

City Boards, Commissions, and Committees Feedback
GPAC/GPUSC Revisions from December 3, 2025

Table 1, Harbor Commission Feedback – Harbor, Bay, and Beaches Element

| Element | Goal | Comment(s) | GPAC/GPUSC Revision |
|--------------------------|---|--|---|
| Harbor, Bay, and Beaches | 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 | <p>HBB-1.2.</p> <ul style="list-style-type: none"> Clarify if new development is private, public or both and also whether it is at any time or only post-development. For example, a public use (i.e., Marina Park) could be redeveloped 25 years from now and it would affect water use during construction. <p>HBB-1.4.</p> <ul style="list-style-type: none"> The phrase “...bridges across City-controlled roads...” is unclear. Consider adding a reference to modern mooring technology (e.g., helix anchors) and mooring field optimization to improve safety, environmental impact, and capacity. <p>HBB-1.9.</p> <ul style="list-style-type: none"> What is the definition of a “small” boat? It should include personal watercraft and manual and human-powered craft. We should be more proactive than “teach customers how to safely operate the watercraft” entails — should this be more formal training, safety briefings, or informational materials? Support continued short-term rental of boats, wave runners, stand up paddle boards and other human power watercraft while encouraging vendors to teach customers how to safely operate. | <p>See Pages HBB-2 and HBB-3 for all comments in this row.</p> <p>HBB-1.2 (New Development) is carried forward from an existing adopted policy. No change is needed, as it is not related to construction, it is related to siting and design.</p> <p>No change to HBB-1.4 (Marine Support Uses). “City-controlled roads” is intended to place emphasis on public rights-of-way regulated by the City (i.e., not managed by Caltrans or another entity).</p> <p>Policy 1.9 (Short-Term Rentals) revised as follows: “Support continued short-term rental of boats, wave runners, stand-up paddle boards, and other human-powered watercraft, and require vendors to provide formal training that includes safety briefings.”</p> |

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| Harbor, Bay, and Beaches | HBB-2: Minimized risk of displacement by coastal hazards | HBB-2.1. The bullets need more clarity on what the intent is. Also, the list seems limited. | See Page HBB-3. Policy HBB-2.1 (Sea Level Rise Plan) revised to include more context and to clarify intention to comply with Senate Bill (SB) 272, with bulleted list presented as minimum considerations for the Sea Level Rise Plan. |
| Harbor, Bay, and Beaches | HBB-3: A harbor, bay, and beaches that attract tourism and maintain the character of coastal neighborhoods | HBB-3.1. It is unclear how more waterfront could be created. What does the word “reasonable” mean here? | See Page HBB-3. Policy HBB-3.1 (Waterfront Public Spaces) revised to clarify intent by rewording as “preservation of public spaces and beaches along the waterfront.” Reasonable is an intentional term used throughout the General Plan that is meant to be subjective, adding flexibility to the policy. |
| Harbor, Bay, and Beaches | 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 | HBB-4. Clarify what are believed to be the current “view corridors”. | See Pages HBB-1 and HBB-2. Reference added to Natural Resources Element and its Figure NR-4, which identifies coastal viewpoints and corridors that provide scenic views. Much of this Figure is unchanged; however, it has been expanded to include additional viewpoints and view roads in the Newport Coast area. Figure NR-4 is enclosed with this table for reference. |

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| Harbor, Bay, and Beaches | HBB-5: Coordination among City, County of Orange, State, and Federal agencies having regulatory authority of Newport Harbor and Newport Bay | HBB-5.3. The “other controlling agencies” should be named. | See Page HBB-5. Policy HBB-5.3 (Interagency Coordination) revised as follows: “Work with other <u>applicable</u> controlling agencies within Newport Harbor and/or Newport Bay to define an area that can support harbor maintenance facilities and equipment.” This change provides flexibility, as such entities/agencies can change over time. |
| Harbor, Bay, and Beaches | HBB-6: Maintenance and enhancement of deep-water channels to ensure they remain navigable by boats | Goal HBB-6. Maintenance and enhancement of deep-water channels should include a long-term sediment management funding plan. Without funding language, dredging goals may be hard to achieve. HBB-6.3. Has “HBB-7.1” repeated twice and should be incorporated in HBB-7.1. Confusing wording. | See Page HBB-5. New Policy HBB-6.4 (Sediment Management Funding) added as follows: “Develop a sediment management funding plan to identify long-term funding pursuit strategies to support deep-water channels.” Repeated reference removed. |

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| Harbor, Bay, and Beaches | HBB-7: Protection and restoration of beaches and dunes | <p>HBB-7.1. This is listed twice. Clarify who is being encouraged and what traditional infrastructure would be reduced. This is unclear. Also, should the specific locations of sand replenishment and nourishment and dune restoration be named?</p> <p>HBB-7.2. What is the expected source of the sand?</p> | <p>See Pages HBB-5 and HBB-6 for all comments in this row.</p> <p>Policy HBB-7.1 (Nature-Based Solutions) revised as follows: “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.”</p> <p>No change to Policy HBB-7.2 (Beach Replenishment). Specific locations and sand sources are too granular for the General Plan level. These details are best vetted through an implementing action like the preparation of a sea level rise plan or similar.</p> |

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| Harbor, Bay, and Beaches | HBB-8: Well-managed and economically productive harbor, bay, and beaches | <p>HBB-8.1. explain how expansion of existing marinas might be possible.</p> <p>HBB-8.2. Explain what is meant by “lower-cost” recreational boating.</p> <p>HBB-8.3. Consider changing the word “provide” to “maintain” as there likely isn’t space for additional anchorages in federal areas.</p> <p>HBB-8.5. Who would the temporary use be provided by?</p> <p>HBB-8.7.</p> <ul style="list-style-type: none"> • Explain what the term “reasonable” means. How are the renewable annual permits in compliance with State Lands Commission? • This is on “Live Aboard permits”, shouldn’t we change “Reasonable maximum number” for a live-aboard permit and tie it to a specific percentage of moorings as it is today? | <p>See Page HBB-7 for all comments in this row.</p> <p>Policy HBB-8.1(Marinas and Dry Boat Storage) revised for clarity as follows: “Protect and, where feasible through the use of new designs and technology, enhance marinas and expand dry boat storage facilities.”</p> <p>No change to Policy HBB-8.2 (Berthing and Mooring). Modified from existing adopted Policy HB 5.2. “Lower-cost recreational boating” was included in response to community input during outreach and engagement and supported by the GPAC/GPUSC.</p> <p>Policy HBB-8.3 (Anchorage) revised as suggested.</p> <p>No change to Policy HBB-8.5 (Vacant Moorings). This is carried over from existing adopted Policy HB 5.5 (Temporary Rental of Moorings).</p> <p>No change to Policy HBB-8.7 (Live-Aboard Vessels). This is carried over from existing adopted Policy HB 5.7 (Live Aboard Vessels). The Policy should remain vague for flexibility for future for General Plan purposes.</p> |

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| Harbor, Bay, and Beaches | HBB-9: Cost-efficient servicing and managing of Newport Harbor | <p>HBB-9. Consider adding language about adopting technology for harbor management (smart buoys, online mooring rentals, vessel tracking) to improve efficiency and user experience. This is in process today.</p> <p>HBB-9.1. Explain what the term “reasonable” means.</p> <p>HBB-9.3. “reasonable value for the lease rates” should be “fair market value per State Lands Commission”. Are the “waterfront developments” public, private or either? Under “Public Access to Coastal Resources”, the term “worst case” is stated in reference to sea level rise. There have been numerous sea level studies that have a wide range in theories about the total rise over time. As such, worst case should be better defined. Which study should be cited?</p> | <p>See Page HBB-7 for all comments in this row.</p> <p>New Policy HBB-9.5 (Efficient Harbor Management) added as follows: “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.”</p> <p>No change to HBB-9.1 (Tidal Revenue). Reasonable is intentionally subjective to provide flexibility in implementation. This is adapted from existing adopted Policy HB 12.1 (Tideland Revenue).</p> <p>No change to HBB-9.3 (Tideland Leases and Permits). Reasonable is intentionally subjective to provide flexibility in implementation. This is adapted from existing adopted Policy HB 12.3 (Tideland Leases and Permits).</p> |

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| Harbor, Bay, and Beaches | HBB-10: Safe and accessible beach and harbor access points | Harbor – HBB-10.5. Expand on this to commit to funding and include the Harbor Department and on the water fire suppression. | See Page HBB-8. Policy HBB-10.5 (Marine Safety) revised as follows: “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.” |
| Harbor, Bay, and Beaches | HBB-11: Multifaceted and integrated coastal access | HBB-11. Expand wayfinding beyond signage to include digital tools (apps, QR codes, real-time maps) for visitor navigation which is in effect today. HBB-11.1. suggest changing the word “encourage” to “maintain”. HBB-11.3. It is not clear where a marine terminal could be located in Newport Harbor. Does this HBB apply? | See Pages HBB-8 and HBB-9 for all comments in this row. New Policy HBB-11.4 (Navigation Tools) added as follows: “Improve accessibility to coastal areas and represent neighborhood character through the use of navigation tools such as wayfinding signage, real-time maps, QR codes, and other applicable methods.” Policy HBB-11.1 (Provision of Visitor Facilities) revised as suggested. Policy HBB-11.3 (Marine Terminals) has been omitted entirely. |

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| Harbor, Bay, and Beaches | HBB-12: Protection of the visual and ecological resources of Upper Newport Bay | HBB – 12.1. 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 including monitoring and maintenance of Newport Bay Trash Interceptor. | See Page HBB-10. New Policy HBB-12.8 (Reduce Pollution) added as follows: “Minimize pollution in the Upper Newport Bay through support of actions and infrastructure that reduce trash such as the Newport Bay Trash Interceptor.” |
| Harbor, Bay, and Beaches | Not Specified | There should be something in this document to maintain the relationship with the County for the launch ramp facility as there are no other launch ramps in the harbor., Could consider identifying a new launch ramp location owned by the City. If the County were to end the lease arrangement, how would vessel launching be possible? | See Page HBB-4. New Policy HBB-4.5 (Launch Ramp Facility) added as follows: “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.” |
| Harbor, Bay, and Beaches | Not Specified | There should be something in the document to maintain the relationship with fuel dock owner(s). If those owner(s) decided to redevelop their property into something other than a fuel station, how would vessel fueling be possible? | See Page HBB-4. New Policy HBB-4.6 (Vessel Fueling) added as follows: “Coordinate with fuel dock owners to develop strategies for the long-term preservation of vessel fueling stations.” |
| Harbor, Bay, and Beaches | Not Specified | Consider adding a section that defines the City Harbor Department’s current role and the need to maintain this. | See Page HBB-4. Prefacing narrative under “Harbor Coordination and Administration” has been revised to include the following: “The Harbor Department is responsible for many of the harbor-related programs and services in the City, providing essential services such as |

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| | | | 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 supports both the daily operations and long-term sustainability of the harbor.” |
| Harbor, Bay, and Beaches | Not Specified | There is no mention of the Harbor Department’s current role in managing the harbor, coordinating safety, providing on-the-water support, and generating revenue for the Harbor Department budget and the Tidelands Fund. Including these functions would acknowledge the Department’s importance in daily operations and long-term harbor sustainability. | See previous response. |
| Harbor, Bay, and Beaches | Not Specified | The Orange County Sheriff’s Harbor Patrol role is mentioned only indirectly through safety policies. Consider adding a specific policy on collaboration between the City and the Sheriff’s Department to ensure consistent, effective, and well-coordinated law enforcement on the water. | See Page HBB-5. New Policy HBB-5.4 (Harbor Patrol) added as follows: “Coordinate with the Orange County Sheriff’s Department on Harbor Patrol to provide consistent, effective, and well-coordinated law enforcement on the water.” |
| Harbor, Bay, and Beaches | Within the “Economic Value of the Harbor” Section | The data is from 2018. Should we obtain later data and add a note that this data will be updated every X years to maintain relevance? | See Pages HBB-6 and HBB-7. Prefacing narrative revised to clarify data reference. |

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| | | | <p>Additionally, new Policy HBB-8.8 (Economic Assessment) added as follows: “Conduct regular assessments at least every 5 years of the economic viability of the harbor, bay, and beaches to track potential changes.”</p> |





Date: 1/21/2026 User: slams@mckenzie.com Path: Z:\Projects\1544301\MAP\DOC\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;

