

Attachment I

General Plan Consistency

PA2021-103, General Plan Consistency Analysis

LU 2.4 (Economic Development) Accommodate uses that maintain or enhance Newport Beach’s fiscal health and account for market demands, while maintaining and improving the quality of life for current and future residents.

The amendments are intended to ensure residents, visitors, businesses, and government services have reliable access to the state-of-the-art wireless telecommunications networks, which supports market demand for modern connectivity and associated economic activity, while also applying standards intended to protect and promote public health, safety, and welfare and “retain the aesthetic character of the City.

LU 2.8 (Adequate Infrastructure) Accommodate the types, densities, 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, seniors, youth, police, fire, and so on).

The amendments create clear, legally compliant processes to deploy, modify, and maintain wireless facilities so citywide land uses and public services can be supported by reliable telecommunications. Chapter 13.22 establishes public right-of-way permitting, including encroachment permitting before any work occurs, long-term permit duration/renewal structure, RF compliance documentation, maintenance and correction requirements, and bonding/insurance. Collectively, these serve as tools that help ensure infrastructure is safely built and remains functional over time. Chapter 20.49, as revised, similarly provides defined permit paths by facility class, design standards, and operational/record-keeping requirements, and it includes emergency communications review by the Police Department to protect public service communications.

LU 3.2 (Growth and Change) Enhance existing neighborhoods, districts, and corridors, allowing for re-use and infill with uses that are complementary in type, form, scale, and character. Changes in use and/or density/intensity should be considered only in those areas that are economically underperforming, are necessary to accommodate Newport Beach’s share of projected regional population growth, improve the relationship and reduce commuting distance between home and jobs, or enhance the values that distinguish Newport Beach as a special place to live for its residents. The scale of growth and new development shall be coordinated with the provision of adequate infrastructure and public services, including standards for acceptable traffic level of service.

The amendments manage “change” in wireless infrastructure in a way that emphasizes compatibility with existing corridors and neighborhoods through (i) collocation and use of existing structures as preferred approaches; (ii) concealment/screening and design compatibility standards; and (iii) strong limits on the most disruptive forms of change (e.g., new non-replacement poles are prohibited unless detailed findings demonstrate the least non-compliant/least intrusive configuration to meet a defined technical objective). This framework enables needed upgrades, including 6409(a) eligible facilities requests, while coordinating deployment with safety, maintenance, and right-of-way management standards that support adequate infrastructure and services.

CE 6.1.5 (Autonomous, Connected, and Future Vehicle Technology) Monitor the development of new vehicle technology and associated community-based infrastructure. For improvements demonstrated as practical, plan for the development of new vehicle technology within the existing right-of-way and infrastructure system through the annual budgeting process and capital improvement programming process.

Chapter 13.22 specifically focused on facilities “within the public right-of-way” and establishes a regulatory pathway for deployment, collocation, and modification where connected-vehicle and future mobility systems are most likely to rely on communications coverage along transportation corridors. The right-of-way controls (encroachment permitting, safety conditions, maintenance standards, and RF compliance/certification) support practical deployment within existing infrastructure systems. Chapter 20.49, as revised, complements this by enabling upgrades and collocations, including streamlined treatment for 6409(a) requests via administrative clearance, while imposing concealment/design standards to preserve community character as technology evolves.

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NR 17.1 (Open Space Protection) Protect, conserve, and maintain designated open space areas that define the City's urban form, serve as habitat for many species, and provide recreational opportunities.

Chapter 20.49, as revised, directly protects open space by prohibiting personal wireless service facilities in the Open Space (OS) Zoning District, except limited cases where impacts are minimized through collocation on an existing utility tower within a utility easement area or collocation on another existing facility. Chapter 13.22 reinforces avoidance of unnecessary new vertical infrastructure by prohibiting new non-replacement poles in the right-of-way unless stringent findings are met, thereby limiting proliferation of new structures that could affect open-space character and adjacent sensitive areas.

NR 20.1 (Enhancement of Significant Resources) Protect and, where feasible, enhance significant scenic and visual resources that include open space, mountains, canyons, ridges, ocean, and harbor from public vantage points, as shown in Figure NR3.

Chapter 20.49, as revised, includes design standards that require concealment, visual compatibility, and treatment/screening of antennas and support equipment, and it requires evaluation of view impacts (i.e., "public view protection") to reduce adverse visual effects from public vantage points. Chapter 13.22's stated purpose includes retaining the City's "aesthetic character," and it implements that through structured approvals, the ability to impose health/safety-related conditions, and strict limitations on new poles, requiring alternatives analysis and a "least non-compliant configuration". Together, these provisions protect scenic/visual resources by steering facilities toward less visible designs and existing structures and by ensuring facilities are maintained to avoid visual blight (e.g., rust, peeling paint, damaged camouflage, graffiti).

NR 20.3 (Public Views) Protect and enhance public view corridors from the following roadway segments (shown in Figure NR3), and other locations may be identified in the future: (*segments excluded for brevity*)

Chapter 20.49, as revised, explicitly requires facilities to comply with view protection provisions and to evaluate impacts to public views, including potential public views not yet identified for plan inclusion. Its preference hierarchy and concealment/screening requirements further reduce view corridor impacts. Chapter 13.22 aligns with view protection in the right-of-way by prioritizing uniform standards intended to "retain the aesthetic character of the City," limiting new poles absent robust least-intrusive findings, and applying ongoing maintenance requirements that prevent deterioration and visual clutter in public-facing corridors.