

April 2, 2026, Planning Commission Item 3 Comments

These comments on a Newport Beach Planning Commission [agenda](#) item are submitted by:
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Item No. 3. RESIDENCES AT 1500 QUAIL (PA2025-0163)

Based on a very quick reading of portions of the report, I have these comments.

1. It is ironic this property has no affordability requirement at all, when abutting opportunity sites do.
2. The “Development Compliance” discussion on handwritten page 14 of the staff report assures readers the proposed absence of affordable units on this site will create no problem from a “no net loss perspective.” That seems overly simplified to me. The Housing Element states it is realistic to expect this 4.76 acre parcel to produce 238 units at 50 du/ac, of which 71 would be affordable to low/very low and 24 to moderate income households. While it is true there are many other opportunity sites that could accommodate the shortfall, the Land Use Element and the Zoning Code limit the Airport Area Environs (HO-1) opportunity site approvals to 2,577 units, and the approvals in all Focus Areas to 8,174. This project, if approved, will remove 100 units from those limits. And previous approvals and commitments have already eroded them. For example, in HO-1, 179 units have been allocated to the City-owned property at 1201 Dove Street and another 700 have been dedicated through a development agreement with the Irvine Company. Many more have been allocated elsewhere (including 1,500 in Newport Center through another development agreement with the Irvine Company). Given those commitments, how many of the 8,174 (or the 2,577 in the Airport Area) are left? And what fraction of those would have to develop as affordable to meet the City’s RHNA quotas?
3. From Figure 9 of the staff report (handwritten page 15), it appears the proposed “strada” consists of realignment of the existing City sidewalk onto the private property and the placement of landscaping, including trees in the public right-of-way outside the private property line. Who will be responsible for maintenance of these trees on public property? Will they be regarded as City parkway trees?
4. Condition of Approval No. 23 requires preparation of an acoustic analysis report demonstrating adequate attenuation to meet interior noise standards. Will this rely on the City noise contours? Or will it require actual field measurement of the noise environment at the site?
5. Condition of Approval No. 25 requires a disclosure statement warning of “potential impacts to residents of both the existing environment (e.g., noise from planes, commercial activity on the site and vehicles on streets) and potential nuisances based upon the allowed uses in the zoning district.” What commercial activity is expected on the site? I thought the existing commercial use was being replaced with a purely residential one.