Coast to obtain permitting authority throughout Newport Beach. (Imp. 5.2, 14.3, 14.6)

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

- Policy LU-29.1: **Primary Use** (Policy LU 6.3.1). Encourage open space, including significant active and passive community parklands and public access, that serve adjoining residential neighborhoods. (Imp. 2.1, 23.1, 23.5, 30.2)
- Policy LU-29.2: **Habitat and Wetlands** (Policy LU 6.5.3). Encourage the restoration and enhancement of wetlands and wildlife habitats in accordance with the requirements of State and Federal agencies. (Imp. 3.1, 4.1, 14.7, 14.11)
- Policy LU-29.3: **Relationship of Development to Environmental Resources** (Policy LU 6.5.4). Encourage development that is located and designed to preserve and/or mitigate for the loss of wetlands and drainage course habitat. Encourage a ~~linear~~ park or viewpoints to provide public views of the ocean, wetlands, and surrounding open spaces, and exterior lighting that is located and designed to minimize light trespass from developed areas onto the bluffs, riparian habitat, arroyos, and lowland habitat areas.

Require development along the Sphere of Influence eastern property line to be contiguous and compatible so as to preserve the connectivity of wildlife corridors and be set back from the bluff faces. (Imp. 3.1, 4.1)

- Policy LU-29.4: **Public Views of the Property** (Policy LU 6.5.5). Require development to be located and designed to prevent residences on the property from dominating public views of the bluff faces from Coast Highway, the ocean, wetlands, and surrounding open spaces. Require landscape to be incorporated to soften views of the site visible from publicly owned areas and public view-points. (Imp. 3.1, 4.1)
- Policy LU-29.5: **Expansion of the City's Sphere of Influence**. Assess opportunities to revise the City's Sphere of Influence (SOI) and, where appropriate, coordinate with the Local Agency Formation Commission (LAFCO) of Orange County. This may include assessment of the SOI to consider the removal of the Randall Preserve or the addition of the Santa Ana Country Club.² (Imp. 12.1, 14.1, 15.1)

² The Santa Ana Country Club (SACC), located off Santa Ana Avenue, is an approximately 125-acre private golf facility in the Santa Ana Heights (Baywood Heights) area of Newport Beach. Founded in 1901, SACC was at one time located on the Upper Castaways site. SACC is currently within unincorporated Orange County and within the City of Costa Mesa's Sphere of Influence.

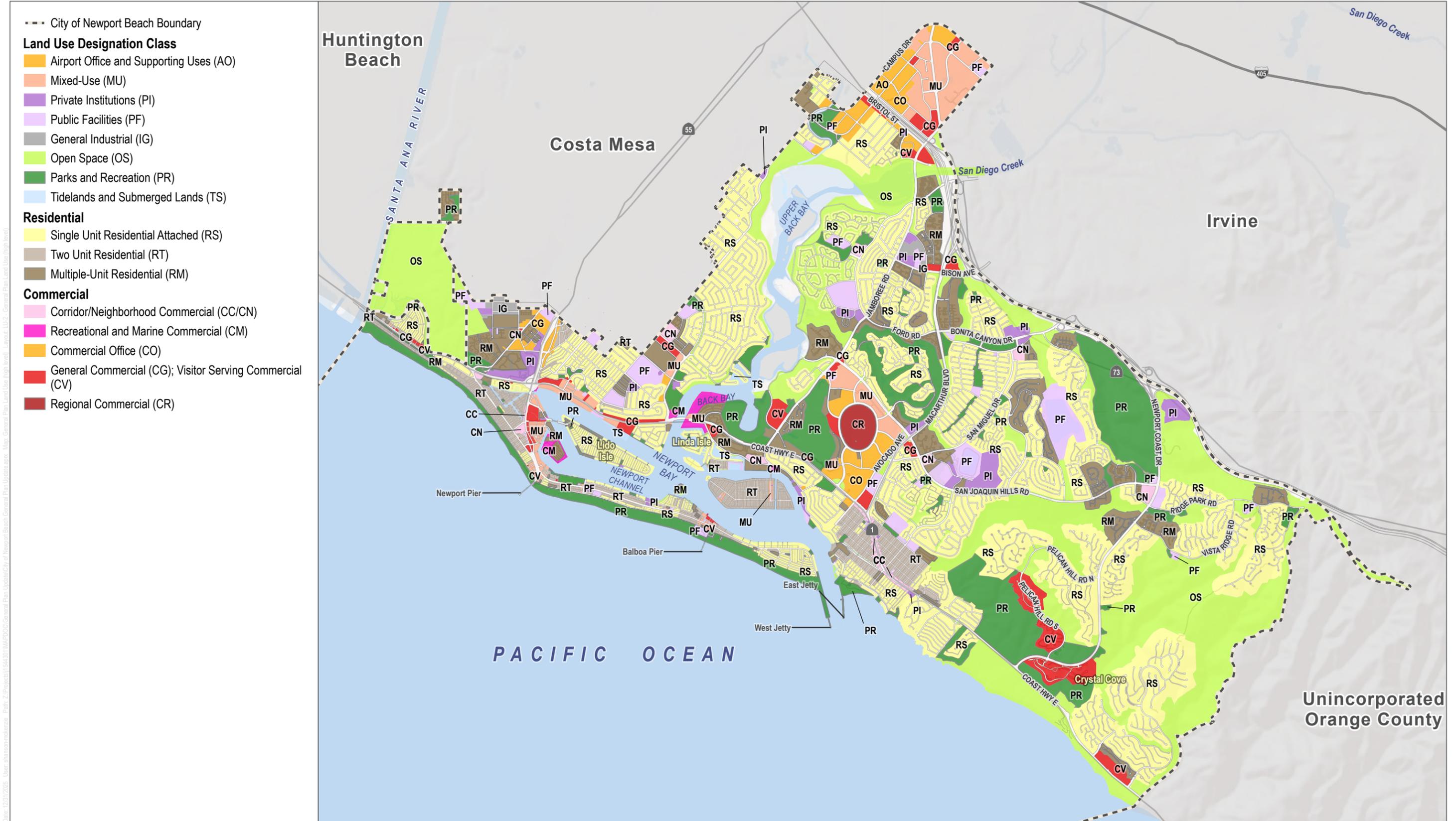


SOURCE: California Geological Survey 2024; City of Newport Beach; SCAG 2024;



LU-1
Planning Area and Sphere of Influence

City of Newport Beach General Plan Update

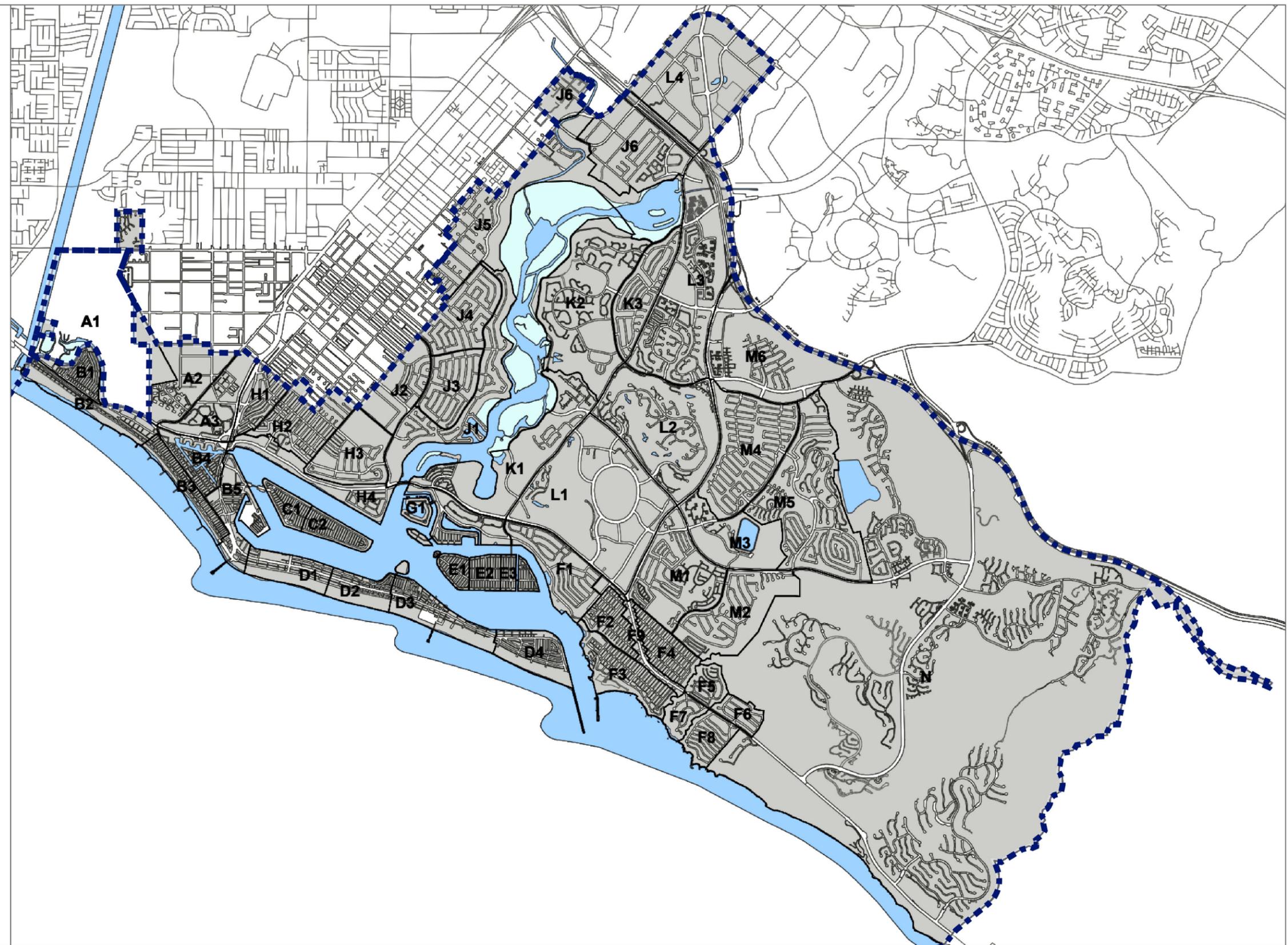


SOURCE: City of Newport Beach 2024;



\\user\salesman\mckenzie\p\p\2\Projects\154431\MAP\DOC\General Plan Update\City of Newport Beach\General Plan Update.aprx Map: Statistical Areas Map - Layout: LU-3 - Statistical Areas

-  City of Newport Beach Boundary
-  Statistical Area Boundary



SOURCE: City of Newport Beach, ELP 2013



LU-3
Statistical Areas Map
 City of Newport Beach General Plan Update

Residential Neighborhoods

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

Commercial Districts and Corridors

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

Commercial Office Districts

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

Industrial Districts

- IG** Industrial

Airport Supporting Districts

- AO** Airport Office and Supporting Uses

Mixed -Use Districts

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

Public, Semi-Public and Institutional

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

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



SOURCE: City of Newport Beach, ELP 2013

Residential Neighborhoods

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

Commercial Districts and Corridors

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

Commercial Office Districts

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

Industrial Districts

- IG** Industrial

Airport Supporting Districts

- AO** Airport Office and Supporting Uses

Mixed -Use Districts

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

Public, Semi-Public and Institutional

- PF** Public Facilities
- PI** Private Institutions
- PR** Parks and Recreation
- OS** Open Space
- TS** Tidelands and Submerged Lands
- City of Newport Beach Boundary
- Statistical Area Boundary **D1**
- Land Use Delineator Line
- Refer to anomaly table



SOURCE: City of Newport Beach, ELP 2013

Residential Neighborhoods

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

Commercial Districts and Corridors

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

Commercial Office Districts

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

Industrial Districts

- IG Industrial

Airport Supporting Districts

- AO Airport Office and Supporting Uses

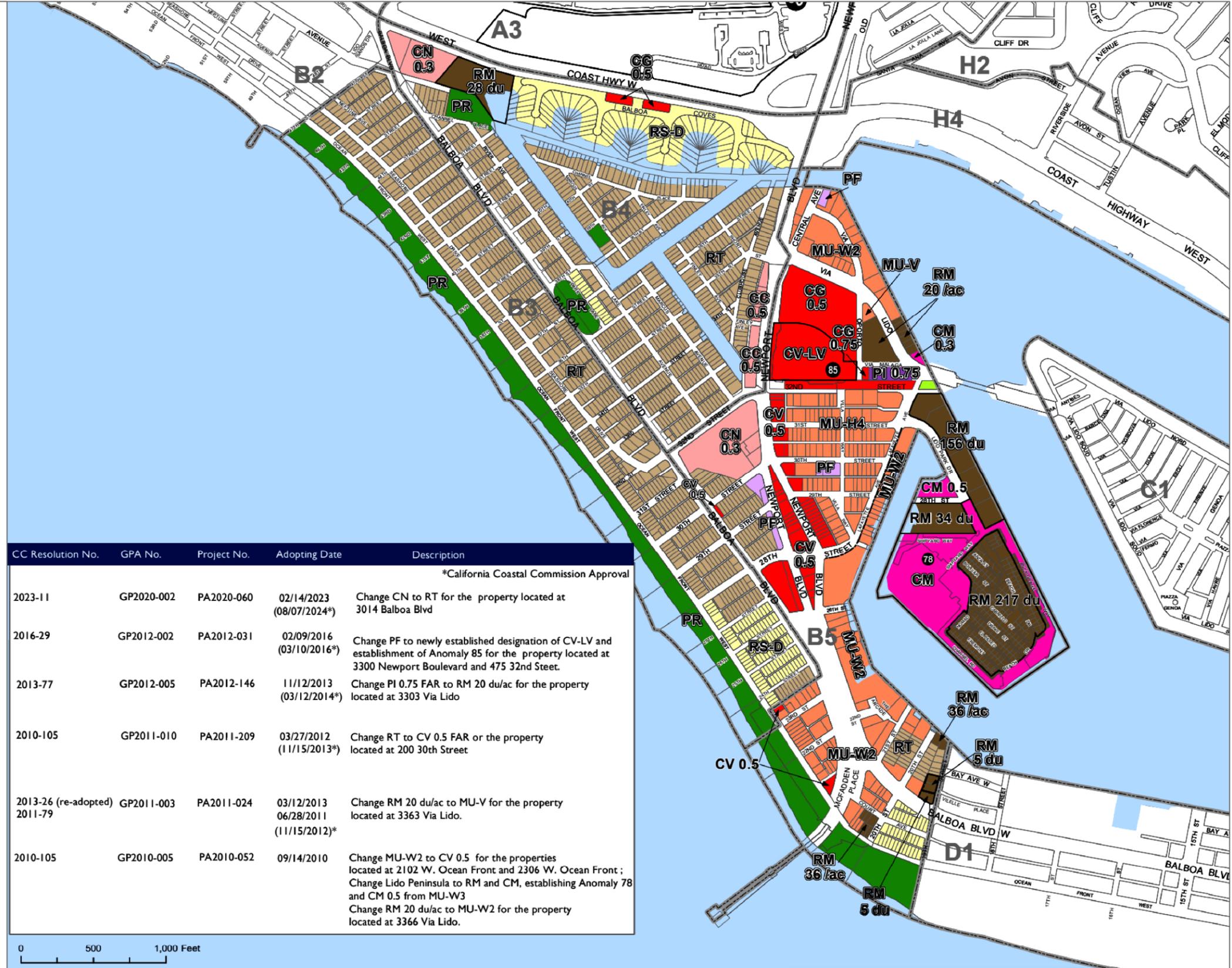
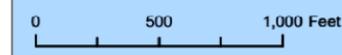
Mixed -Use Districts

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

Public, Semi-Public and Institutional

- PF Public Facilities
- PI Private Institutions
- PR Parks and Recreation
- OS Open Space
- TS Tidelands and Submerged Lands
- City of Newport Beach Boundary
- Statistical Area Boundary **B4**
- Land Use Delineator Line
- Refer to anomaly table

CC Resolution No.	GPA No.	Project No.	Adopting Date	Description
				*California Coastal Commission Approval
2023-11	GP2020-002	PA2020-060	02/14/2023 (08/07/2024*)	Change CN to RT for the property located at 3014 Balboa Blvd
2016-29	GP2012-002	PA2012-031	02/09/2016 (03/10/2016*)	Change PF to newly established designation of CV-LV and establishment of Anomaly 85 for the property located at 3300 Newport Boulevard and 475 32nd Steet.
2013-77	GP2012-005	PA2012-146	11/12/2013 (03/12/2014*)	Change PI 0.75 FAR to RM 20 du/ac for the property located at 3303 Via Lido
2010-105	GP2011-010	PA2011-209	03/27/2012 (11/15/2013*)	Change RT to CV 0.5 FAR or the property located at 200 30th Street
2013-26 (re-adopted) 2011-79	GP2011-003	PA2011-024	03/12/2013 06/28/2011 (11/15/2012)*	Change RM 20 du/ac to MU-V for the property located at 3363 Via Lido.
2010-105	GP2010-005	PA2010-052	09/14/2010	Change MU-W2 to CV 0.5 for the properties located at 2102 W. Ocean Front and 2306 W. Ocean Front ; Change Lido Peninsula to RM and CM, establishing Anomaly 78 and CM 0.5 from MU-W3 Change RM 20 du/ac to MU-W2 for the property located at 3366 Via Lido.



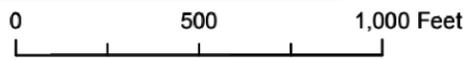
SOURCE: City of Newport Beach, ELP 2013

- RS-D** Single-Unit Residential Detached
 - RS-A** Single-Unit Residential Attached
 - RT** Two-Unit Residential
 - RM** Multiple-Unit Residential
 - RM-D** Multiple-Unit Residential Detached
 - RM/OS** Multiple-Unit Residential /Open Space
- Commercial Districts and Corridors**
- CN** Neighborhood Commercial
 - CC** Corridor Commercial
 - CG** General Commercial
 - CV** Visitor Serving Commercial
 - CM** Recreational and Marine Commercial
 - CR** Regional Commercial
- Commercial Office Districts**
- CO-G** General Commercial Office
 - CO-M** Medical Commercial Office
 - CO-R** Regional Commercial Office
- Industrial Districts**
- IG** Industrial
- Airport Supporting Districts**
- AO** Airport Office and Supporting Uses
- Mixed -Use Districts**
- MU-V** Mixed Use Vertical
 - MU-H** Mixed Use Horizontal
 - MU-W** Mixed Use Water Related
- Public, Semi-Public and Institutional**
- PF** Public Facilities
 - PI** Private Institutions
 - PR** Parks and Recreation
 - OS** Open Space
 - TS** Tidelands and Submerged Lands

- City of Newport Beach Boundary
- Statistical Area Boundary **B1**
- Land Use Delineator Line
- Refer to anomaly table



CC Resolution No.	GPA No.	Project No.	Adopting Date	Description
Coastal Commission Approval*				
2013-26 (re-adopted) 2011-41	GP2011-002	PA2011-014	03/12/2013	Change RT to MU-V for the property located 6904 West Coast Highway(PA2011-014)
	GP2010-013	PA2010-190	05/10/2011	Change RT to CG 0.5 for the property located 6480 West Coast Highway(PA2010-190)
	GP2010-012	PA2010-182	(11/15/2012)*	Change RT to MU-V for the property located 6908, 6936 West Coast Highway(PA2010-182)
2010-103	GP2010-001	PA2010-052	09/14/2010	Change RT to CV 0.5 for properties located at 6306, 6308 & 6310 W. Coast Highway



SOURCE: City of Newport Beach, ELP 2013

Residential Neighborhoods

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

Commercial Districts and Corridors

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

Commercial Office Districts

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

Industrial Districts

- IG Industrial

Airport Supporting Districts

- AO Airport Office and Supporting Uses

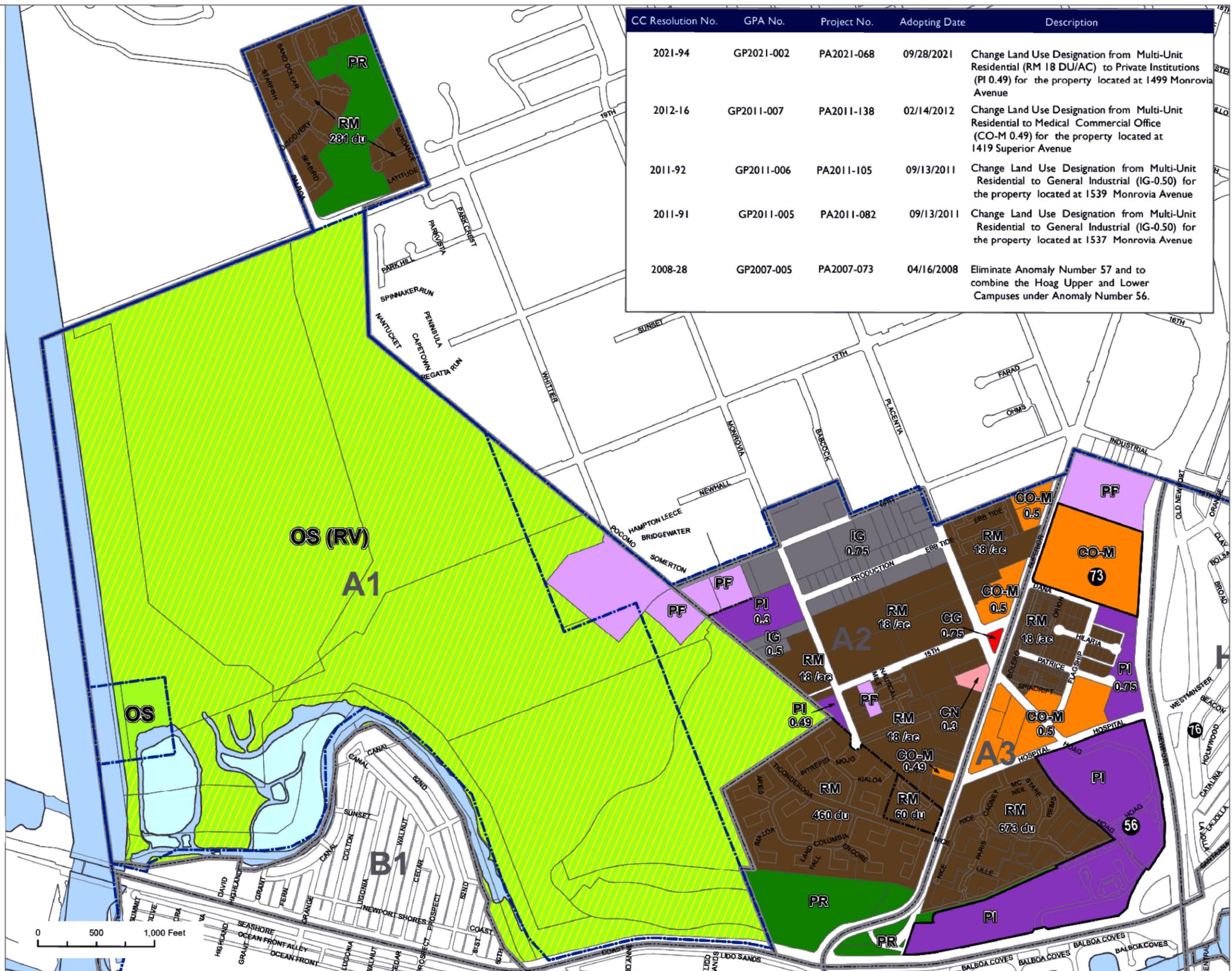
Mixed -Use Districts

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

Public, Semi-Public and Institutional

- PF Public Facilities
- PI Private Institutions
- PR Parks and Recreation
- OS Open Space
- OS(RV) Open Space / Residential Village (Residential uses, if not acquired as permanent open space)
- TS Tidelands and Submerged Lands

- City of Newport Beach Boundary
- Statistical Area Boundary **A1**
- Land Use Delineator Line
- Refer to anomaly table



SOURCE: City of Newport Beach, ELP 2013

Residential Neighborhoods

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

Commercial Districts and Corridors

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

Commercial Office Districts

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

Industrial Districts

- IG** Industrial

Airport Supporting Districts

- AO** Airport Office and Supporting Uses

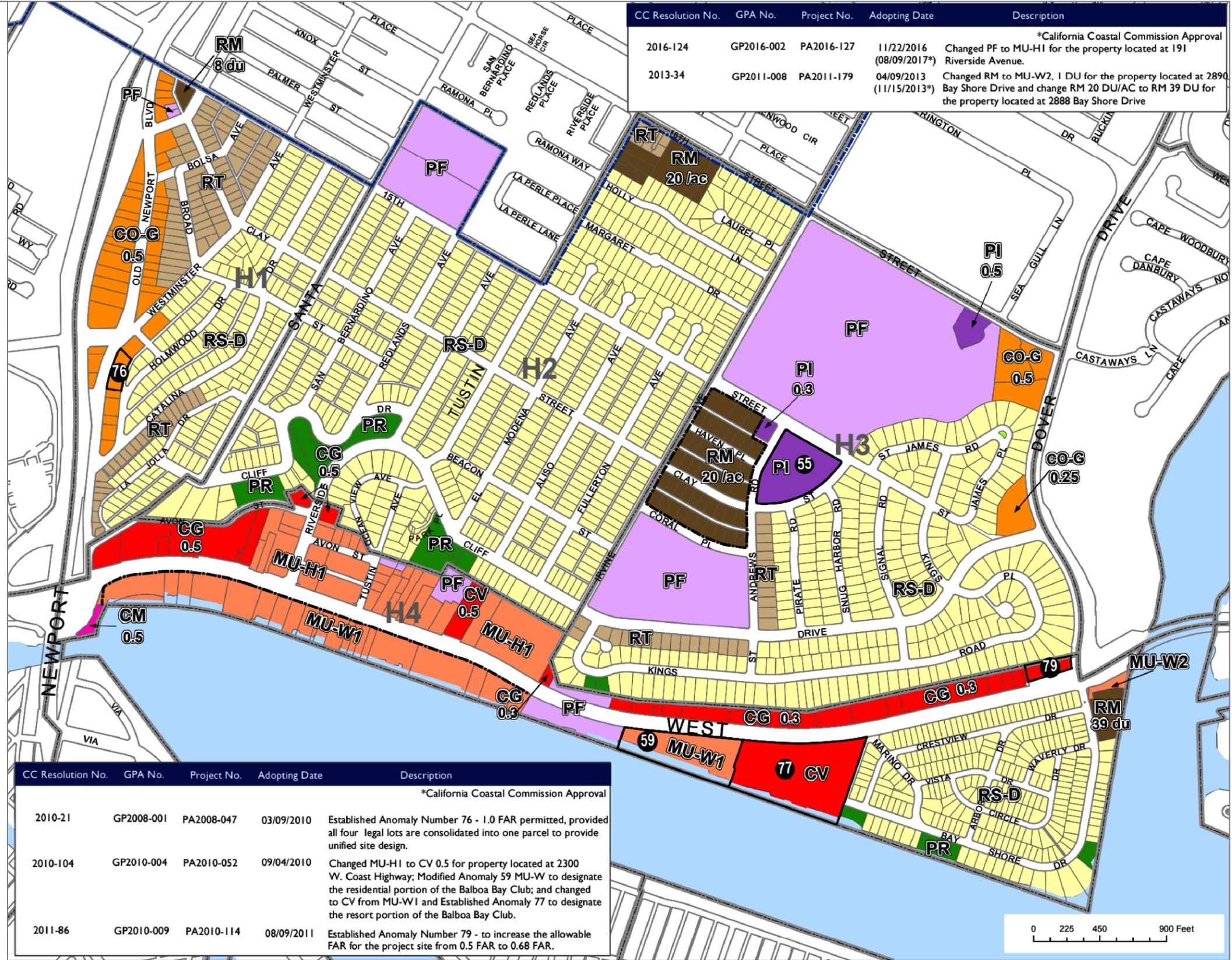
Mixed -Use Districts

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

Public, Semi-Public and Institutional

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

- City of Newport Beach Boundary
- Statistical Area Boundary **H1**
- Land Use Delineator Line
- Refer to anomaly table



CC Resolution No.	GPA No.	Project No.	Adopting Date	Description
2016-124	GP2016-002	PA2016-127	11/22/2016 (08/09/2017*)	*California Coastal Commission Approval Changed PF to MU-H1 for the property located at 191 Riverside Avenue.
2013-34	GP2011-008	PA2011-179	04/09/2013 (11/15/2013*)	Changed RM to MU-W2, 1 DU for the property located at 2890 Bay Shore Drive and change RM 20 DU/AC to RM 39 DU for the property located at 2888 Bay Shore Drive

CC Resolution No.	GPA No.	Project No.	Adopting Date	Description
2010-21	GP2008-001	PA2008-047	03/09/2010	*California Coastal Commission Approval Established Anomaly Number 76 - 1.0 FAR permitted, provided all four legal lots are consolidated into one parcel to provide unified site design.
2010-104	GP2010-004	PA2010-052	09/04/2010	Changed MU-H1 to CV 0.5 for property located at 2300 W. Coast Highway; Modified Anomaly 59 MU-W to designate the residential portion of the Balboa Bay Club; and changed to CV from MU-W1 and Established Anomaly 77 to designate the resort portion of the Balboa Bay Club.
2011-86	GP2010-009	PA2010-114	08/09/2011	Established Anomaly Number 79 - to increase the allowable FAR for the project site from 0.5 FAR to 0.68 FAR.

SOURCE: City of Newport Beach, ELP 2013

Residential Neighborhoods

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

Commercial Districts and Corridors

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

Commercial Office Districts

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

Industrial Districts

- IG Industrial

Airport Supporting Districts

- AO Airport Office and Supporting Uses

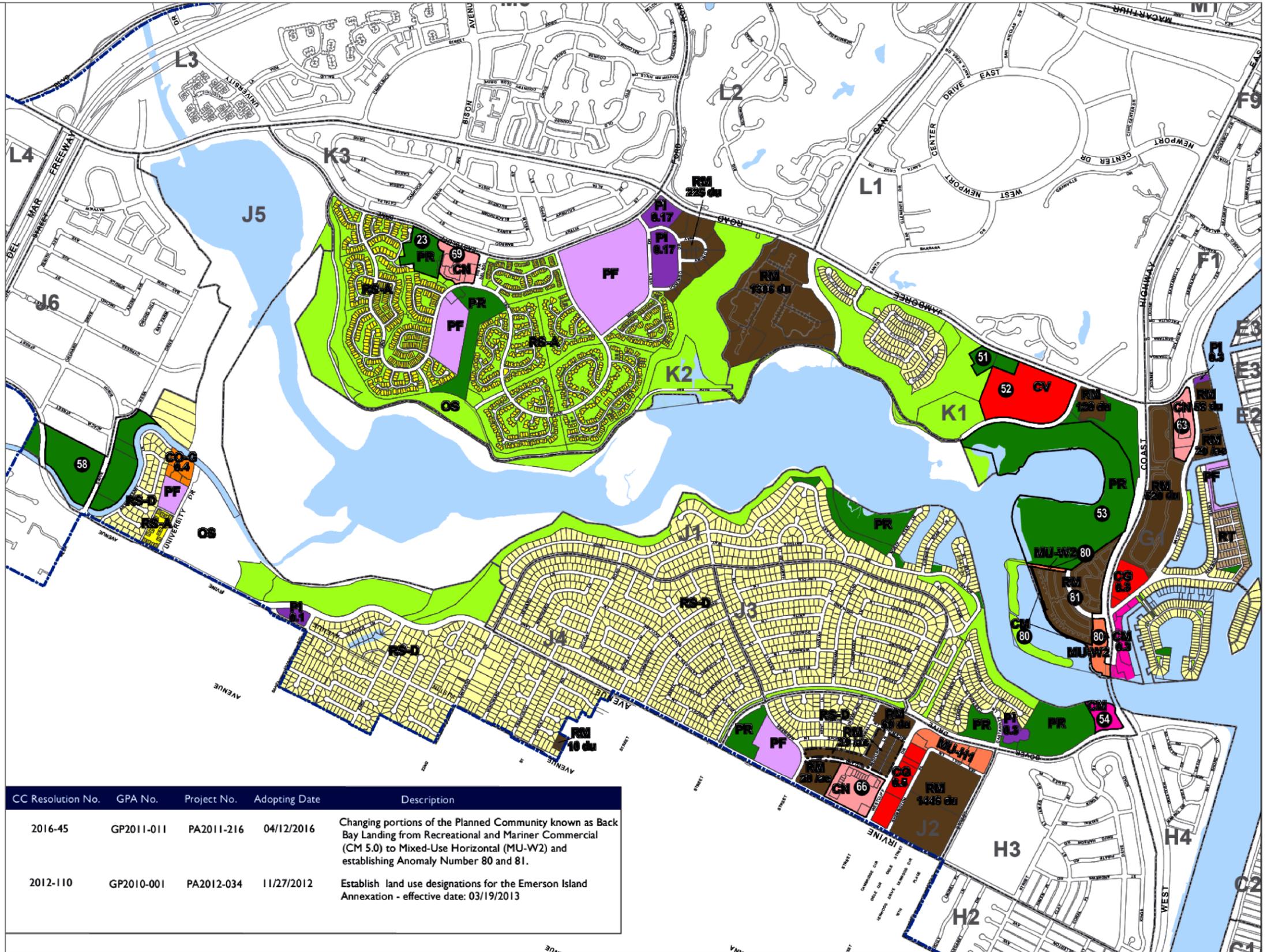
Mixed -Use Districts

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

Public, Semi-Public and Institutional

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

- City of Newport Beach Boundary
- Statistical Area Boundary **G1**
- Land Use Delineator Line
- Refer to anomaly table



CC Resolution No.	GPA No.	Project No.	Adopting Date	Description
2016-45	GP2011-011	PA2011-216	04/12/2016	Changing portions of the Planned Community known as Back Bay Landing from Recreational and Mariner Commercial (CM 5.0) to Mixed-Use Horizontal (MU-W2) and establishing Anomaly Number 80 and 81.
2012-110	GP2010-001	PA2012-034	11/27/2012	Establish land use designations for the Emerson Island Annexation - effective date: 03/19/2013

SOURCE: City of Newport Beach, ELP 2013

Residential Neighborhoods

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

Commercial Districts and Corridors

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

Commercial Office Districts

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

Industrial Districts

- IG Industrial

Airport Supporting Districts

- AO Airport Office and Supporting Uses

Mixed -Use Districts

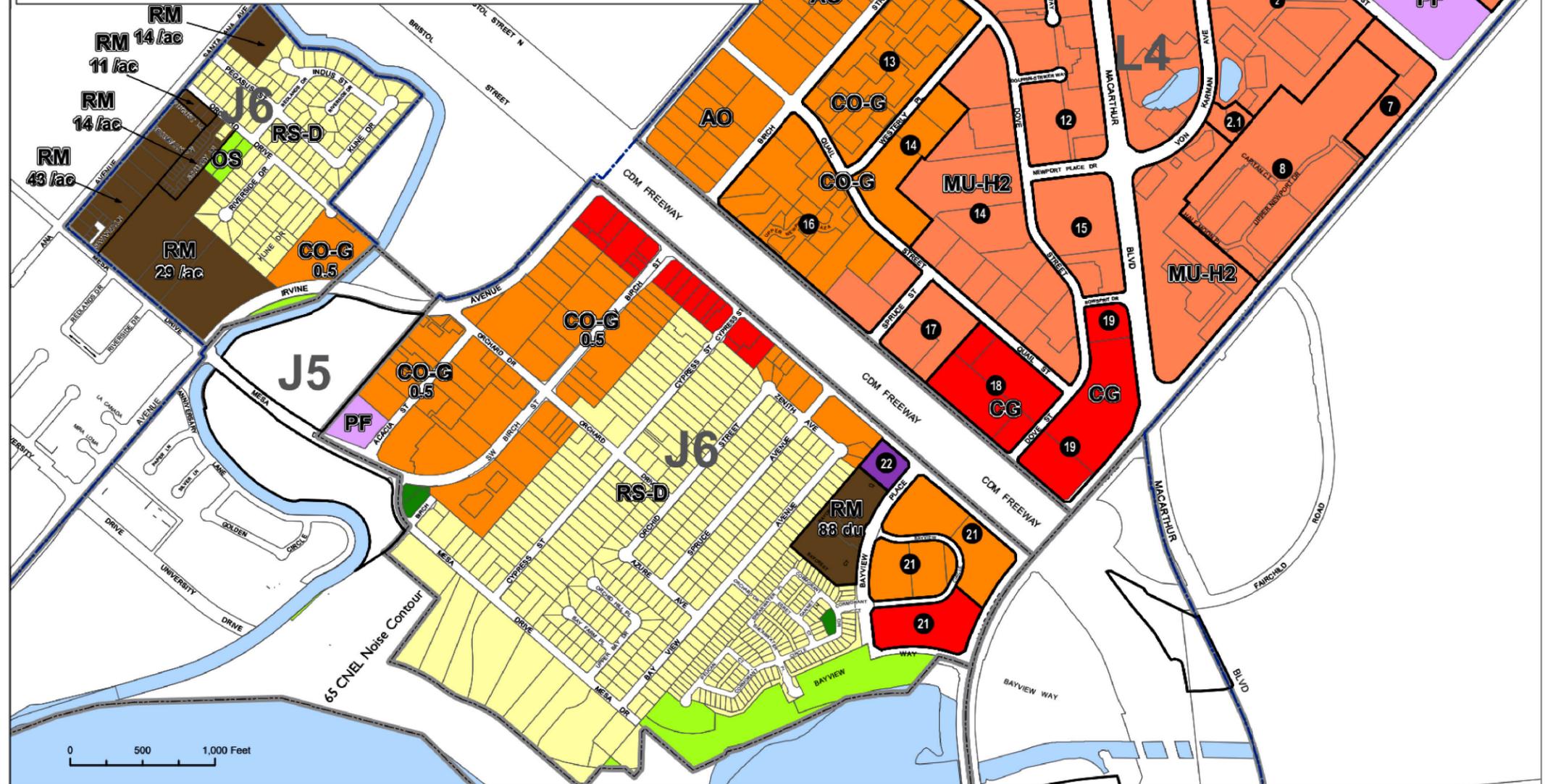
- MU-V Mixed Use Vertical
- MU-H Mixed Use Horizontal
- MU-W Mixed Use Water Related

Public, Semi-Public and Institutional

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

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

CC Resolution No.	GPA No.	Project No.	Adopting Date	Description
2024-23	PA2022-0296	PA2022-0296	04/09/2024	Change land use from General Commercial Office (CO-G) to Mixed-use Horizontal (MU-H2) for property located at 1400 Bristol Street
2024-10	PA2023-0040	PA2023-0040	04/09/2024	Change land use from General Commercial Office (CO-G) to Mixed-use Horizontal (MU-H2) for property located at 1401 Quail Street.
2023-72	PA2022-0201	PA2022-0201	11/14/2023	Remove the 65 dBA CNEL noise contour
2020-84	GP2014-004	PA2014-225	09/22/2020	Change land use designation from Airport Office and Supporting Uses (AO) to Mixed-Use Horizontal 2 (MU-H2) and add Anomaly No. 86 (329 dwelling units and 297,572 commercial sq ft) for 4341, 4361, and 4501 Birch Street; 4320, 4340, 4360, 4400, 4500, 4520, 4540, 4570, 4600, and 4630 Campus Drive; and 4525, 4533, and 4647 MacArthur Boulevard.
2019-14	GP2015-004	PA2015-210	02/12/2019	Change land use designation from General Commercial Office (CO-G) to Private Institutions (PI) and amend Anomaly No. 22 to allow 85,000 square feet for Residential Care Facility for the Elderly located at 101 Bayview place.
2011-21	GP2007-009	PA2007-213	02/22/2011	Increase the maximum allowable development limit by 11,544 square feet and create anomaly No. 2.1 for 4300 Von Karman.



SOURCE: City of Newport Beach, ELP 2013

Residential Neighborhoods

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

Commercial Districts and Corridors

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

Commercial Office Districts

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

Industrial Districts

- IG** Industrial

Airport Supporting Districts

- AO** Airport Office and Supporting Uses

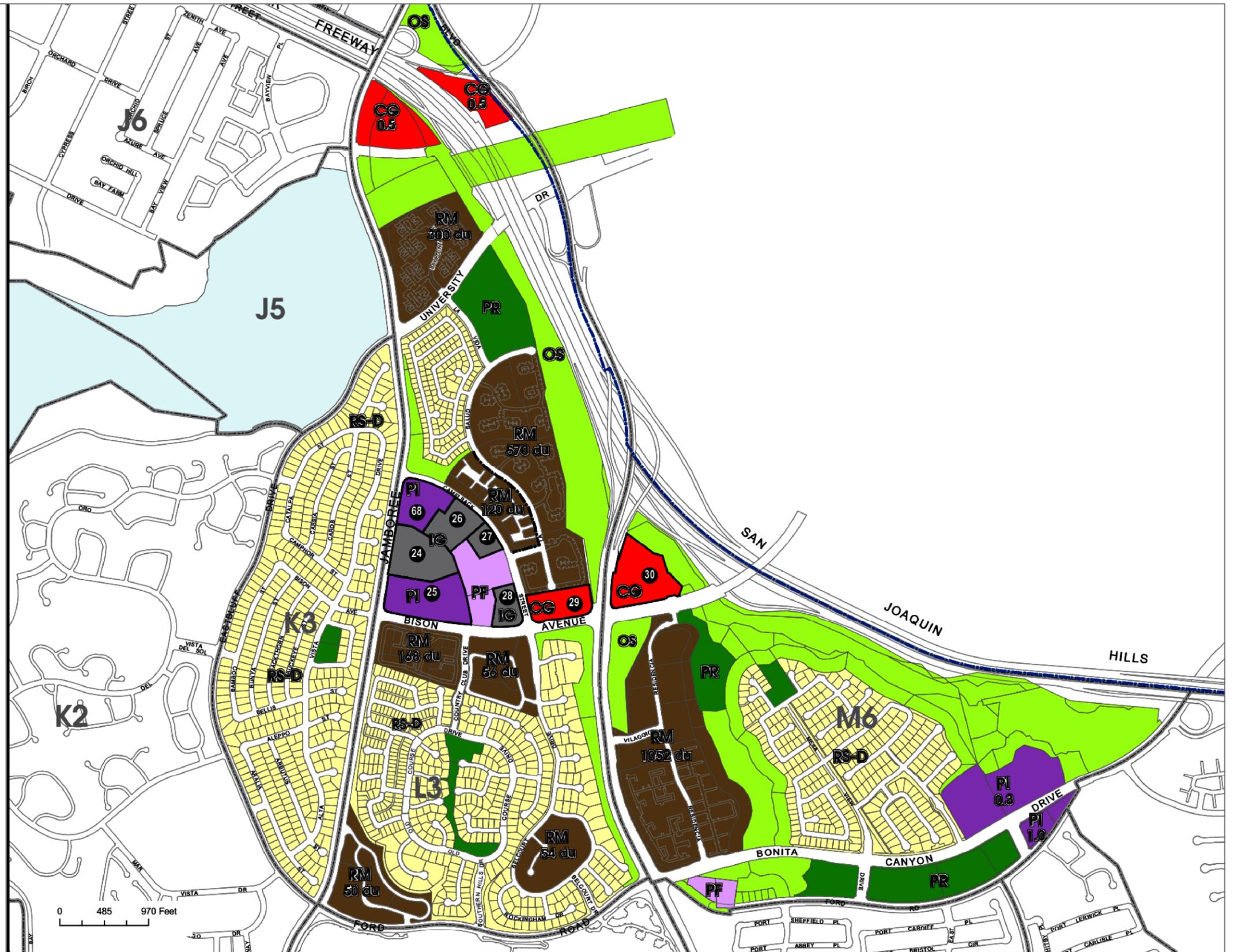
Mixed - Use Districts

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

Public, Semi-Public and Institutional

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

- City of Newport Beach Boundary
- Statistical Area Boundary **K3**
- Land Use Delineator Line
- Refer to anomaly table



SOURCE: City of Newport Beach, ELP 2013

Date: 9/20/2025 User: salsamansmckinnon Path: Z:\Projects\1544301\MAP\FDO\General Plan Update.aprx Map: Statistical Areas F1, L1, L2, M1-M5 Layout: LU-13 Statistical Areas F1, L1, L2, M1-M5

Residential Neighborhoods

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

Commercial Districts and Corridors

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

Commercial Office Districts

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

Industrial Districts

- IG Industrial

Airport Supporting Districts

- AO Airport Office and Supporting Uses

Mixed -Use Districts

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

Public, Semi-Public and Institutional

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

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



SOURCE: City of Newport Beach, ELP 2013

Date: 9/20/2025 User: salsomoni-mckinnis Path: Z:\Projects\154431\MAP\DOC\General Plan Update\City of Newport Beach\General Plan Update.aprx Map: Statistical Areas F2-F8 Layout: LU-14 Statistical Areas F2-F8

Residential Neighborhoods

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

Commercial Districts and Corridors

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

Commercial Office Districts

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

Industrial Districts

- IG** Industrial

Airport Supporting Districts

- AO** Airport Office and Supporting Uses

Mixed -Use Districts

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

Public, Semi-Public and Institutional

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

- City of Newport Beach Boundary
- Statistical Area Boundary **F2**
- Land Use Delineator Line
- Refer to anomaly table



SOURCE: City of Newport Beach, ELP 2013

Residential Neighborhoods

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

Commercial Districts and Corridors

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

Commercial Office Districts

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

Industrial Districts

- IG Industrial

Airport Supporting Districts

- AO Airport Office and Supporting Uses

Mixed -Use Districts

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

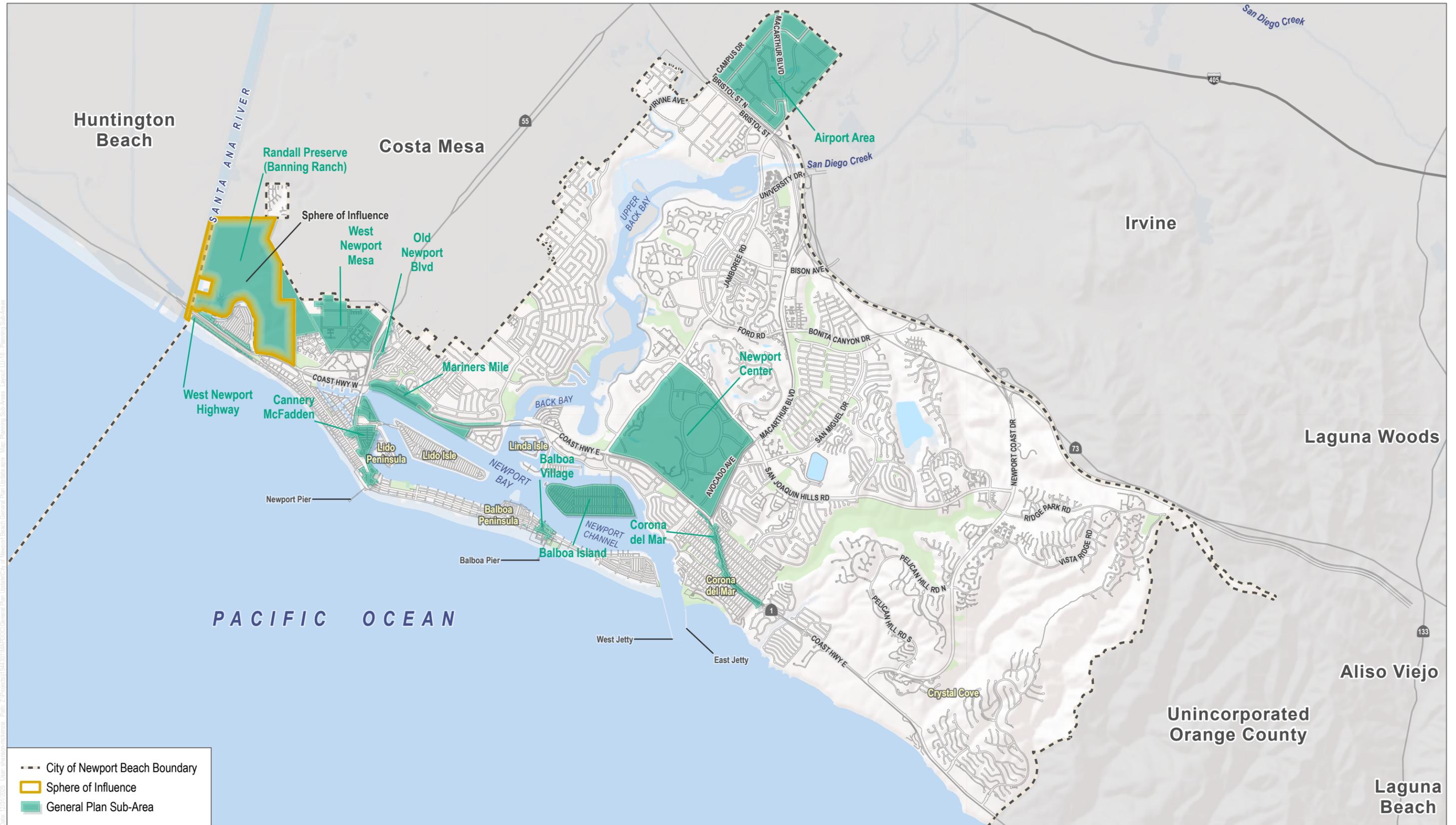
Public, Semi-Public and Institutional

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

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



SOURCE: City of Newport Beach, ELP 2013



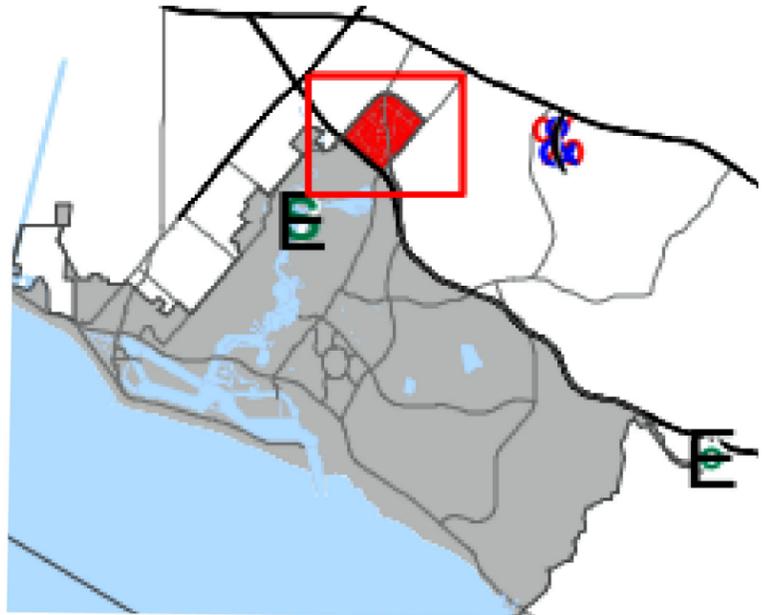
Date: 12/31/2025 User: ahanson-mckendrick Path: Z:\Projects\154130\1\MAPDOC\General Plan Update\City of Newport Beach\General Plan Update.aprx Map: Planning Sub-Areas Layout: LU-16 - Planning Sub-Areas

SOURCE: California Geological Survey 2024; City of Newport Beach; SCAG 2024;



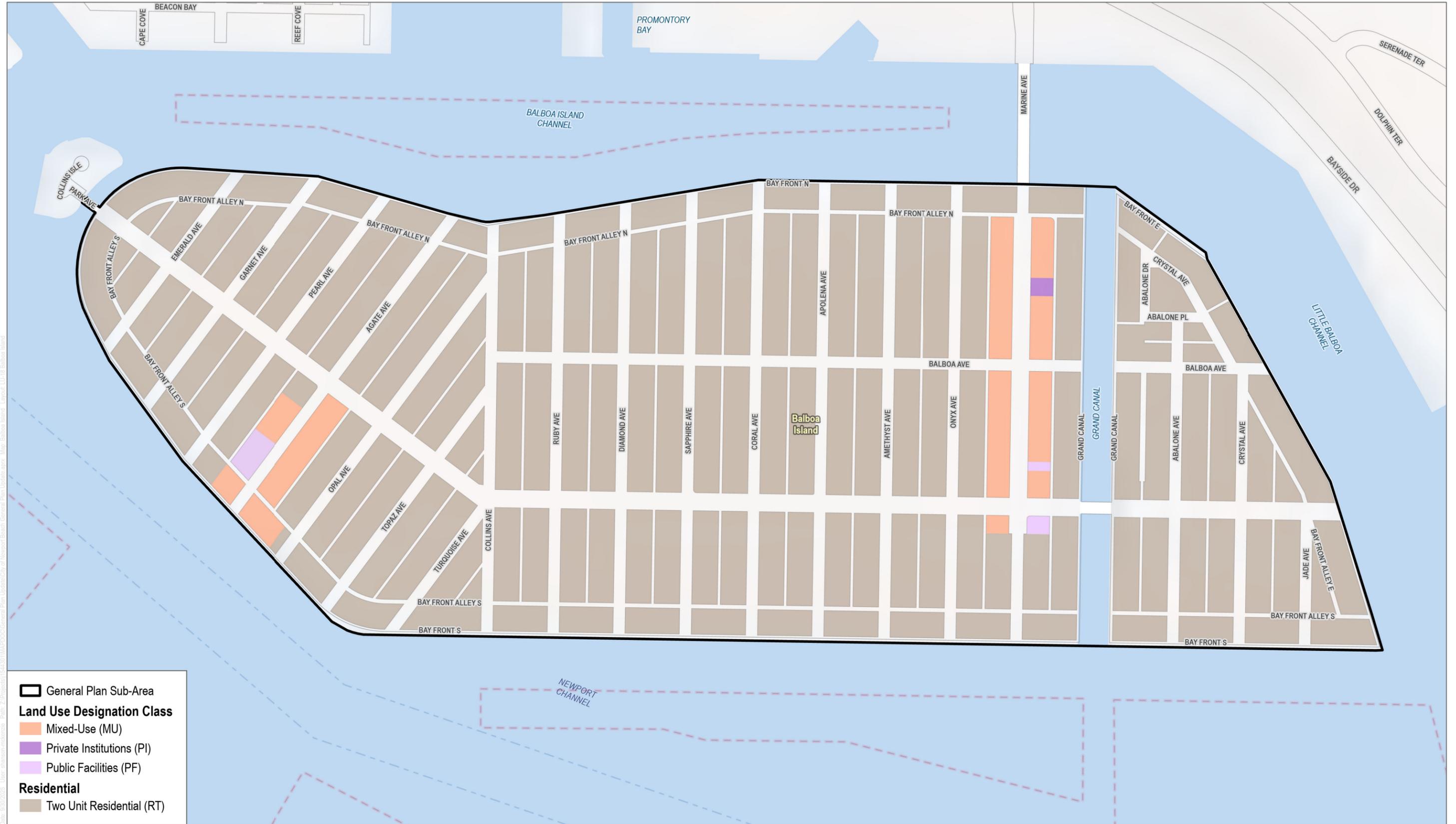
LU-16
Planning Sub-Areas
 City of Newport Beach General Plan Update

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



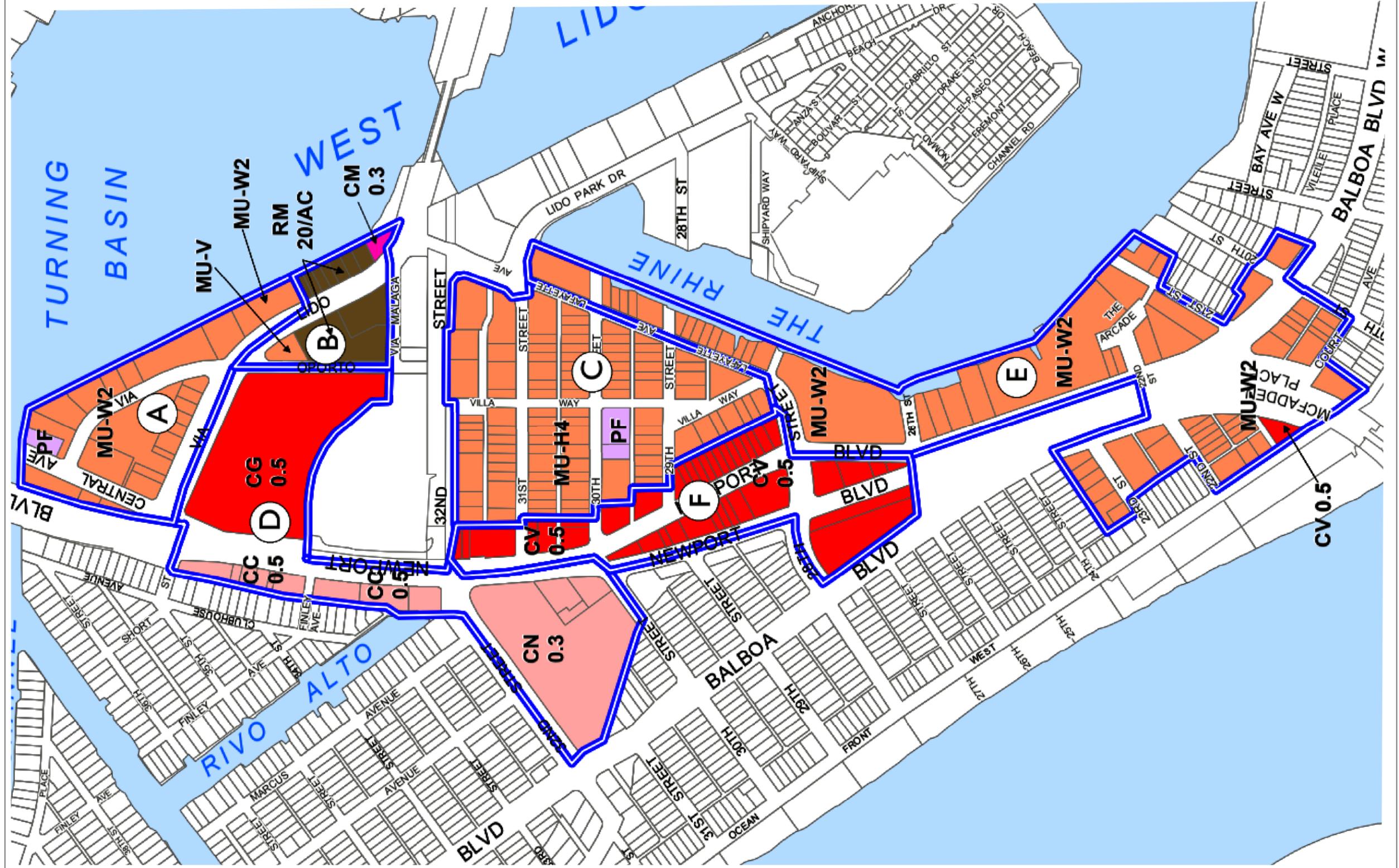
SOURCE: City of Newport Beach, ELP 2013





SOURCE: City of Newport Beach, ELP 2013

- Sub-Area
- Tidelands and submerged lands
- City Boundary
- Highway



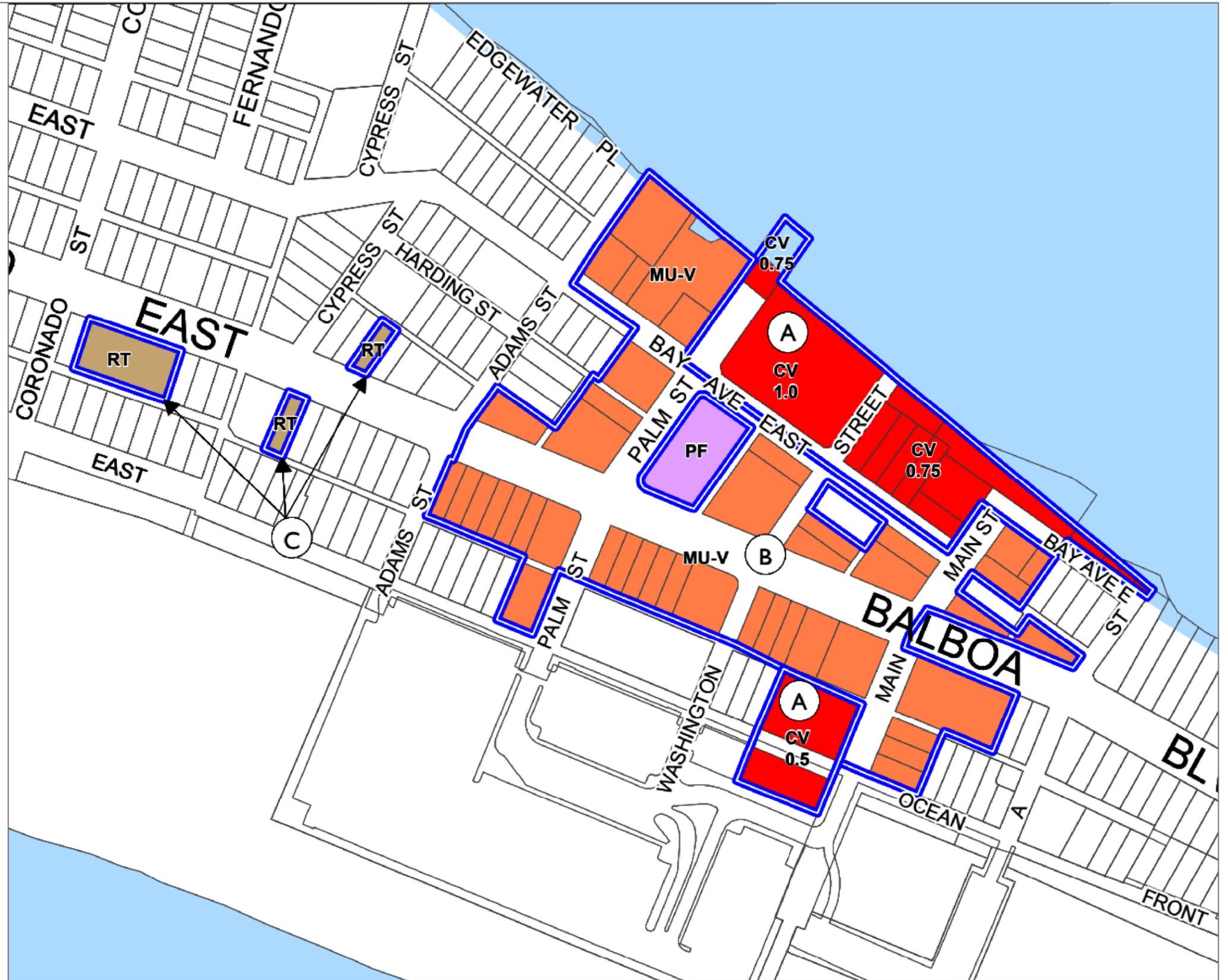
SOURCE: City of Newport Beach, ELP 2013



LU-19
Balboa Peninsula Lido Village/Cannery Village/Mc Fadden Square

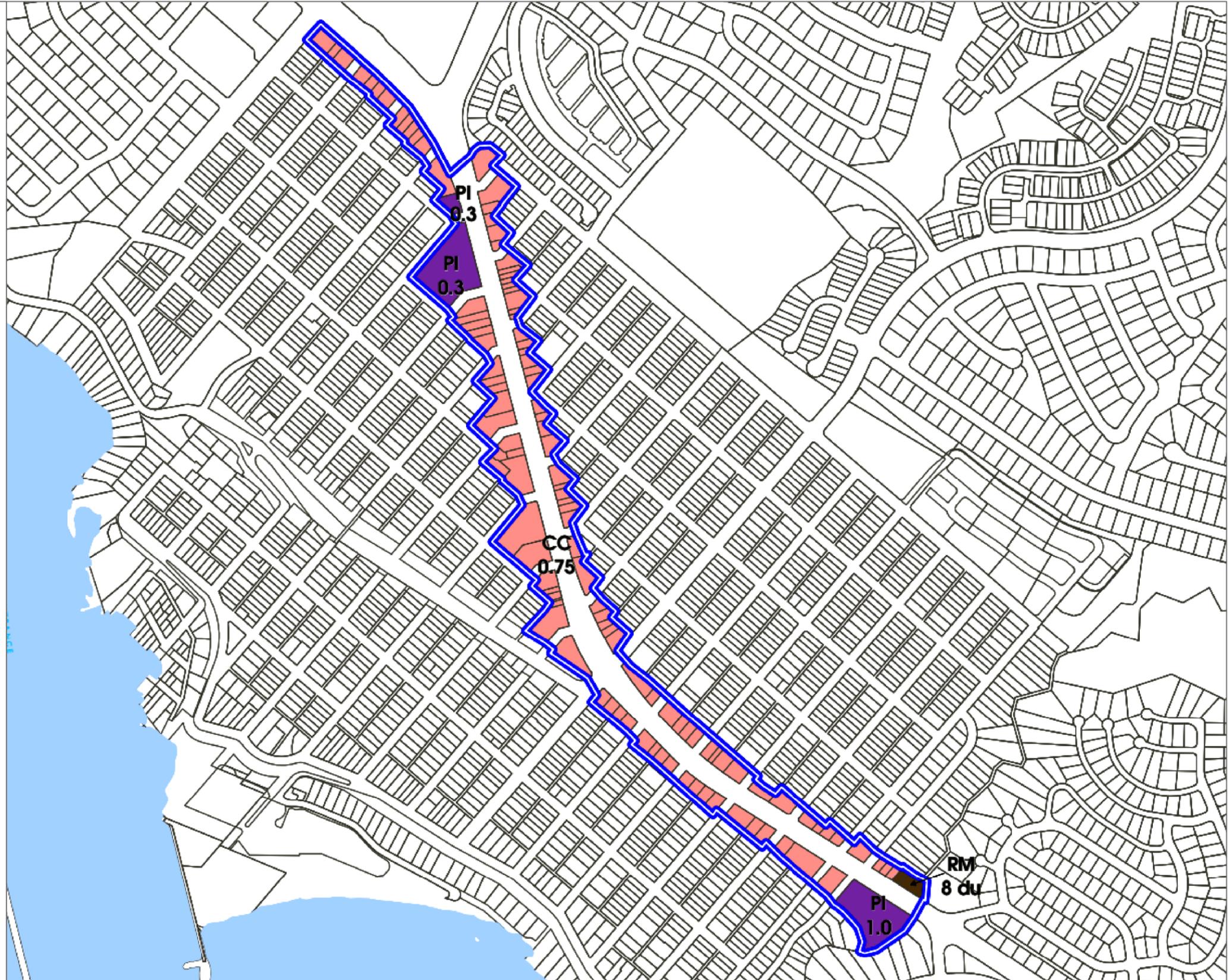
City of Newport Beach General Plan Update

-  Sub-Area
-  Tidelands and submerged lands
-  City Boundary
-  Highway



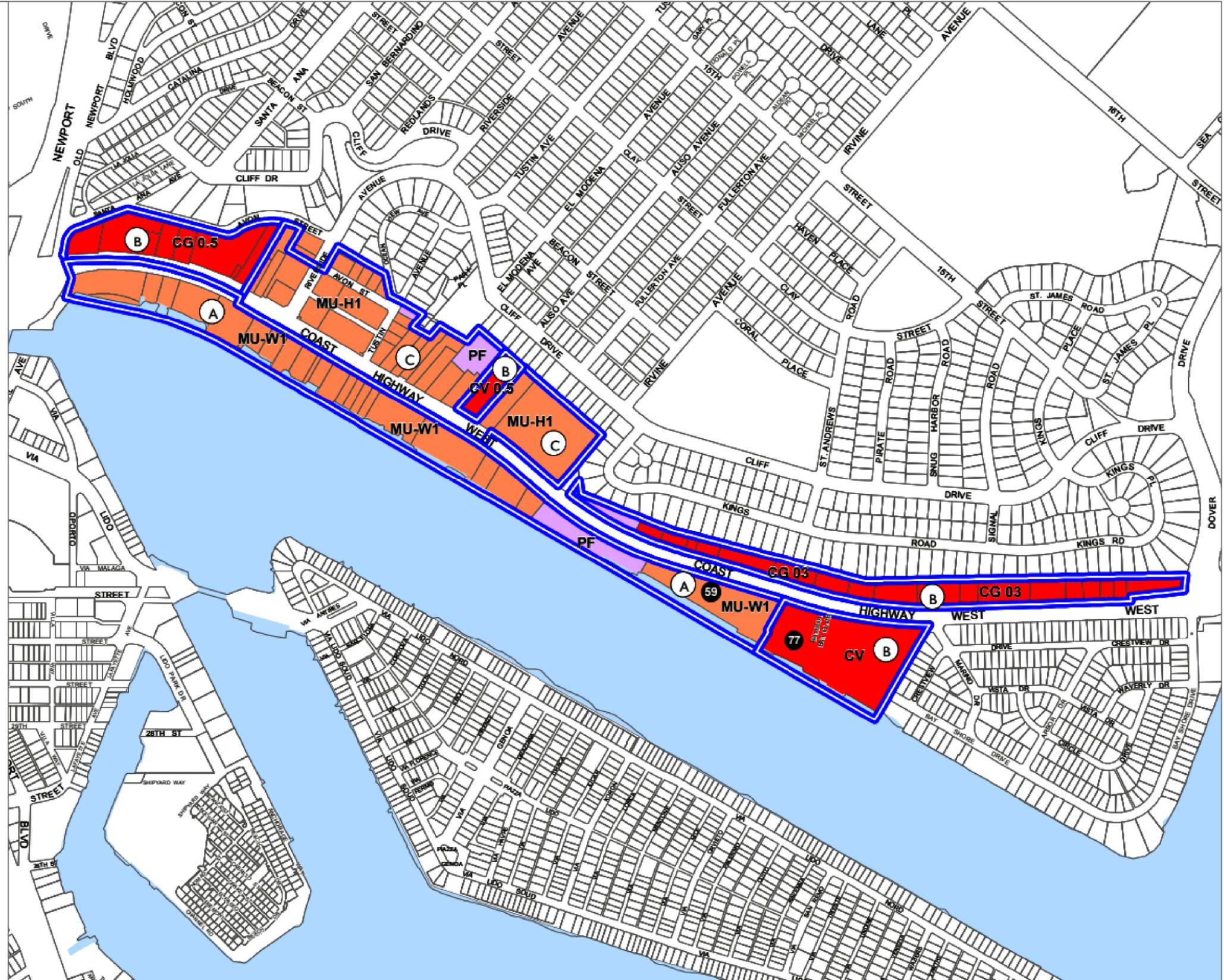
SOURCE: City of Newport Beach, ELP 2013

-  Sub-Area
-  Tidelands and submerged lands
-  City Boundary
-  Highway



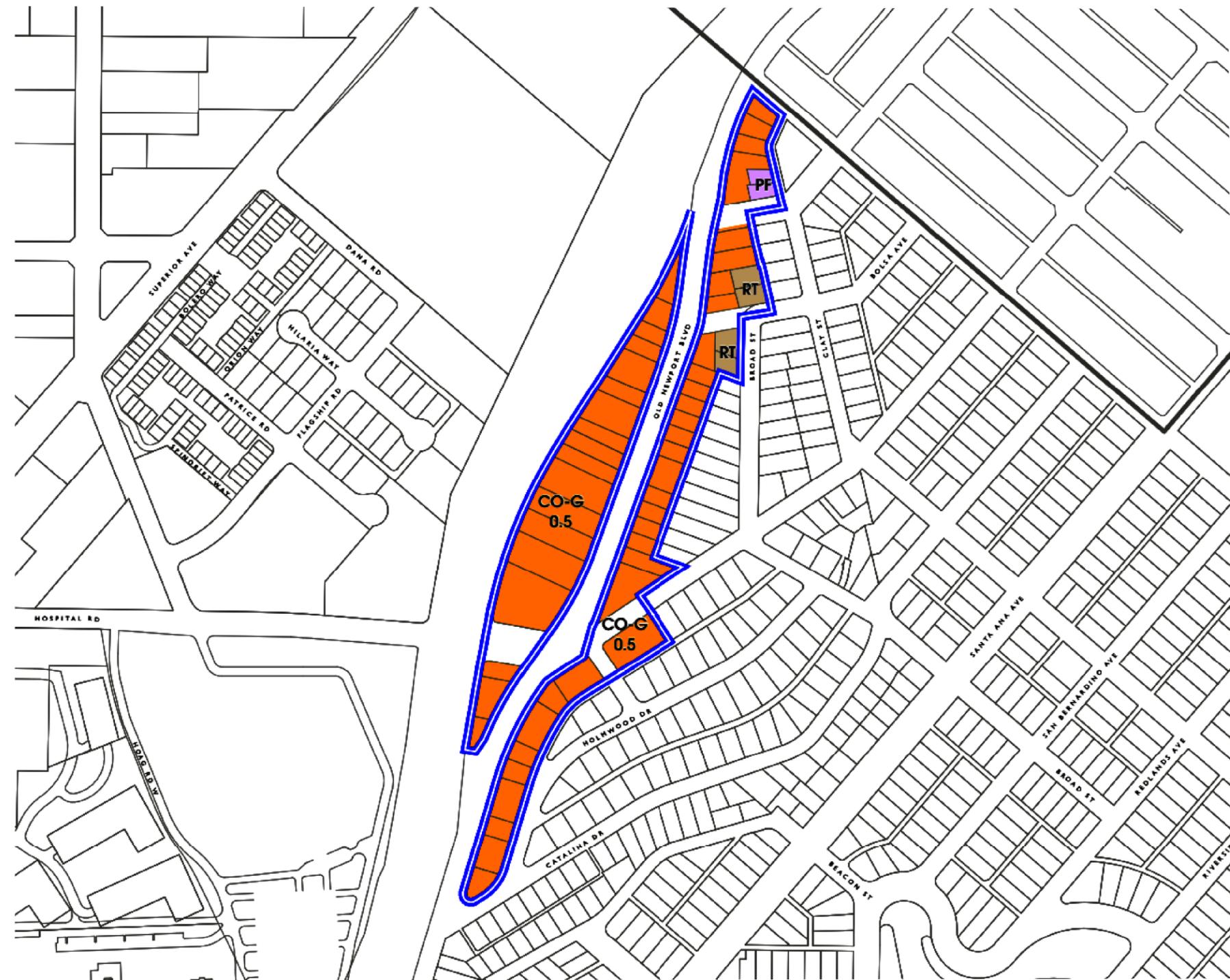
SOURCE: City of Newport Beach, ELP 2013

-  Sub-Area
-  Tidelands and submerged lands
-  City Boundary
-  Highway



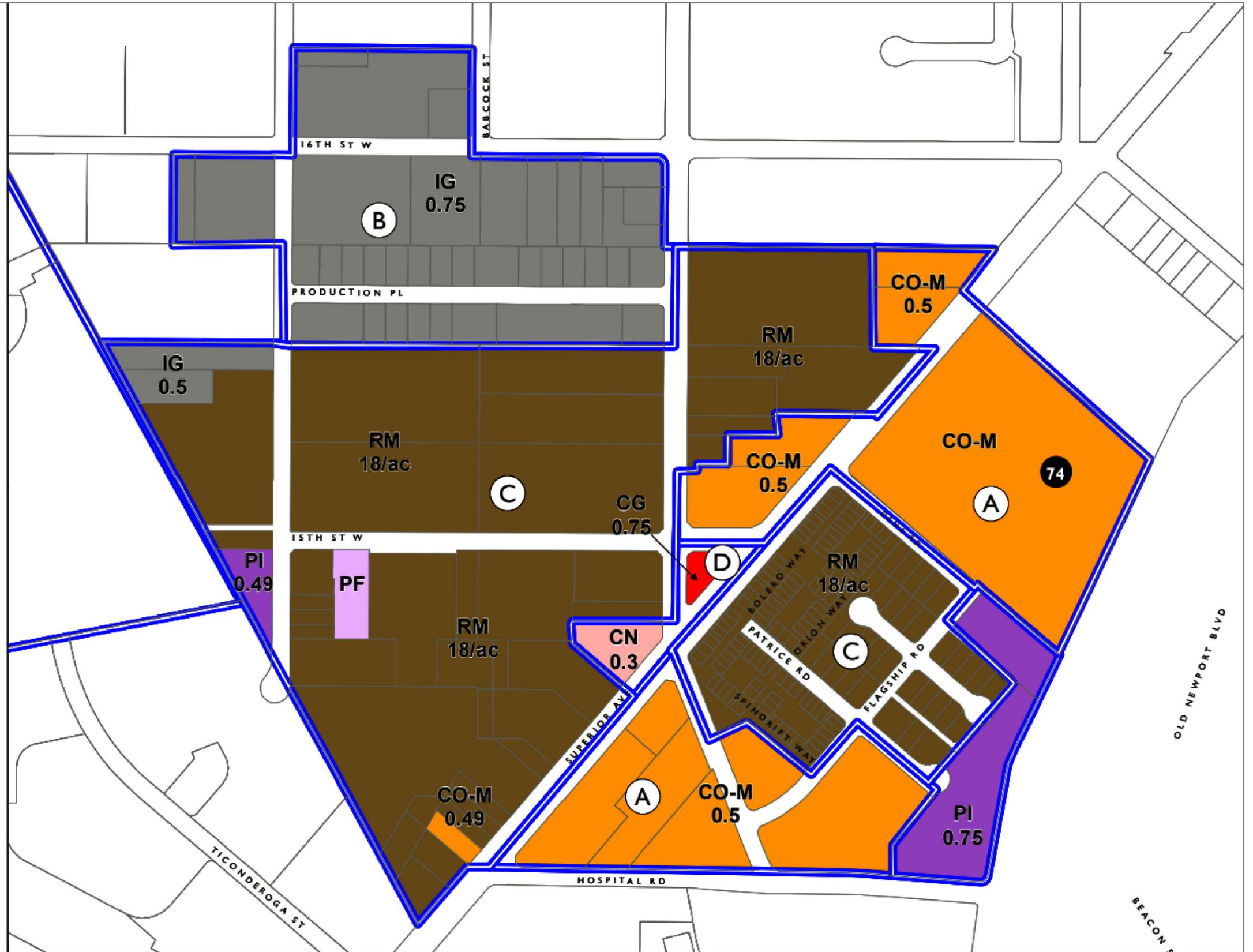
SOURCE: City of Newport Beach, ELP 2013

-  Sub-Area
-  Tidelands and submerged lands
-  City Boundary
-  Highway



SOURCE: City of Newport Beach, ELP 2013

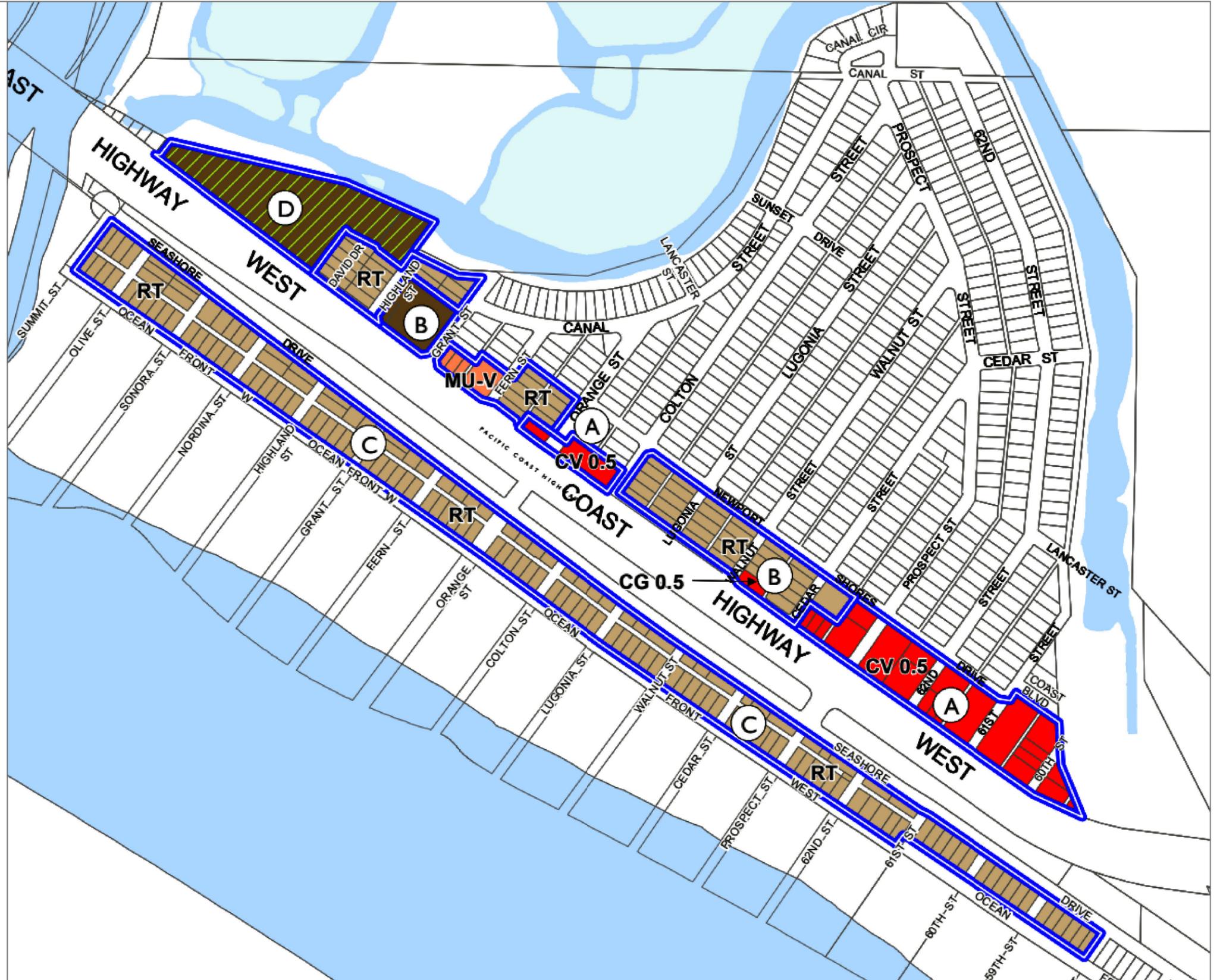
-  Tidelands and submerged lands
-  City Boundary
-  Highway
-  Refer to anomaly table



SOURCE: City of Newport Beach, ELP 2013



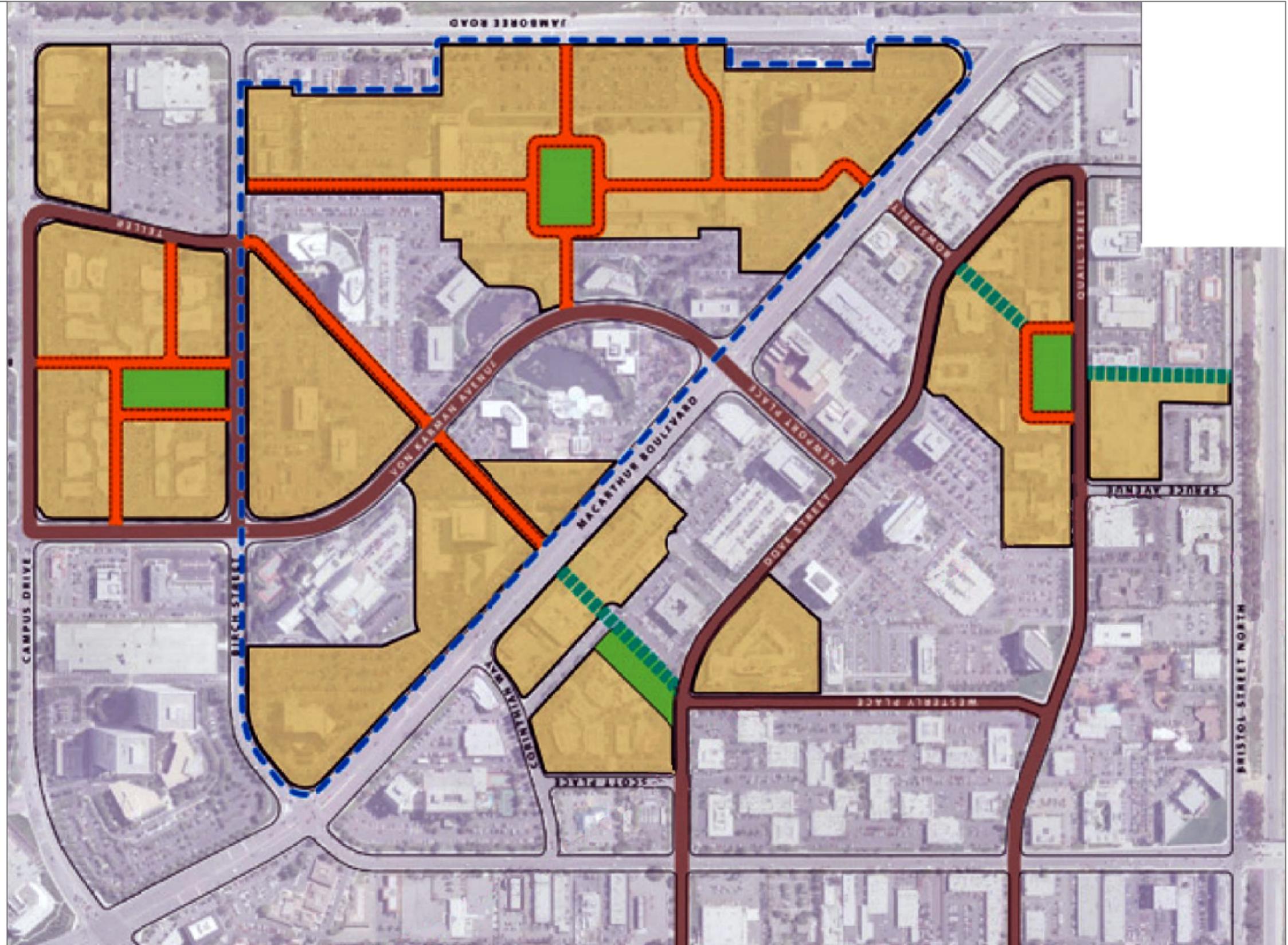
-  Sub-Area
-  Tidelands and submerged lands
-  City Boundary
-  Highway



SOURCE: City of Newport Beach, ELP 2013

Date: 9/30/2025 User: sblancas-mckendrick Path: Z:\Projects\154431\MAP\DOC\General Plan Update\City of Newport Beach Illustrative Concept Diagram - Map Airport Area Residential Villages Illustrative Concept Diagram

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



SOURCE: City of Newport Beach, ELP 2013



Noise Element

PURPOSE

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



OVERVIEW

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

Sound is created when objects vibrate and produce pressure variations that move rapidly outward into the surrounding air. The main characteristics of these air pressure waves are amplitude, which is experienced as a sound’s “loudness,” and frequency, which is experienced as a sound’s “pitch.” The standard unit of sound amplitude is the decibel (dB), which is a measure of the physical magnitude of the pressure variations relative to the human threshold of perception. To measure

sound in a way that matches human perception, a weighted scale is used. The A-weighted decibel (dBA) scale measures sound to reflect both amplitude and frequency as it relates to the sensitivity of the human ear.

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

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

The equivalent energy noise level (L_{eq}) is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. Common averaging times for L_{eq} ranges from 5 minutes for a steady sound source, such as an air conditioning unit; 10 to 15 minutes for steady traffic; to 1 hour or even as long as 8 hours for a more variable source, such as construction activities or traffic on a rural roadway. For evaluating community

impacts, this indicator is not affected by whether the noise occurs during the day or night.

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

Noise environments and consequences of human activities are usually well represented by average noise levels during the day, night, or over a 24-hour period. Environmental noise levels are generally considered low when the exterior CNEL is below 55 dBA, moderate in the 55 to 70 dBA range, and high above 70 dBA. Examples of sound levels and loudness in indoor and outdoor environments are shown in Table N1.

Table N1. Representative Environmental Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-Over at 100 Feet	—110—	Rock Band
Gas Lawnmower at 3 Feet	—100—	
Diesel Truck Going 50 mph at 50 Feet	—90—	Food Blender at 3 Feet
Noisy Urban Area During Daytime	—80—	Garbage Disposal at 3 Feet
Gas Lawnmower at 100 Feet	—70—	Vacuum Cleaner at 10 Feet
Commercial Area		Normal Speech at 3 Feet
Heavy Traffic at 300 Feet	—60—	
Quiet Urban Area During Daytime	—50—	Large Business Office
		Dishwasher in Next Room
Quiet Urban Area During Nighttime	—40—	Theater, Large Conference Room (background)

Table N1. Representative Environmental Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Quiet Suburban Area During Nighttime	-30-	Library
Quiet Rural Area During Nighttime		Bedroom at Night, Concert Hall (background)
	-20-	
	-10-	Broadcast/Recording Studio
Threshold of Human Hearing	-0-	Threshold of Human Hearing

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

Noise-Sensitive Receptors

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

Roadway Noise Contours

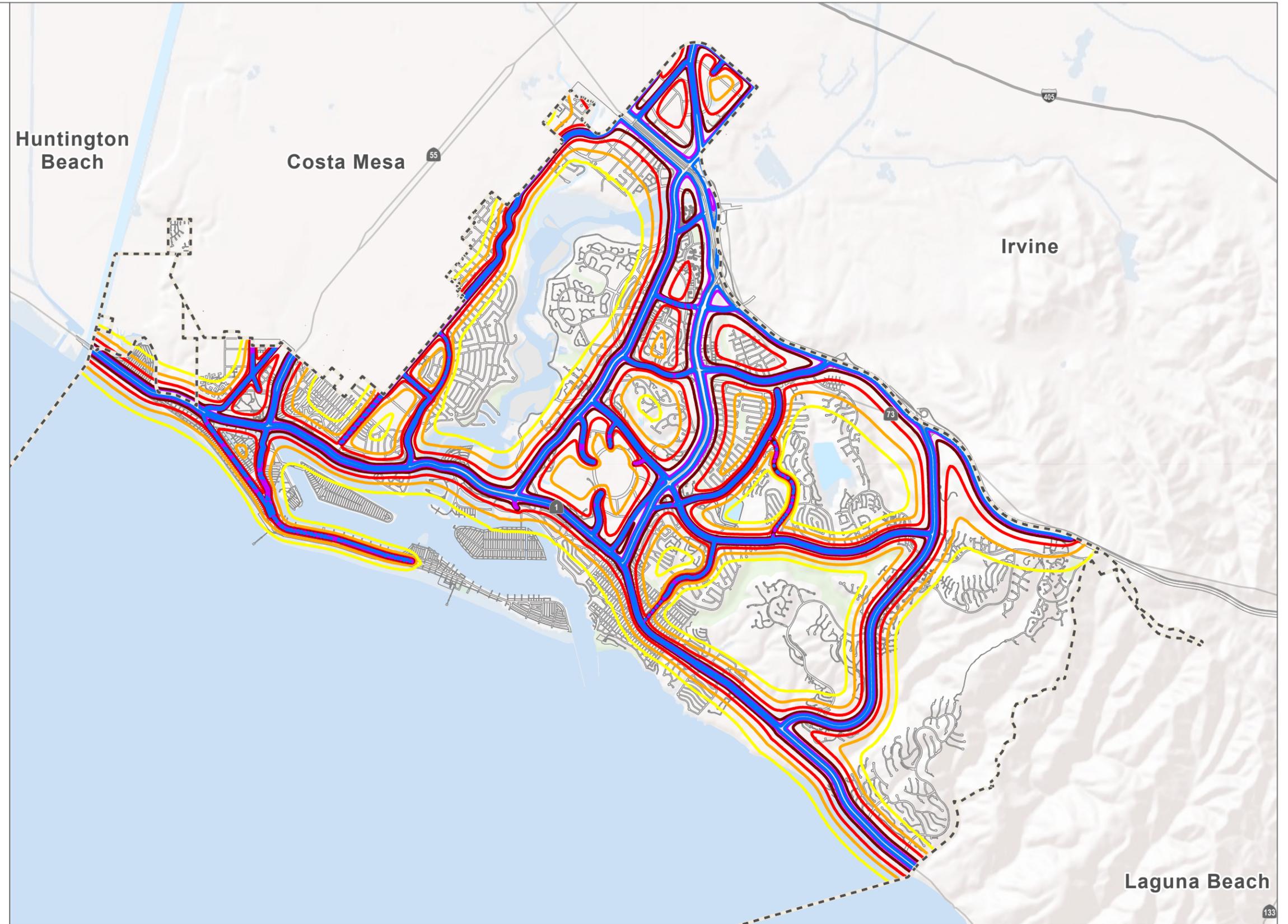
Noise contours for the major surface transportation noise sources in Newport Beach, which include motor vehicles on arterial roadways and freeways, were developed for existing conditions and future conditions. Existing noise contours were determined from the 2020 traffic conditions and are expressed in terms of

CNEL. Existing noise contours are shown in Figure N1, Existing Traffic Noise Contours. Future noise conditions for roadways are presented for the 20-year time period ending in 2040 and were derived from projected traffic conditions for that horizon year. These noise contours are based on complete buildout of the 6th Cycle General Plan Housing Element and are shown in Figure N2, General Plan Housing Element Traffic Noise Contours. These future noise contours will assist in setting policies for establishing new land uses and appropriate mitigation for properties that will continue to be exposed to higher noise levels.

Noise contours represent lines of equal noise exposure, just as the contour lines on a topographic map are lines of equal elevation. The traffic noise contours shown in Figures N1 and N2 are the 50 through 75 dBA CNEL noise levels in 5 dB intervals. Roadway traffic noise contours account for traffic volume, traffic speed, and terrain, but do not account for the shielding provided by building placement, sound walls, structures, or other features that might intervene between the roads and any sensitive use.

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

- City of Newport Beach Boundary
- Existing Traffic Noise Contours**
- = 50 dBA CNEL
- = 55 dBA CNEL
- = 60 dBA CNEL
- = 65 dBA CNEL
- = 70 dBA CNEL
- = 75 dBA CNEL

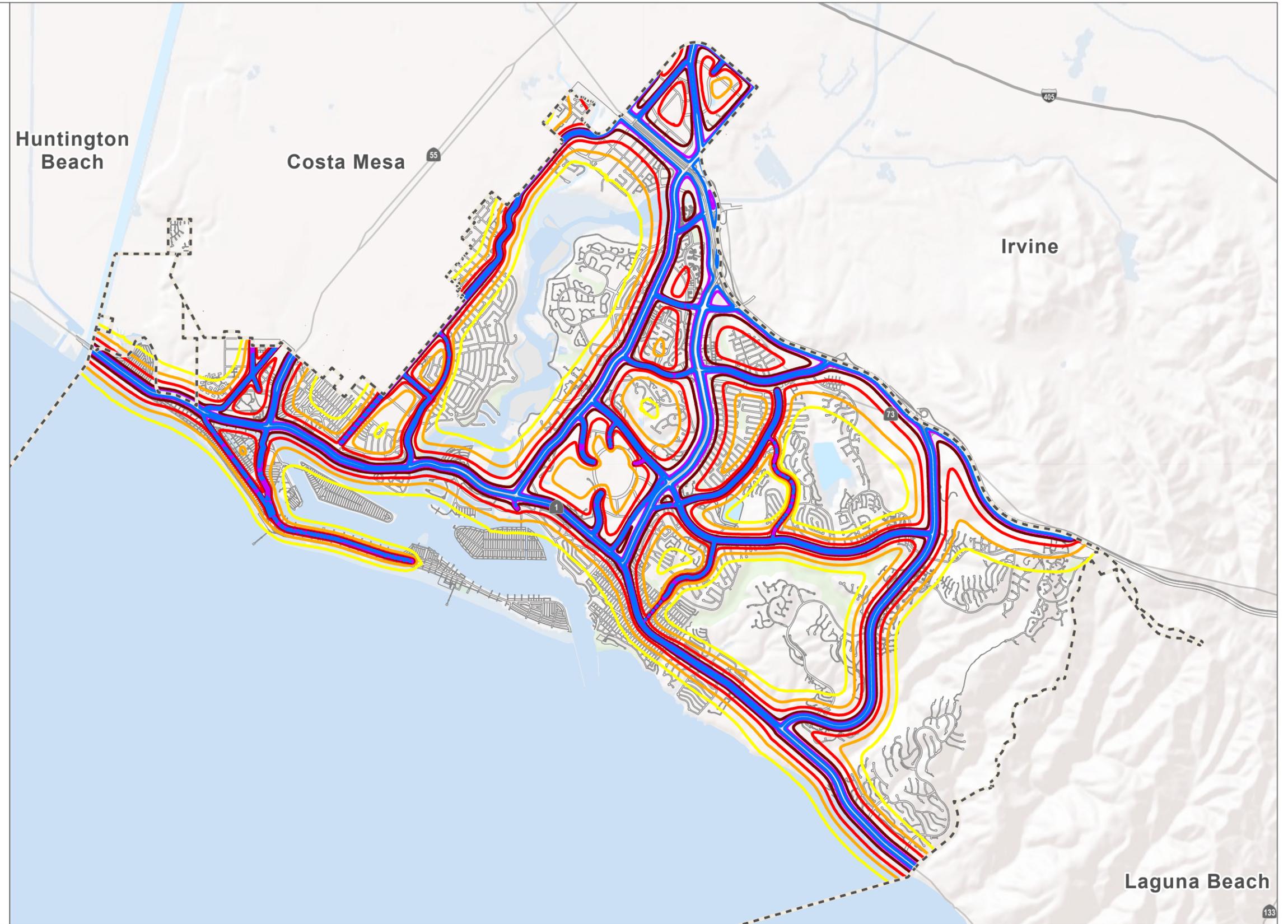


SOURCE: City of Newport Beach 2023

--- City of Newport Beach Boundary

GPHE Traffic Noise Contours

- = 50 dBA CNEL
- = 55 dBA CNEL
- = 60 dBA CNEL
- = 65 dBA CNEL
- = 70 dBA CNEL
- = 75 dBA CNEL



Date: 1/24/2025 User: ahanson-mckenna Path: Z:\Projects\154-0371\MAP\POC\General Plan Update\Noise\Newport Noise.aprx - Map: Figure 2 GPHE Noise Contours - Layout: N-2 GPHE Noise Contours

SOURCE: City of Newport Beach 2023



Airport Noise Contours

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

The noise chapter in 2014 John Wayne Airport Settlement Agreement Amendment EIR No. 617 illustrated how the dBA CNEL noise contours within Newport Beach are projected to have reduced in size compared to the 1985 Airport Environs Land Use Master Plan CNEL noise contours. The noise contours in EIR No. 617 were generated using Integrated Noise Model Version 7.0d software. Figure N3, 2014 Settlement Agreement Airport Noise Contours, reflects the aircraft noise contours identified by EIR No. 617 for 60, 65, and 70 dBA CNEL.

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

Typical Noise Attenuation Methods for Transportation Sources

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

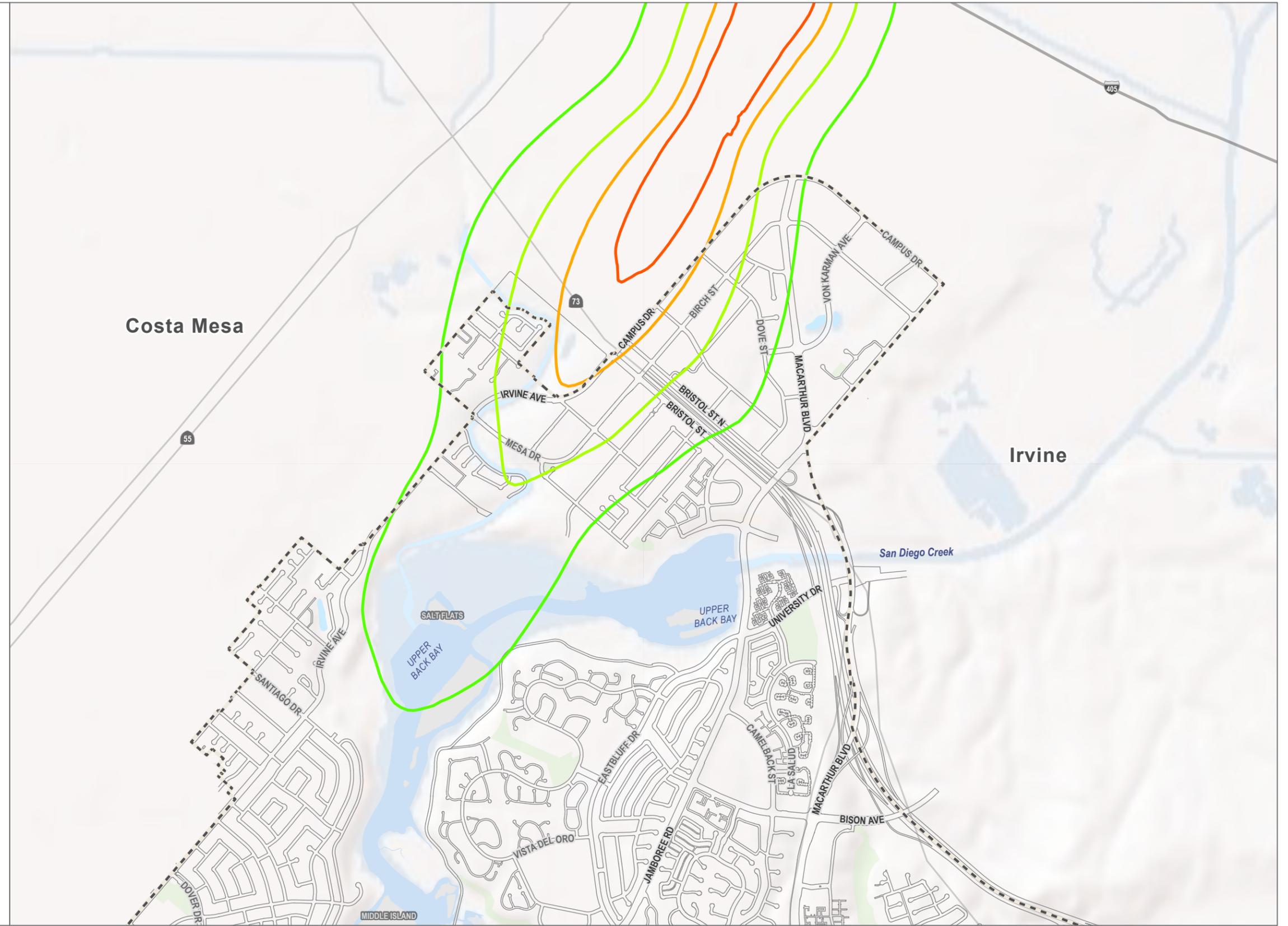
A local government has limited direct control of transportation noise at the source. This control lies with the state and federal agencies that have this responsibility. The most effective method available to mitigate transportation noise and reduce the impact of noise on the community is through comprehensive planning that includes noise as a planning criterion, the inclusion of noise mitigation in project planning and design, and improved building noise-reduction characteristics. Vehicular traffic noise may also be minimized by strategically using quieter pavement surfaces on local roads or by placing a noise barrier (wall, berm, or combination wall/berm) between the noise source and the sensitive receiver. Aircraft noise, which arrives at the receiver from above, is reduced primarily by siting sensitive uses outside of noise-impacted areas and through a combination of forced-air mechanical ventilation and sound-rated construction methods to reduce interior sound exposure levels.

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

example, may reduce the noise level affecting adjacent noise-sensitive land uses. These buffer areas may be developed with less-sensitive uses.

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

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



SOURCE: City of Newport Beach 2023



N-3
2014 Settlement Agreement Airport Noise Contours

City of Newport Beach General Plan Update

Date: 1/24/2025 User: ahanson-mckendrick Path: Z:\Projects\154-0371\MAPDOC\General Plan Update\Noise\Newport Noise.aprx Map: Figure 3 2014 Settlement Agreement Airport Noise Contours

Noise exposure criteria should be incorporated into land use planning to reduce future noise and land use incompatibilities. This is achieved by specifying acceptable noise exposure ranges for various land uses. These criteria are designed to integrate noise considerations into land use planning to prevent noise/land use conflicts. Table N2 presents the criteria used to assess the compatibility of proposed land uses with the noise environment.

The noise/land use compatibility matrix provided in Table N2 presents broad ranges of compatibility and is intended to be flexible enough to apply to a wide range of projects and environments. For example, a project in a large, undeveloped area may be evaluated differently than an infill project in a densely developed area. In no case would it be desirable for any land use to have noise exceeding the highest “normally compatible” noise level shown in the matrix. This matrix is intended to be used as one of the many factors considered in the land use planning process. In addition, the California Building Code, Title 24 of the California Code of Regulations, Part 2, requires that interior noise levels in multi-family residential uses not exceed 45 dBA CNEL. Although the California Building Code does not required this level for single-family homes, it is commonly used as an interior standard for all residential uses.

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

Table N2. Land Use Noise Compatibility Matrix

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

Table N2. Land Use Noise Compatibility Matrix

Land Use Category		Community Noise Equivalent Level (CNEL)						
Category	Uses	<55	55-60	60-65	65-70	70-75	75-80	>80
	Center, Wildlife Reserve, Wildlife Habitat							
Agriculture	Agriculture	A	A	A	A	A	A	A

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

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

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

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

GOALS, POLICIES, AND ACTIONS

Noise and Land Use Compatibility

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

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

- **Policy N-1.1: Noise Compatibility of New Development.** Require all proposed projects to be compatible with the noise environment through use of Table N2, and enforce the interior and exterior noise standards in the NBMC. (Imp. 2.1, [8.1](#))
- **Policy N-1.2: Noise Exposure Verification for New Development.** Require a noise study to be submitted to provide evidence that the depicted noise contours account for local noise exposure circumstances due to factors such as topography, variation in traffic speeds, and other applicable conditions for proposed projects that require environmental review, as follows:

Residential or mixed-use projects in the Airport Area Focus Area or the West Newport Mesa Focus Area projected to be exposed to exterior noise levels of 65 to 70 dBA CNEL.

Residential or mixed-use projects in all other areas projected to be exposed to exterior noise levels of 60 dBA CNEL or greater.

- These findings shall be used to determine the level of exterior and/or interior noise attenuation needed to attain an acceptable noise exposure level, and the feasibility of such measures when other planning considerations are taken into account. (Imp. 2.1, [8.1](#)) (Adapted from Policy N-1.2)

- **Policy N-1.3: Remodeling of and Additions to Structures.** Require that all remodeling of and additions to structures comply with the noise standards in the NBMC. (Imp. 7.1)
- **Policy N-1.4: New Developments in Urban Areas.** Require that applicants of residential portions of mixed-use projects and high-density residential developments in urban areas (such as the Airport Area and Newport Center) demonstrate that the design of the structure adequately isolates noise between adjacent uses and units (common floors/ceilings) in accordance with the California Building Code. (Imp. 7.1)
- **Policy N-1.5A: Infill Projects.** Allow a higher (above 65 dBA CNEL) exterior noise level standard for infill projects in existing residential areas adjacent to major arterials if it can be shown that there are no feasible mechanisms to meet the exterior noise levels. Enforce the interior standard of 45 dBA CNEL for all new residential projects, including the residential component of mixed-use projects. (Imp. 2.1, 7.1)
- **Policy N-1.5B: Airport Area Infill Projects.** Allow infill residential projects proximate to John Wayne Airport to have a higher exterior noise level standard (65 to 70 dBA CNEL) if it can be shown that there are no practical mechanisms or designs to meet the exterior noise level. Enforce the interior standard of 45 dBA CNEL for all residential components of projects. No residential units may be located on parcels wholly within the John Wayne Airport 65 dBA CNEL noise contour area, as shown in Figure N3, unless and until the City determines, based on substantial evidence, that the site wholly within such contour area is needed for the City to satisfy its

6th Cycle (or subsequent) Housing Element Regional Housing Needs Allocation mandate. Encourage non-residential uses on parcels wholly within the 65 dBA CNEL contour area, as shown in Figure N3. (Imp. 1.1)

- Policy N-1.6: Mixed-Use Developments.** Encourage new mixed-use developments to site loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noise sources away from the residential portion of the development. (Imp. 7.1, 8.1)
- Policy N-1.7: Commercial/Entertainment Uses.** Limit hours and/or require attenuation of commercial/entertainment operations adjacent to residential and other noise-sensitive uses to minimize excessive noise to these receptors. (Imp. 2.1, 8.1, 8.2)
- Policy N-1.8: Significant Noise Increases.** Require use of noise mitigation measures for existing sensitive uses when a significant noise increase is identified. A significant noise impact occurs when there is an increase in the existing background CNEL produced by new development impacting existing sensitive uses. The CNEL increase is shown in the table below. (Imp. 2.1, 7.1) (Adapted from Policy N-1.8)

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

Note: CNEL (dBA) shall be measured in whole numbers.

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

Transportation-Related Noise

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

Freeway/Highway

Newport Beach has the Corona Del Mar Freeway (State Route 73) and San Joaquin Hills Transportation Corridor within its borders. State Route 73 runs northwest/southeast through Newport Beach’s northern section. The portion of

State Route 73 that cuts through the northern portion of Newport Beach is below grade from the adjacent land uses. There are a few residences in proximity to State Route 73.

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

Major and Minor Arterial Roadways

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

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

Water Vehicles

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

Aircraft Operations

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

In 1985, the City, the County of Orange, the Airport Working Group, and Stop Polluting Our Newport entered into a Settlement Agreement to resolve litigation

related to John Wayne Airport. This agreement is unique in the United States and is important to protecting the quality of life in Newport Beach.

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

Emerging Technologies

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

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

- **Policy N-2.1: New Development.** Require that proposed noise-sensitive uses in areas that have ambient noise of 60 dBA CNEL and greater, as identified in Figure N2 and Figure N3, demonstrate that they meet interior and exterior noise level requirements, as determined in the analyses stipulated by Policy N-1.2. (Imp. 2.1, [8.1](#))
- **Policy N-2.2: Design of Sensitive Land Uses.** Require the use of walls, berms, interior noise insulation, double-paned windows, advanced insulation systems, or other noise measures in the design of new residential developments to attenuate interior noise levels to 45 dBA CNEL or less. Other new noise-sensitive land uses that are adjacent to major arterials or

proximate to John Wayne Airport (e.g., infill residential) and within the 65 to 70 dBA CNEL noise contour area are required to be indoor-oriented. Application of the noise standards in Table N2 shall govern this requirement. (Imp. 7.1)

- **Policy N-2.3: Limited Hours for Truck Deliveries.** Limit the hours of truck deliveries to commercial uses abutting residential uses and other noise-sensitive land uses to minimize excessive noise unless there is no feasible alternative. Require any exemption to comply with nighttime (10:00 p.m. to 7:00 a.m.) noise standards in accordance with the NBMC. (Imp. 2.1, 8.1)
- **Policy N-2.4: Interagency Coordination to Enforce Standards.** Encourage the enforcement of State Motor Vehicle noise standards for cars, trucks, and motorcycles through coordination with the California Highway Patrol and Newport Beach Police Department. (Imp. 14.16, 14.17)
- **Policy N-2.5: Boating Activities.** Encourage the enforcement of the NBMC noise limits for boating activities through coordination with the Newport Beach Police Department. (Imp. 26.1) (Adapted from Policy N-2.5)
- **Policy N-2.6: Barrier Construction Funding.** Establish a program to secure funding for the construction of noise barriers to protect private outdoor yard areas along arterial roadways where existing homes are exposed to noise levels above the City noise standards, and develop a priority program for the construction of such barriers. Potential sources of funding may be a fee for new projects that generate new traffic in the City and road improvement funds where road improvements are made. The amount of

these fees should be proportional to the amount of new traffic that is caused by a project. It should be recognized that noise barriers will not always be feasible mitigation to roadway noise, and that alternate methods, such as quieter pavement or use of solid safety barriers, may also be considered. Noise barriers are most feasible for single-family homes where the rear yards are at grade with and adjacent to the roadway. The feasibility of other situations should be evaluated on a case-by-case basis. (Imp. 30.2)

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

- **Policy N-3.1: New Development.** Ensure new development is compatible with the noise environment proximate to John Wayne Airport by not allowing residential units on parcels located wholly within the John Wayne Airport 65 dBA CNEL noise contour, as shown in Figure N3, unless and until the City determines, based on substantial evidence, that the site is needed for the City to satisfy its 6th Cycle (or subsequent cycles) Housing Element Regional Housing Needs Allocation mandate. (Imp. 2.1, 3.1, 4.1)
- **Policy N-3.2: Residential Development.** Require developers of residential or mixed-use with a residential component land uses within the John Wayne Airport 65 dBA CNEL to notify prospective purchasers or tenants of aircraft overflight and noise. Additionally, require outdoor common areas or recreational areas of residential or mixed-use developments to be

posted with signs notifying users regarding the proximity to John Wayne Airport and the presence of operating aircraft and noise. (Imp. 2.1, 3.1, 4.1)

- **Policy N-3.3: Avigation Easement.** Consider requiring the dedication of avigation easements in favor of the County of Orange when noise-sensitive uses are proposed in the John Wayne Airport Planning Area, as established in the Airport Environs Land Use Plan for John Wayne Airport (April 2008 or most recent). (Imp. 2.1, 3.1, 4.1)
- **Policy N-3.4: Existing Noise Restrictions.** Oppose any attempt to modify existing noise restrictions for John Wayne Airport, including the existing curfew and the General Aviation Noise Ordinance. (Imp. 9.1)
- **Policy N-3.5: Additional Facilities at John Wayne Airport.** Oppose any attempt to construct a second air carrier runway, including the acquisition of land necessary to provide required separation of the existing air carrier runway and any proposed facility. (Imp. 9.1)
- **Policy N-3.6: Existing Level of General Aviation Operations.** Support any plan or proposal that maintains, and oppose any plan or project that proposes any significant changes to, the existing level of general aviation operations and general aviation support facilities. (Imp. 9.1)
- **Policy N-3.7: Noise Monitoring Systems.** Support preservation and enhancement of existing noise monitoring systems and the public reporting of the information derived from the noise monitoring systems. (Imp. 9.1)

- **Policy N-3.8: Meeting Air Transportation Demand.** Support means of satisfying some of Orange County’s air transportation demand at airports other than John Wayne Airport or through alternative means of transportation. (Imp. 14.3)

- **Policy N-3.9: John Wayne Airport Amended Settlement Agreement.** Preserve and protect the validity of the John Wayne Airport Amended Settlement Agreement, including the following:

Oppose or seek protection from any federal legislative or regulatory action that would or could affect or impair the County of Orange’s ability to operate John Wayne Airport consistent with the provisions of the John Wayne Airport Amended Settlement Agreement or the City’s ability to enforce the Amended Settlement Agreement.

Approve amendments of the John Wayne Airport Settlement Agreement to ensure continued validity, provided amendments are consistent with the City Council Airport Policy, do not materially impair quality of life, and are in the long-term best interests of Newport Beach residents.

Continue to monitor possible amendments of the Airport Noise and Capacity Act of 1990 and the various Federal Aviation Administration Regulations and Advisory Circulars that relate to aircraft departure procedures. (Imp. 14.3)

- **Policy N-3.10: Community and Public Agency Support.** Conduct outreach and coordinate with neighboring cities and the County of Orange for broad-

based support for all aspects of the City Council Airport Policy. (Imp. 14.3, 29.1) (Adapted from Policy N-3.10)

- **Policy N-3.11. Updated Airport Noise Contours.** Periodically review and consider updates to the airport noise contours and revise Figure N3, as appropriate. (Imp. 10.1)
- **Policy N-3.12: Emerging Aerial Mobility Technology.** Mitigate noise impacts from air delivery, air taxis, and other emerging aerial mobility systems to the extent feasible and consistent with the NBMC. (Imp. 8.1)
- **Policy N-3.13: Emerging Transportation Facilities.** Direct emerging transportation systems along routes with minimal residential and other sensitive uses, to the extent feasible. (Imp. 16.2)

Non-Transportation-Related Noise

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

Restaurants, Bars, and Entertainment Establishments

Numerous restaurants, bars, and entertainment establishments in Mariners' Mile, Corona del Mar, the Balboa Peninsula, and Balboa Island have been subject to noise complaints in the past due to the proximity of these establishments to

residential uses, the potentially high noise levels that these establishments are able to produce, and the late hours of operation.

Mixed-Use Developments (Commercial/Residential)

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

Mechanical Equipment Noise

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

device that will deactivate the equipment from 10:00 p.m. to 7:00 a.m. if the standards are exceeded.

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

Recreational Activities

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

Noise Disturbance

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

Residential Party Noise: Residential party noise, particularly on Balboa Peninsula and in the West Newport area, is an ongoing problem. There are many difficulties in trying to control party noise. If a noise limit is established for enforcement using a quantitative measure, the code enforcer would be required to make noise

measurements of the intrusive noise. Often, the disturbing levels of noise that were generated by a party are reduced by the time a code enforcer arrives on the premises to take measurements. Therefore, noise level measurements may be an impractical means of party noise enforcement because it is often not possible to accurately capture the loud noise levels being generated by the party. Historically, police officers use their judgment for identifying and controlling party noise problems. Additionally, the adopted “Loud and Unruly Gathering Ordinance” addressing police services has been effective in curbing party-related noise.

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

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

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

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

- **Policy N-4.1: Stationary Noise Sources.** Design projects to comply with the interior and exterior noise standards outlined in the NBMC to ensure that noise-sensitive receptors are not exposed to excessive noise levels from stationary noise sources, such as HVAC equipment. (Imp. 7.1) (Adapted from Policy N-4.1)
- **Policy N-4.2: New Uses.** Require that new uses, such as restaurants, bars, entertainment venues, parking facilities, and other commercial uses where large numbers of people may be present adjacent to sensitive noise receptors, obtain a use permit that includes conditions of compliance with the noise standards in the NBMC. (Imp. 2.1, 8.1)
- **Policy N-4.3: New Commercial Developments.** Require that new commercial developments abutting sensitive receptors and residentially designated properties be designed to minimize noise levels generated by loading areas, parking lots, trash enclosures, mechanical equipment, and any other noise-generating features specific to the development and consistent with the noise standards in the NBMC. (Imp. 2.1, 8.1) (Adapted from Policy N-4.3)
- **Policy N-4.4: Limiting Hours of Recreational Activities.** Limit hours when recreational activities in parks and Newport Harbor can take place, consistent with the NBMC. (Imp. 9.1, 23.4) (Adapted from Policy N-4.4)

- **Policy N-4.5: Sound-Amplifying Equipment.** Ensure that projects that include sound-amplifying equipment are designed to comply with the limits in the NBMC. Regulate the use of sound-amplifying equipment through the NBMC. (Imp. 2.1, 8.2) (Adapted from Policy N-4.5)
- **Policy N-4.6: Residential Activities.** Enforce Noise Ordinance noise limits and limits on hours in or adjacent to residential areas, including noise that results from maintenance and in-home hobby and work-related activities. (Imp. 8.1, 26.1) (Adapted from Policy N-4.6)
- **Policy N-4.7: Nuisances.** Regulate the control of nuisances, such as residential party noise, boat party noise, private fireworks, and barking dogs, through the NBMC. (Imp. 8.1, 26.1)
- **Policy N-4.8: Mechanized Landscaping Equipment.** Regulate the use of mechanized landscaping equipment through the NBMC. (Imp. 8.1)
- **Policy N-4.9: Residential Uses in West Newport Mesa Focus Area.** Require noise attenuation measures for new residential development in the West Newport Mesa Focus Area to ensure compatibility with existing industrial uses, protect residents from excessive noise exposure, and maintain operational flexibility for surrounding businesses. (Imp. 7.1)

Construction Noise

Construction can temporarily elevate noise levels due to the noise related to activities such as demolition and building, and the heavy machinery used such as earth movers, dump trucks, saws, and drills. In Newport Beach, construction noise is a common complaint received by the City. Although construction noise may be

necessary, the City can work with builders to minimize noise levels associated with construction. Below are goals and policies to address construction-related noise and vibration.

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

- **Policy N-5.1: Limiting Hours of Activity.** Enforce the limits on hours of construction activity to the allowable hours provided by the NBMC. (Imp. 8.1)
- **Policy N-5.2: Limiting Damage to Structures Resulting from Heavy Construction.** For construction activities involving high-powered vibratory tools or pile driving within 200 feet of an existing structure, consider implementing a requirement to demonstrate that project construction would not exceed the California Department of Transportation's construction vibration thresholds (0.25 inches per second peak particle velocity for historic and old buildings, 0.3 inches per second peak particle velocity for older residential structures, and 0.5 inches per second peak particle velocity for new residential and modern commercial/industrial structures) to ensure that no damage to structures would occur. (Imp. 8.2)
- **Policy N-5.3: Limiting Noise from Construction Activities.** Consider implementing a limit on construction noise to 80 dBA L_{eq} over any 8-hour daytime period for residential uses, and in cases where construction is approved to occur outside of the City's allowable hours, to 70 dBA L_{eq} over any 8-hour nighttime period. (Imp. 7.1, 8.1)

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

- Encourage the use of a project sponsor to designate a “disturbance coordinator” who would be responsible for responding to any local complaints about construction noise. (Imp. 1.1)

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