Attachment B

Resolution No. 2026-__ (Adopting the Newport Beach 2050 General Plan)

RESOLUTION NO. 2026-__

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NEWPORT BEACH, CALIFORNIA, ADOPTING THE COMPREHENSIVE UPDATE OF THE NEWPORT BEACH GENERAL PLAN, ALSO KNOWN AS THE "NEWPORT BEACH 2050 GENERAL PLAN" (PA2022-080)

WHEREAS, Section 200 of the City Charter, of the City of Newport Beach ("City"), vests the City Council with the authority to make and enforce all laws, rules and regulations with respect to municipal affairs subject only to the restrictions and limitations contained in the City Charter and the State Constitution, and the power to exercise, or act pursuant to any and all rights, powers, and privileges or procedures granted or prescribed by any law of the State of California;

WHEREAS, California Government Code Section 65300 *et seq.*("Government Code") sets forth requirements for the City to prepare and adopt a comprehensive, long-term general plan for the physical development of the City;

WHEREAS, the General Plan is a community-wide vision document that is intended to address and respond to community needs;

WHEREAS, the City last completed a comprehensive General Plan update in 2006 ("General Plan"), with various elements of the General Plan being amended and adopted from time to time over the last 20 years;

WHEREAS, on January 22, 2019, the City Council adopted Resolution No. 2019-7, as amended by Resolution No. 2019-20 on February 26, 2019, establishing the General Plan Update Steering Committee ("Original GPUSC") and initiating a comprehensive review and update of the General Plan;

WHEREAS, the City Council determined that the existing General Plan, as amended, should be reviewed and may require revision to sufficiently address the range and breadth of technological, environmental, economic, and demographic changes, within and outside the City, that have affected Newport Beach since the General Plan was adopted;

WHEREAS, the City Council dissolved the Original GPUSC and established the Housing Element Update Advisory Committee ("HEUAC") pursuant to Resolution No. 2020-6 on January 14, 2020, in light of the 6th Cycle Regional Housing Needs Assessment ("RHNA") allocation to focus on preparing the 6th Cycle Housing Element

for the 2021-2029 planning period ("Housing Element"), and updating the Land Use Element and Circulation Element;

WHEREAS, on February 8, 2022, the City Council adopted Resolution No. 2022-14, adopting the 6th Cycle Housing Element for the 2021-2029 planning period ("Housing Element"), which was subsequently revised and re-adopted by Resolution No. 2022-60 on September 13, 2022, and certified as statutorily compliant with state law by the State Department of Housing and Community Development ("HCD") on October 5, 2022;

WHEREAS, on November 14, 2023, the City Council adopted amendments to the Noise Element and Land Use Element pursuant to Resolution No. 2023-72 that were necessary to implement the Housing Element;

WHEREAS, on July 23, 2024, the City Council certified the Final Program Environmental Impact Report ("PEIR") for the City of Newport Beach Housing Element Implementation Program (SCH No. 2023060699) and adopted a focused update to the Land Use Element for implementation of the Housing Element;

WHEREAS, contemporaneously, the City began working on the comprehensive General Plan Update with the reestablishment of the General Plan Update Steering Committee ("GPUSC"), pursuant to Resolution No. 2022-2, as subsequently amended by Resolution No. 2025-3;

WHEREAS, on September 13, 2022, the City Council adopted Resolution No. 2022-59, establishing the General Plan Advisory Committee ("GPAC") to review and provide guidance on policy changes associated with the General Plan Update;

WHEREAS, the draft General Plan Update, which incorporates amendments to the Arts & Culture, Harbor, Bay, and Beaches, Historical Resources, Land Use, Natural Resources, Noise, Recreation, and Safety Elements, evolved over the course of a combined 100 meetings between the GPUSC, GPAC, and the GPAC's various subcommittees, and includes input from hundreds of community members;

WHEREAS, as part of the work program of the GPUSC and GPAC, the Outreach Subcommittee was formed to ensure well-planned and well-executed community outreach and engagement;

WHEREAS, the public outreach efforts were documented in "Phase One Outreach Summary" prepared by Kearns & West and dated July 2024, "Phase Two Outreach Summary" prepared by Kearns & West and dated March 2025, and "Phase Three Outreach Summary" prepared by Kearns & West and dated January 2026;

WHEREAS, the GPUSC and GPAC held a special joint meeting on December 3, 2025, to review comments on the General Plan Update from City boards, commissions, and committees, and to provide direction to City staff on how to incorporate responsive revisions, as deemed appropriate;

WHEREAS, the GPUSC and GPAC held another special joint meeting on January 21, 2026, on the Final GPUSC/GPAC Draft General Plan Update ("Newport Beach 2050 General Plan");

WHEREAS, the Planning Commission held a study session on March 19, 2026, to introduce the Newport Beach 2050 General Plan;

WHEREAS, California Public Utilities Code ("CPUC") Section 21676(b) requires the City to refer the amendments to the General Plan to the Orange County Airport Land Use Commission ("ALUC") to review for consistency with the 2008 John Wayne Airport Environs Land Use Plan ("AELUP");

WHEREAS, on March 19, 2026, the ALUC conducted a public hearing on the Newport Beach 2050 General Plan and determined by a unanimous vote (5 ayes, 0 nays) that it is inconsistent with the AELUP;

WHEREAS, Government Code Section 65353 requires that, when local regulations have authorized a Planning Commission to review and make recommendations on a proposed general plan or amendments to a general plan, the Commission shall hold at least one public hearing before making its recommendation;

WHEREAS, a public hearing was held on April 23, 2026, in the Council Chambers at 100 Civic Center Drive, Newport Beach, California 92660. A notice of the time, place, and purpose of the hearing was given in accordance with Government Code Section 54950 *et seq.* ("Ralph M. Brown Act") and Chapter 20.62 (Public Hearings) of the Newport Beach Municipal Code ("NBMC"). Evidence, both written and oral, was presented to and considered by the Planning Commission at this hearing;

WHEREAS, at the conclusion of the public hearing, the Planning Commission voted unanimously (5 ayes, 0 nays, 2 absent) to adopt Planning Commission Resolution No. PC2026-15 recommending approval of the Newport Beach 2050 General Plan;

WHEREAS, a City Council study session was held on April 28, 2026, to introduce the Newport Beach 2050 General Plan;

WHEREAS, the City Council held a duly noticed public hearing on April 28, 2026, in the City Council Chambers located at 100 Civic Center Drive, Newport Beach, California 92660. A notice of time, place, and purpose of the public hearing was provided in accordance with CPUC Section 21676(b), the Ralph M. Brown Act, and the NBMC. Evidence both written and oral, was presented to, and considered by, the City Council at this public hearing;

WHEREAS, at the conclusion of the public hearing, the City Council unanimously adopted (7 ayes, 0 nays) Resolution No. 2026-25 on April 28, 2026, pursuant to Sections 21670 and 21676 of the CPUC, notifying the ALUC and State Department of Transportation Aeronautics Program of the City's intent to override ALUC's inconsistency finding; and

WHEREAS, the City Council held a duly noticed public hearing on June 23, 2026, in the City Council Chambers located at 100 Civic Center Drive, Newport Beach, California 92660. A notice of time, place, and purpose of the hearing was given in accordance with CPUC Section 21676(b), the Ralph M. Brown Act, the NBMC, and City Council Policy K-1 (General Plan and Local Coastal Program) and City Council Policy K-3 (Implementation procedures for the California Environmental Quality Act). Evidence both written and oral, was presented to, and considered by, the City Council at this public hearing.

NOW, THEREFORE, the City Council of the City of Newport Beach resolves as follows:

Section 1: The City Council does hereby make the findings attached hereto as Exhibit "A" and incorporated herein by reference, adopts the Newport Beach 2050 General Plan, attached hereto as Exhibit "B" and incorporated herein by reference, and authorizes City staff to maintain an online digital version as the primary copy.

Section 2: The recitals provided in this resolution are true and correct and are incorporated into the operative part of this resolution.

Section 3: If any section, subsection, sentence, clause or phrase of this resolution is, for any reason, held to be invalid or unconstitutional, such decision shall not affect the validity or constitutionality of the remaining portions of this resolution. The City Council hereby declares that it would have passed this resolution, and each section, subsection, sentence, clause or phrase hereof, irrespective of the fact that any one or

more sections, subsections, sentences, clauses or phrases be declared invalid or unconstitutional.

Section 4: Pursuant to Section 21166 of the California Public Resources Code and Section 15162 of the California Environmental Quality Act ("CEQA") Guidelines, the changes authorized under the Project are not substantial, as they do not involve new significant effects or a substantial increase in the severity of previously identified significant effects, and therefore, a subsequent Environmental Impact Report ("EIR") does not need to be prepared. On July 23, 2024, the City Council adopted Resolution No. 2024-50, certifying the adequacy and completeness of the PEIR (SCH No. 2023060699) for the City of Newport Beach Housing Element Implementation Program. State CEQA Guidelines allow for the updating and use of a previously certified EIR, or in this case PEIR, for projects that have changed or are different from the previous project. In cases where changes or additions occur with no new significant environmental impacts, an addendum to the previously certified PEIR may be prepared pursuant to CEQA Guidelines Section 15164. The City prepared an addendum to the PEIR, which is attached hereto as Exhibit "C" and hereby incorporated by reference, and which concludes there are no new environmental impacts and no impacts of greater severity that would result from approval and implementation of the General Plan Update.

Section 5: This resolution shall take effect immediately upon its adoption by the City Council, and the City Clerk shall certify the vote adopting the resolution.

ADOPTED this 23rd day of June, 2026.

Lauren Kleiman
Mayor

ATTEST:

Lena Shumway
City Clerk

APPROVED AS TO FORM:
CITY ATTORNEY'S OFFICE

Aaron C. Harp
City Attorney

Attachments: Exhibit "A" – Findings
Exhibit "B" – Newport Beach 2050 General Plan
Exhibit "C" – Addendum to Program Environmental Impact Report for the City of Newport Beach Housing Implementation Program (SCH No. 2023060699)

EXHIBIT "A"
Findings

A. *The proposed General Plan amendment is consistent with other elements of the City's General Plan pursuant to Government Code Section 65300.5.*

The proposed Newport Beach 2050 General Plan is a comprehensive update to the remaining General Plan Elements except for the recently adopted 2021-2029 Housing Element and Circulation Element which were necessary to implement the Housing Element. All proposed updates have been developed to ensure internal consistency across all elements and compliance with state law regulating the contents of general plans. Each element also includes proposed goals and objectives that comply with state law, with supporting policies and implementation measures that have been crafted to further the City's stated goals and objectives. Collectively, the Newport Beach 2050 General Plan provides a thoughtful, forward-thinking framework that modernizes the refreshed elements—including Arts & Culture, Harbor, Bay, and Beaches, Historical Resources, Land Use, Natural Resources, Noise, Recreation, and Safety—in alignment with the community's current vision for Newport Beach in 2050. Collectively, the Newport Beach 2050 General Plan modernizes refreshed elements. in alignment with the community's current vision for Newport Beach in 2050.

B. *The proposed General Plan amendment, if applicable, responds to changes in state and/or federal law pursuant to Section 65300.9 of the State Government Code.*

The proposed General Plan amendment responds to changes in state law pursuant to Government Code Section 65300.9 because the General Plan Update itself was initiated, in part, in response to applicable state law. Notably, the Newport Beach 2050 General Plan includes updates such as but not limited to, changes to the Safety Element to address new hazard scenarios and an evacuation route analysis; policies in updated elements specifically addressing Environmental Justice per Senate Bill 1000; changes to the Recreation Element and Natural Resources Element in response to Senate Bill 1425 related to equitable access to open space, resilience and rewilding; and Assembly Bill 1889 related to supporting wildlife movement and habitat connectivity.

C. *The proposed General Plan amendment has been referred to the County of Orange and any adjacent cities abutting or affected by the proposed action and any other federal agency whose operations or lands may be affected by the proposed decision pursuant to Government Code Section 65352.*

While there are no changes proposed to land use patterns or development intensity, the Newport Beach 2050 General Plan has been broadly advertised. The City has invited comments from the public and adjoining jurisdictions as part of an inclusive outreach and engagement process. Notwithstanding the preceding statement, the City engaged with the County of Orange, and Cities of Irvine and Costa Mesa as part of

the Circulation Element update, and as part of the Housing Element update and its related implementation measures.

D. *The proposed General Plan amendment will not be detrimental to the public health, safety, and welfare of the community.*

The proposed General Plan amendment will not be detrimental to the public health, safety, and welfare of the community because the Newport Beach 2050 General Plan continues to include a regulatory framework that promotes sustainable land use patterns that would encourage the provision of adequate infrastructure, preservation of open space and biological resources, promote access to open space and recreational opportunities, and decrease land use compatibility conflicts. Updates to the Safety Element would further improve public health and safety by identifying potential risks associated with numerous hazard scenarios in the City and providing important information related to emergency responses and evacuation planning during an emergency event.

E. *The City has complied or will comply with Senate Bill 18 related to Tribal Consultation.*

On March 16, 2026, City staff transmitted a Senate Bill (SB) 18 Tribal Consultation Notice by electronic mail and certified mail to the contacts provided on a list furnished by the State's Native American Heritage Commission (NAHC). City staff received four responses. One from the Gabrieleño Band of Mission Indians – Kizh Nation (Kizh Nation), one from the Juaneño Band of Mission Indians – Acjachemen Nation 84A (Acjachemen Nation 84A), one from the Juaneño Band of Mission Indians – Acjachemen Nation-Belardes (Acjachemen Nation-Belardes), and one from the Pala Band of Mission Indians (Pala).

Kizh Nation did not wish to consult on this update, but requested to continue being notified of proposed future ground-disturbing activities. Acjachemen Nation 84A requested to consult and a virtual meeting was held on April 16, 2026, with the City describing the 2050 General Plan. After City staff described the update effort, Acjachemen Nation 84A no longer wished to consult and the consultation was closed. Acjachemen Nation-Belardes requested to consult. City staff responded with more information on the update effort on April 21, 2026, and received no response from the representative. City staff followed up on June 1, 2026, and again received no response from the representative. Due to lack of response, the consultation was considered closed. Pala did not wish to consult on this effort but requested to be kept apprised if the scope of the effort changes prior to action.

The 90-day period within which consultation could be requested concluded on June 14, 2026.

EXHIBIT “B”

Newport Beach 2050 General Plan



CITY OF NEWPORT BEACH

2050 General Plan

Newport, Together.

Table of Contents

SECTION **PAGE NO.**

Introduction I-1
General Plan Update Process I-1
Newport Beach Overview I-2
General Plan Overview I-2
Organization of the General Plan by Element I-3
Acknowledgments I-4
Vision Statement and Guiding Values VS-1
Vision Statement VS-1
Guiding Values VS-1
Arts and Culture Element AC-1
Purpose AC-1
Overview AC-1
Goals, Policies, and Actions AC-1
Circulation Element C-1
Harbor, Bay, and Beaches Element HBB-1
Purpose HBB-1
Overview HBB-1
Goals, Policies, and Actions HBB-1
Historical Resources Element HR-1
Purpose HR-1
Overview HR-1
Goals, Policies, and Actions HR-1
Housing Element H-1
Land Use Element LU-1
Purpose LU-1
Overview LU-1
Goals, Policies, and Actions LU-2
Natural Resources Element NR-1
Purpose NR-1
Overview NR-1
Goals, Policies, And Actions NR-1
Noise Element N-1
Purpose N-1
Overview N-1
Goals, Policies, and Actions N-6

DRAFT

Recreation Element R-1
Purpose R-1
Overview R-1
Goals, Policies, and Actions R-3
Safety Element S-1
Purpose S-1
Overview S-1
Vulnerable Populations S-1
Goals, Policies, and Actions S-3
Implementation Programs IP-1
Development Management System IP-1
Governance IP-11
Public Infrastructure Plans IP-16
Public Service Facility Plans IP-23
Public Services and Programs IP-26
Financing IP-29
Implementation Programs Crosswalk IPC-1
Glossary G-1

TABLES

LU-1 Anomaly Locations LU-4
LU-2 Land Use Designations LU-9
LU-3 Housing Opportunity Overlay LU-16
NR-1 Waterbody Uses and Conditions NR-7
R-1 2045 Projected Park Needs by Service Area R-2
S-1 Populations Vulnerable to Hazards S-1
N-1 Representative Environmental Noise Levels N-2
N-2 Land Use Noise Compatibility Matrix N-5
IP-1 Implementation Programs Crosswalk IPC-1

EXHIBIT

S-1 Extreme Heat Day Projections S-14

FIGURES

I-1 Regional Vicinity I-5
I-2 City and Sphere of Influence I-7
LU-1 Planning Area and Sphere of Influence LU-43
LU-2 General Plan Land Use Overview LU-45
LU-3 Statistical Areas Map LU-47
LU-4 Statistical Areas D3, D4, E1–E3 ..... LU-49

DRAFT

LU-5 Statistical Areas C1, C2, D1, D2 ..... LU-51
LU-6 Statistical Areas B3, B4, B5 ..... LU-53
LU-7 Statistical Areas B1, B2 ..... LU-55
LU-8 Statistical Areas A1–A3 ..... LU-57
LU-9 Statistical Areas H1–H4 ..... LU-59
LU-10 Statistical Areas G1, J1–J5, K1, K2 ..... LU-61
LU-11 Statistical Areas J6, L4 ..... LU-63
LU-12 Statistical Areas K3, L3, M6 ..... LU-65
LU-13 Statistical Areas F1, L1, L2, M1–M5 ..... LU-67
LU-14 Statistical Areas F2–F8 ..... LU-69
LU-15 Statistical Area N LU-71
LU-16 Planning Sub-Areas LU-73
LU-17 Airport Area LU-75
LU-18 Balboa Island LU-77
LU-19 Balboa Peninsula Lido Village/Cannery Village/McFadden Square LU-79
LU-20 Balboa Village LU-81
LU-21 Corona del Mar LU-83
LU-22 Mariner's Mile LU-85
LU-23 Newport Center/Fashion Island LU-87
LU-24 Old Newport Boulevard LU-89
LU-25 West Newport Mesa LU-91
LU-26 Western Entry Corridor LU-93
LU-27 Airport Area Residential Villages Illustrative Concept Diagram LU-95
N-1 Existing Traffic Noise Contours N-15
N-2 General Plan Housing Element (GPHE) Traffic Noise Contours N-17
N-3 2014 Settlement Agreement Airport Noise Contours N-19
NR-1 Natural Resources – Oil and Gas Wells NR-15
NR-2 Environmental Study Areas NR-17
NR-3 Rivers and Waterbodies in Newport Beach NR-19
NR-4 Viewpoints and Corridors NR-21
R-1 Parks and Open Space R-11
R-2 West Newport Park Service Area R-13
R-3 Balboa Peninsula Park Service Area R-15
R-4 Newport Heights/Upper Bay Park Service Area R-17
R-5 Santa Ana Heights Park Service Area R-19
R-6 Lower Bay Park Service Area R-21
R-7 Balboa Island Park Service Area R-23
R-8 Eastbluff/Newport North Park Service Area R-25
R-9 Newport Center Park Service Area R-27

DRAFT

R-10 Corona del Mar Park Service Area R-29
R-11 Harbor View Park Service Area R-31
R-12 Newport Coast Park Service Area R-33
R-13 Park Classification R-35
S-1 Citywide Coastal Flood Risk S-19
S-2 Newport Harbor Coastal Flood Risk S-21
S-3 Landslide Zones S-23
S-4 Liquefaction Zones S-25
S-5 FEMA Flood Zones S-27
S-6 Fire Hazard Severity Zones S-29
S-7 Land Uses in Fire Hazard Severity Zones S-31
S-8 Historic Fires S-33
S-9 Hazardous Materials S-35
N-1 Existing Traffic Noise Contours N-15
N-2 General Plan Housing Element Traffic Noise Contours N-17
N-3 2014 Settlement Agreement Airport Noise Contours N-19

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Acronyms and Abbreviations

Acronym/Abbreviation	Expanded Term
ADA	Americans with Disabilities Act
CalGEM	California Geologic Energy Management Division
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
City	City of Newport Beach (i.e., government entity)
CNEL	Community Noise Equivalent Level
CoSMoS	Coastal Storm Modeling System
dB	decibel
dBA	A-weighted decibel
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
GPAC	General Plan Advisory Committee
HVAC	heating, ventilation, and air conditioning
Imp.	implementation program
LAFCO	Local Agency Formation Commission
LCP	Local Coastal Program
L_{eq}	equivalent energy noise level
SOI	Sphere of Influence
SRA	source receptor area
USACE	U.S. Army Corps of Engineers

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Introduction

The Newport Beach 2050 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. Although 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 General Plan is intended to be a dynamic document, it 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 2050 General Plan is the result of more than 2 years of work by the General Plan Update Steering Committee, the General Plan Advisory Committee (GPAC), and the community and was developed in response to other recent amendments, which began in 2019. The General Plan Update Steering Committee and GPAC consist of 31 residents and community members who helped guide the General Plan Update process and 2050 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 2050 General Plan was developed. The GPAC also developed Guiding Values that represent aspirational themes emphasized throughout the 2050 General Plan. This General Plan has been guided by the Vision Statement and Guiding Values, which were shaped through community input provided by the General Plan Update Steering Committee, 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 2050 General Plan is the result of thousands of hours of research and technical studies, the collective efforts of a diverse group of elected

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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 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 88,650 residents by 2045.[1] During the summer months, the population grows, with 20,000 to 100,000 tourists visiting daily. Newport Beach surrounds Newport Bay, where approximately 4,300 boats of all types are docked within the 21-square-mile Newport Harbor area. The Newport Bay area and Newport Beach'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 2050 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 that are not achieving their full potential, and the 2050 General Plan establishes strategies for their enhancement and revitalization. This 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. This 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 this General Plan provide strategies to protect people, residences, and businesses from adverse impacts, such as noise and safety hazards.

The framework for this 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 (Government Code Section 65300) states that "each county and city shall adopt a comprehensive, long-term general plan for the physical development of the county or city, 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 SOI encompasses the majority of an area that was formerly known as Banning Ranch. Approximately 387 acres of Banning Ranch were acquired for preservation purposes by the Coastal Corridor Alliance (previously Banning

[1] City of Newport Beach. Recreation Element Existing Conditions and Background Analysis. April 2024.

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 area's natural habitat and allowing managed public access for passive recreational purposes. The Banning Ranch Remainder is a 13-acre carve-out from the Randall Preserve. 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 2050 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, the County of Orange's Measure M requirements mandate that all jurisdictions in Orange 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 Programs portion of the General Plan describes the specific actions that will implement the General Plan's goals and policies. The Implementation Programs section is intended to be reviewed and updated

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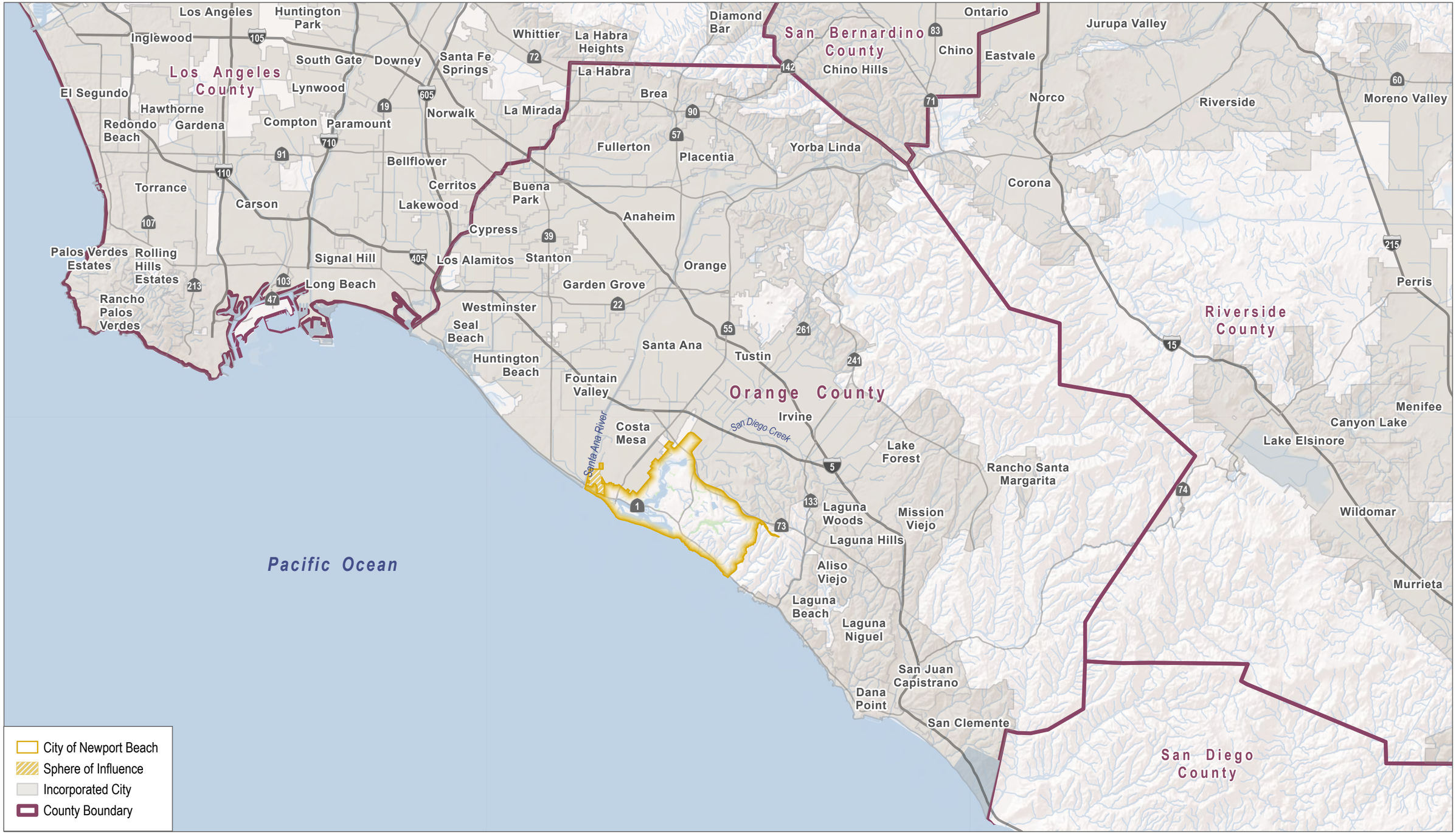
regularly to allow decision makers to adjust to current community priorities and funding resources. The notation "Imp." following each policy identifies the corresponding implementation program.

The 2050 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 2050 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 2050 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 are linked online and are 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
- Community of Newport Beach

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

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0 2.5 5 Miles

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Regional Vicinity

City of Newport Beach General Plan Update

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

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City and Sphere of Influence

City of Newport Beach General Plan Update

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Vision Statement and Guiding Values



Development of this General Plan has been guided by its Vision Statement and Guiding Values, which were shaped through 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 Newport Beach in 2050. The Guiding Values are representative of aspirational themes emphasized throughout the 2050 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, Newport 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.

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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.

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 compose 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, Newport Harbor and Newport 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, a 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 A 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

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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 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 and 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

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7. Administer Financial Resources Responsibly

Fiscal responsibility supports an efficient use of resources to help maintain economic stability and prosperity within the 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 Newport Beach'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 in parks, open spaces, public plazas, view sites, and villages and along corridors that attract visitors. (Imp. 1.1, 20.1, 20.3, 30.1)

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- **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. 23.3, 29.2, 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 and 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, 29.2)
- **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)

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- **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, older adults, and people of all abilities throughout Newport Beach. (Imp. 14.2, 29.1)
- **Policy AC-3.2: Resources for Artists**. 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)

Providing and Maintaining Arts and Cultural 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

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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; and (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 Master Plan, and report periodically on implementation progress to the 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)

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Circulation Element

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Harbor, Bay, and Beaches Element

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 include Upper Newport Bay and Newport Harbor in Lower Newport Bay.

OVERVIEW

The Harbor, Bay, and Beaches Element builds on the adopted 2050 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 in Newport Beach support substantial economic opportunities and activity that are vital to the economy of the City of Newport Beach (City). The Harbor, Bay, and Beaches Element addresses a wide range of topics, including land and water uses; harbor coordination and administration; the economic value of the harbor, bay, and beaches; 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 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

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.

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

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 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 and 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)

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

- **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 Rentals**. 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. (Imp. 2.1, 21.1, 21.3)
- **Policy HBB-1.10: Entertainment and Tour Boats**. Support continued operation of entertainment and tour boats subject to reasonable regulations designed to ensure that the operations do not have 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 Senate Bill 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. The Sea-Level Rise Plan should at least consider the following:
  - Preservation of private property rights;
  - Preservation and migration of intertidal 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 HBB-2.2: Emergency Preparedness**. Provide information to at-risk property owners about emergency and disaster preparedness and best practices. (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. (Imp. 10.5)

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

- **Policy HBB-3.1: Waterfront Public Spaces**. Encourage the 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 identity and activity "centers" of Newport Harbor for special events of community/regional interest. (Imp. 20.1, 20.2, 20.3, 21.3)

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- **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 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 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 Newport Beach, 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. The Harbor Department's role is vital for supporting the local marine-dependent economy while also supporting residents, businesses, and visitors through coordinated safety efforts and on-the-water support, and generating revenue for the Harbor Department budget and the Tidelands Fund. The Harbor Department supports both the daily operations and long-term sustainability of Newport Harbor.

Additionally, several commissions and committees handle administrative and advisory tasks, including advising the City Council, reviewing decisions, and managing permits. These are listed below.

Harbor Commission. 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.

Parks, Beaches, and Recreation Commission. 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

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

Water Quality/Coastal Tidelands Committee. 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.

California Department of Parks and Recreation. 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: 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 Newport 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 Water Quality/Coastal Tidelands Committee and/or the Parks, Beaches, and Recreation Commission has adequate representation of experts in coastal resilience to ensure that this topic remains a priority for 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. 5.2, 21.2, 30.1)
- **Policy HBB-6.2: U.S. Army Corps of Engineers Coordination**. 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. 14.12)
- **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)

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- **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 dune restoration and sand replenishment and nourishment. (Imp. 5.2, 8.1, 21.2)
- **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 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 floods, storms, pollution, dredging, vessel sinking, and other potentially hazardous events to supplement existing safety and rescue operations. (Imp. 28.2)
- **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, Bay, and Beaches

The City manages an interconnected 47.4-mile-long shoreline system composed of bay and ocean beaches, vital dunes, and the navigational waters of Newport Harbor and the tidal wetlands of Upper Newport Bay.[6] Newport Harbor is among the largest recreational boat harbors on the West Coast, with more than 9,000 recreational boats and a thriving coastal 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 each year. Beach and boating users are vital to the local economy.

As further detailed in the Harbor and Bay Element Existing Conditions and Background Analysis, the harbor, bay, and beaches provide significant economic benefits to both the City and the County of Orange. Based on visitor spending patterns, these areas are estimated to account for slightly more than 30% of all direct tourism-related spending (nearly $400 million annually) in Newport Beach. This includes spending on accommodations, entertainment, restaurants, retail, and other amenities during their stay, which, for day-trip visitors, is estimated to average slightly less than 4 hours.

[6] City of Newport Beach. 2026. Demographics and Statistics. https://www.newportbeachca.gov/i-am-a/visitor/about-newport-beach/demographics-and-statistics.

Further, based on an analysis of maritime and visitor-serving industries that are in Newport Beach due to the presence of the harbor, bay, and beaches, it is estimated that these areas create $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 annually. The harbor, bay, and beaches are also estimated to support approximately 5,900 indirect jobs, or 1,500 additional indirect jobs, in Orange County. It is estimated that these areas create $787 million in total economic output to the County of Orange's economy.

Administration and management of the harbor, bay, and beaches require 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 businesses.

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 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: 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: Mooring 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, 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 tideland 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)

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- **Policy HBB-9.5: Efficient Harbor Management**. Support efficient Newport Harbor management through the use of emerging technologies such as smart buoys, online mooring rentals, vessel tracking, and other technologies, to the extent feasible. (Imp. 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. The types and locations of amenities will consider the needs for both 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 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. (Imp. 5.2)
- **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. (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. 21.4, 23.1)

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Goal HBB-11: Multiple, well-connected coastal access options

- **Policy HBB-11.1: 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, 21.4)
- P**olicy 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: 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 HBB-11.4: 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. (Imp. 21.6)
- **Policy HBB-11.5: Wayfinding**. Assess potential improvements to wayfinding in coastal areas highlighting visitor resources. (Imp. 16.13, 21.6)

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.[8]

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, 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: Interagency Coordination**. Continue interagency coordination with relevant entities involved in the protection and preservation of Upper Newport Bay. (Imp. 14.3, 14.6, 14.7, 14.8, 14.13, 14.14, 14.15)

[7] Newport Bay Conservancy. 2024. “Bay Management.” https://newportbay.org/the-bay/bay-management/.
[8] California Department of Fish and Wildlife. 2026. “Upper Newport Bay State Marine Conservation Area.” https://wildlife.ca.gov/Conservation/Marine/MPAs/Upper-Newport-Bay.

- **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. (Imp. 7.5, 17.1, 23.6, 29.3)
- **Policy HBB-12.4 (NR-12.2, S-6.2): Stormwater Management Coordination**. 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. (Imp. 7.5, 14.15, 17.1, 17.2, 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 Upper Newport Bay through support of actions and infrastructure that reduce trash, such as the Newport Bay Trash Interceptor. (Imp. 10.3, 16.15)

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Historical Resources Element



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 Newport Beach'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, the 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 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 Reuse 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 to apply for public and private grants to help preserve and maintain historical resources throughout Newport Beach. (Imp. 8.2, 29.2)

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- **Policy HR-1.5: Historic Context Statement**. Consider preparing a Historic Context Statement to provide a consistent framework for evaluations and surveys. (Imp. 10.1, 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. 10.1, 29.2)
- **Policy HR-1.7: Streamlined Regulations**. Consider including 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 the 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. 10.1, 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 long-standing 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, donations, or 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)

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- **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 tourism. (Imp. 14.15)
- **Policy HR-4.4: Educational Collaboration**. Encourage collaboration with local educational institutions on preservation programs, activities, and exhibits/collections. (Imp. 14.2, 29.2)
- **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. (Imp. 29.2)

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. 11.1)
- **Policy HR-5.2: Historic 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. (Imp. 11.1)

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Housing Element

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Land Use Element



PURPOSE

The 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 2050 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 well-being.

Development and the distribution of different land uses influence 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 uses, and industrial uses. Non-residential development is primarily concentrated in Newport Center, the Airport Area, West Newport Mesa, and 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 types 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.

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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 2050 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 is a 487-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. The City's SOI encompasses the majority of an area that was formerly referred to as Banning Ranch. Approximately 387 acres of Banning Ranch were acquired for preservation purposes 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 allowing managed public access for passive 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. The area formerly known as the Banning Ranch planning sub-area, is now referred to as the Randall Preserve (Banning Ranch) planning sub-area, as depicted in Figure LU-16, Planning Sub-Areas, for the purposes of this Land Use Element.

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. The Land Use Plan is collectively made up of land use designations, which depict the general distribution of land use throughout Newport Beach; Anomaly Locations, which include specific permitted uses and intensities for each applicable parcel within the

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defined statistical areas; and housing opportunity overlays, which capture additional development capacity from the adopted 6th Cycle Housing Element.

2. **Defining neighborhood and land use characteristics**, 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. **Coordinating agency involvement**, 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, Randall Preserve (Banning Ranch), Cannery McFadden, Corona del Mar, Mariner's Mile, Newport Center, Old Newport Boulevard, Western Entry Corridor, and West Newport Mesa. They are pictured collectively in Figure LU-16 and, where needed for detailed land use, they are pictured 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 Area, 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 opportunity 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 and identify the Anomaly Locations (Figures LU-4 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 theater 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-4 through LU-15 for the Anomaly Locations. Development capacity limits are reflected in Table LU-1. The development capacity limits in Table LU-1 reflect the authorized capacity at the point of adoption and are tracked and updated separately, as necessary, by staff. The “Tracking Updates” and “Reference Numbers/ Documents” columns document subsequent adjustments and, where information is provided, supersede the development limits shown in the “Development Limit” columns.

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Table LU-1. Anomaly Locations

Anomaly Number	Statistical Area	Land Use Designation*	Development Limit (square feet)	Development Limit (other)	Additional Information	Tracking Updates	Reference Numbers/ Documents
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		
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	Transfer In (Anomaly 17): 3,909 sf (converted from 48 hotel rooms) Transfer In (Anomaly 19): 1,620 sf Post-Transfer Allocations:	PA2010-135, Reso No. 2011-101 PA2017-107, Reso No. PC2019-005

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Table LU-1. Anomaly Locations

Anomaly Number	Statistical Area	Land Use Designation*	Development Limit (square feet)	Development Limit (other)	Additional Information	Tracking Updates	Reference Numbers/ Documents
						463,409 sf	
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	Transfer Out (Anomaly 12): 48 hotel rooms (converted to 3,909 sq. ft.) Post-Transfer Allocations: 33,292 sf 256 hotel rooms	PA2010-135, Reso No. 2011-101
18	L4	CG	225,280	None	None		
19	L4	CG	228,530	None	None	Transfer Out (Anomaly 12): 1,620 sq. ft. Post-Transfer Allocations: 226,910 sf	PA2010-135, Reso No. 2011-101
21	J6	CO-G	687,000	None	Office: 660,000 sf 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		

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Table LU-1. Anomaly Locations

Anomaly Number	Statistical Area	Land Use Designation*	Development Limit (square feet)	Development Limit (other)	Additional Information	Tracking Updates	Reference Numbers/ Documents
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 facilities: 30,000 sf Community mausoleum and garden crypts: 121,680 sf Family mausoleums: 12,000 sf		
34	L1	CO-R	484,348	None	None	Transfer Out (Anomaly 35): 15,468 sf Post-Transfer Allocations: 468,880 sf	PA2015-109, Reso No. 2015-92
35	L1	CO-R	199,095	None	None	Transfer Out (Anomaly 40): 45,236 sf Transfer Out (Anomaly 48): 75,878 sf Transfer In (Anomaly 44): 83,453 sf 16,500 sf (converted from theater seats) Transfer In (Anomaly 34): 15,468 sf Transfer In (Anomaly 45): 5,693 sf Transfer Out (Anomaly 82):	PA2011-159, Reso No. 2011-102 PA2014-212, Reso No. 2015-13 PA2015-109, Reso No. 2015-92 PA2020-020, Reso No. 2021-91

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Table LU-1. Anomaly Locations

Anomaly Number	Statistical Area	Land Use Designation*	Development Limit (square feet)	Development Limit (other)	Additional Information	Tracking Updates	Reference Numbers/ Documents
						2,085 sf (converted to 28 dwelling units) Post-Transfer Allocations: 197,010 sf	
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	Transfer In (Anomaly 40): 277,161 sf Transfer In (Anomaly 40): 24,428 sf Transfer Out (Anomaly 40): 85,756 sf Transfer Out (Anomaly 40): 50,000 sf Transfer Out (Anomaly 48): 165,833 sf Transfer In (Anomaly 40): 47,264 sf Transfer In (Anomaly 48): 241,711 sf Transfer Out (Anomaly 40): 134 Post-Transfer Allocations: 696,925 sf	PA2007-151, Reso No. 2007-82 PA2008-126, Reso No. 2008-72 PA2009-073, Reso No. 2009-38 PA2009-159, Reso No. 2010-15 PA2011-159, Reso No. 2011-102 PA2014-212, Reso No. 2015-13
40	L1	MU-H3	1,426,634	425 hotel rooms (included in total square footage)	None	Transfer Out (Anomaly 39): 277,161 sf Transfer Out (Anomaly 39): 24,428 sf Transfer In (Anomaly 48): 241,711 Transfer In (Anomaly 39):	PA2007-151, Reso No. 2007-82 PA2008-126, Reso No. 2008-72 PA2009-073, Reso No. 2009-38 PA2009-159, Reso No. 2010-15 PA2010-122, Reso No. 2010-124 PA2011-159, Reso No. 2011-102

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Table LU-1. Anomaly Locations

Anomaly Number	Statistical Area	Land Use Designation*	Development Limit (square feet)	Development Limit (other)	Additional Information	Tracking Updates	Reference Numbers/ Documents
						85,756 sf Transfer In (Anomaly 39): 50,000 sf Transfer In (Anomaly 39): 45,236 sf Transfer Out (Anomaly 39): 47,264 sf Transfer In (Anomaly 39): 134 Transfer In (Anomaly 44): 12,656 sf Post-Transfer Allocations: 1,605,899 sf 295 hotel rooms	PA2014-212, Reso No. 2015-13
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	Transfer Out (Anomaly 48): 79 hotel rooms (converted to residential units) Post-Transfer Allocation: 532 hotel rooms	PA2012-020, Reso No. 2012-63
44	L1	CR	1,619,525	1,700 theater seats (not included in total square footage)	None	Transfer Out (Anomaly 35): 83,453 sf 16,500 sf (converted from theater seats) Transfer Out (Anomaly 40): 12,656 sf Post-Transfer Allocations: 1,523,416 sf 680 theater seats	PA2014-212, Reso No. 2015-13
45	L1	CO-G	162,364	None	None	Transfer Out (Anomaly 35): 5,693 sf	PA2015-109, Reso No. 2015-92

DRAFT

Table LU-1. Anomaly Locations

Anomaly Number	Statistical Area	Land Use Designation*	Development Limit (square feet)	Development Limit (other)	Additional Information	Tracking Updates	Reference Numbers/ Documents
						Post-Transfer Allocations: 156,671 sf	
46	L1	MU-H3/PR	3,725	4 tennis courts 14 pickleball courts	5 residential units permitted	47 courts allowed on an interim basis until a project is approved and implemented	PA2021-260, Reso No. 2023-70
47	L1	CG	105,000	None	None		
48	L1	MU-H3	337,261	None	None	Transfer Out (Anomaly 40): 241,711 sf Allocated from PC-56: 430 dwelling units Transfer In (Anomaly 39): 165,833 sf Transfer In (Anomaly 35): 75,878 sf Transfer Out (Anomaly 39): 241,711 sf Transfer In (Anomaly 43): 79 dwelling units (converted from hotel rooms) Allocated from MU-H3: 15 dwelling units (converted from hotel rooms Post-Transfer Allocations: 95,550 sf 524 dwelling units	PA2009-073, Reso No. 2009-38 PA2009-159, Reso No. 2010-15 PA2010-122, Reso No. 2010-124 PA2011-159, Reso No. 2011-102 PA2012-020, Reso No. 2012-63
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		

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Table LU-1. Anomaly Locations

Anomaly Number	Statistical Area	Land Use Designation*	Development Limit (square feet)	Development Limit (other)	Additional Information	Tracking Updates	Reference Numbers/ Documents
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		
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		

DRAFT

Table LU-1. Anomaly Locations

Anomaly Number	Statistical Area	Land Use Designation*	Development Limit (square feet)	Development Limit (other)	Additional Information	Tracking Updates	Reference Numbers/ Documents
67	D2	PI	25,000	None	None		
68	L3	PI	71,150	None	None		
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 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		

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Table LU-1. Anomaly Locations

Anomaly Number	Statistical Area	Land Use Designation*	Development Limit (square feet)	Development Limit (other)	Additional Information	Tracking Updates	Reference Numbers/ Documents
					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 non-residential floor area		
81	K1	RM	N/A	296 residential units	None		
82	L1	RM	N/A	28 dwelling units	None	Transfer In (Anomaly 35): 28 dwelling units (converted from 2,085 sf of floor area) Post-Transfer Allocations: 28 dwelling units	PA2020-020, Reso No. 2021-91
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		
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.

DRAFT

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.
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.

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Table LU-2. Land Use Designations

Land Use Category	Uses	Density/Intensity
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.
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 area ratio of 0.75.

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Table LU-2. Land Use Designations

Land Use Category	Uses	Density/Intensity
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 area ratio of 1.5, where a minimum floor area to land area ratio of 0.35 and maximum of 0.5 shall be used for non-residential purposes, and a maximum of 1.0 shall be used for residential purposes. **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, multifamily residential, visitor-serving and marine-related uses, and/or buildings that vertically integrate residential with commercial uses.	Not applicable.
Mixed-Use Horizontal 1 (MU-H1)	The MU-H1 designation provides for a horizontal intermixing of uses. For properties located on the inland side of Coast Highway in the Mariner's 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, multifamily 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. 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.	**Commercial or office only:** Floor area to land area ratio of 0.5. **Multifamily residential only:** 20.1–26.7 units per acre. **Mixed-use buildings:** Floor area to land area ratio of 1.5, where a minimum floor area to land area ratio of 0.25 and maximum of 0.5 shall be used for non-residential purposes, and a maximum of 1.0 shall be used for residential purposes.
Mixed-Use Horizontal 2 (MU-H2)	The MU-H2 designation applies to properties in the Airport Area. It provides for a horizontal intermixing of uses that may include regional commercial offices, multifamily residential uses, vertical mixed-use buildings, industrial uses, hotel rooms, and ancillary neighborhood commercial uses.	**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

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Table LU-2. Land Use Designations

Land Use Category	Uses	Density/Intensity
		a maximum of 550 units may be developed as infill.* **Non-residential uses:** As defined by Table LU-1.
Mixed-Use Horizontal 3 (MU-H3)	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.	**Residential:** Maximum of 540 units. **Hotel:** 65 rooms in addition to those specified in Table LU-1.* **Other: Non-residential:** As specified by Table LU-1.
Mixed-Use Horizontal 4 (MU-H4)	The MU-H4 designation applies to properties where it is the intent to establish the character of a distinct and cohesively developed district or 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 purposes, 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.	**Mixed-use buildings:** Floor area to land area ratio of 1.5, where a minimum floor area to land area ratio of 0.25 and maximum 0.5 shall be used for retail uses, and a maximum of 1.0 shall be used for residential purposes. **Commercial only:** Floor area to land area ratio of 0.5. **Multi-unit residential only:** 20.1–26.7 units per net acre.
Mixed-Use Water Related (MU-W)	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 and allow for integrated residential development.	Not applicable.
Mixed-Use Water 1 (MU-W1)	The MU-W1 designation is applied to waterfront locations along the Mariner's 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, RM, and 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	**Mixed-use buildings:** Floor area to land area ratio of 1.25, where a minimum floor area to land area 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

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Table LU-2. Land Use Designations

Land Use Category	Uses	Density/Intensity
	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.	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.
Mixed-Use Water 2 (MU-W2)	The MU-W2 designation is applied to waterfront locations where marine-related uses may be intermixed with buildings that provide residential units on the upper floors. Permitted uses include those permitted by the CM, CV, and MU-V designations. Free-standing residential buildings shall not be permitted.	**Mixed-use buildings:** Floor area to land area ratio of 1.25, where a minimum floor area to land area ratio of 0.35 and maximum of 0.5 shall be used for non-residential purposes, and maximum of 0.75 shall be used for residential purposes. In Lido Marina Village, the maximum floor area to land area ratio shall be 1.5, where a minimum floor area to land area ratio of 0.35 and maximum of 0.7 shall be used for non-residential purposes, and a maximum of 0.8 shall be used for residential purposes. **Non-residential buildings:** Floor area to land area ratio of 0.5.
Public, Semi-Public, and Institutional		
Public Facilities (PF)	The PF designation is intended to provide public facilities, including public schools, cultural institutions, government facilities, libraries, community centers, public hospitals, and public utilities.	Not applicable.
Private Institutions (PI)	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.	Floor to land area ratio or cumulative development indicated in Land Use Plan.
Open Space (OS)	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.	Open spaces may include incidental buildings, such as maintenance equipment and supply storage, which are not

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Table LU-2. Land Use Designations

Land Use Category	Uses	Density/Intensity
		traditionally included in determining intensity limits.
Open Space/ Residential Village (OS [RV])	The OS (RV) designation is intended for the preservation of planning sub-area Randall Preserve (Banning Ranch) as open space, restoration of wetlands and other habitats, development of a community park, and consolidation of oil extraction and processing facilities. The designation permits development of a planned residential community that integrates a mix of single-family detached, single-family attached, two-family, and/or multifamily 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.	**Priority:** Open spaces, habitat restoration, and parks. Alternative: Maximum of 1,375 residential units, 75,000 square feet of retail commercial, and 75 hotel rooms.*
Parks and Recreation (PR)	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.	Not applicable for public uses. Private uses in this category may include incidental or ancillary 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.
Tidelands and Submerged Lands (TS)	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.	Not applicable.

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.

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Housing Opportunity Overlay

The housing opportunity 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 opportunity overlay, and Table LU-3, Housing Opportunity Overlay, 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 area are identified in section "Accommodating Planned Housing and Other Opportunities for Change," below.

Table LU-3. Housing Opportunity Overlay

Focus Area*	Density/Intensity	Development Capacity
Airport Area	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
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

Note:

* 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** (adapted from 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 depicts the general distribution of uses throughout Newport Beach, and Figure LU-3 provides an overview of statistical area boundaries; Figure LU-4 through Figure LU-15 are statistical area maps that depict specific use categories and development capacity for each parcel (Anomaly Locations) within the defined statistical area. Table LU-2 specifies the primary land use categories; the 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-4 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. 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-4 through Figure LU-15, using Figure LU-3 as a reference to the applicable statistical area.
- Refer to Figure LU-4 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-4 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. 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** (adapted from Policy LU 4.3). 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-20.4 (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** (reproduced from 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** (adapted from 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

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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 Opportunity 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. 8.2, 25.1)

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. Each neighborhood 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 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 well-being 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** (adapted from 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** (adapted from 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** (adapted from 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** (adapted from 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)

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- **Policy LU-2.6: Natural Resources** (adapted from 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** (adapted from Policy LU 1.6). Protect and, where feasible, enhance significant scenic and visual resources, which 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, 5.2)
- **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** (adapted from 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** (adapted from 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** (adapted from 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** (adapted from 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 setback 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 façade, and provide human-scale floor-to-floor height on the ground floor of the building.

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- 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** (adapted from 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** (adapted from 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, 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** (adapted from 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** (reproduced from 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** (adapted from 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

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

- **Policy LU-4.9: Ambient Lighting** (reproduced from 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** (adapted from 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** (adapted from 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** (adapted from 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, 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** (reproduced from 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)

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- **Policy LU-5.8: Neighborhood-Supporting Uses** (adapted from 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** (adapted from 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** (reproduced from 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** (adapted from 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 façades 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)

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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, façades, 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** (adapted from Policy LU 5.5.1). 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)

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- **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** (adapted from 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)
- **Policy LU-10.4: Building Design of Non-City Public Buildings** (adapted from 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 reuse. The planning sub-areas consist of districts and corridors. Focus areas correspond to housing opportunity overlay zones to accommodate housing opportunity sites, as identified in the Housing Element. 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 Housing Element defines focus areas and provides corresponding policies, where conflicts may arise, the Housing Element shall prevail. The following provides an overview of the areas.

Planning Sub-Areas

Planning sub-areas are shown in Figure LU-16. 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, Mariner's Mile, and Western Entry Corridor. The corridor-wide policies in Goal LU-12 apply to these corridors in addition to corridor-specific policies.

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. The focus areas consist of housing opportunity sites, which are individual properties that 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, 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 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.
- **Mariner's Mile:** The Mariner's 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 Mariner's 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 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 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

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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)** (adapted from 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)** (adapted from 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)** (adapted from 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)

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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** (adapted from 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** (adapted from 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** (reproduced from 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** (reproduced from 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. 16.1)
- **Policy LU-12.5: Compatibility of Business Operation with Adjoining Residential** (adapted from 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** (adapted from 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** (adapted from 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** (adapted from 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** (adapted from 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)

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- **Policy LU-13.4: Expanded Parking Opportunities** (adapted from 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. 16.1)
- **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** (reproduced from 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: Mariner's 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** (adapted from 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 Mixed-Use Water 1 (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** (adapted from 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** (adapted from 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** (adapted from 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. (Imp. 2.1, 16.10)
- **Policy LU-14.6: Corridor Identity and Quality** (adapted from Policy LU 6.19.6). Implement landscape, signage, lighting, sidewalk, pedestrian improvements, and other amenities that enhance the pedestrian experience consistent with the Mariner's Mile Strategic Vision and Design Plan. (Imp. 20.1)
- **Policy LU-14.7: Architecture and Site Planning** (adapted from 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** (adapted from 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)

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- **Policy LU-14.9: Harbor and Bay Views and Access** (adapted from 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** (adapted from 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** (reproduced from 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** (adapted from 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** (reproduced from 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** (reproduced from 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)

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Goal LU-16: Western Entry Corridor: A gateway corridor with public connections to the Santa Ana Bike Trail and Randall Preserve (Banning Ranch), 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** (adapted from 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** (adapted from 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** (adapted from Policy LU 6.15.5). Notwithstanding residential development permitted by the housing opportunity overlay zone, accommodate development of a maximum of 2,200 multifamily residential units applied to properties in MU-H2 (Mixed-Use Horizontal 2) as documented in Table LU-2, including workforce 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)
- **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** (adapted from 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

[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.

the development agreement, define the improvements and public benefits to be provided by the developer in exchange for the City's commitment to the number, density, and location of the housing units. (Imp. 3.1, 4.1, 13.1)

- **Policy LU-17.6: Regulatory Plans** (adapted from 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** (adapted from 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** (reproduced from 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** (adapted from 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 at least 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 and Fees 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 and Fees 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 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, 30.2)

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** (reproduced from 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** (adapted from 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)

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- **Policy LU-18.3: Marine-Related Businesses** (adapted from 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** (reproduced from 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. 16.1)
- **Policy LU-18.5: Historic Character** (reproduced from 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** (adapted from 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** (adapted from 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. (Imp. 2.1, 16.10)

Cannery Village

- **Policy LU-18.9: Priority Uses** (adapted from 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-18.10: Priority Uses on Bayfront Parcels** (adapted from 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 Mixed-Use Water 2 (MU-W2) (see Figure LU-19, Sub-Area E). (Imp. 2.1, 8.1, 21.2)

McFadden Square

- **Policy LU-18.11: Priority Uses** (adapted from 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-18.12: 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 Mixed-Use Vertical (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 Visitor Serving Commercial (CV) (0.75) (see Figure LU-20 in Sub-Area A). (Imp. 2.1, 24.1)

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- **Policy LU-18.13: Commercial Properties** (adapted from Policy LU 6.13.3). Promote reuse of isolated commercial properties on Balboa Boulevard for residential units. (Imp. 2.1)
- **Policy LU-18.14: Streetscapes** (adapted from 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-18.15: Balboa Village Visibility and Character** (adapted from 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** (adapted from Policy LU 6.14.3). Allow development intensity/density to be transferred within Newport Center, subject to the approval of the City, 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)

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- **Policy LU-20.5: Development Scale** (reproduced from 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** (adapted from 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 Amenities** (adapted from 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** (adapted from 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** (adapted from 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** (adapted from Policy LU 6.6.1). Prioritize the accommodation of medical-related and supporting facilities on properties abutting the Hoag Hospital complex (areas designated as Medical Commercial Office [CO-M (0.5)]) (see Figure LU-25, Sub-Area A) with opportunities for new residential units (areas designated as Multiple Residential [RM (18/ac)]) and supporting general and neighborhood-serving commercial services (areas designated as General Commercial [CG (0.75)] and Neighborhood Commercial [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** (adapted from 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 (Banning Ranch)**. Enhance streets connecting to Randall Preserve (Banning Ranch) 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)

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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, 14.15, 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. 16.1)
- **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 (Focus Area)**. 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)

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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 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, 14.15)
- **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, 14.15)
- **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, 14.15)

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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, 14.15)

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, 16.1)
- **Policy LU-26.4: Parking Study**. Assess the economic impact of parking standards on new development. (Imp. 16.1)
- **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, 16.10)
- **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** (adapted from 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)

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- **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 runoff, 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, 14.15)
- **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, 14.15, 26.1)

Coordinating Agency Involvement

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 2050 General Plan provides policies. Following are the areas and agencies involved in the review process.

Sphere of Influence: As shown in Figure LU-1, the City's 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 City's SOI encompasses the majority of an area that was formerly referred to as Banning Ranch. Approximately 387 acres of Banning Ranch were acquired for preservation purposes 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 allowing managed public access for passive recreational purposes. 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 the 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 LAFCO of Orange County.

John Wayne Airport: Newport Beach also abuts John Wayne Airport along the northernmost 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 Airport Environs Land Use Plan for John Wayne Airport and the limitations imposed on lands in the Airport Area, future land use changes must consider potential conflicts with the Airport Environs Land Use Plan for John Wayne Airport and the operations of the airport.

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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 Randall Preserve (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** (adapted from 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-3, 2014 Settlement Agreement Airport Noise Contours, 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-3 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** (adapted from Policy LU 3.8). 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 Airport Environs Land Use Plan for John Wayne Airport, 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: Heliport/Helistop Requirements** (adapted from 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** (adapted from Policy LU 6.4.10). Require that any development within the Sphere of Influence (SOI) 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 reuse 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** (adapted from 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;

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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** (adapted from 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** (adapted from 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** (adapted from 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** (adapted from 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** (adapted from 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 development of a park or viewpoints that provide public views of the ocean, wetlands, and surrounding open spaces, and installation of 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 (SOI) eastern property line to be contiguous and compatible so as to preserve the connectivity of wildlife corridors, enhance public access, and be set back from the bluff faces. (Imp. 3.1, 4.1)
- **Policy LU-29.4: Public Views of the Property** (adapted from 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. (Imp. 12.1, 14.1, 15.1)

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

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0 2,100 4,200 Feet

LU-1

Planning Area and Sphere of Influence

City of Newport Beach General Plan Update

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- City of Newport Beach Boundary

Land Use Designation Class

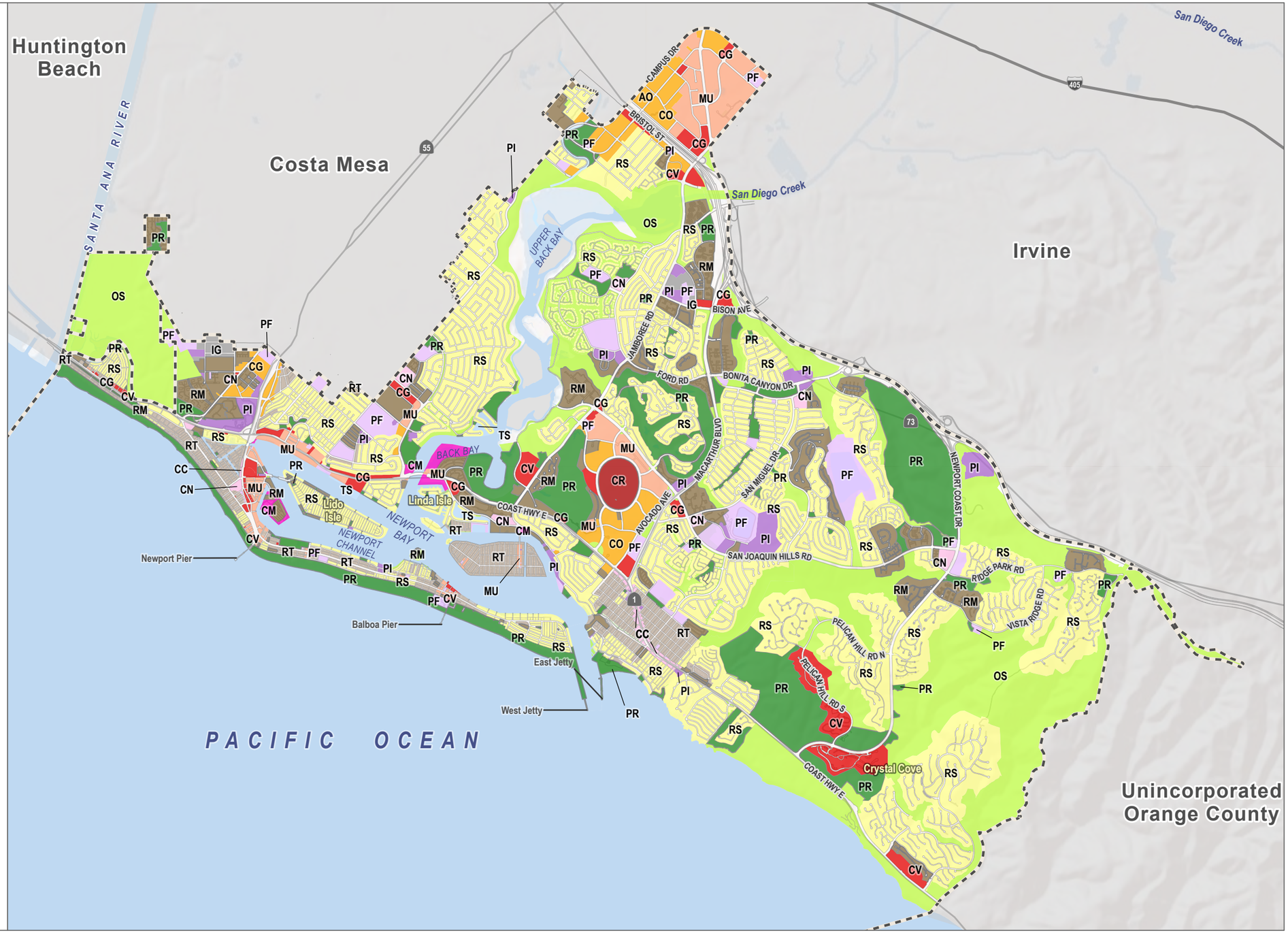
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- Mixed-Use (MU)
- Private Institutions (PI)
- Public Facilities (PF)
- General Industrial (IG)
- Open Space (OS)
- Parks and Recreation (PR)
- Tidelands and Submerged Lands (TS)

Residential

- Single Unit Residential Attached (RS)
- Two Unit Residential (RT)
- Multiple-Unit Residential (RM)

Commercial

- Corridor/Neighborhood Commercial (CC/CN)
- Recreational and Marine Commercial (CM)
- Commercial Office (CO)
- General Commercial (CG); Visitor Serving Commercial (CV)
- Regional Commercial (CR)



SOURCE: City of Newport Beach 2024;

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0 2,150 4,300 Feet

LU-2

General Plan Land Use Overview

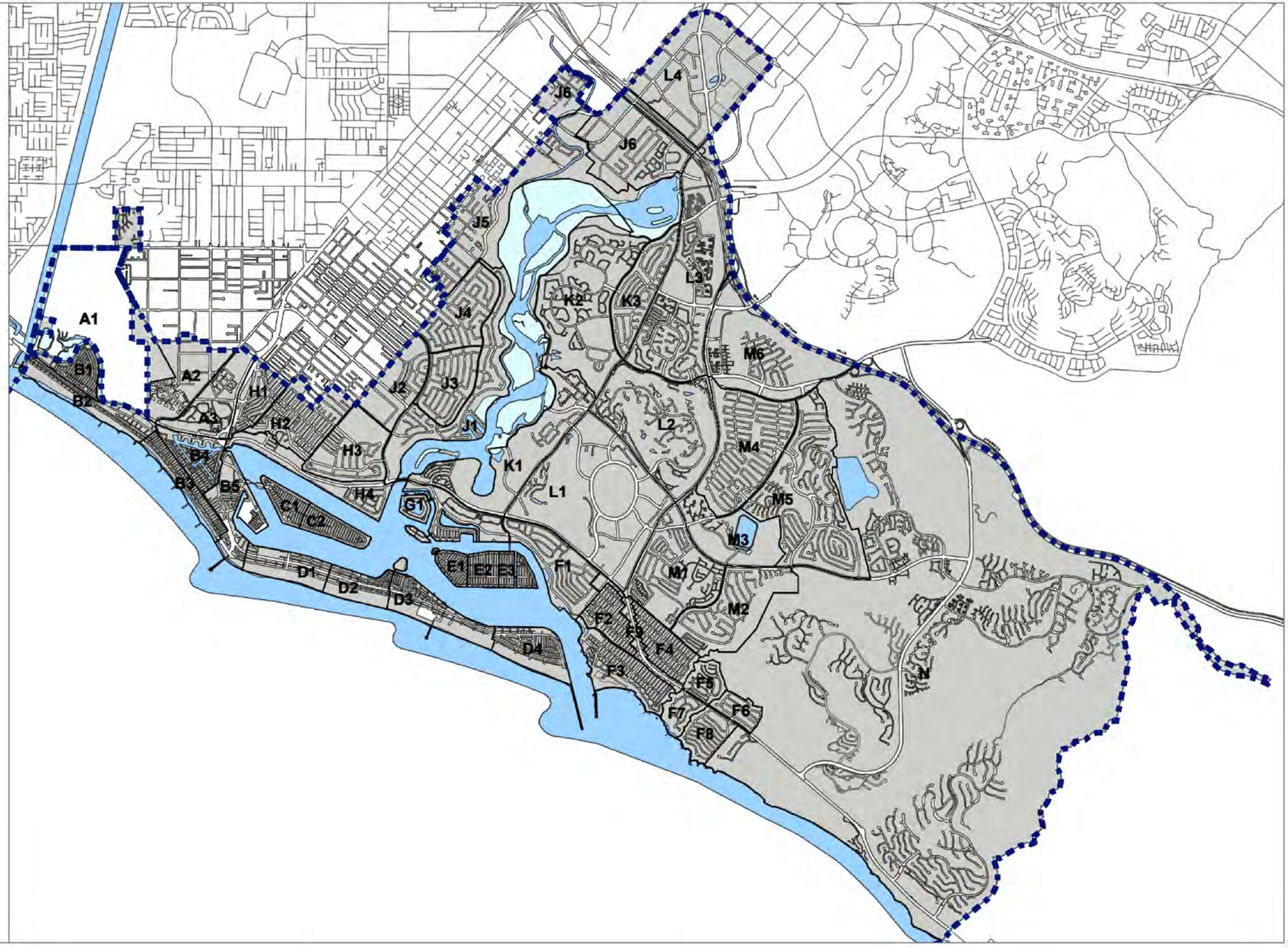
City of Newport Beach General Plan Update

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City of Newport Beach Boundary

Statistical Area Boundary



SOURCE: City of Newport Beach, ELP 2013

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0 2,200 4,400 Feet

LU-3

Statistical Areas Map

City of Newport Beach General Plan Update

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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 F1

Land Use Delineator Line

Refer to anomaly table

CC Resolution No.	GPA No.	Project No.	Adopting Date	Description
2023-4	GP2022-001	PA2022-087	01/24/2023 (7/10/2024*)	*California Coastal Commission Approval Change development limit from 23 dwelling units to 25 maximum dwelling units for Bay Island
2013-34	GP2011-009	PA2011-196	04/09/2013 (11/15/2013*)	Change RT to MU-V for property located at 514 Ocean Front E.
2010-107	GP2010-007	PA2010-052	09/14/2010	Change PI 1.0 to CV 1.0 for property located at 600 E. Bay Avenue; Change MU-V to CV 0.5 for properties located at 105 Main Street and 707 E. Ocean Front
2010-50	GP2009-001	PA2009-067	05/25/2010	Change PR to RS-D for property located at 2000-2016 East Balboa Boulevard

0 500 1,000 Feet

SOURCE: City of Newport Beach, ELP 2013

LU-4

Statistical Areas D3, D4, E1-E3

City of Newport Beach General Plan Update

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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

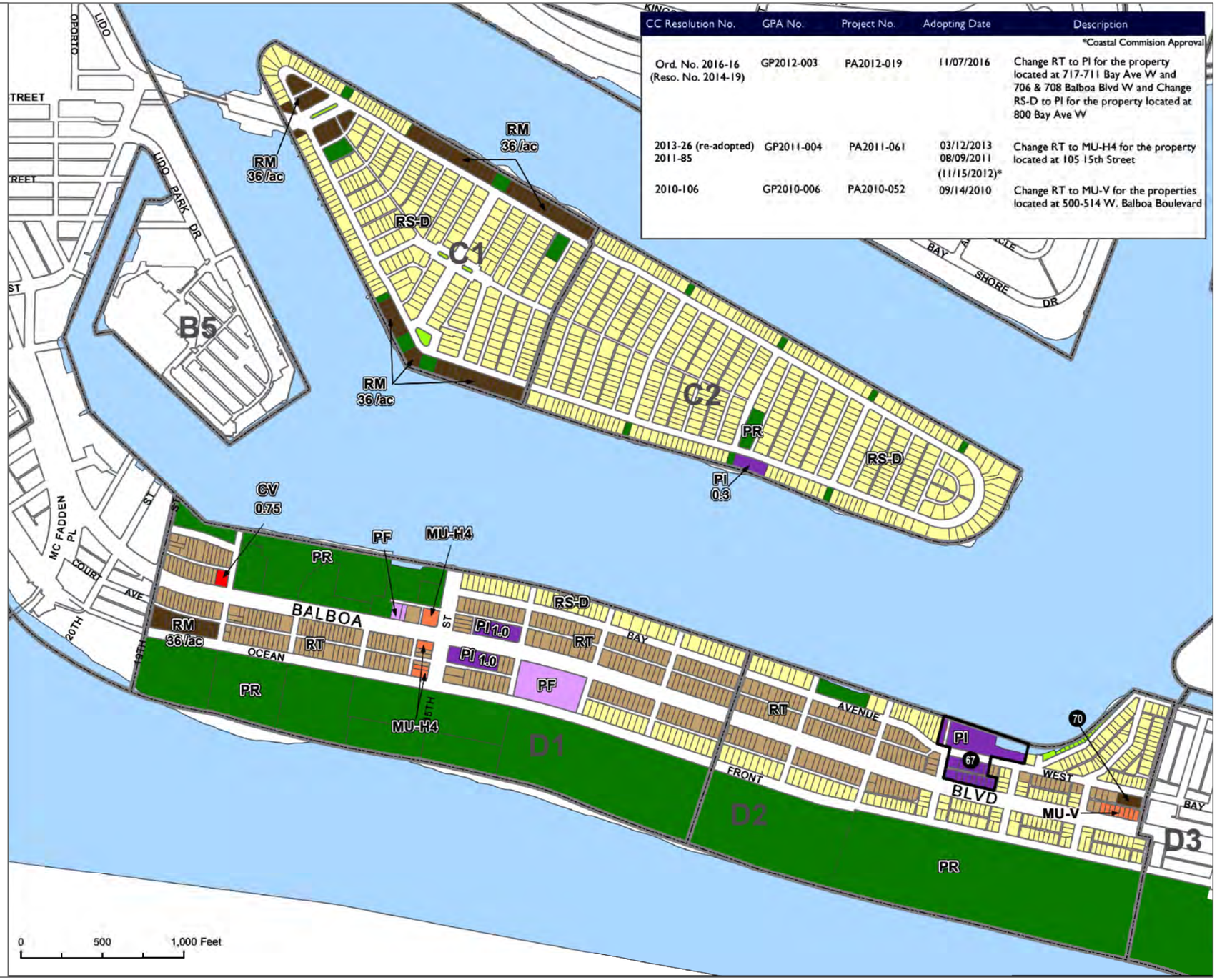
City of Newport Beach Boundary

Statistical Area Boundary D1

Land Use Delineator Line

Refer to anomaly table

CC Resolution No.	GPA No.	Project No.	Adopting Date	Description
				*Coastal Commision Approval
Ord. No. 2016-16 (Reso. No. 2014-19)	GP2012-003	PA2012-019	11/07/2016	Change RT to PI for the property located at 717-711 Bay Ave W and 706 & 708 Balboa Blvd W and Change RS-D to PI for the property located at 800 Bay Ave W
2013-26 (re-adopted) 2011-85	GP2011-004	PA2011-061	03/12/2013 08/09/2011 (11/15/2012)*	Change RT to MU-H4 for the property located at 105 15th Street
2010-106	GP2010-006	PA2010-052	09/14/2010	Change RT to MU-V for the properties located at 500-514 W. Balboa Boulevard



SOURCE: City of Newport Beach, ELP 2013

LU-5

Statistical Areas C1, C2, D1, D2

City of Newport Beach General Plan Update

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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.

0 500 1,000 Feet

SOURCE: City of Newport Beach, ELP 2013

LU-6

Statistical Areas B3, B4, B5

City of Newport Beach General Plan Update

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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

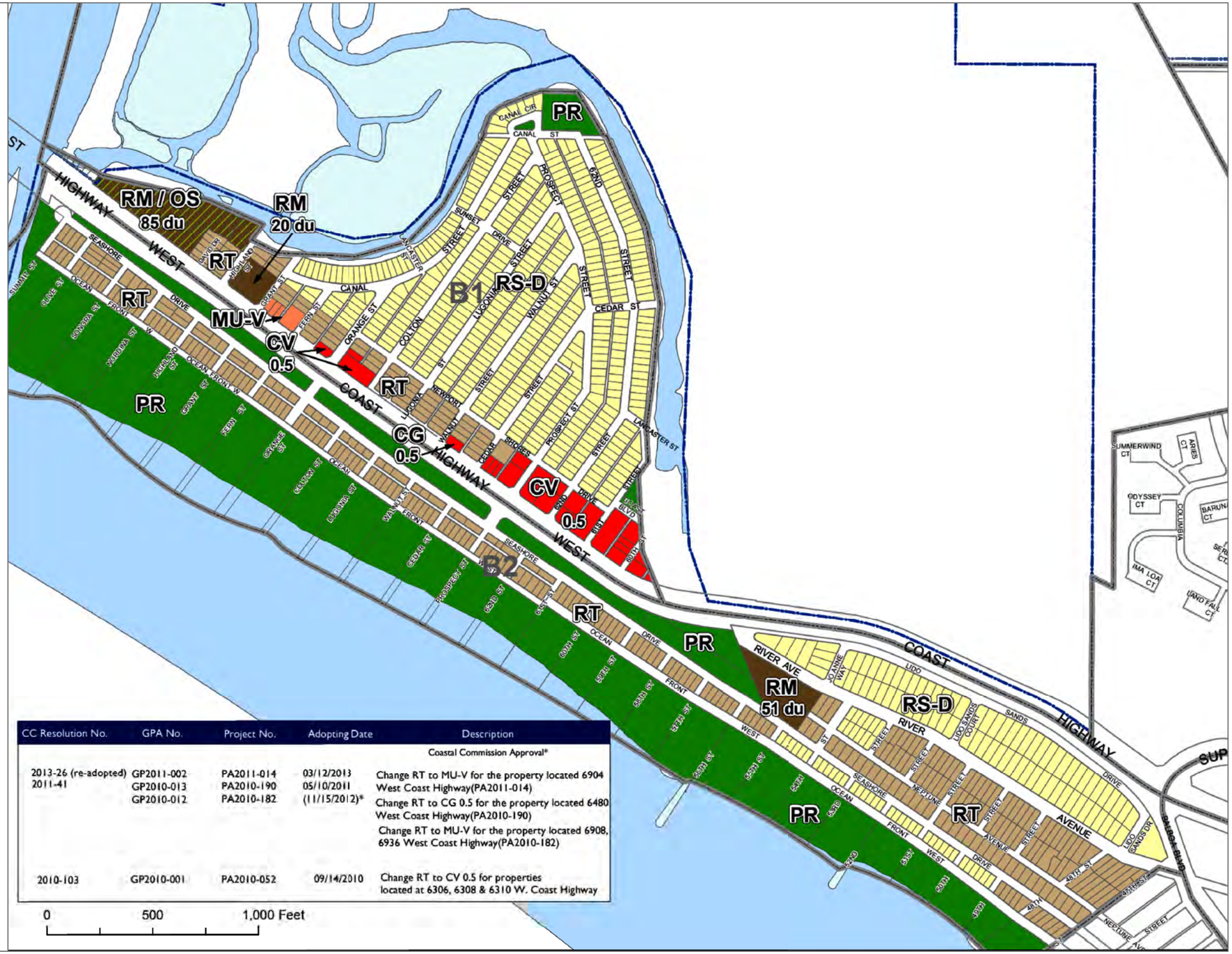
TS Tidelands and Submerged Lands

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 GP2010-013 GP2010-012	PA2011-014 PA2010-190 PA2010-182	03/12/2013 05/10/2011 (11/15/2012)*	Change RT to MU-V for the property located 6904 West Coast Highway(PA2011-014) Change RT to CG 0.5 for the property located 6480 West Coast Highway(PA2010-190) 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

0 500 1,000 Feet

SOURCE: City of Newport Beach, ELP 2013

LU-7

Statistical Areas B1, B2

City of Newport Beach General Plan Update

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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

CC Resolution No.	GPA No.	Project No.	Adopting Date	Description
2021-94	GP2021-002	PA2021-068	09/28/2021	Change Land Use Designation from Multi-Unit Residential (RM 18 DU/AC) to Private Institutions (PI 0.49) for the property located at 1499 Monrovia Avenue
2012-16	GP2011-007	PA2011-138	02/14/2012	Change Land Use Designation from Multi-Unit Residential to Medical Commercial Office (CO-M 0.49) for the property located at 1419 Superior Avenue
2011-92	GP2011-006	PA2011-105	09/13/2011	Change Land Use Designation from Multi-Unit Residential to General Industrial (IG-0.50) for the property located at 1539 Monrovia Avenue
2011-91	GP2011-005	PA2011-082	09/13/2011	Change Land Use Designation from Multi-Unit Residential to General Industrial (IG-0.50) for the property located at 1537 Monrovia Avenue
2008-28	GP2007-005	PA2007-073	04/16/2008	Eliminate Anomaly Number 57 and to combine the Hoag Upper and Lower Campuses under Anomaly Number 56.

0 500 1,000 Feet

SOURCE: City of Newport Beach, ELP 2013

LU-8

Statistical Areas A1-A3

City of Newport Beach General Plan Update

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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
				*California Coastal Commission Approval
2016-124	GP2016-002	PA2016-127	11/22/2016 (08/09/2017*)	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
				*California Coastal Commission Approval
2010-21	GP2008-001	PA2008-047	03/09/2010	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.

0 225 450 900 Feet

SOURCE: City of Newport Beach, ELP 2013

LU-9

Statistical Areas H1-H4

City of Newport Beach General Plan Update

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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

LU-10

Statistical Areas G1, J1-J5, K1, K2

City of Newport Beach General Plan Update

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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.

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

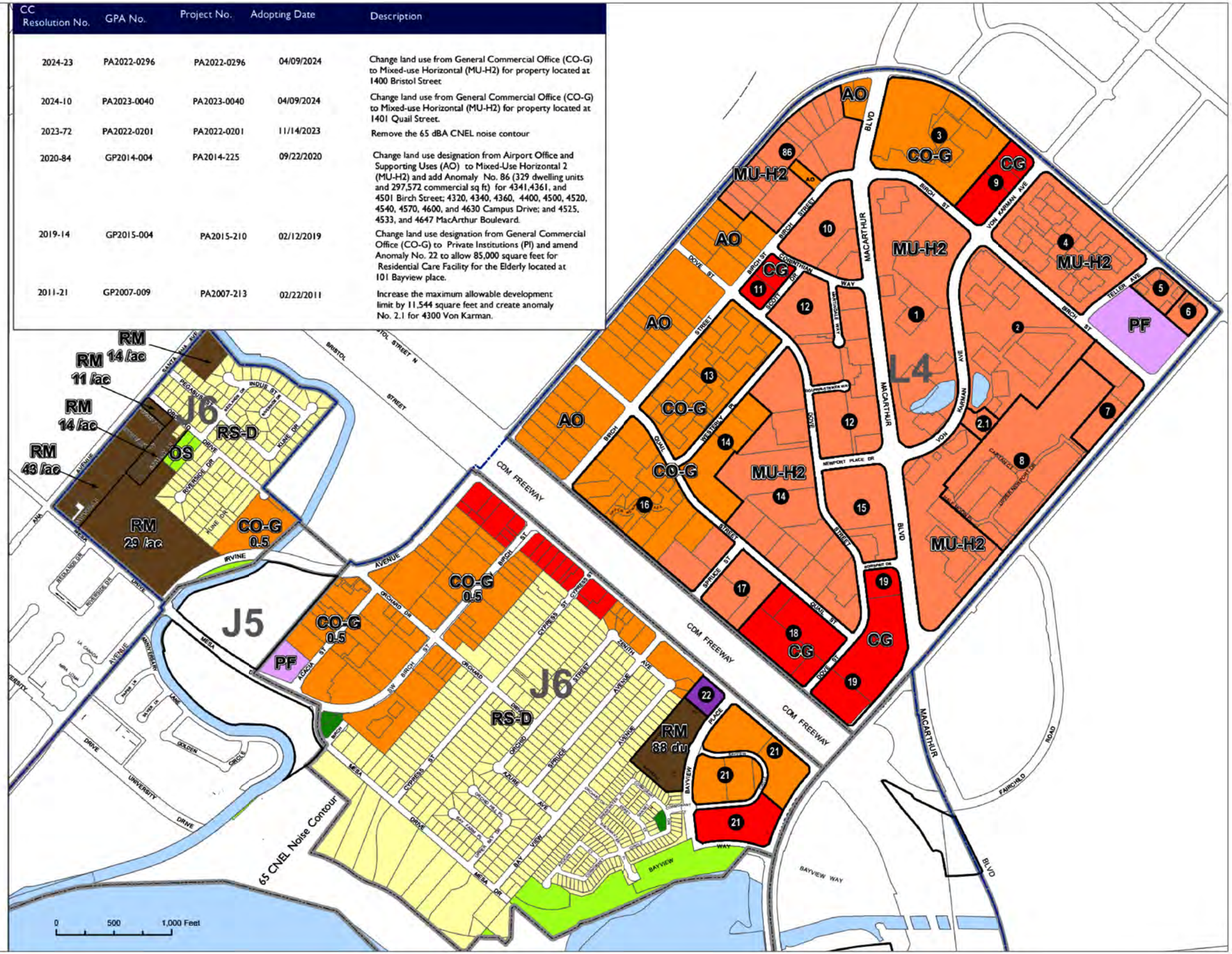
- PF Public Facilities
- PI Private Institutions
- PR Parks and Recreation
- OS Open Space
- TS Tidelands and Submerged Lands

City of Newport Beach Boundary

Statistical Area Boundary L4

Land Use Delineator Line

Refer to anomaly table



SOURCE: City of Newport Beach, ELP 2013

LU-11

Statistical Areas J6, L4

City of Newport Beach General Plan Update

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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

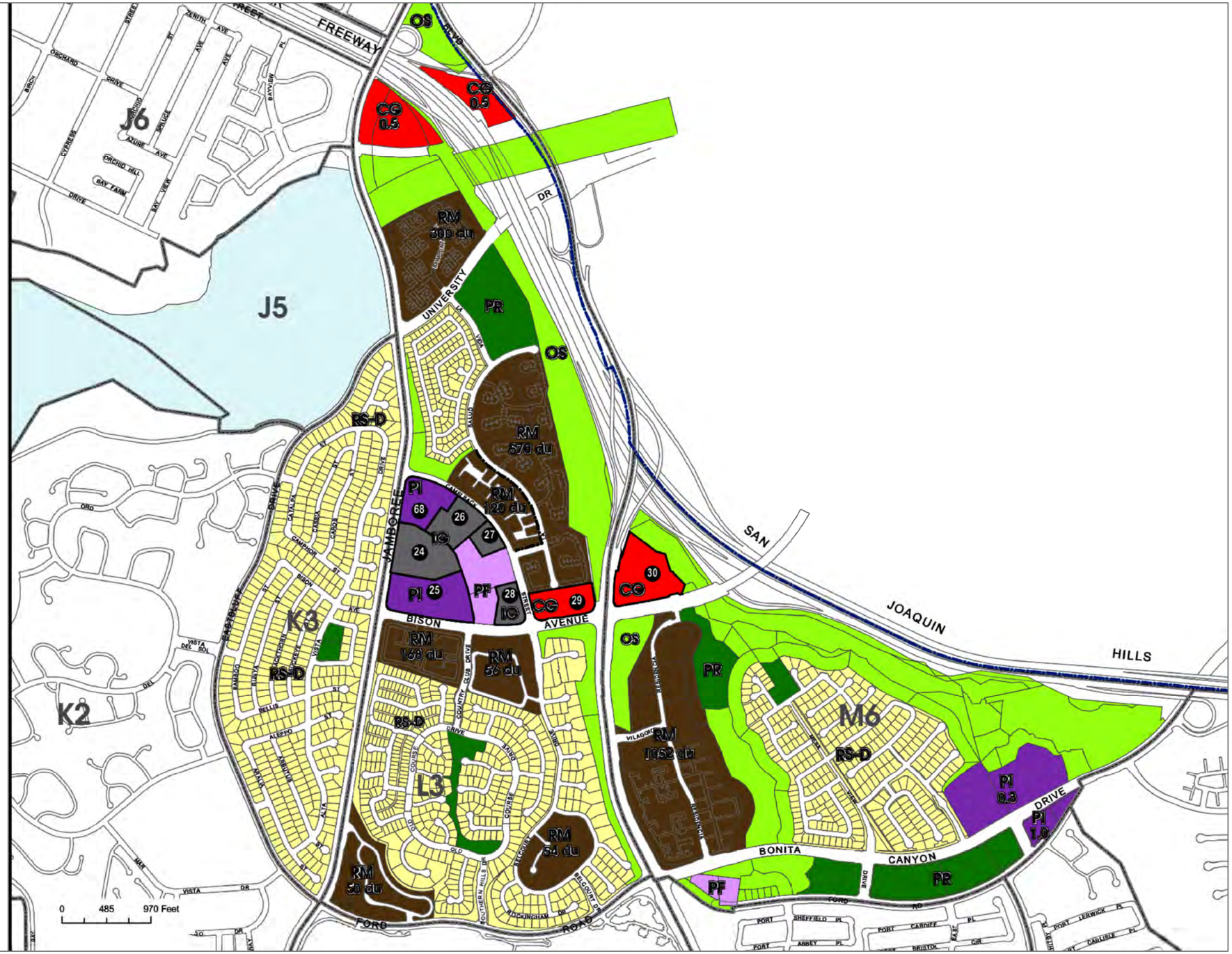
- PF Public Facilities
- PI Private Institutions
- PR Parks and Recreation
- OS Open Space
- TS Tidelands and Submerged Lands

City of Newport Beach Boundary

Statistical Area Boundary K3

Land Use Delineator Line

Refer to anomaly table



SOURCE: City of Newport Beach, ELP 2013

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0 80 160 Feet

LU-12

Statistical Areas K3, L3, M6

City of Newport Beach General Plan Update

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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 F1

Land Use Delineator Line

Refer to anomaly table

CC Resolution No.	GPA No.	Project No.	Adopting Date	Description
2021-91	GP2020-001	PA2020-020	09/28/2021	Change property located at 150 Newport Center Drive from CO-R to RM and create Anomaly 82
2019-75	GP2018-003	PA2018-185	08/13/2019	Change property located at 850 -856 San Clemente Drive from PI to MU-H3
2010-108	GP2010-008	PA2010-052	09/14/2010	Change public beach portion of the property located at 1901-1911 Bayside Drive from PF to PR
2009-3	GP2007-008	PA2007-210	01/27/2009	Big Canyon - Parcel Map on portion of golf course - Change PR to RS-D
2008-97	GP2008-009	PA2008-182	11/24/2008	City Hall Site - Change OS to PF and create Anomaly No. 75

SOURCE: City of Newport Beach, ELP 2013

LU-13

Statistical Areas F1, L1, L2, M1-M5

City of Newport Beach General Plan Update

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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

LU-14

Statistical Areas F2-F8

City of Newport Beach General Plan Update

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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

N

Land Use Delineator Line

Refer to anomaly table



SOURCE: City of Newport Beach, ELP 2013

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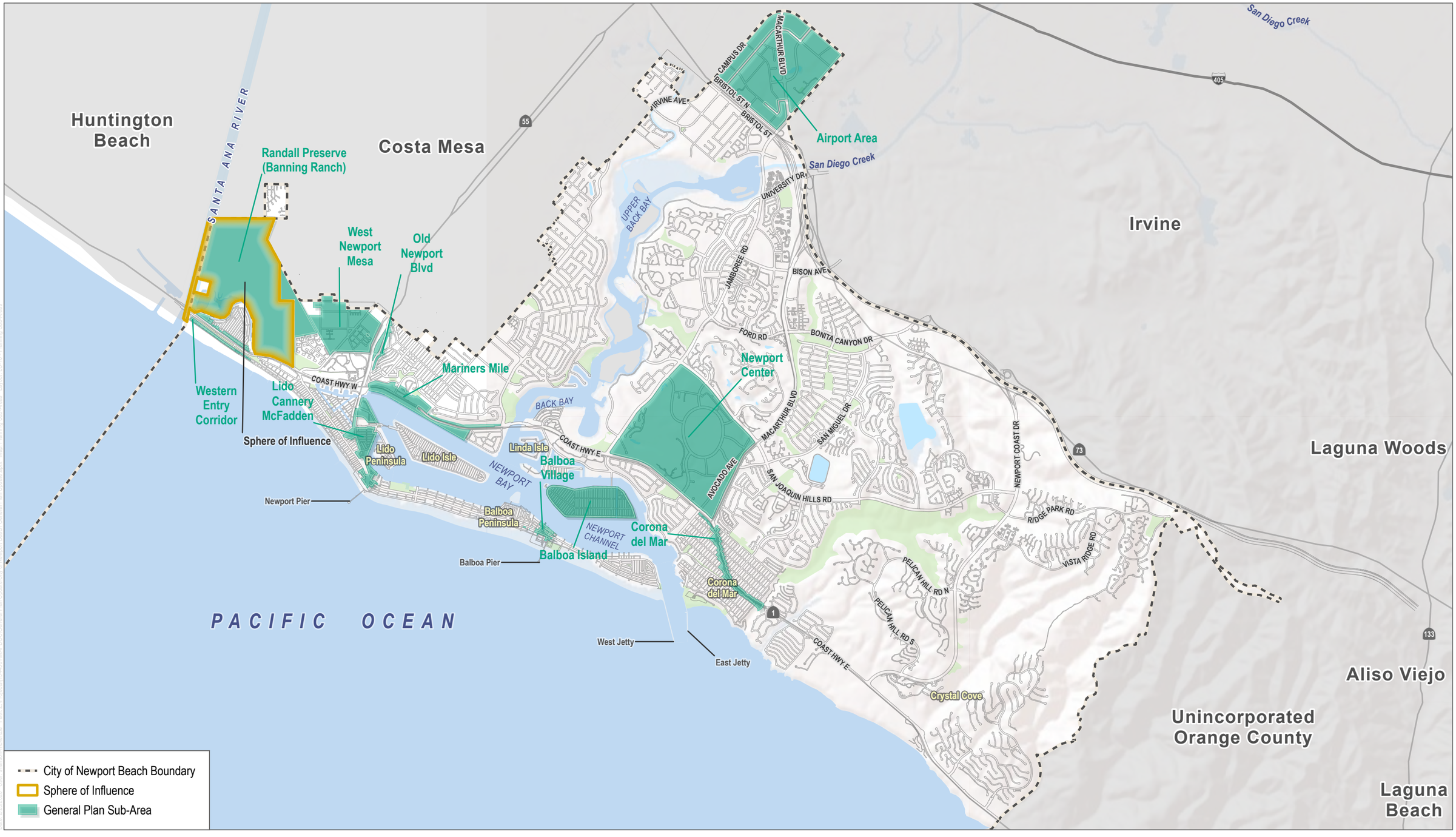
LU-15

Statistical Area N

City of Newport Beach General Plan Update

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

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LU-16

Planning Sub-Areas

City of Newport Beach General Plan Update

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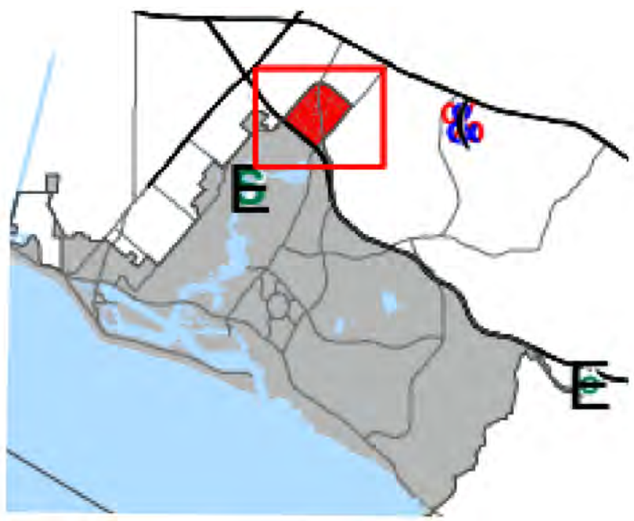
Sub-Area

Conceptual Development Plan Area

Land Use Delineator Line

Highway

Refer to anomaly table





SOURCE: City of Newport Beach, ELP 2013

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0 500 1,000 Feet

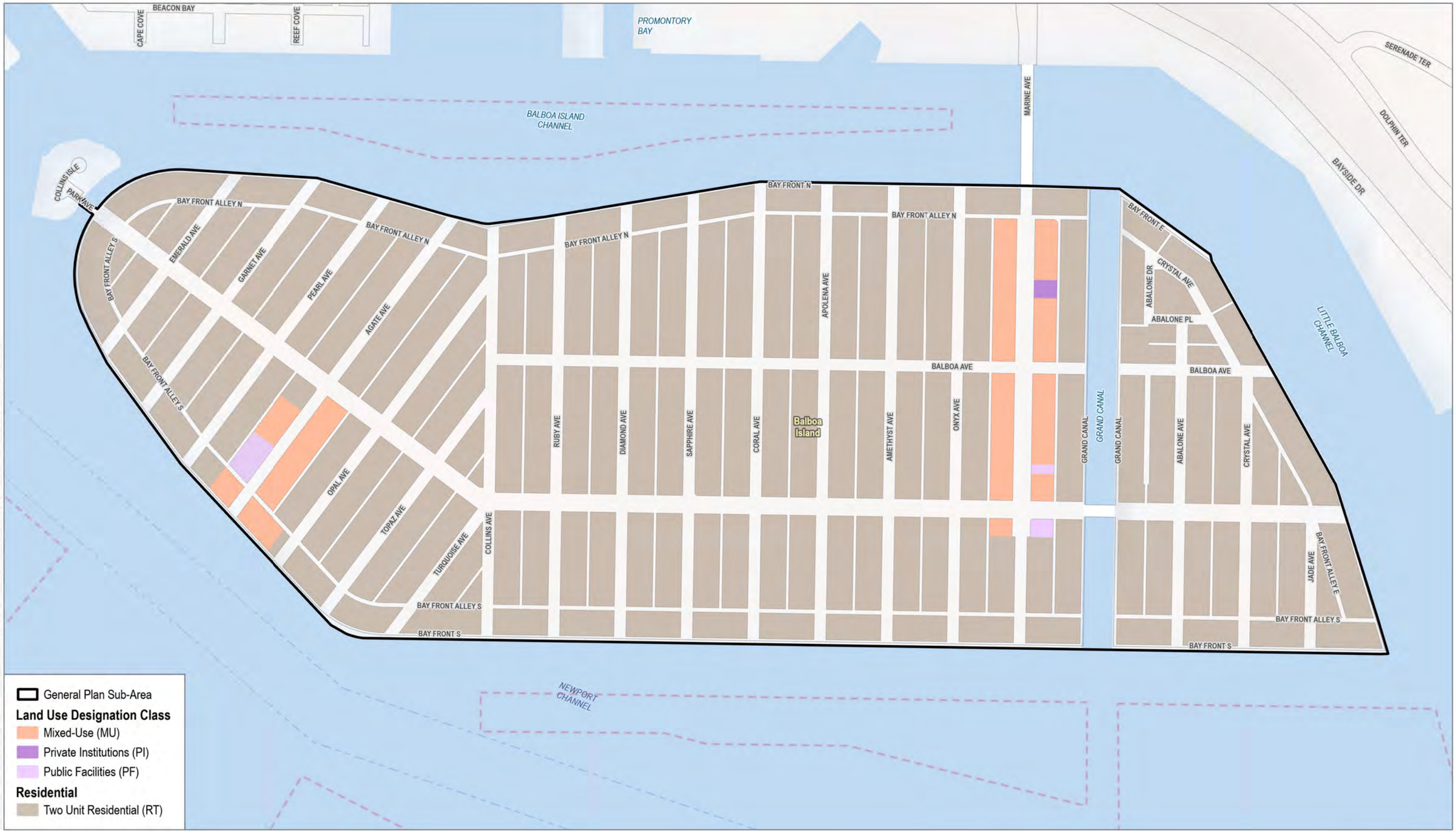
LU-17

Airport Area

City of Newport Beach General Plan Update

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SOURCE: City of Newport Beach, ELP 2013

DUDEK

0 150 300 Feet

LU-18

Balboa Island

City of Newport Beach General Plan Update

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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

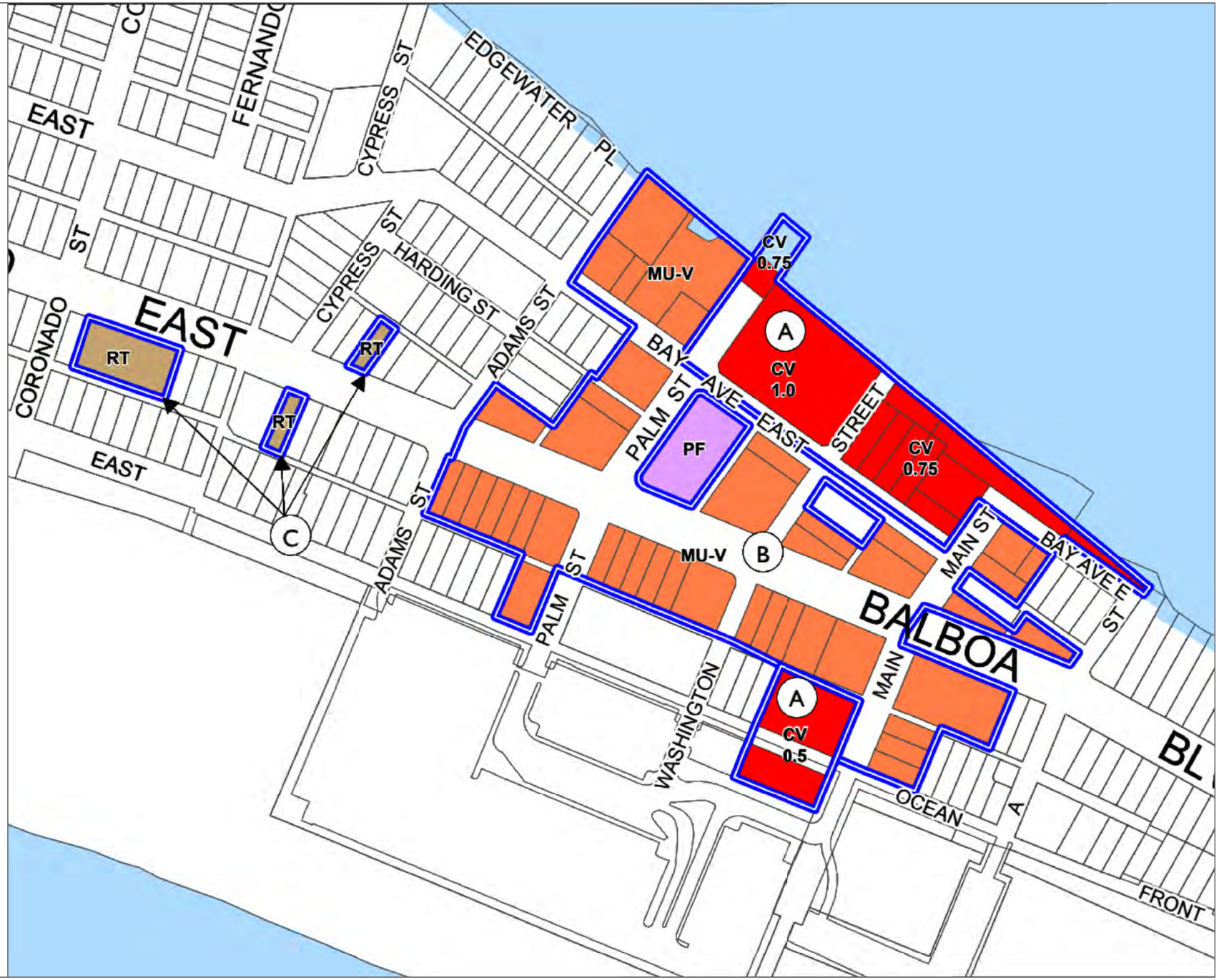
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0 165 330 Feet

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Sub-Area
Tidelands and submerged lands
City Boundary
Highway



SOURCE: City of Newport Beach, ELP 2013

DUDEK

0 80 160 Feet

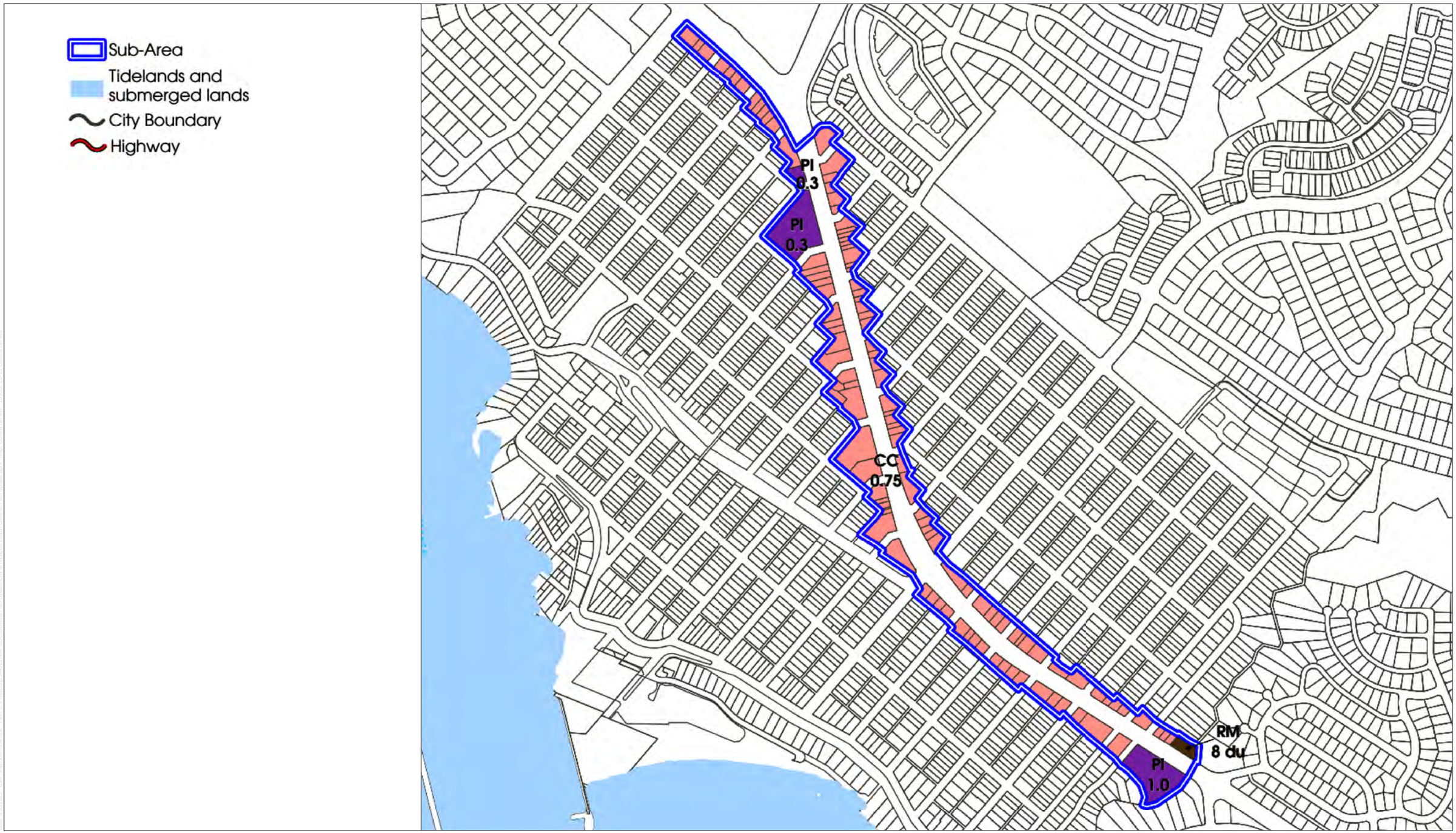
LU-20

Balboa Village

City of Newport Beach General Plan Update

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SOURCE: City of Newport Beach, ELP 2013

DUDEK

0 50 100 Feet

LU-21

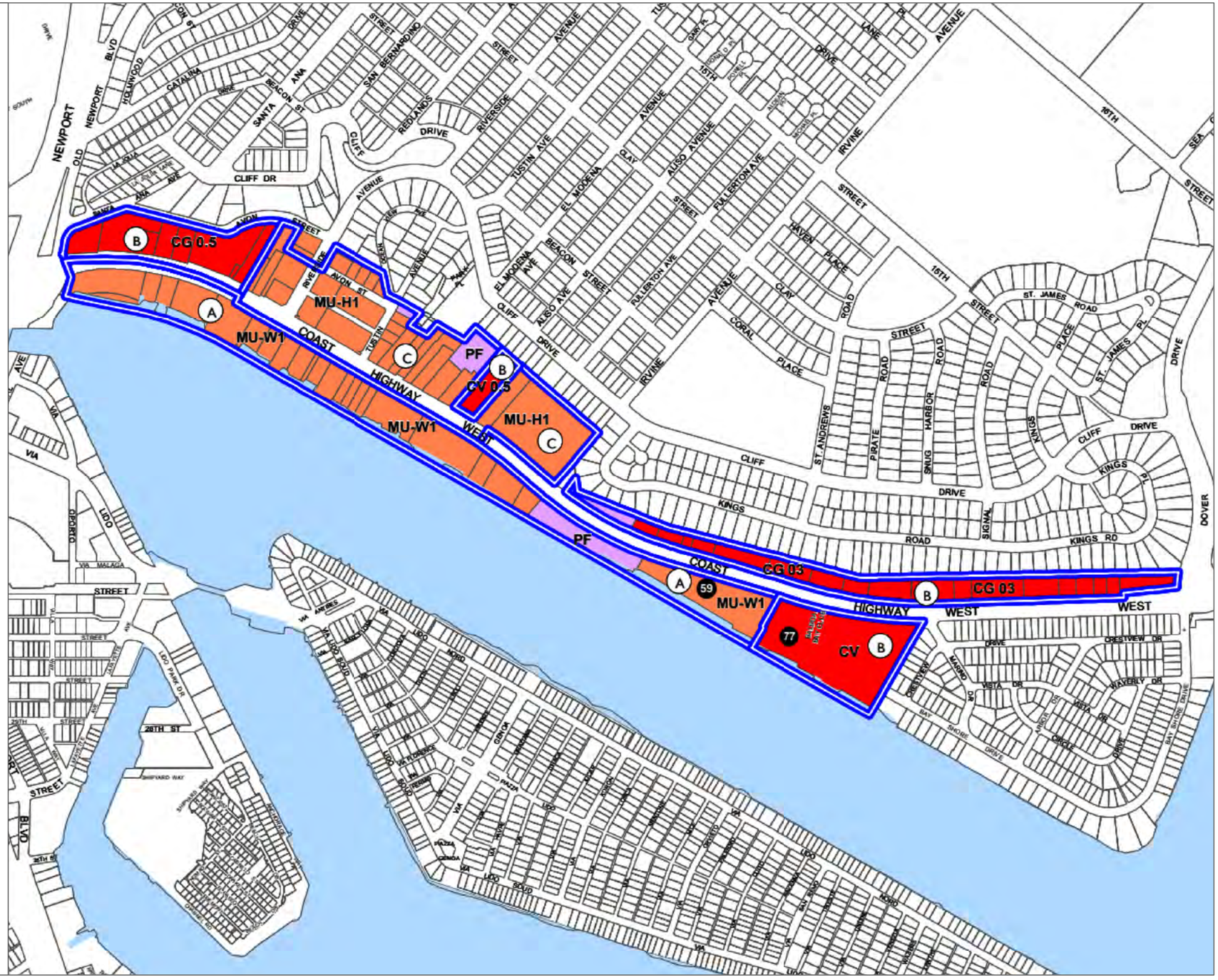
Corona del Mar

City of Newport Beach General Plan Update

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Sub-Area
Tidelands and submerged lands
City Boundary
Highway



SOURCE: City of Newport Beach, ELP 2013

DUDEK

0 50 100 Feet

LU-22

Mariner's Mile

City of Newport Beach General Plan Update

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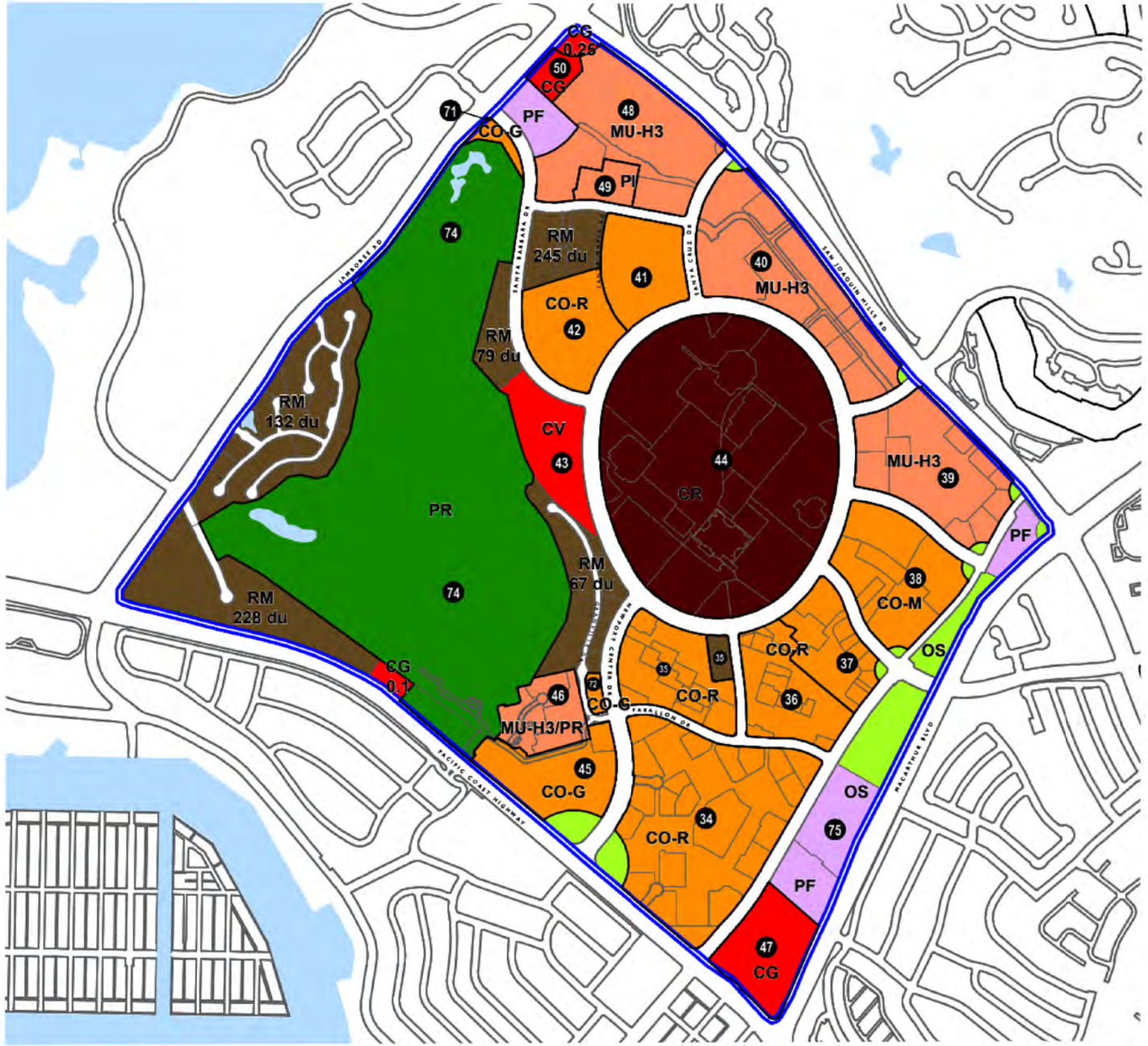
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Tidelands and submerged lands

City Boundary

Highway

Refer to anomaly table



SOURCE: City of Newport Beach, ELP 2013

DUDEK

0 450 900 Feet

LU-23

Newport Center/Fashion Island

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Sub-Area

Tidelands and submerged lands

City Boundary

Highway



SOURCE: City of Newport Beach, ELP 2013

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Old Newport Boulevard

City of Newport Beach General Plan Update

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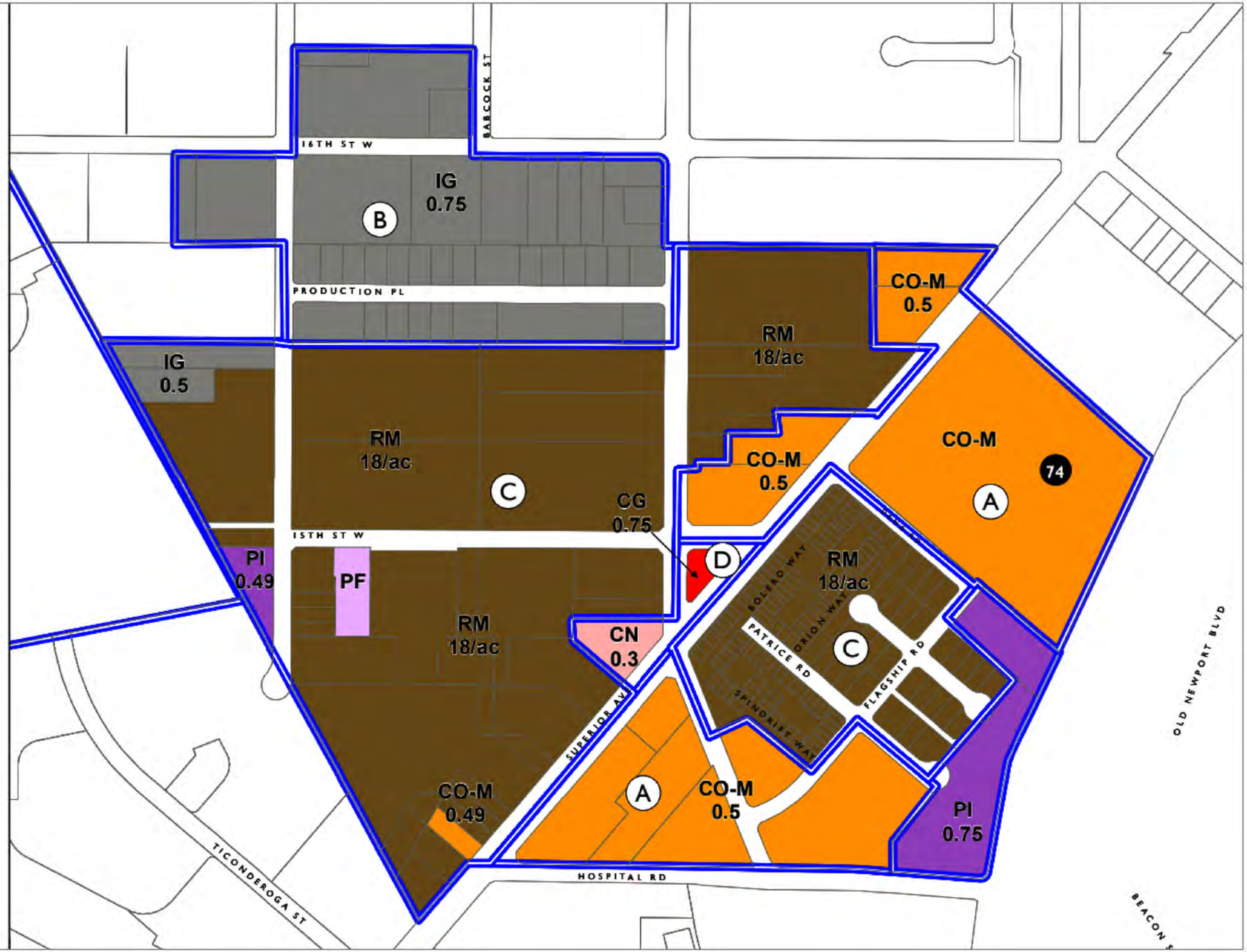
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Tidelands and submerged lands

City Boundary

Highway

Refer to anomaly table



SOURCE: City of Newport Beach, ELP 2013

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0 175 350 Feet

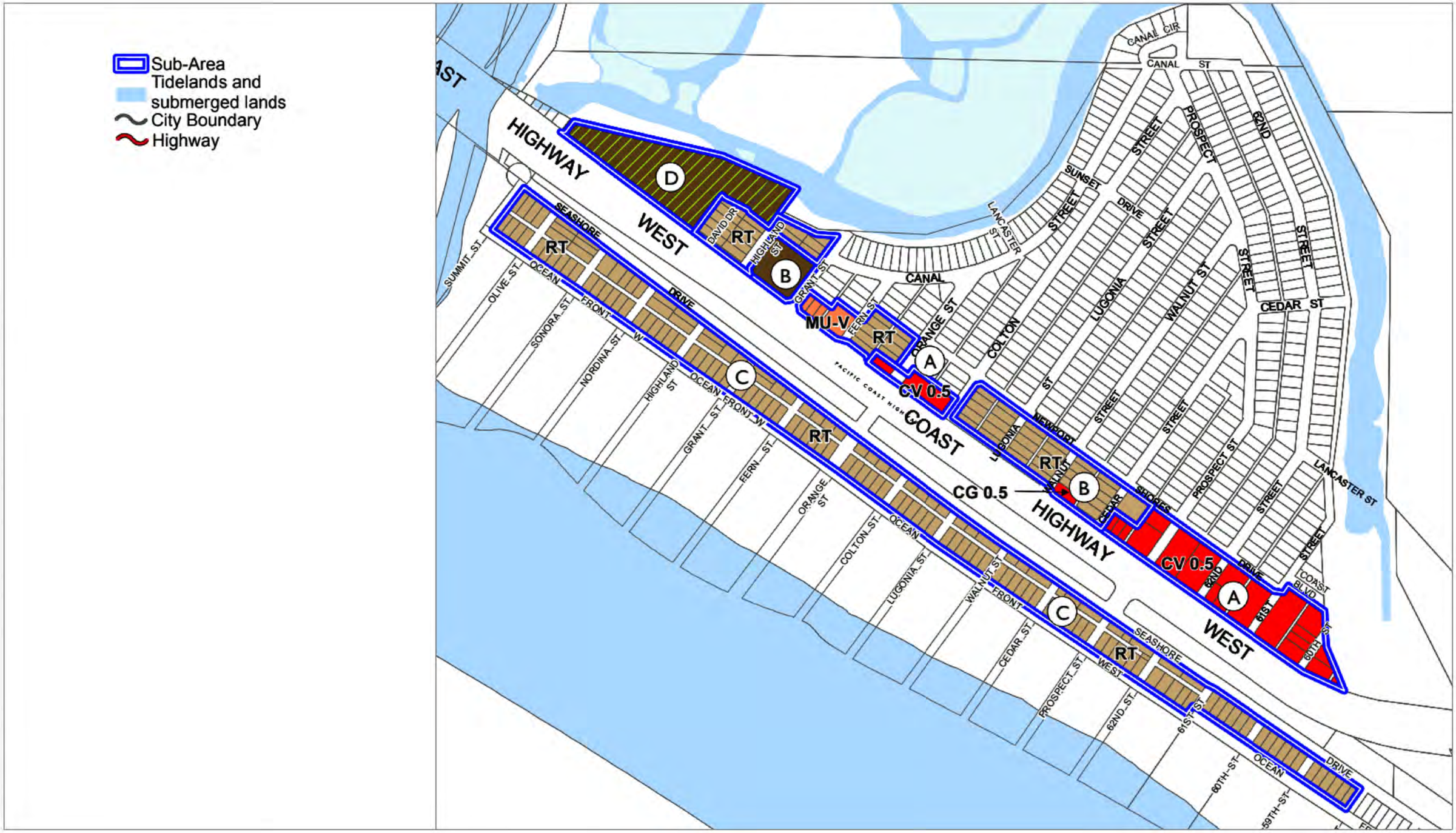
LU-25

West Newport Mesa

City of Newport Beach General Plan Update

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SOURCE: City of Newport Beach, ELP 2013

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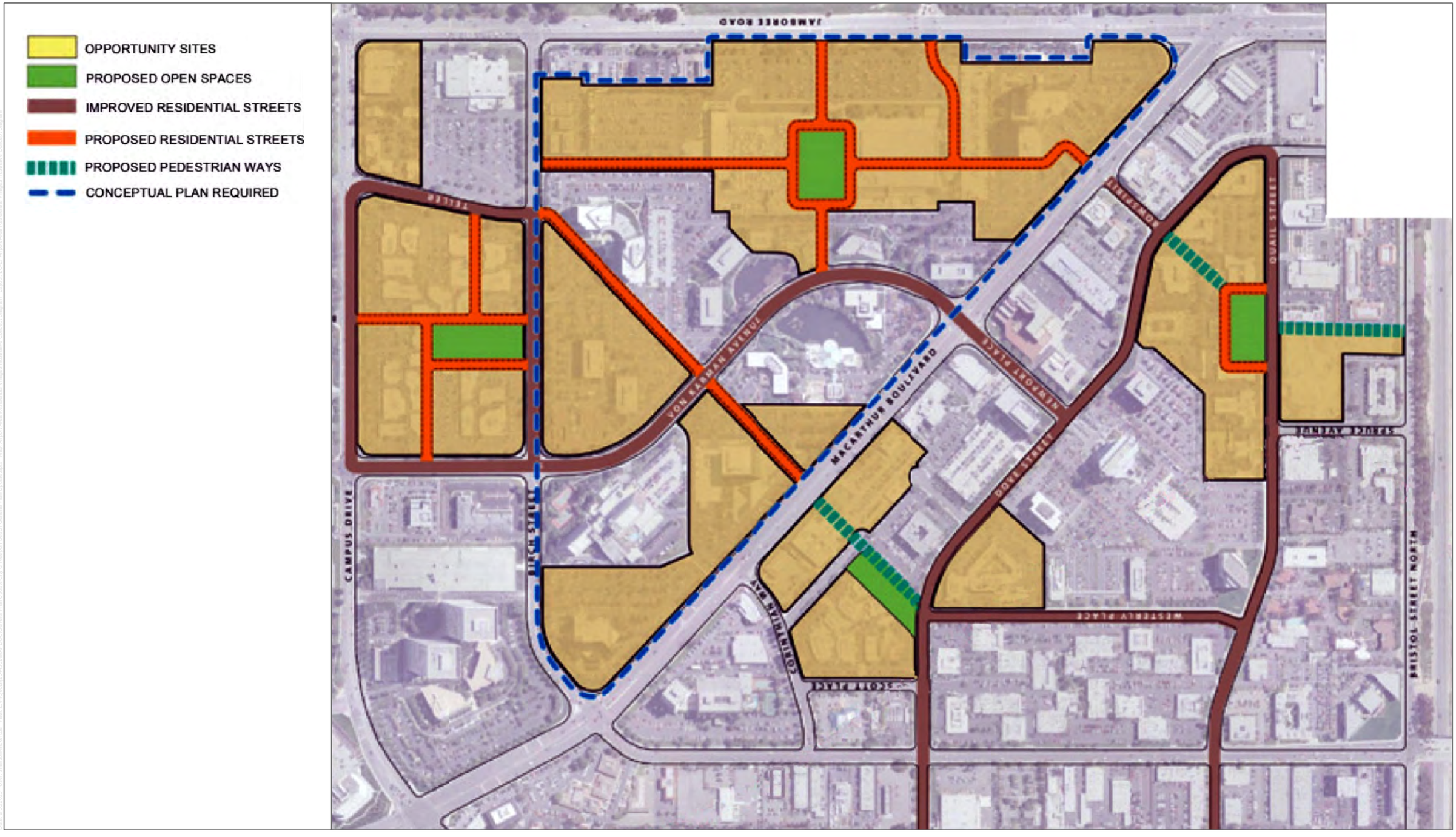
Western Entry Corridor

City of Newport Beach General Plan Update

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SOURCE: City of Newport Beach, ELP 2013

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Airport Area Residential Villages Illustrative Concept Diagram

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Natural Resources Element



PURPOSE

The Natural Resources Element of the 2050 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 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 Gorgonio 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, type and 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

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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. (Imp. 16.13)
- **Policy NR-1.2: Mixed-Use Development**. Encourage mixed-use development to preserve natural resources. (Imp. 8.2)
- **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. (Imp. 8.2, 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. (Imp. 7.3, 14.1)
- **Policy NR-1.5: Unleaded Aviation Fuel**. Continue to advocate for phaseout of sales of leaded aviation gasoline at John Wayne Airport. (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. (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)
- **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)

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 as of 2026, one is used for water injection to increase productivity from other wells, and one is completely out of service. The wellheads 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.[1] The California Department of Conservation maintains a current database and should be utilized where needed.[2] 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. However, the City Charter allows for drilling for production or processing of oil, gas, or other hydrocarbon substances by vertical, slant, or other drilling methods originating from two identified areas in unincorporated County of Orange territory along West Coast Highway. The locations of oil wellheads can be seen on Figure NR-1, Oil and Gas Wells.

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.[3] 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. (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. (Imp. 21.1, 24.1, 30.2)

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

2 California Department of Conservation. 2026. "Well Finder." https://www.conservation.ca.gov/calgem/Pages/WellFinder.aspx.

3 City of Newport Beach. 2023. "Utilities: Oil and Gas." https://www.newportbeachca.gov/government/departments/utilities/oil-and-gas.

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)
- **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. (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. (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)

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 Natural Resources Element Existing Conditions and Background Analysis). 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)
- **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)
- **Policy NR-7.3: Invasive Plant Species Removal**. Perform regular removal of invasive species on public lands to protect native habitats. (Imp. 27.2)
- **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)
- **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. (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)
- **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. (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 to improve air filtration and species habitat. (Imp. 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 Community Conservation Plan or other applicable plans as they 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)
- **Policy NR-8.3: Reforestation**. Protect and support reforestation programs for eelgrass and giant kelp. (Imp. 14.1, 14.3, 14.13, 14.14)

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. (Imp. 29.1)
- **Policy NR-9.2: Conservation Education**. Provide informational signage that educates residents and visitors about local ecosystems, stewardship, and opportunities for citizen science. (Imp. 29.1)

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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)
- **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 to provide standards to ensure 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)

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, Rivers and Waterbodies in Newport Beach, 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.[4] 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 Newport Bay State Marine Conservation Area, covering just over 1 square mile, includes lagoons, tidal flats, and coastal marsh habitats. It

[4] Newport Bay Conservancy. 2024. "Bay Management." https://newportbay.org/the-bay/bay-management/.

protects a variety of small mammals, fish, birds, crustaceans, and other creatures, including some endangered species, and provides residents and visitors opportunities for recreation.

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 navigating 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. Waterbody 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/.
Notes: PCB = polychlorinated biphenyl.
[1] Includes entire Lower Bay, including Rhine Channel, Turning Basin, and South Lido Channel to east end of H-J Moorings.

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

- **Policy NR-11.1: Upper Newport Bay Protection**. Continue coordination with relevant entities involved in the protection and preservation of Upper Newport Bay. (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. (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. (Imp. 7.5, 17.1, 23.6, 29.3)
- **Policy NR-12.2 (S-6.2, HBB-12.4): Stormwater Management Coordination**. 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. (Imp. 7.5, 14.15, 17.1, 17.2, 19.1)
- **Policy NR-12.3: Wetland Preservation**. Promote the use of natural wetlands through preservation or restoration to improve water quality. (Imp. 19.1, 23.2, 23.6)
- **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, 14.15)

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. 2.1, 17.1)
- **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. 16.15)
- **Policy NR-13.3: Groundwater 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, 11.1)
- **Policy NR-13.4: Storm Drain System Permits**. Require all development to comply with the regulations under the City's municipal separate storm sewer system permit under the National Pollutant Discharge Elimination System. (Imp. 19.1, 26.1)
- **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)

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- **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)
- **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. 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. 7.5)
- **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. 7.5)
- **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)
- **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 NR-13.12: Pollution Prevention Tracking**. Conduct periodic analysis of the overall effectiveness of the pollution prevention programs in Newport Beach. (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. 7.5)
- **Policy NR-13.14: Plastic Usage Reduction**. Assess methods to reduce plastic waste to protect water quality, natural habitats, and local wildlife and to comply with Assembly Bill 1276 (2022) and any subsequent applicable laws and revisions. The assessment should identify short- and long-term strategies to meaningfully reduce single-use plastics, as well as the potential for water usage, landfill capacity, and economic impacts of such strategies. 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 Requirements**. 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)

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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.[5] 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.

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, 14.15)
- **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. (Imp. 5.2)
- **Policy NR-15.3: Beach Protection Monitoring**. Monitor progress of sand nourishment and retention projects. (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,[6] 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, 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 current conditions.[7]

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.

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5 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.

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

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

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. (Imp. 23.1, 23.2)
- **Policy NR-16.2: Graywater Systems**. Evaluate the feasibility of graywater systems for irrigation of landscaped public property. (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)

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. 7.4, 8.2, 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. 7.4, 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. 7.4, 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, including 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, Viewpoints and Corridors, shows public viewpoints, coastal view roads, and existing and proposed beaches and parks.

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Goal NR-18: Viewsheds and corridors that are preserved

- **Policy NR-18.1 (LU-2.7): Public Views** (adapted from Policy LU 1.6). Protect and, where feasible, enhance significant scenic and visual resources, which 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. 5.2, 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. 5.2, 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, including an updated map of identified visual resources. (Imp. 5.2, 20.3, 20.4)

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, 30.1)

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, but possibly three, distinct cultural groups

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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. 14.15)
- **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)

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- 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;

DUDEK

0 2,150 4,300 Feet

NR-1

Natural Resources - Oil and Gas Wells

City of Newport Beach General Plan Update

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- City of Newport Beach Boundary
- Environmental Study Area
- 1 - Seminuik Slough
- 2 - Northstar Beach
- 3 - West Bay
- 4 - De Anza Bayside Marsh Peninsula
- 5 - San Diego Creek
- 6 - Eastbluff Remnant
- 7 - Big Canyon
- 8 - Newporter North
- 9 - Buck Gully
- 10 - Morning Canyon
- 11 - Randall Preserve (Banning Ranch)
- 12 - Castaways
- 13 - Giant Kelp Bed
- 14 - Irvine Coast MLR/Crystal Cove State Underwater Park
- 15 - Los Trancos
- 16 - MacArthur and Bison
- 17 - MacArthur/San Joaquin
- 18 - MacArthur/San Miguel
- 19 - Newport Coast
- 20 - Pelican Hill
- 21 - Reef
- 22 - Ridge Park
- 23 - Rocky Intertidal Area
- 24 - San Joaquin Reservoir
- 25 - Sandy Beach
- 26 - Spyglass Hill
- 27 - Upper Newport Bay State Marine Park
- 28 - Arroyo Park
- 29 - Newport Beach MLR/ASBS
- 30 - Bonita Canyon Creek Watershed
- 31 - Coyote Canyon



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

DUDEK

0 2,150 4,300 Feet

NR-2

Environmental Study Areas

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

DUDEK

0 2,100 4,200 Feet

NR-3

Rivers and Waterbodies in Newport Beach

City of Newport Beach General Plan Update

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

DUDEK

0 2,100 4,200 Feet

NR-4

Viewpoints and Corridors

City of Newport Beach General Plan Update

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Noise Element



PURPOSE

The Noise Element provides 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 well-being 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 described in the following paragraphs.

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; to 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.

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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 N-1.

Table N-1. Representative Environmental Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	—110—	Rock Band
Jet Fly-Over at 100 Feet		
	—100—	
Gas Lawnmower at 3 Feet		
	—90—	
Diesel Truck Going 50 mph at 50 Feet		Food Blender at 3 Feet
	—80—	Garbage Disposal at 3 Feet
Noisy Urban Area During Daytime		
Gas Lawnmower at 100 Feet	—70—	Vacuum Cleaner at 10 Feet
Commercial Area		Normal Speech at 3 Feet
Heavy Traffic at 300 Feet	—60—	
		Large Business Office
Quiet Urban Area During Daytime	—50—	Dishwasher in Next Room
Quiet Urban Area During Nighttime	—40—	Theater, Large Conference Room (background)
Quiet Suburban Area During Nighttime		
	—30—	Library
Quiet Rural Area During Nighttime		Bedroom at Night, Concert Hall (background)
	—20—	
		Broadcast/Recording Studio
	—10—	
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 care facilities, 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 colocation 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 N-1, Existing Traffic Noise Contours. Future noise conditions for roadways are presented for the 20-year 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 N-2, General Plan Housing Element (GPHE) 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 N-1 and N-2 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.

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 N-3, 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.

Noise exposure criteria should be incorporated into land use planning to reduce future noise and land use incompatibility. 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 N-2 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 N-2 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 shall not exceed 45 dBA CNEL. Although the California Building Code does not require 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 to limit unnecessary, excessive, and annoying noise. The noise levels established by the Newport Beach Municipal Code ensure that noise from mechanical equipment and other types of non-transportation noise are not excessive in residential and other noise-sensitive areas.

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Table N-2. 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 Center, Wildlife Reserve, Wildlife Habitat	A	A	A	A	B	C	C
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.

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Zone B: Normally Compatible: New construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made, and applicable 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 preventing and mitigating 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 according to standards presented in Table N-2, and enforce the interior and exterior noise standards in the Newport Beach Municipal Code. (Imp. 2.1, 8.1)
- **Policy N-1.2: Noise Exposure Verification for New Development** (adapted from Policy N 1.2). 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)
- **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 Newport Beach Municipal Code. (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)

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- **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 N-3, 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 N-3. (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** (adapted from Policy N 1.8). Require use of noise mitigation measures to protect existing sensitive uses when a significant noise increase may be caused by new development. A significant noise increase occurs when new development increases the existing background CNEL beyond an allowable increase, impacting existing sensitive uses. The allowable CNEL increase is shown in the table below. (Imp. 2.1, 7.1)

Existing Background CNEL (dBA)	Allowable Increase (dBA)
55	3
60	2
65	1
70	1
Over 75	Any increase is considered significant

Notes: CNEL = Community Noise Equivalent Level; dBA = A-weighted decibel.

- **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, such as 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 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.

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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 N-2 and Figure N-3, 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 N-2 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 Newport Beach Municipal Code. (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. 14.4, 14.9, 14.15)
- **Policy N-2.5: Boating Activities** (adapted from Policy N 2.5). Encourage the enforcement of the Newport Beach Municipal Code noise limits for boating activities through coordination with the Newport Beach Police Department. (Imp. 26.1)
- **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)

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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 N-3, 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**. Consider 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**. Consider 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.

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  - 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** (adapted from Policy N 3.10). 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)
- **Policy N-3.11. Updated Airport Noise Contours**. Periodically review and consider updates to the airport noise contours and revise Figure N-3, 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 Newport Beach Municipal Code. (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 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 pool and spa pumps can be noise intrusions. Noise intrusions from HVAC equipment have 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 that abut residential areas. However, the Newport Beach Municipal Code 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 the

equipment 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 Newport Beach Municipal Code.

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 residential uses. 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 Newport Beach Municipal Code (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; noise attenuation for these tools is very difficult. 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** (adapted from Policy N 4.1). Design projects to comply with the interior and exterior noise standards outlined in the Newport Beach Municipal Code to ensure that

noise-sensitive receptors are not exposed to excessive noise levels from stationary noise sources, such as HVAC equipment. (Imp. 7.1)

- **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 Newport Beach Municipal Code. (Imp. 2.1, 8.1)
- **Policy N-4.3: New Commercial Developments** (adapted from Policy N 4.3). Require that new commercial developments abutting sensitive receptors and properties designated as residential 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 Newport Beach Municipal Code. (Imp. 2.1, 8.1)
- **Policy N-4.4: Limiting Hours of Recreational Activities** (adapted from Policy N 4.4). Limit hours when recreational activities in parks and Newport Harbor can take place, consistent with the Newport Beach Municipal Code. (Imp. 9.1, 23.4)
- **Policy N-4.5: Sound-Amplifying Equipment** (adapted from Policy N 4.5). Ensure that projects that include sound-amplifying equipment are designed to comply with the limits in the Newport Beach Municipal Code. Regulate the use of sound-amplifying equipment through the Newport Beach Municipal Code. (Imp. 2.1, 8.2)
- **Policy N-4.6: Residential Activities** (adapted from Policy N 4.6). 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)
- **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 Newport Beach Municipal Code. (Imp. 8.1, 26.1)
- **Policy N-4.8: Mechanized Landscaping Equipment**. Regulate the use of mechanized landscaping equipment through the Newport Beach Municipal Code. (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 Newport Beach Municipal Code. (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)

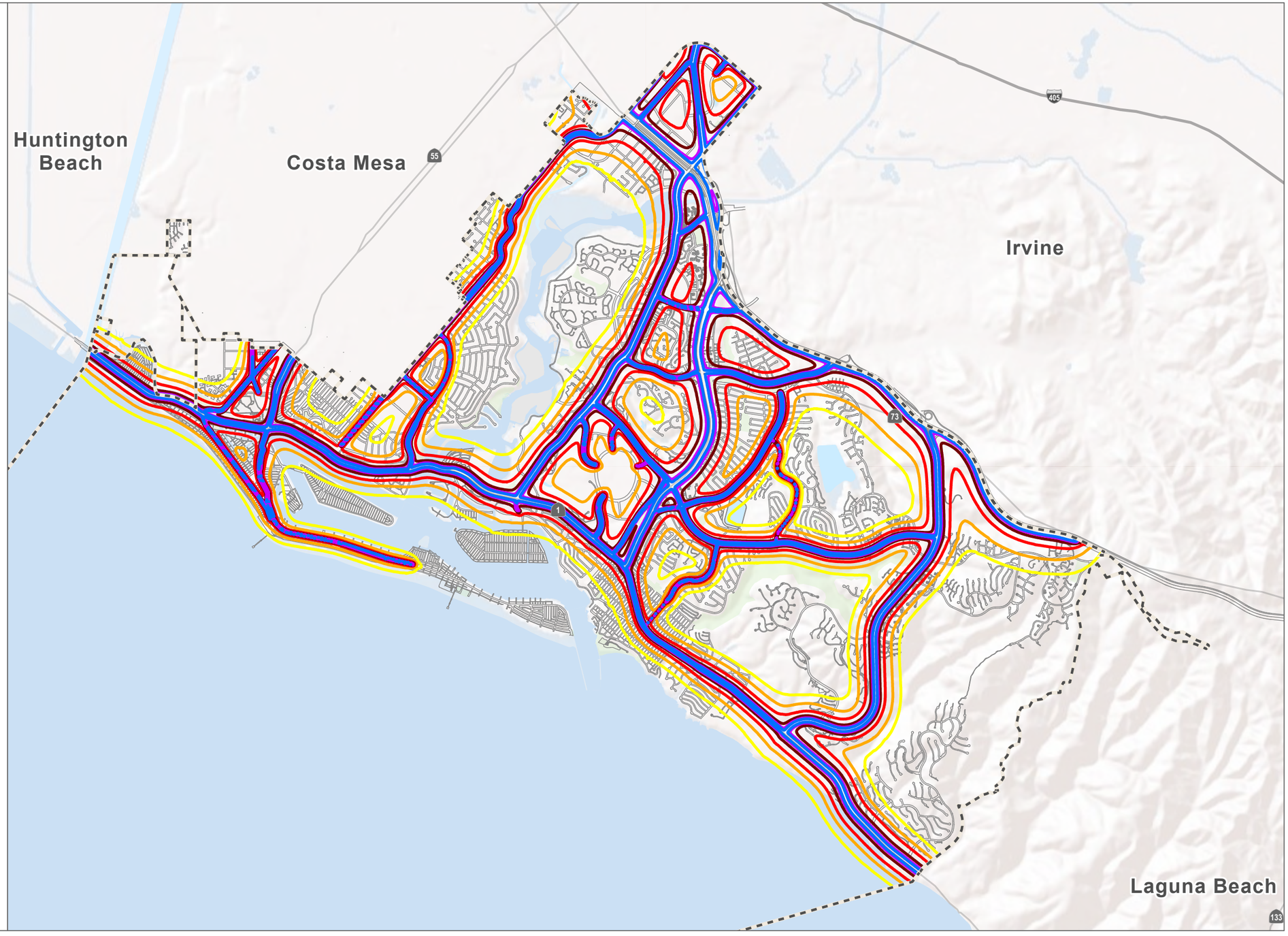
- **Policy N-5.3: Limiting Noise from Construction Activities**. Consider implementing a limit on construction noise to 80 dBA L_{eq} over any 8-hour daytime period for residential uses, and in cases where construction is approved to occur outside of the City's allowable hours, to 70 dBA L_{eq} over 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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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

DUDEK

0 2,300 4,600 Feet

N-1

Existing Traffic Noise Contours

City of Newport Beach General Plan Update

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City of Newport Beach Boundary

GPHE Traffic Noise Contours

= 50 dBA CNEL

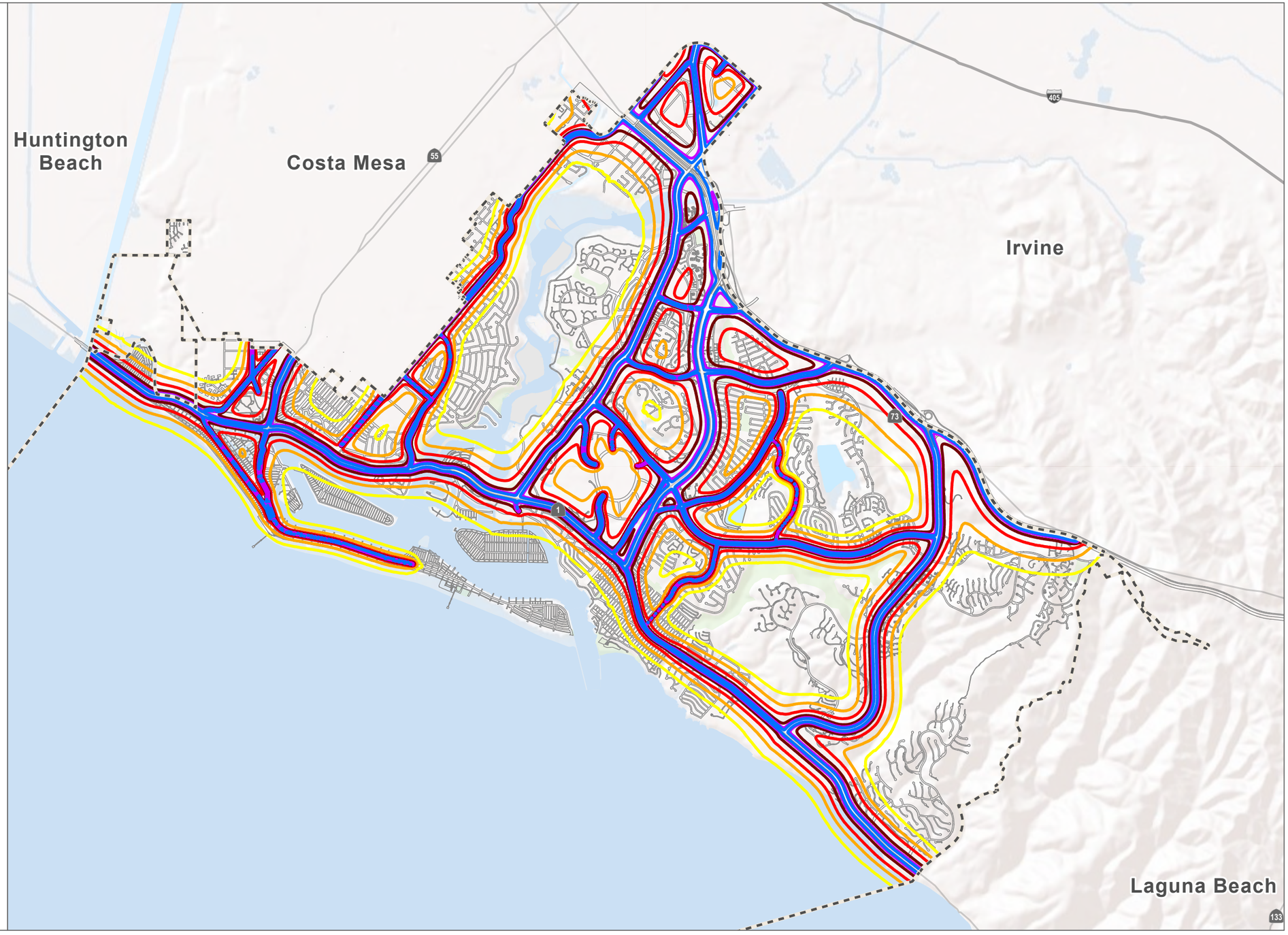
= 55 dBA CNEL

= 60 dBA CNEL

= 65 dBA CNEL

= 70 dBA CNEL

= 75 dBA CNEL



SOURCE: City of Newport Beach 2023

The noise contours displayed are based on complete buildout of the 6th Cycle General Plan Housing Element (GPHE).

DUDEK

N

0 2,300 4,600 Feet

N-2

GPHE Traffic Noise Contours

City of Newport Beach General Plan Update

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City of Newport Beach Boundary
CNEL 60
CNEL 65
CNEL 70
CNEL 75

Costa Mesa
Irvine
San Diego Creek
SALT FLATS
UPPER BACK BAY
MIDDLE ISLAND
IRVINE AVE
MESA DR
SANTIAGO DR
DOVER DR
CAMPUS DR
BIRCH ST
DOVE ST
VON KARMAN AVE
MACARTHUR BLVD
BRISTOL ST N
BRISTOL ST
UNIVERSITY DR
EASTBLUFF DR
VISTA DEL ORO
JAMBOREE RD
CAMELBACK ST
LA SALLE
BISON AVE
55
73
405

SOURCE: City of Newport Beach 2023

DUDEK

0 1,000 2,000 Feet

N-3

2014 Settlement Agreement Airport Noise Contours

City of Newport Beach General Plan Update

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Recreation Element

PURPOSE

The 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. As further described in the Recreation Element Existing Conditions and Background Analysis (April 2024), 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 152 acres of parkland.

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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 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[1]	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**

Note:

[1] Projected park needs are estimated by proportionally allocating the total projected population to each service area based on its share of the existing population and by applying the City's park acreage standard. Existing parkland acreage was then compared to projected needs to determine deficits of surpluses.

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, picnicking facilities, 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 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, Park Classification, 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. These 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).

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 five topics: Recreation Programs, Parks and Playgrounds, Partnerships, Beach Recreation, and Support Facilities.

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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: Homeowners' Association Coordination.** Coordinate with homeowners' 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: Program Awareness**. 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.

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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 to 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 gatherings. (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)

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- **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. (Imp. 23.2, 23.3)

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. (Imp. 23.9)
- **Policy R-4.6: Preservation of Parkland and Open Space**. Prevent, to the extent possible, any net loss of parkland and open space. (Imp. 23.9)
- **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. (Imp. 23.6, 23.9)
- **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. (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)
- **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 requirements. (Imp. 21.6, 23.2)
- **Policy R-5.4: Facility Design**. Develop reasonable design standards to ensure Americans with Disabilities Act–compliant facilities at parks, piers, trails, and public viewing areas for people who require mobility aids. (Imp. 21.6, 23.2)
- **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

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efforts to design development in a manner that does not negatively impede or redirect floodwaters or raise anticipated flood heights as identified by current applicable data. (Imp. 5.2, 8.2, 28.1)

- **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 R-5.7 (S-10.5): Cool Pavement**. Review cool pavement technology effectiveness and consider a pilot cool pavement program to reduce the effects of extreme heat. (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 Program project. (Imp. 20.1, 23.1, 23.3)
- **Policy R-5.9: Population-Based Park Needs**. Re-evaluate population projections to determine park and recreational needs for 2050. (Imp. 23.3)

Partnerships

Coordination with internal City departments and outside agencies and organizations creates opportunities to share resources, promotes effective communication, and facilitates 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, 14.15)
- **Policy R-6.4: Maintenance of Existing Facilities**. Continue providing City facilities for City-operated recreational programs and other purposes. (Imp. 23.4)

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- **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. 14.15)

Beach Recreation

Newport Beach has approximately 251 acres of public beach recreational 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 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 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)
- **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. 5.2, 21.6, 23.3)
- **Policy R-7.3: Resilient Beach Access**. Adapt infrastructure for beach access points to be resilient to coastal hazards. (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)
- **Policy R-7.5: Maintained Beach Access**. Prioritize 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)
- **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.

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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. 21.1, 21.4, 23.1)
- **Policy R-8.2: Adaptive Support Facilities.** Reasonably improve support facilities to ensure that they are adaptable to changing needs, interests, and demographics. (Imp. 23.2, 23.3)
- **Policy R-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)

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- City of Newport Beach Boundary
- **Park Service Area**
  - 1 - West Newport
  - 2 - Balboa Peninsula
  - 3 - Newport Heights/Upper Bay
  - 4 - Santa Ana Heights
  - 5 - Lower Bay
  - 6 - Balboa Island
  - 7 - Eastbluff/Newport North
  - 8 - Big Canyon/Belcourt
  - 9 - Newport Center
  - 10 - Corona del Mar
  - 11 - Harbor View
  - 12 - Newport Coast
- Parks
- Open Space and Preserves
- Beaches
- Walking Trail



SOURCE: City of Newport Beach;

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0 2,100 4,200 Feet

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Parks and Open Space

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SOURCE: City of Newport Beach

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0 850 1,700 Feet

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West Newport Park Service Area

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SOURCE: City of Newport Beach

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0 487.5 975 Feet

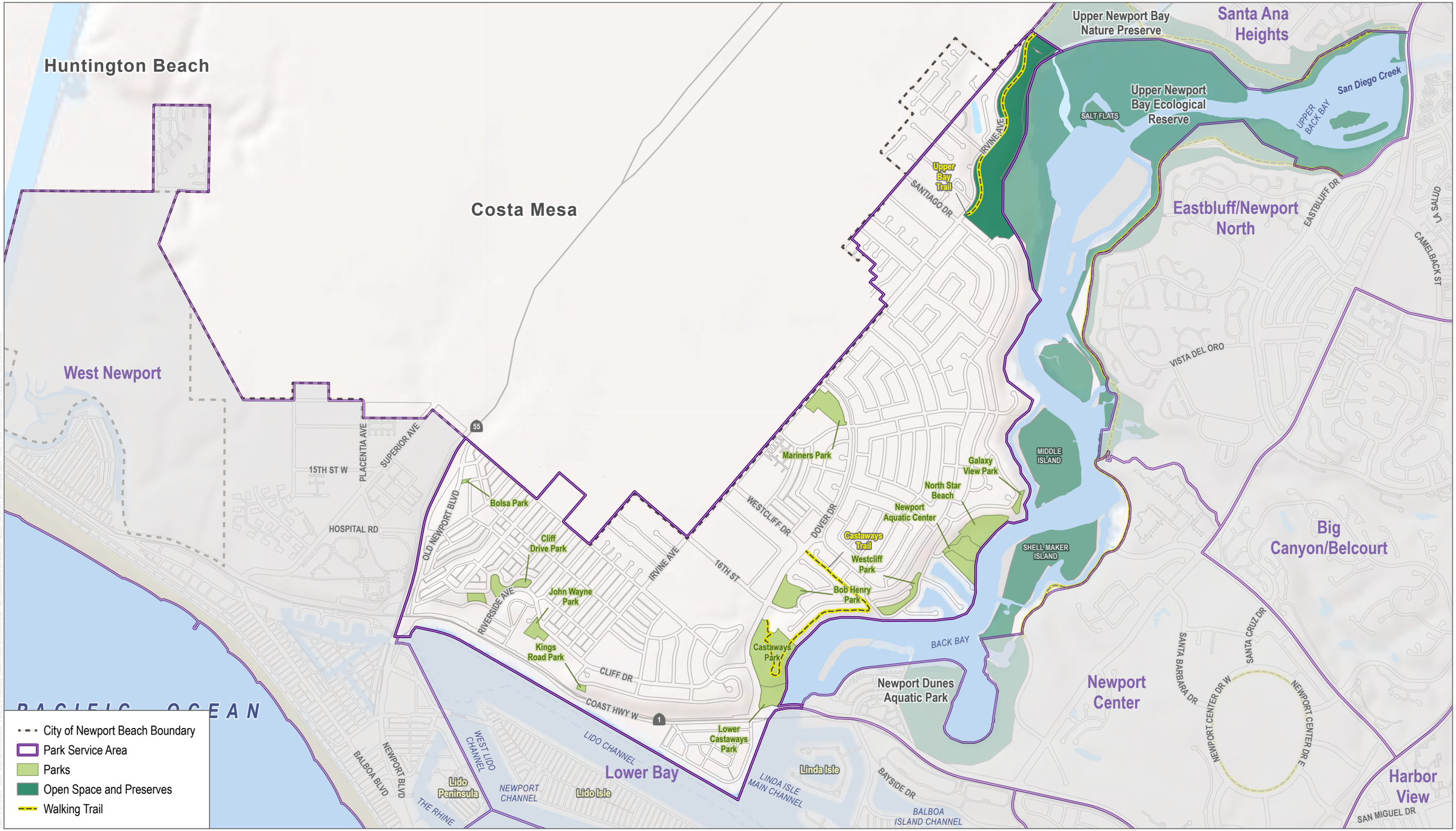
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Balboa Peninsula Park Service Area

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SOURCE: City of Newport Beach

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0 800 1,600 Feet

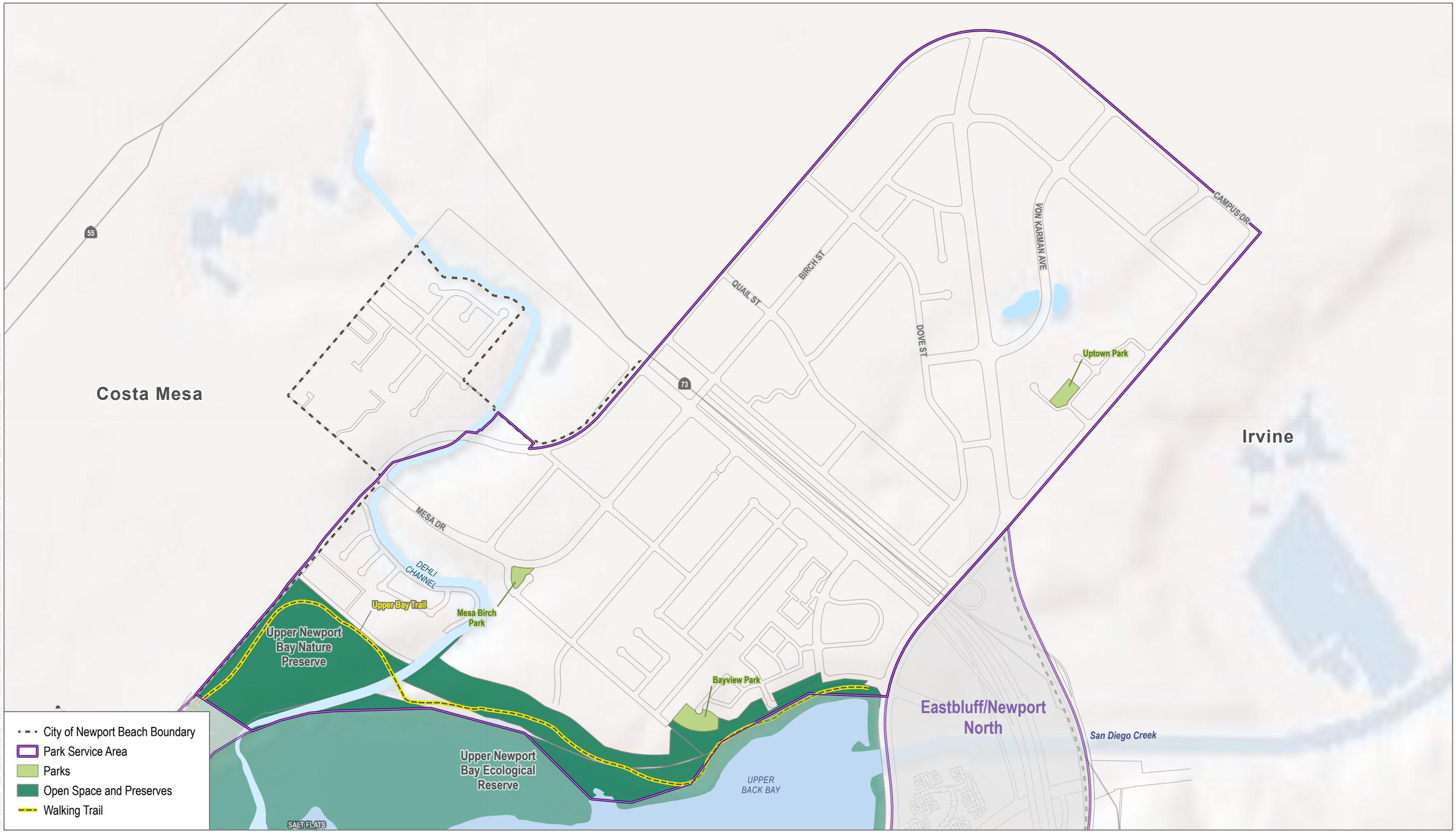
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Newport Heights/Upper Bay Park Service Area

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SOURCE: City of Newport Beach

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0 460 920 Feet

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Santa Ana Heights Park Service Area

City of Newport Beach General Plan Update

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SOURCE: City of Newport Beach

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0 395 790 Feet

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Lower Bay Park Service Area

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SOURCE: City of Newport Beach

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0 190 380 Feet

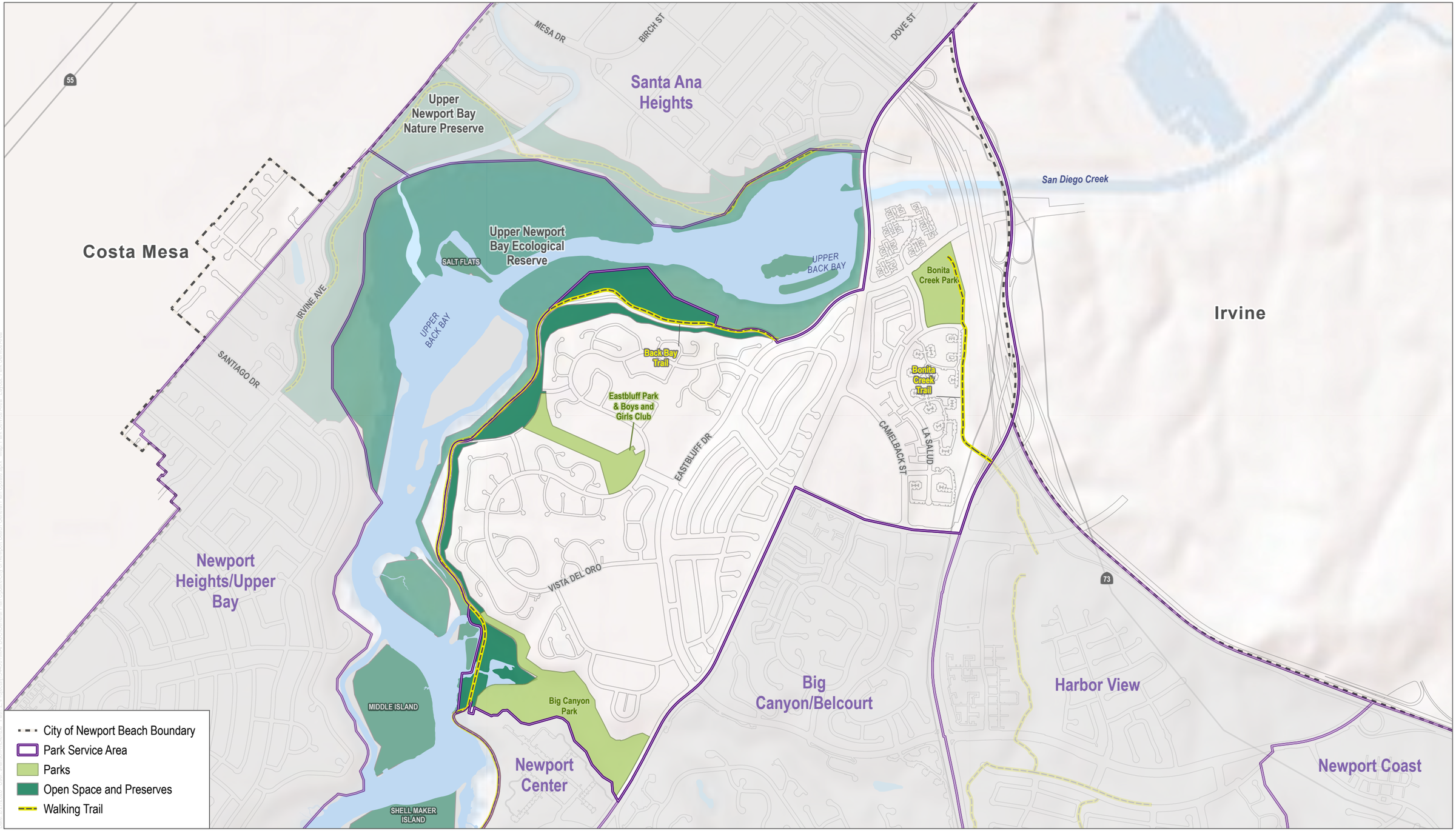
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Balboa Island Park Service Area

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SOURCE: City of Newport Beach

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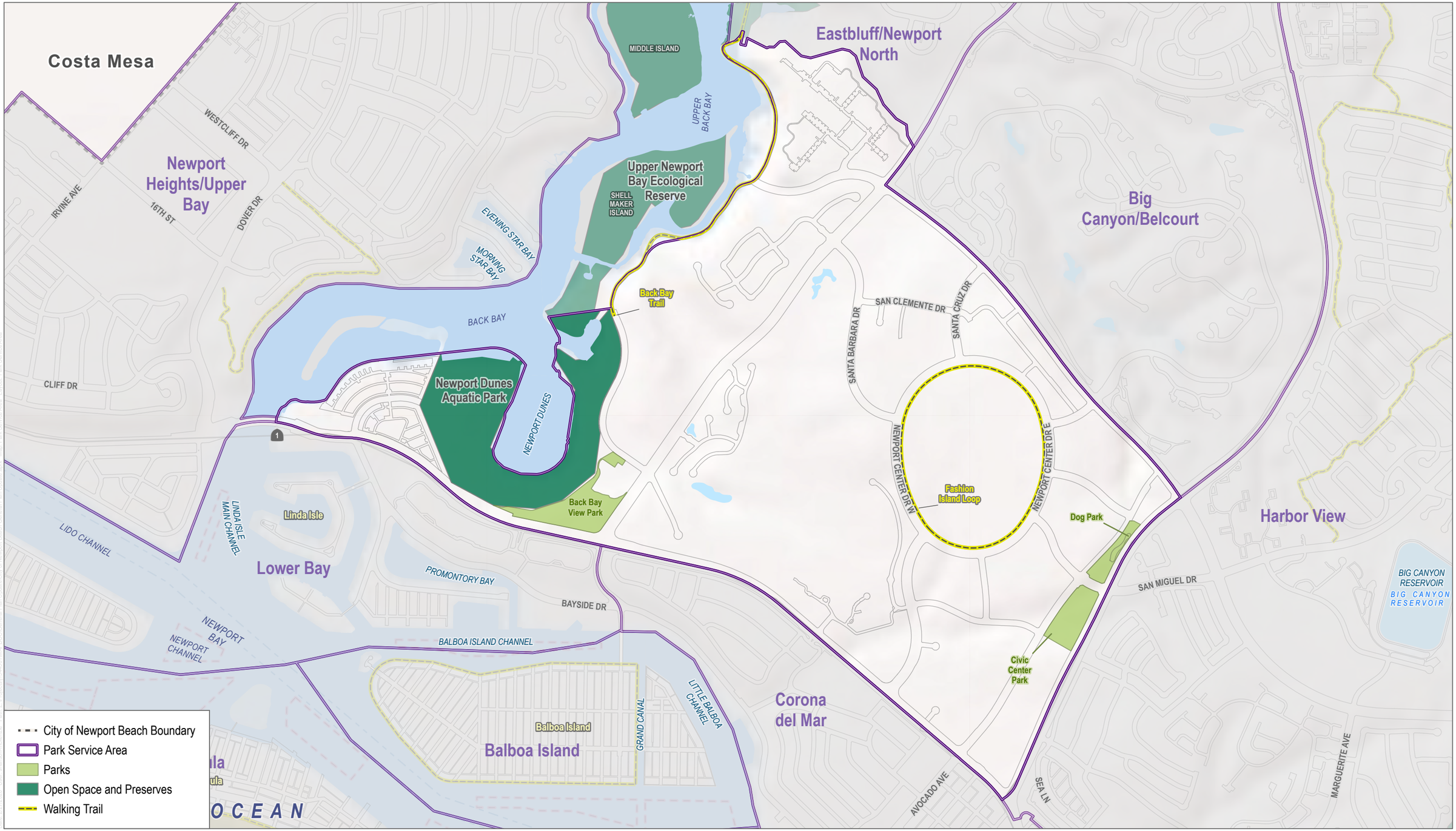
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Eastbluff/Newport North Park Service Area

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SOURCE: City of Newport Beach

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0 550 1,100 Feet

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Newport Center Park Service Area

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SOURCE: City of Newport Beach

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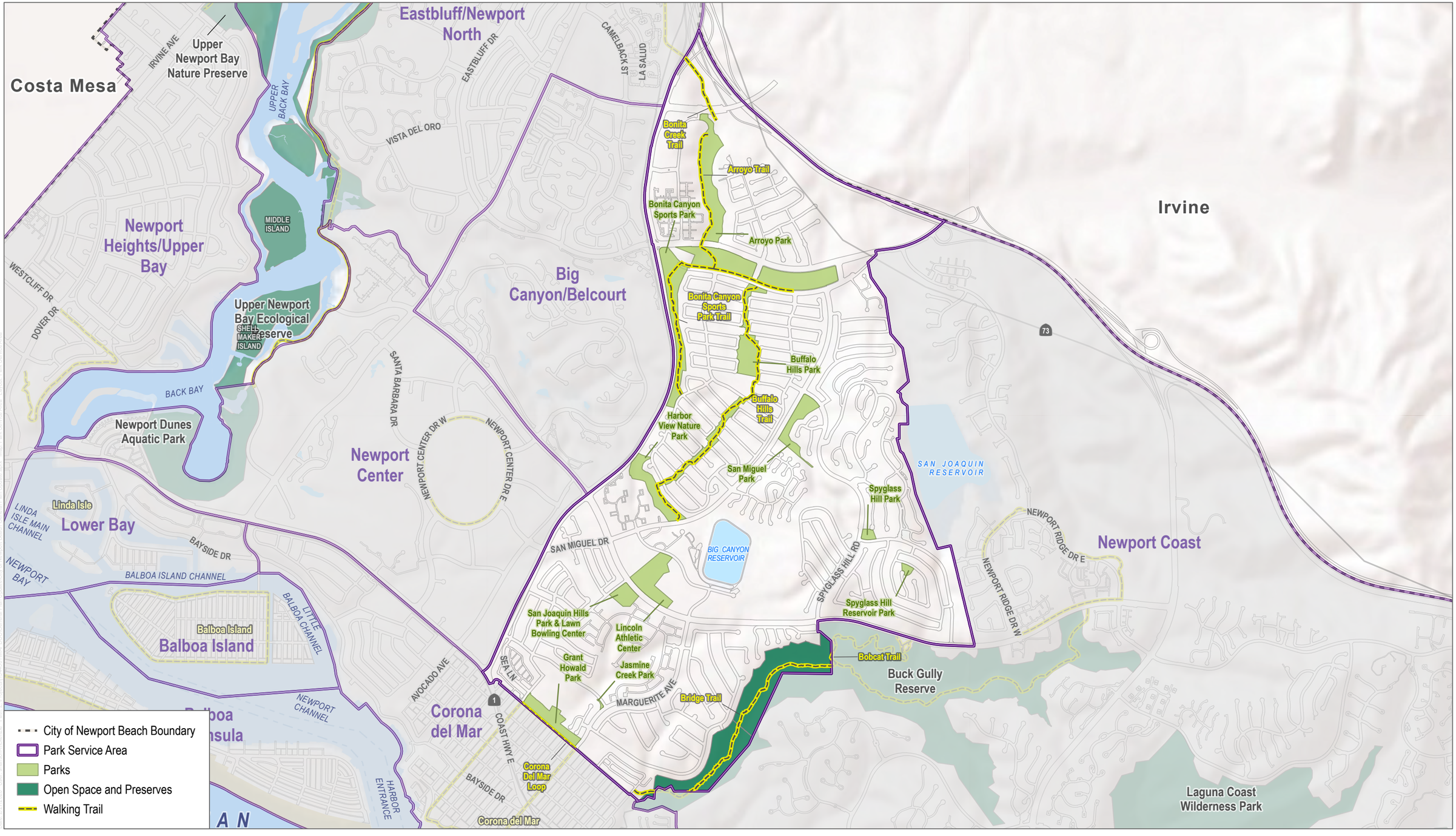
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Corona del Mar Park Service Area

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SOURCE: City of Newport Beach

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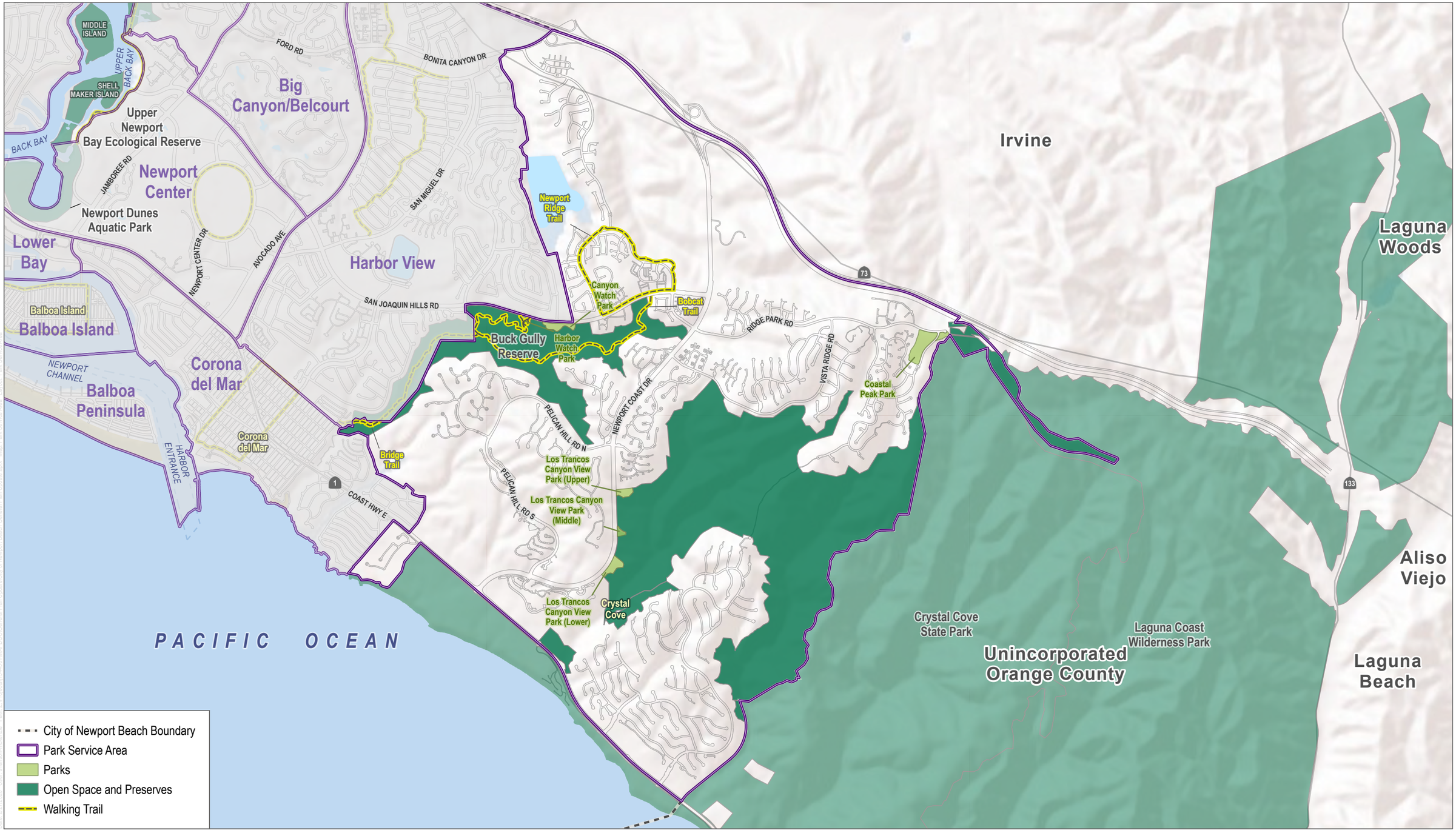
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Harbor View Park Service Area

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SOURCE: City of Newport Beach

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0 1,350 2,700 Feet

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Newport Coast Park Service Area

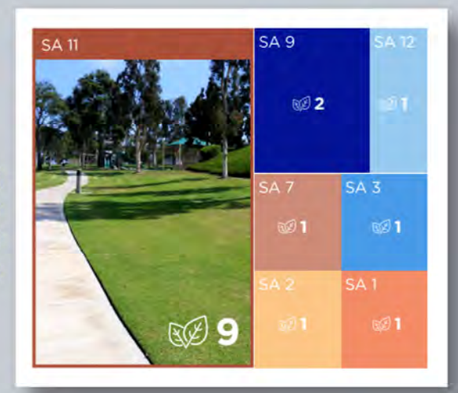
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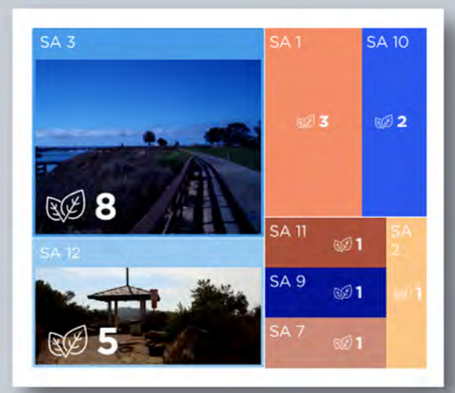
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City Park Categories

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

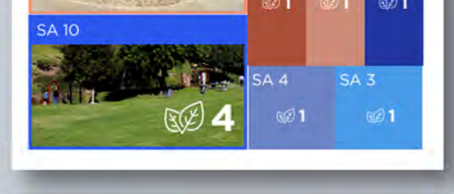


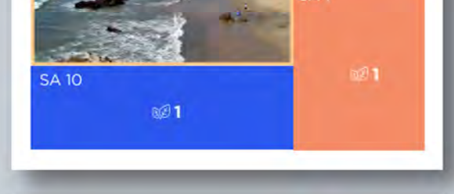


View Park
There are 22 View Parks across 8 different service areas



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





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

There are also
6 Open Space/ Preserves
that cross into
6 Service Areas

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





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



SOURCE: City of Newport Beach

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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 in 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%

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

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Table S-1. Populations Vulnerable to Hazards

Vulnerable Population Health Indicator	Newport Beach	Orange County
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.healthyplacesindex.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.

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

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 information[2]). 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 proximity to the coast. Although infrastructure can protect the community in the event of flooding, it is also important that existing 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 about 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 damage in Newport Beach. The California Department of Conservation's tsunami maps (last updated in 2021) indicate that key areas

[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.

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.

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 experienced 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. 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

[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/.

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

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, and 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 Element Existing Conditions and Background Analysis for 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.

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 Senate Bill 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. The Sea-Level Rise Plan should at least consider the following:
    - Preservation of private property rights;
    - Preservation and migration of intertidal 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-1.2: 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, 14.15)
- **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 dune restoration and sand replenishment and nourishment. (Imp. 5.2, 8.1, 21.2)
- **Policy S-1.5 (Policy HBB-7.4): 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 floods, storms, pollution, dredging, vessel sinking, and other potentially hazardous events to supplement existing safety and rescue operations. (Imp. 28.2)

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 S-2.2: Shoreline Management Pilot Projects.** Investigate shoreline management pilot projects to test solutions on a smaller scale. (Imp. 5.1, 5.2, 21.1)
- **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 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 S-3.2: Sand Monitoring.** Monitor progress of sand nourishment and sand retention projects. (Imp. 28.1)
- **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. 14.15, 28.1)

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- **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.

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 who are 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. 22.1)

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- **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

While coastal flood risk is more widespread, some areas of Newport Beach that are not along the coast are also 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. 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, 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.

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. 7.5, 17.1, 23.6, 29.3)
- **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) needs for habitat management, flood management, capital improvement projects, development, aesthetics, and open space. (Imp. 7.5, 14.15, 17.1, 17.2, 19.1)
- **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. 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. 7.5, 8.1, 17.2, 19.1, 21.5)

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- **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 Federal Emergency Management Agency 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 heighten 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 wind and drought conditions.

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 in 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, which means that the State is responsible for maintaining that land and responding to fires in that 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 California 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.

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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.

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 those 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, 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, such as preparedness education. During CWPP development, consider strategies to ensure long-term maintenance. (Imp. 14.15, 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. 14.3, 14.15)

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- **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 Inventory[8]: 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 fewer 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

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 40 years. Of these, 96 sites have been either cleaned up or deemed to be of no environmental consequence, leaving 1 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

[8] https://www.epa.gov/toxics-release-inventory-tri-program.

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

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 2050 General Plan Natural Resources Element.

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

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, 14.15)
- **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.

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 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.

[10] https://www.conservation.ca.gov/calgem/Pages/Index.aspx.

[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)

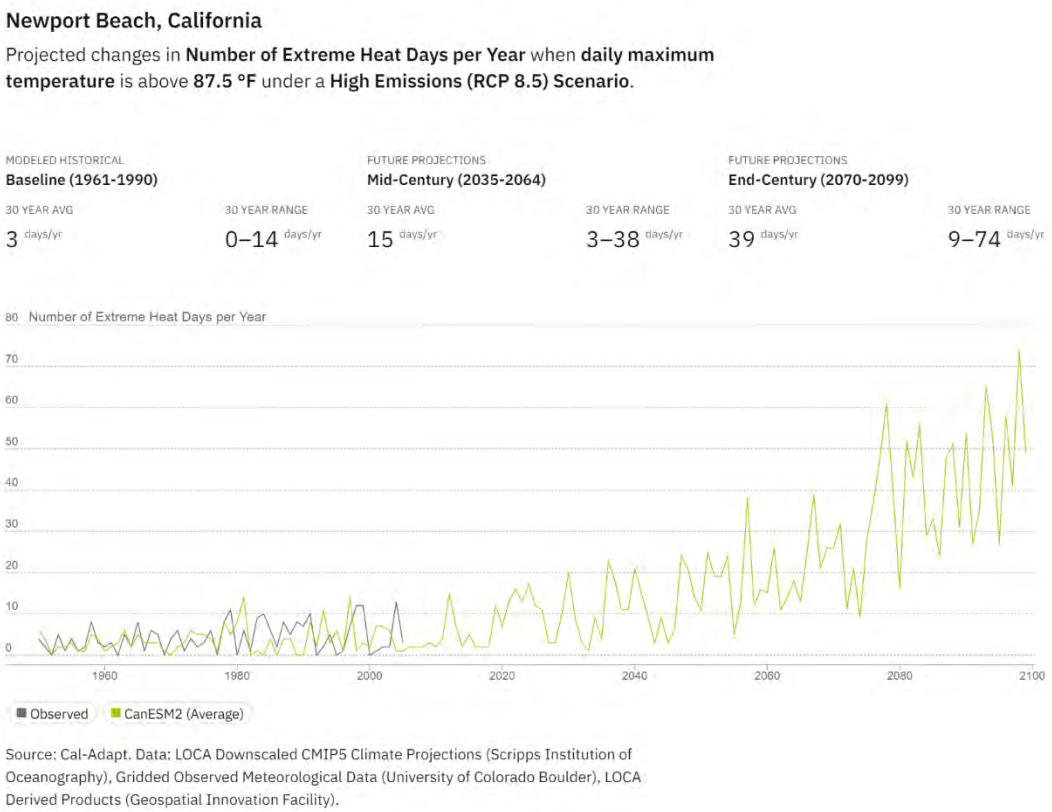
Extreme Heat

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 Exhibit S-1, 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.

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[12] CEC (California Energy Commission). 2023. "Cal-Adapt Extreme Heat Days & Warm Nights." https://cal-adapt.org/tools/extreme-heat.

Exhibit S-1. Extreme Heat Day Projections



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).

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. 27.1)
- **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. (Imp. 20.1, 23.1, 23.3)
- **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.

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, in the Safety Element Existing Conditions and Background Analysis,[14] for analysis of evacuation routes, evacuation sites, and maps for both tsunami and wildfire hazard zones.

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 of the Safety Element Existing Conditions and Background 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. 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]

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

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

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

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

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 Newport Beach Police Department is part of the California Law Enforcement Mutual Aid System, operating under the California Law Enforcement Mutual Aid Plan.

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 separately 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 more efficient 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)

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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 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 about 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 homeowners' associations to continue to promote emergency preparedness resources and practices—for example, incorporating a neighborhood-scale buddy system into Community Emergency Response Team 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. (Imp. 14.12)
- **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

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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 nonconforming developments to provide upgrades and maintenance to meet the most recent California Fire Code standards, including road standards and vegetative hazards. (Imp. 26.1)
- **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 Newport Beach 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. 8.2)

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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

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0 2,150 4,300 Feet

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Citywide Coastal Flood Risk

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- City of Newport Beach Boundary
- Navigation Channel
- Mooring Field

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;

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0 1,000 2,000 Feet

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Newport Harbor Coastal Flood Risk

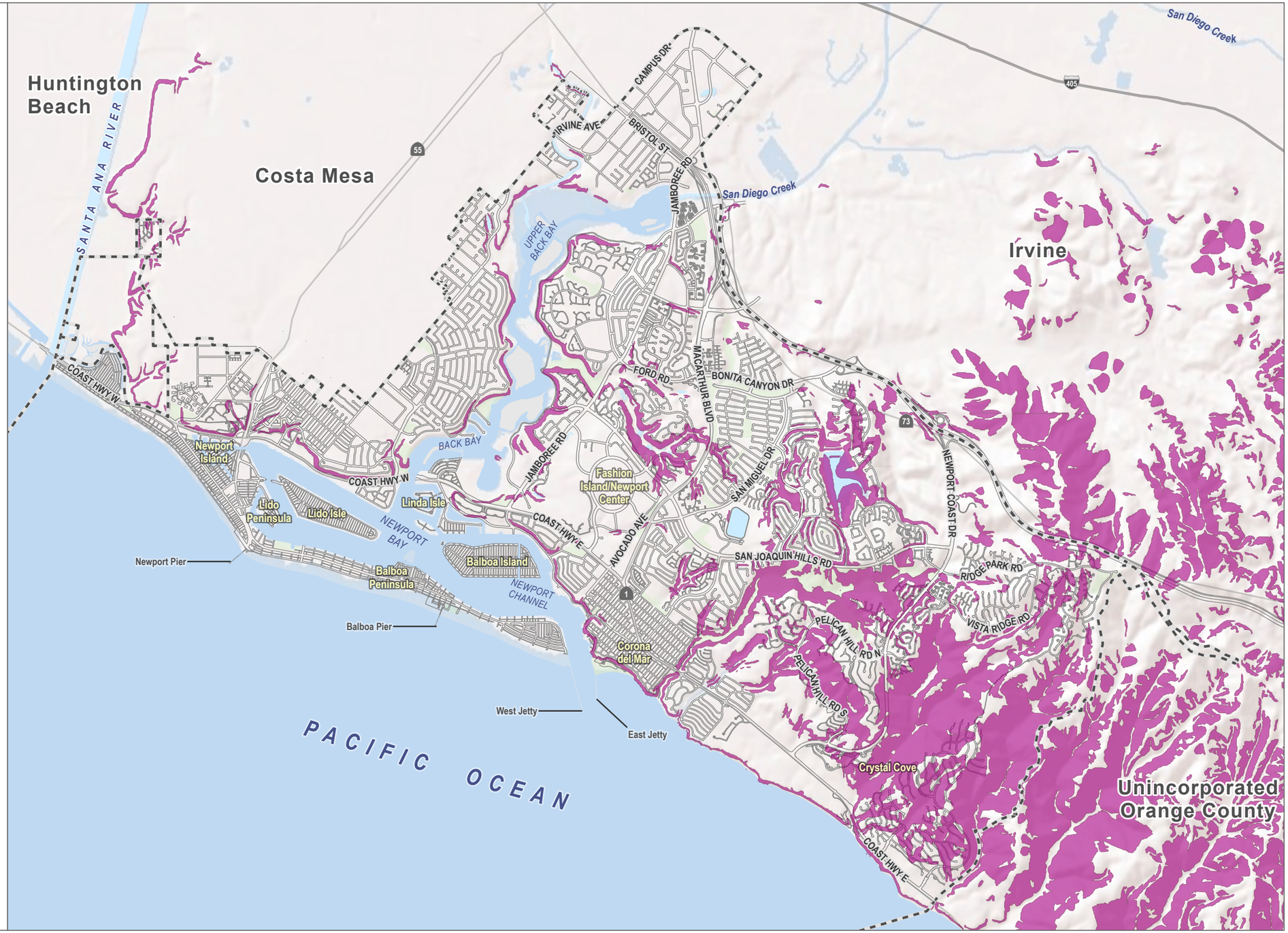
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City of Newport Beach Boundary

Landslide Zone



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

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0 2,150 4,300 Feet

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Landslide Zones

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City of Newport Beach Boundary

Liquifaction Zone



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

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N

0 2,150 4,300 Feet

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Liquefaction Zones

City of Newport Beach General Plan Update

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- - - 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

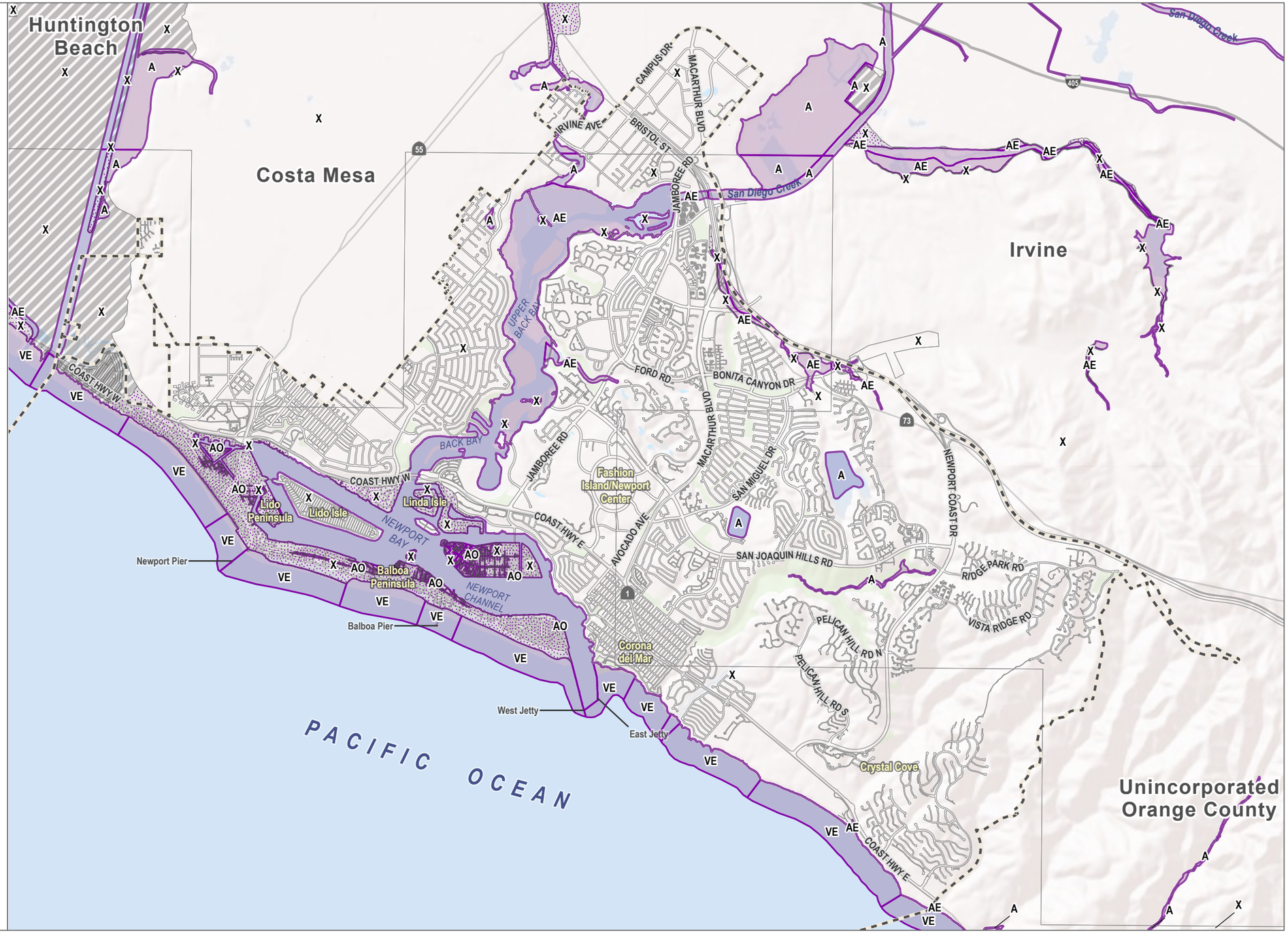
Flood Zone Description

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

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0 2,150 4,300 Feet

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FEMA Flood Zones

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City of Newport Beach Boundary

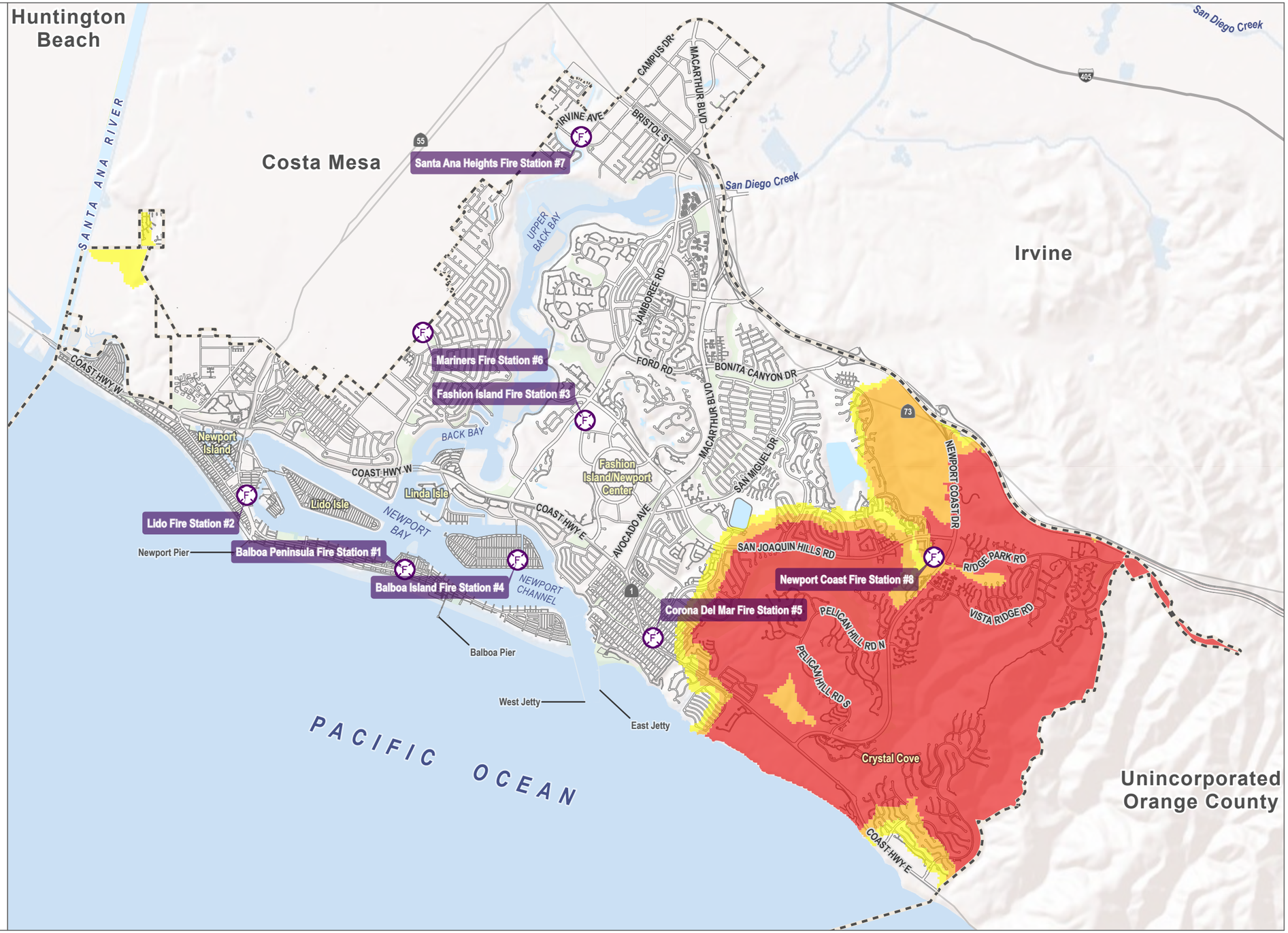
Fire Station

Fire Hazard Severity Zones

Moderate

High

Very High



SOURCE: City of Newport Beach 2023; CalFire 2025

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0 2,150 4,300 Feet

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Fire Hazard Severity Zones

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City of Newport Beach Boundary

Fire Hazard Severity Zones

- Moderate
- High
- Very High

Land Use Designation Class

- Private Institutions (PI)
- Public Facilities (PF)
- Open Space (OS)
- Parks and Recreation (PR)

Residential

- Single Unit Residential Attached (RS)
- Two Unit Residential (RT)
- Multiple-Unit Residential (RM)

Commercial

- Corridor/Neighborhood Commercial (CC/CN)
- General Commercial (CG); Visitor Serving Commercial (CV)



SOURCE: City of Newport Beach 2023; CalFire 2025

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0 2,150 4,300 Feet

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Land Uses in Fire Hazard Severity Zones

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City of Newport Beach Boundary

Fire Perimeter

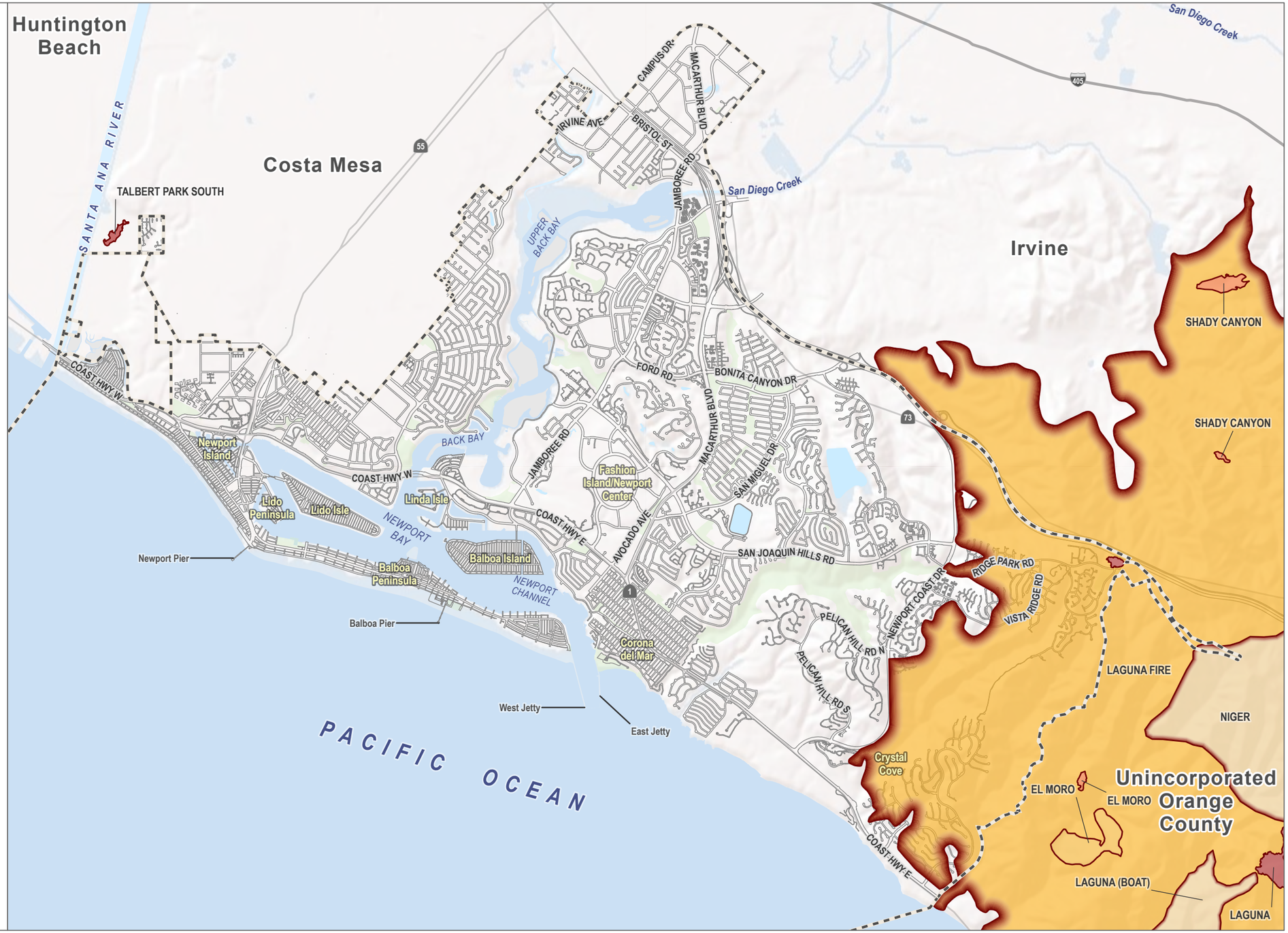
Year

1950-1979

1980-1999

2000-2009

2010-Present



SOURCE: City of Newport Beach 2023; CalFire 2024

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N

0 2,150 4,300 Feet

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Historic Fires

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- 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;

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0 2,150 4,300 Feet

Hazardous Materials

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Implementation Programs



The following implementation programs constitute the main set of actions and procedures necessary to carry out the goals and policies of the Newport Beach 2050 General Plan. The implementation programs are generally described and do not reiterate the specific standards or requirements of each policy that must be addressed during implementation, such as permitted development densities and required parkland acreage dedication. Consequently, in implementing the programs it is necessary to review the policies to ensure that they are fully addressed.

For the convenience of the 2050 General Plan's users, each implementation program is numbered herein and then referenced at the close of each relevant General Plan Element policy (as "Imp."). Further, to assist in implementation tracking, an Implementation Crosswalk provides a comprehensive table that lists each policy by General Plan Element, the corresponding implementation program, the primary City of Newport Beach (City) department responsible for implementing the respective policy, and a general timeframe for implementation. The Implementation Crosswalk is designed to assist staff with annual General Plan progress tracking.

The 2050 General Plan serves as the City's overarching policy document and carries the greatest legal and policy weight. The implementation programs and Implementation Crosswalk are intended as flexible guidance to help achieve the 2050 General Plan's goals. Implementation of the 2050 General Plan may evolve over time to reflect changes in funding, technology, and community priorities. The implementation programs and Implementation Crosswalk are advisory in nature and do not supersede the 2050 General Plan. To this end, the General Plan Progress Report required to be prepared annually, as described in Imp. 1.3, reviews the continuing applicability of the implementation programs and updates the programs as necessary. Such modifications would not necessitate a formal amendment to the 2050 General Plan unless they substantively alter the 2050 General Plan's goals or policies. An annual review of the 2050 General Plan is required to ensure that implementation is monitored and that the policies remain relevant. Except for the Housing Element, the level of detail required in the annual review is not specified by State of California law. To track the efficacy of the 2050 General Plan and its implementation, the City is committed to more thorough reviews of each General Plan 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 General Plan Element will help to better identify needed actions and possible revisions. Each year, the City will select a group of General Plan Elements to review in more detail, ensuring that each element is covered at least once every 3 years.

DEVELOPMENT MANAGEMENT SYSTEM

The City's Development Management System encompasses the policy and regulatory documents and procedures that guide land use development and resource conservation in accordance with the goals and policies specified by the 2050 General Plan.

1. GENERAL PLAN

Overview

The City's 2050 General Plan was prepared and adopted in accordance with the procedural and substantive requirements of California Government Code Section 65300 et seq. It serves as the statement of official policy for Newport Beach's long-term physical development and addresses all General Plan elements statutorily required by the California Government Code, as follows: Land Use, Housing, Circulation, Conservation and Open

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Space, Public Safety, and Noise. To avoid redundancy, the Conservation Element and Open Space Element were merged into the Natural Resources Element. Parks and Recreation, under statute as a component of the Open Space Element, was prepared as a separate element (the Recreation Element) to reflect its importance. Because local governments are allowed to incorporate other General Plan elements that pertain to their unique characteristics or visions, this General Plan also includes a Harbor, Bay, and Beaches Element; Arts and Culture Element; and Historical Resources Element. Although optional by statute, once adopted, they hold equal weight under the law as the mandated General Plan elements do; there are components of the optional elements that address statutory requirements.

Goals and policies of the 2050 General Plan are applicable to all lands within the jurisdiction of the City. Consistent with State statutes (California Government Code Section 65300), the General Plan also specifies policies for the adopted Sphere of Influence (SOI), mostly encompassing the area formerly referred to as Banning Ranch and now referred to as the Randall Preserve. These policies represent the City's long-term intentions for conservation and development of the Randall Preserve should it be annexed to Newport Beach. Until that time, uses and improvements of the Randall Preserve are subject to the County of Orange General Plan.

Programs

Imp. 1.1: Ensure that Private Development and Capital Improvements Are Consistent with the 2050 General Plan

California statutes require that a city's decisions regarding its physical development be consistent with the adopted General Plan. The City's Zoning Code is the primary tool used by the City to carry out the goals, objectives, and policies of the 2050 General Plan. All provisions of the Zoning Code must be consistent with the 2050 General Plan, and any approved development, land use, and subdivision must also be consistent with the 2050 General Plan. As a consequence, the City shall review all subdivision and development applications and make written findings that they are consistent with all goals and policies of the 2050 General Plan (see Imp. 12.1 and Imp. 13.1).

Imp. 1.2: Update and Revise the 2050 General Plan to Reflect Changing Conditions and Visions

Although there are no specific deadlines for comprehensive updates and revisions of General Plans, State guidelines urge that they be maintained to reflect current conditions, issues, and visions. Comprehensive revisions occur infrequently in recognition of the long-term role of the 2050 General Plan, but it is important to monitor its relevance and applicability to local needs and issues as they evolve. At least once every 5 years, the City shall do the following:

- Review the economic markets for commercial, industrial, and housing development.
- Identify trends that impact or provide opportunities for the City.
- Assess the 2050 General Plan's land use diagram, policies, and standards for their effectiveness in addressing land use issues.
- Evaluate traffic conditions and their correlation with land use development.
- Amend the 2050 General Plan where desired and necessary. All amendments must be analyzed pursuant to City Charter Section 423 to determine if they must be submitted to the electorate.

Because many of the 2050 General Plan's implementation programs, particularly the Public Infrastructure and Services Plans and Public Service Programs, are dependent on available funding and will evolve over time to

reflect changing community needs, they shall be reviewed and updated at least once each 3 years to ensure their continuing relevance. This is a technical revision that would not necessitate a formal amendment to the 2050 General Plan, provided that they do not alter its policies, and would best be accomplished as an integral component of the annual General Plan Progress Report (see Imp. 1.3).

Revisions and updates to the 2050 General Plan shall be made in accordance with the 2050 General Plan's Vision Statement, or as modified by future public input, such as establishing objective design standards to distinguish neighborhoods within Newport Beach. Revisions shall sustain the City's intentions to be a residential community, balanced with supporting retail uses, job opportunities, and visitor and recreational services and amenities. Amendments to accommodate the City's "fair share" of regional housing demand shall be considered in context of these visions and the goals stipulated by this General Plan. Increments of additional growth shall be linked to the provision of adequate supporting transportation systems, infrastructure, and public services.

Imp. 1.3: Prepare Annual General Plan Progress and Housing Element Implementation Reports

California Government Code Section 65400(b)(1) requires all Cities and Counties to submit an annual General Plan Progress Report to their "legislative bodies," the State Office of Land Use and Climate Innovation (formerly the Office of Planning and Research), and the California Department of Housing and Community Development. The purpose of the Progress Report is to provide information on the status of the 2050 General Plan and the progress made in implementing its programs and goals, including the adequacy of transportation, utility infrastructure, and public services to support entitled projects. Additionally, the Progress Report must specify the degree to which the approved General Plan complies with the General Plan Guidelines published by the California Office of Land Use and Climate Innovation and must specify the date of its last revision.

As required by State Housing Element Law, the City is required to monitor all housing programs and to complete a detailed annual Housing Element Implementation Report that documents the City's progress in fulfilling its share of the Regional Housing Needs Allocation, the status of implementation of each of the housing programs in the City's housing plan, and the actions and programs adopted to remove or mitigate governmental constraints on the development of housing for all income levels.

2. ZONING CODE

Overview

The City's Zoning Code, Title 20 of the Newport Beach Municipal Code, is one of the primary means of implementing the General Plan. Unlike the long-term perspective of the 2050 General Plan, the Zoning Code anticipates the immediate uses of the land. Areas within the SOI are governed by the County of Orange Zoning Code, until annexation into Newport Beach, after which they will be subject to the City's Zoning Code.

Effective implementation of a General Plan necessitates mutually reinforcing actions, such as a consistent Zoning Code. The City's practice has been to maintain consistency between its General Plan and Zoning Code.

Programs

Imp. 2.1: Amend Regulations for Consistency with the2050 General Plan

A thorough review of the Newport Beach Municipal Code is required for consistency with the 2050 General Plan policies. This is particularly important with respect to the Zoning Code. This shall include review of Zoning Code

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requirements pertaining to areas designated as Specific Plans (see Section 3, Specific Plans) and amendments to Planned Community (PC) Development Plans (see Section 4, Development Plans/Planned Communities).

In accordance with State statutes, the Zoning Code shall be amended "within a reasonable time" of the adoption of the updated General Plan. It is common practice for communities to revise their regulations within 12 to 18 months. Some revisions may take priority over others, and some revisions may warrant further analysis and may take additional time. For example, an update to the City's noise regulations has been identified as a priority for implementation of the 2050 General Plan.

3. SPECIFIC PLANS

Overview

Specific Plans are tools for the systematic implementation of the General Plan and are intended to implement and regulate land use and development within a specific physical boundary, subject to the substantive and procedural requirements of California Government Code Sections 65450 through 65450. Specific Plans are regulatory documents adopted by ordinance and are incorporated into the City's Zoning Code. All development standards contained therein are enforceable by law.

Specific Plans that have historically been adopted by the City, generally, are more limited in their scope and application than authorized by the California Government Code. In addition, they are more specific than the underlying zoning requirements in their development standards and design guidelines to reflect the unique characteristics of their planning area. Some prescribe programs for visual enhancement and streetscape improvements. The only adopted Specific Plan at the time of the approval of the updated General Plan is for Santa Ana Heights (also known as Bayview Heights).

As a component of the revision of the Zoning Code for consistency with the 2050 General Plan (Imp. 2.1), development regulations for designated Specific Plan areas of the City shall be reviewed and amended as necessary.

Programs

Imp. 3.1: Prepare and Maintain Specific Plans

Specific Plans are considered by the State Office of Land Use and Climate Innovation to be especially useful for large projects and for sites with environmental constraints, and there are several potential applications in Newport Beach. These may be prepared by either the City or the private sector, but responsibility for their adoption lies with the City Council.

Specific Plans may be considered to satisfy the regulatory planning requirements for the residential villages proposed for the Airport Area and for the integration of housing proximate to jobs, transportation, supporting commercial, and services to support the opportunity sites intended to create consistency with the Housing Element's focus areas, as identified by the housing opportunity overlay zones. In these cases, a Specific Plan would serve as a tool to guide the development of multiple properties into a cohesive district. The Specific Plan would establish standards for a suitable interface among the diverse permitted land uses; a high level of architectural design and site landscape; and the incorporation of parklands, unifying streetscapes, and other amenities.

Specific Plans shall be reviewed regularly to identify and incorporate design standards to guide development toward a mix of uses, including housing, commercial areas, parks, and other uses, including the provision of equestrian trails and uses as described in the Santa Ana Heights Specific Plan.

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4. DEVELOPMENT PLANS/PLANNED COMMUNITIES

Overview

The City provides for a Planned Community (PC) designation for the development of large properties, usually under one ownership, with the objective of producing a well-defined and cohesive district that integrates one or more type of housing unit and supporting uses and that meets standards of density, open space, light and air, pedestrian and vehicular access, and traffic circulation similar to comparable residential and commercial districts in Newport Beach. Planned Communities are defined by specific development standards that are customized to reflect the unique attributes and environmental setting of the property and its surroundings.

Programs

Imp. 4.1: Prepare New Planned Community Development Plans

In lieu of the preparation of Specific Plans, as discussed above, the City may elect to have Planned Community Development Plans prepared for large-scale development projects permitted by the 2050 General Plan. This would expand the traditional use of the City's Planned Community (PC) designations to incorporate detailed design guidelines, infrastructure plans, phasing, and financing mechanisms.

5. LOCAL COASTAL PROGRAM

Overview

Implementation of *California Coastal Act* policies is accomplished primarily through a Local Coastal Program (LCP) that contains a Coastal Land Use Plan (CLUP) and Implementation Plan. The CLUP sets forth goals, objectives, and policies that govern the use of land and water in the coastal zone within Newport Beach, with the exception of Newport Coast and the Deferred Certification Area comprising the SOI and several parcels to its east. Newport Coast is governed by the previously certified and currently effective Newport Coast segment of the County of Orange's LCP. The Deferred Certification Area has unresolved issues related to land use, public access, and the protection of coastal resources. The Implementation Plan consists of the zoning ordinances, zoning district maps, and other legal instruments necessary to implement the land use plan.

Programs

Imp. 5.1: Review and Revise Coastal Land Use Plan for Consistency with the 2050 General Plan

The 2050 General Plan's updated goals and policies were written in consideration of the CLUP, as approved by the California Coastal Commission on February 8, 2006, and on February 5, 2009. Many of its policies were directly incorporated in the Land Use; Harbor, Bay, and Beaches; Natural Resources; Recreation; and Safety Elements. However, there are several policies in the updated General Plan that may deviate from those in the approved CLUP. Among these are policies for the inclusion of housing and mixed-use developments in portions of the coastal zone, the inclusion of the southern portions of Newport Beach in the CLUP, and planning for sea-level rise. Therefore, the CLUP shall be reviewed and amended for consistency and shall be submitted to the California Coastal Commission for certification.

Imp. 5.2: Prepare and Adopt the Updated Local Coastal Program

The City shall prepare and adopt an updated LCP that consolidates new and revised policies addressing watercourse preservation; beach nourishment; scenic and visual resource protection; coastal climate resilience;

and parks and recreational facilities, including beaches. Further, the updated LCP shall include all coastal areas within the City's jurisdictional boundaries. This includes Newport Coast, which is currently included in the County of Orange's LCP. The updated LCP shall be coordinated with the California Coastal Commission and reflect best available science on sea-level rise and shoreline adaptation.

6. SUBDIVISION ORDINANCE

Overview

The City's Subdivision Ordinance, Title 19 of the Newport Beach Municipal Code, regulates and controls the division of land in Newport Beach in accordance with the *Subdivision Map Act* and Government Code Section 66411. The Subdivision Ordinance regulates the design and improvement of subdivisions, requires dedications of public improvements, establishes development impact fees and mitigation programs, and requires conformity with the provisions of the City's General Plan. This includes the review and approval of lot size and configuration, street alignments, street grades and widths, traffic access, drainage and sanitary facilities, lands dedicated for public uses (e.g., schools and parks) and open spaces, and other measures as may be necessary to ensure consistency with or implementation of the 2050 General Plan.

Programs

Imp. 6.1: Review the Subdivision Ordinance for Consistency with the 2050 General Plan

The Subdivision Ordinance shall be reviewed and amended where necessary to ensure consistency with the 2050 General Plan goals and policies. Additionally, the City shall examine and modify the Subdivision Ordinance to reflect state-of-the-art land development practices that enhance environmental sustainability.

7. BUILDINGS AND CONSTRUCTION CODE

Overview

The State reviews and revises building and construction codes every 3 years. The City adopts building and construction regulations within its Municipal Code (Title 15), incorporating updated State regulations with locally tailored amendments. Amendments can address conditions that are unique to Newport Beach, such as seismic risk, wildfire exposure, coastal hazards, and community design goals.

Programs

Imp. 7.1: Review Buildings and Construction Code for Consistency with 2050 General Plan

Policies of the 2050 General Plan largely mimic the provisions of the City's Buildings and Construction Code (Title 15), particularly those addressing public safety. The 2050 General Plan specifies many policies pertaining to the design and development character of various land use districts, and the Construction Code shall be reviewed to ensure that these are fully addressed. Notably, Buildings and Construction Code standards shall be enforced to the highest extent possible to provide a healthy indoor air quality and to minimize noise in new development. In addition, the Buildings and Construction Code shall be reviewed for its adequacy in consideration of the policies as they relate to the Airport Area and new residential opportunities.

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Imp. 7.2: Revise Fair Share Traffic Contribution Ordinance

The updated Circulation Element shall require revisions to the City's Fair Share Traffic Contribution Ordinance, Chapter 15.38, for consistency, with periodic updates as necessary for funding consideration changes (including the implications of regional improvements, such as those contained in the Orange County Master Plan of Arterial Highways and the traffic contribution of adjacent cities, such as Irvine, Huntington Beach, Costa Mesa, and Laguna Beach). The Contribution Ordinance and accompanying resolution determine the total unfunded cost of completing the City's Circulation Element and allocate this cost to future development based on traffic generation rates.

Imp. 7.3: Review and Update Transportation Demand Management Ordinance

The Transportation Demand Management Ordinance shall be periodically reviewed and updated to address the needs of new development types and land use mixes and to reduce trips, especially as mixed-use development is implemented in areas of Newport Beach, such as Newport Center and the Airport Area.

Imp. 7.4: Evaluate Graywater System Feasibility

Graywater is wastewater generated from household or commercial activities for non-potable purposes, such as irrigation. The City shall evaluate the feasibility of incorporating on-site graywater systems in new development and major retrofits to reduce potable water use for landscape irrigation. The Newport Beach Municipal Code shall be amended, as appropriate, to streamline permitting, establish design standards, and coordinate with local water districts.

Imp. 7.5: Implement Stormwater Best Management Practices

The City shall implement and expand stormwater best management practices through the Newport Beach Municipal Code. Requirements shall emphasize low-impact development, "green" infrastructure, and site design standards to reduce runoff and pollutant loading.

8. OTHER CODES AND ORDINANCES

Overview

Policies of the 2050 General Plan are also implemented through a diversity of other City codes and ordinances. Relevant sections of the Newport Beach Municipal Code include the following:

- Title 6, Health and Sanitation
- Title 9, Fire Code
- Title 10, Offenses and Nuisances
- Title 11, Recreational Activities
- Title 12, Vehicles and Traffic
- Title 13, Streets, Sidewalks, and Public Properties
- Title 17, Harbor Code

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Programs

Imp. 8.1: Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically

On adoption of the 2050 General Plan, relevant codes and ordinances of the City shall be reviewed for their consistency, and revisions shall be prepared where necessary. In addition, codes shall be updated periodically to reflect state-of-the-art practices and technologies in a manner that is consistent with the policy intent of the 2050 General Plan. Existing regulations that may need to be updated include the following:

- Requirements for live-aboard vessels pertaining to the integrity, quality, and safety of Newport Harbor uses; environmental protection; and impacts on the public, waterfront owners/lessees, and adjoining properties.
- Regulation and transfer of mooring permit applications and titles.
- Standards for the design and siting of bulkheads, the pier, and similar structures to address their potential visual impacts while balancing strategies for resilience against sea-level rise.
- Standards and policies specified by the Noise Element to protect sensitive noise receptors, residents, and businesses from unwanted noise impacts from traffic, John Wayne Airport operations, construction activities, truck deliveries, special events, charter and entertainment boats, and similar noise sources.

Imp. 8.2: Prepare New Codes, Ordinances, and Guidelines

The updated General Plan shall be reviewed and evaluated for the need to adopt new codes and ordinances that implement its policies and standards. Among those that may be considered for their appropriateness include the following:

- A commercial/residential interface ordinance that regulates use, activity, and design of commercial properties located on shallow parcels directly abutting residential neighborhoods.
- Design guidelines for the renovation or reconstruction of housing in existing neighborhoods to ensure that they complement the character of existing development; these may be applied to specific neighborhoods or citywide.
- An ordinance or guidelines for the preservation or demolition of historic buildings and/or properties; this shall be developed in consideration of guidelines published by the State Historic Preservation Officer.
- An ordinance managing parking in commercial and mixed-use corridors and districts characterized by deficient parking; this may provide for the establishment of parking districts where new parking may be developed in public or private shared facilities or structures or other facilities, as well as procedures for the funding of these improvements.
- An ordinance establishing pollution prevention requirements or guidelines for new development and redevelopment projects.
- Regulations to minimize the impact of construction on sensitive uses, including minimizing construction-related vibration to ensure existing structures are not damaged.

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9. CITY COUNCIL POLICY MANUAL

Overview

Many regulatory policies established by the City Council are adopted by ordinance and included in the Newport Beach Municipal Code. However, other policies are established that do not require adoption by ordinance. These policy statements adopted by resolution of the City Council are consolidated within the City Council Policy Manual. The Policy Manual contains numerous policies that establish rules and guidelines for City administration, planning, public works and utilities, environmental protection, City services, and coastal activities. These policies help to guide residents and City staff.

Programs

Imp. 9.1: Review City Council Policy Manual for Consistency with the 2050 General Plan

The City Council Policy Manual shall be reviewed to ensure that its policies are consistent with the 2050 General Plan.

10. DATABASE MANAGEMENT AND DEVELOPMENT TRACKING AND MONITORING

Overview

Among the responsibilities of the City's Information Technology (IT) Division is the maintenance of a centralized database and support system. This is supplemented by the development and maintenance of data by individual City departments. This includes the Geographic Information System (GIS) that allows data to be connected on all parcels in Newport Beach, facilitating analysis and display of information geographically.

Tracking new development as it is approved will enable the City, property owners, and the public to easily and quickly know how much development potential remains for a property or an area. Incorporation of the database in GIS format on the City's website facilitates public access and review.

Programs

Imp. 10.1: Maintain an Up-to-Date, Comprehensive Database

Data that is likely to change over a comparatively short time, such as built land uses, airport noise contours, and traffic, shall be updated on a continuing basis, and data that is stable, such as seismic hazard zones, can be updated on a less-frequent basis. New monitoring technologies shall be considered as they become available to enhance efficacy and accuracy of the databases. In its annual budgeting process, the City shall prioritize expenditures for the compilation of data that informs the City's development decisions, public works improvements, and City services and programs.

Imp. 10.2: Maintain Development Tracking and Monitoring Program

As new development is approved and implemented, the number of dwelling units and building area of non-residential development shall be tracked to enable the City to inform property owners, developers, and decision-makers about the amount of remaining development capacity for pertinent statistical areas and individual parcels. This will facilitate the City's compliance with the development thresholds and limits

required by Charter Section 423. The City shall maintain changes to the development capacity limits identified in the Land Use Element to provide a clear reference to accurate development capacity.

Imp. 10.3: Conduct Pollution Reduction Effectiveness Monitoring

The City shall conduct periodic evaluations of the City's pollution reduction programs to measure effectiveness in achieving pollutant reduction goals. Results shall inform updates to ordinances, development standards, and public education campaigns.

Imp. 10.4: Conduct Water Quality Monitoring

The City shall monitor water quality and the effectiveness of water quality programs. This shall include development and maintenance of a water quality checklist for use during project review to ensure consistent application of best management practices. The checklist shall be updated periodically to reflect State and Federal regulatory requirements.

Imp. 10.5: Monitor King Tides and Collect Coastal Data

The City shall collect and document king tides and other extreme water level events in coordination with regional and State agencies. A monitoring database shall be maintained to support hazard modeling, coastal adaptation planning, and updates to the LCP.

11. CALIFORNIA ENVIRONMENTAL QUALITY ACT

Overview

Chapter 20.50.080 of the Newport Beach Municipal Code requires that a project that is not exempt from the *California Environmental Quality Act* (CEQA) be reviewed and either a Negative Declaration or an Environmental Impact Report (EIR) be prepared. The City's Implementation Procedures for CEQA are presented in City Council Policy Manual, Policy K-3. Policy K-3 specifies the activities that are subject to, not subject to, and exempt from CEQA; content and procedures for Initial Studies, Negative Declarations, and EIRs; processes for consultant assistance in the preparation of environmental studies and documents; fees for CEQA processing; and authorities of the Community Development Director.

Programs

Imp. 11.1: Review Development and Entitlement Applications for CEQA Compliance

Applications for entitlement and development shall be subject to review in accordance with the City Council Policy Manual Implementation Procedures for CEQA. Environmental analyses shall include assessment of the project's consistency with 2050 General Plan policies pertaining to each environmental topic under discussion. To the extent permitted by State law and court decisions, the applicable 2050 General Plan CEQA documents can be used as a citywide framework from which project EIRs can be tiered. However, Program EIRs shall not be used for any project that is more intense than or inconsistent with the 2050 General Plan.

12. FISCAL IMPACT ANALYSIS

Overview

A Fiscal Impact Model has been developed that documents the balance of costs of public services and revenues to be derived from the mix of land uses permitted by the 2050 General Plan. A Fiscal Impact Model is assigned to

each category of land use, such as single-family residential, multifamily residential, retail commercial, and office development. As the Fiscal Impact Model concluded, the mix of uses is highly inter-related, and the fiscal benefits of individual land uses cannot be considered independently.

Programs

Imp. 12.1: Evaluate Fiscal Benefits of Development Proposals and Annexations

Significant development projects and 2050 General Plan Amendments shall be evaluated for their net fiscal impact on the City. Development projects and 2050 General Plan Amendments shall use the Fiscal Impact Model developed for the 2050 General Plan to identify all costs for public services and the revenues to be derived. The City shall decide the type, scale, and mix of uses that shall be subject to fiscal review. The City shall also consider proposed uses along Newport Bay and Newport Harbor, and their impact on the local waterfront economy and coastal-dependent uses.

13. DEVELOPMENT AGREEMENTS

Overview

In accordance with Chapter 15.45 of the Newport Beach Municipal Code, development agreements may be prepared as contractual agreements between the City and developers to provide assurances to each party regarding the uses to be entitled, rules of development, and public benefits of the development project. The Newport Beach Municipal Code stipulates that a development agreement specify the duration of the agreement, permitted uses of the property, density or intensity of uses, maximum height and size of proposed buildings, and provisions for reservation or dedication of land for public purposes, if required. The agreement may include conditions, terms, restrictions, and requirements for subsequent discretionary actions and may specify the timing and phasing of construction. The uses and development standards specified by a development agreement must be consistent with the 2050 General Plan and/or, where appropriate, Specific Plan and LCP.

Programs

Imp. 13.1: Process Development Agreements

For new planned residential communities and large-scale commercial and mixed-use projects, the City and project developers may elect to enter into a development agreement. Such a tool may be useful in guiding development of residential villages within the Airport Area and the integration of multiple uses in West Newport Mesa. Development agreements shall be required for projects requiring a legislative act with 50 or more residential dwelling units; located within the Mariner's Mile corridor; or new non-residential development in Statistical Areas L1 (Newport Center), L3 (North Ford Area), or L4 (Airport Area). Development agreements shall specify the public benefits to be contributed by the developer in exchange for the City's commitment to the number, density, and location of the housing units.

GOVERNANCE

This section describes the institutional processes through which key policy decisions related to land use development, capital improvements, and resource conservation will be made and carried out.

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14. INTERAGENCY COORDINATION

Overview

Implementation of the 2050 General Plan's goals and policies requires the cooperation and coordination of the City with a diversity of local, State, and Federal agencies and private and semi-private institutions. The following summarizes many of the interagency coordination procedures directly related to the 2050 General Plan's policies that are currently being carried out or are anticipated in the short term. These programs will be supplemented by other ongoing programs and new strategies that will be defined during the life span of the 2050 General Plan's implementation.

Programs

Imp. 14.1: Work with Adjoining Cities

The City shall work with surrounding jurisdictions and agencies to address regional planning, development, transportation, and other issues that broadly impact their communities. The City shall also coordinate and test emergency preparedness and response plans.

Imp. 14.2: Coordinate with School Districts

The City and the school districts serving the City, including the Newport-Mesa Unified School District, Santa Ana Unified School District, and Laguna Unified School District, shall work together on identifying and acquiring potential school sites and expanding existing facilities, monitoring and managing traffic conditions at school locations, reviewing CEQA-required documentation for residential projects, and creating joint-use agreements for public recreational uses of school properties.

Imp. 14.3: Coordinate with the County of Orange

The City and County of Orange shall continue to collaborate on numerous programs affecting land use and development, affordable housing, transportation, infrastructure, resource conservation, environmental quality, management of Newport Harbor and Upper Newport Bay, and John Wayne Airport operations and improvement plans. The City shall also coordinate with the County of Orange and California Coastal Commission (Imp. 14.6) to incorporate Newport Coast into the City's LCP CLUP and Implementation Plan to obtain permitting authority throughout Newport Beach.

Imp. 14.4: Coordinate with the Orange County Transportation Authority

The Orange County Transportation Authority (OCTA) is a multimodal transportation agency serving Orange County. It is responsible for countywide bus and paratransit service; Metrolink commuter rail service; the 91 Express Lanes toll facility; freeway, street, and road improvement projects; motorist aid services; and regulation of taxi operations. Through the adopted Measure M, a voter-approved half-cent sales tax for transportation improvements, OCTA allocates funding for specific transportation improvement projects in four major areas: freeways, streets, roads, and transit. OCTA also secures funding for regional and local agencies from State and Federal agencies. The City shall work with OCTA to implement 2050 General Plan policies by doing the following:

- Working with OCTA to support implementation of needed regional master plan improvements that will benefit mobility in Newport Beach.
- Soliciting funding from OCTA for local transportation, transit, parking, bikeway, and other related improvements as such revenues are available in the future.

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- Periodically reviewing the adequacy of transit service in Newport Beach and coordinating with OCTA to provide transit support facilities, including park-and-ride lots, bus stops, shelters, and related facilities.
- Coordinating with OCTA to establish or modify bus stop locations to provide adequate access to residents and to destinations for employees and visitors, as well as efficient and safe traffic operations.
- Requesting OCTA to assess the need for expansion of fixed-route service and efficient transportation to future transportation facilities.
- Coordinating with OCTA to provide expanded summertime bus and/or shuttle service to reduce visitor traffic.
- Coordinating with OCTA to provide programs to issue monthly bus passes locally and provide special programs for subsidizing passes.

Imp. 14.5: Update the Housing Element per California Department of Housing and Community Development Requirements

The California Department of Housing and Community Development is responsible for the certification of the General Plan Housing Element (see Section 1, General Plan). Every 8 years, the City shall update the Housing Element based on input received from the Department of Housing and Community Development and the Southern California Association of Governments regarding the City's "fair share" of regional housing demand. The focus of the update will be on the provision of adequate sites and programs for affordable housing.

Imp. 14.6: Coordinate with the California Coastal Commission

The California Coastal Commission is responsible for implementation of the *California Coastal Act of 1976*. As described above (see Section 5, Local Coastal Program), the City's LCP CLUP and Implementation Plan had been certified at the time of the adoption of the updated General Plan. The City shall work with the California Coastal Commission to amend the CLUP and Implementation Plan to be consistent with the 2050 General Plan and shall pursue certification of the Implementation Plan. The City shall also coordinate with the California Coastal Commission and County of Orange (Imp. 14.3) to incorporate Newport Coast into the LCP's CLUP and Implementation Plan to obtain permitting authority throughout Newport Beach. The City shall ensure that on certification, applications for development shall be reviewed by the City for consistency with the certified LCP and the *California Coastal Act of 1976*.

Imp. 14.7: Coordinate with the California Department of Fish and Wildlife

The California Natural Resources Agency's Department of Fish and Wildlife is responsible for the maintenance of native fish, wildlife, plant species, and natural communities for their intrinsic and ecological value. This includes habitat protection and maintenance in a sufficient amount and quality to ensure the survival of all species and natural communities. The California Department of Fish and Wildlife is also responsible for the issuance of permits for lake and streambed alterations, incidental "take" of State-listed species in accordance with the *California Endangered Species Act*, and nearshore fishery activity.

Implementation of the 2050 General Plan's policies for natural resource protection shall be achieved through the City's consultation with the California Department of Fish and Wildlife in the review of projects that may impact terrestrial and marine resources and the identification of resource protection and impact mitigation measures.

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Imp. 14.8: Coordinate with the California Department of Parks and Recreation

The California Department of Parks and Recreation is responsible for the management of State parks and beaches under its jurisdiction. In Newport Beach, this includes Corona del Mar State Beach and Crystal Cove State Park. The City shall cooperate in maintaining and expanding, where appropriate, recreational opportunities along the coast and for marine recreation-related facilities.

Imp. 14.9: Coordinate with the California Department of Transportation

The California Department of Transportation (Caltrans) is responsible for planning, constructing, and maintaining State highways and freeways, including Highway 73 and Newport Boulevard (Highway 55) between Finley Avenue and the Newport Beach boundary. The City shall coordinate with Caltrans, as needed, to carry out the policies and goals of the 2050 General Plan.

Imp. 14.10: Coordinate with the Transportation Corridor Agency

The Transportation Corridor Agency oversees the San Joaquin Hills (Highway 73) Toll Road. It is governed by a Board of Directors made up of elected officials from Cities and County districts that are adjacent to the Toll Road; these elected officials are appointed to the Board by their respective Cities. The San Joaquin Hills Toll Road was built as a State highway and is owned and maintained by Caltrans. The Transportation Corridor Agency is responsible for public oversight, toll policies, operations, and financing. The City shall coordinate its local roadway improvements that impact and are impacted by the Toll Road with the Transportation Corridor Agency.

Imp. 14.11: Coordinate with the California Public Utilities Commission

The California Public Utilities Commission regulates privately owned telecommunications, electric, natural gas, water, railroad, rail transit, and passenger transportation companies. Among its responsibilities is the coordination of funding for the undergrounding of overhead utilities. The City shall work with the California Public Utilities Commission to obtain funding and implement the undergrounding of remaining overhead utilities.

Imp. 14.12: Coordinate with the U.S. Army Corps of Engineers

Among its responsibilities, the U.S. Army Corps of Engineers (USACE) is responsible for the protection of water resources, habitat, and hydrological processes in “navigable waters” of the United States. This encompasses wetlands, Newport Harbor, and Newport Bay.

Implementation of the 2050 General Plan’s policies for natural resource protection shall be achieved through the City’s support of USACE and other agency programs in the restoration of wetlands and other habitat. The City shall cooperate with USACE and other agencies in implementing eel grass restoration in Newport Bay and programs for the protection and management of Upper Newport Bay. In addition, the City shall coordinate with USACE in maintaining and delineating Federal navigational channels for navigation and safety in Newport Harbor, and in securing and funding sediment disposal sites for future dredging projects.

Imp. 14.13: Coordinate with the U.S. Fish and Wildlife Service

The U.S. Fish and Wildlife Service is responsible for conserving, protecting, and enhancing fish, wildlife, and plants and habitats that are subject to Federal jurisdictional authority within Newport Beach. The City shall cooperate with the U.S. Fish and Wildlife Service, in collaboration with other resource agencies, in the protection of terrestrial and marine resources, including wetlands and other important habitats.

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Imp. 14.14: Coordinate with the U.S. Environmental Protection Agency

The U.S. Environmental Protection Agency is responsible for protecting human health and the environment. Other responsibilities include developing and enforcing regulations that implement environmental laws enacted by Congress. The City shall cooperate with the U.S. Environmental Protection Agency, in collaboration with other resource agencies, in the protection of terrestrial and marine resources, and shall work with the U.S. Environmental Protection Agency to secure sediment disposal sites for future dredging projects.

Imp. 14.15: Coordinate with Other Agencies and City Departments

There are numerous other agencies and City departments that have jurisdiction and/or are involved in the development, capital improvement, and conservation programs of the City. It is important that all applicable City departments and applicable agencies, whether they are listed in the 2050 General Plan or not, are considered for the coordination and implementation of the 2050 General Plan. The Implementation Crosswalk identifies a supporting department for each policy, and it is also necessary to consult all relevant departments during implementation of the 2050 General Plan. In addition, agency names and roles can change over time, and it is important that appropriate agencies are engaged during implementation of the 2050 General Plan. The City shall proactively work to facilitate cross-departmental and interagency coordination in the implementation of the 2050 General Plan. The following lists some of these key agencies and departments:

- City departments such as Community Development, Public Works, Utilities, Finance, Harbor, Recreation and Senior Services, Library Services, Fire, Police, and Human Resources
- Energy and telecommunications service providers such as Southern California Edison and the Southern California Gas Company
- Santa Ana Regional Water Quality Control Board
- Metropolitan Water District
- South Coast Air Quality Management District
- Southern California Association of Governments
- California State Parks
- National Marine Fisheries Service
- California Department of Toxic Substances Control
- Local Agency Formation Commission (LAFCO)
- Airport Land Use Commission

15. ANNEXATION

Overview

Lands may be annexed into Newport Beach with the approval of LAFCO. This process can be initiated either by a local agency or from landowners or voters. The application for annexation includes a plan of municipal services to be provided, CEQA compliance, and a fiscal impact analysis. LAFCO reviews annexation applications in accordance with the *Cortese–Knox–Hertzberg Local Government Reorganization Act of 2000*.

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Programs

Imp. 15.1: Explore Changes to the City's Sphere of Influence

If deemed appropriate, the City shall coordinate with LAFCO to petition for the removal of the Randall Preserve, the area previously known as Banning Ranch, from the City's SOI and to explore opportunities to add the Santa Ana Country Club as part of the City's SOI.

PUBLIC INFRASTRUCTURE PLANS

A diversity of public and quasi-public agencies is responsible for the provision of infrastructure and services for City residents, businesses, and visitors. These include agencies under the jurisdiction of and independent of the City. Each is responsible for the planning and funding of improvements to ensure that existing and projected future needs are met. The 2050 General Plan provides information to each agency regarding the City's intended distribution and density/intensity of future growth that serves as the basis for updating public improvement plans that specify the type, amount, cost, and phasing of public improvements and facilities necessary to support future population and employment development.

16. MOBILITY INFRASTRUCTURE AND TRAFFIC MANAGEMENT

Overview

The City's Public Works Department is responsible for planning, engineering, and improving streets throughout Newport Beach, except the portions of Coast Highway and Newport Boulevard that are designated State highways, Highway 73, and streets within gated residential communities. It is anticipated that the City will assume responsibility for Coast Highway in the future. Required improvements are reviewed annually, then prioritized and funded by the City's CIP.

Programs

Imp. 16.1: Improve Arterial Streets and Highways According to Classification

The City shall take the necessary actions to obtain the required rights-of-way to provide the cross-sections for each type of roadway classification designated in the 2050 General Plan when adjacent land development occurs.

Imp. 16.2: Monitor Traffic Conditions and Plan for and Fund Improvements

The City shall monitor, design, and manage roadway conditions and maintain streets. Periodically, the City shall conduct traffic counts at key intersections and roadways (average daily traffic counts and peak-hour intersection counts). The City shall strive to maintain level of service "D" as specified in 2050 General Plan policies. The City shall additionally identify high-volume roadways near sensitive uses and shall install vegetation where appropriate to reduce air pollution. Street improvements identified in the City's CIP shall be reviewed and updated regularly to meet and maintain the adopted traffic level-of-service standards and be consistent with Measures M and M2, as well as State Congestion Management Program requirements.

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Imp. 16.3: Construct Street and Highway Improvements

The City shall construct necessary improvements to street intersections to attain acceptable levels of service, as defined in the Circulation Element. These improvements shall be implemented as needed based on the list of impacted intersections identified in the General Plan EIR and in accordance with development project traffic impact studies. Intersections with improvements necessary for buildout conditions are detailed in the Circulation Element.

Imp. 16.4: Monitor Roadway Conditions and Operational Systems

The City shall monitor and maintain City streets and thoroughfares. The City shall develop and follow a schedule for periodic review of City streets with respect to pavement, signage, signalization, and comparable facilities. If inadequacies are found, the City shall perform or contract with a consultant to perform maintenance.

Imp. 16.5: Maintain Consistency with Regional Jurisdictions

The City shall maintain consistency with regional jurisdictions (Caltrans, County of Orange) to provide adequate transportation facilities, including roadway infrastructure plans and design standards. The City shall work with regional jurisdictions to modify regional plans (such as the Orange County Master Plan of Arterial Highways) so that they are consistent with City plans. The City shall also periodically review City standards to ensure they remain up-to-date and consistent with regional standards as new standards are adopted.

Imp. 16.6: Assess Local/Neighborhood Access Roads

The City shall undertake studies of residential neighborhoods on a case-by-case basis to identify local circulation patterns and main access points to assess the opportunities and needs to restrict, divert, or mitigate arterial traffic intrusion. Such studies shall include an assessment of the traffic impacts on the entire neighborhood and the participation of neighborhood residents to prepare a consensus plan of neighborhood traffic control. In addition, the City shall maintain standards that ensure safe and efficient access for emergency vehicles to residential, commercial, and industrial areas.

Imp. 16.7: Reduce Traffic Congestion

Traffic congestion shall be reduced through reasonable methods using conventional and innovative methods. Traffic signal timing standards, in addition to serving drivers, shall adequately provide for pedestrian crossings. Traffic signal interconnect systems shall be maintained and upgraded to coordinate and control traffic flows on arterial streets. The City shall identify and incorporate intelligent transportation systems to improve peak-hour traffic flow.

The special issue of summertime traffic shall be monitored and evaluated periodically. The City shall continue to evaluate and implement, if appropriate, summertime traffic control measures and/or alternative transportation modes to reduce the impact of high-volume summer traffic.

Imp. 16.8: Provide Public Transportation

The City shall continue to operate local demand-responsive transit service in Newport Beach to ensure mobility and accessibility for residents and visitors, especially for older adults. The City shall also work with OCTA for countywide bus service to guarantee regional and local travel options. The City shall encourage the development

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of additional public transportation services and facilities, such as park-and-ride facilities, and look for opportunities to support the upgrade and enhancement of existing services.

Imp. 16.9: Manage Truck Operations

The City shall maintain and enforce a system of truck routes on specified arterial streets to control trucking and delivery operations in Newport Beach. The City shall also periodically review the truck route system and make changes as required to ensure that it adequately serves the City and protects areas of Newport Beach from truck traffic intrusion. In addition, the City shall work with regional agencies as they continue to assess goods movement in Orange County.

Imp. 16.10: Improve Parking Supply and Management

Parking management programs shall be considered for commercial and residential areas of Newport Beach that have inadequate parking, such as Corona del Mar, Balboa Island, and the Balboa Peninsula. This may include development of public parking lots or structures, street parking permitting, valet programs, shared parking, and similar techniques. Existing public parking lots shall be evaluated for their accessibility, utilization, and proximity to the uses they support. Possible parking relocation shall be considered where parking does not effectively support surrounding land uses. For areas facing Newport Harbor, such as Mariner's Mile and Lido Village, shared parking facilities shall be encouraged to accommodate boat charter operations.

Funding for public parking facilities may be derived from the establishment of parking districts, supported by local businesses and organizations. In-lieu-fee programs shall be considered to fund development of public parking.

The City shall work with commercial, office, and institutional property owners to encourage the use of their parking areas on weekends and holidays, in conjunction with transit services.

Imp. 16.11: Maintain Trails

The City shall continue to develop and maintain trail systems as a viable alternative to vehicular travel and to help satisfy local recreational needs and shall include trails and facilities that traverse Newport Beach. A system of route designations for bicycles, equestrians, and pedestrians, as well as support facilities, shall be maintained in cooperation with adjacent jurisdictions, where appropriate. Trail facilities shall also consider new and emerging multimodal transportation technologies, such as e-bikes.

Imp. 16.12: Evaluate Marine Transportation

The City shall conduct a study to evaluate the feasibility of marine transportation services as a supplement to automobile use. Marine transportation docking, buildings, and support facilities, such as parking, throughout the coastal areas of Newport Beach shall be evaluated and modified as necessary and feasible to coordinate with the surrounding transportation system.

Imp. 16.13: Evaluate Walking and Biking Infrastructure

The City shall conduct accessibility audits to identify walking and biking infrastructure gaps. The City shall implement systematic sidewalk repairs, install wayfinding signage, create protected bike lanes, and add secure bike/stroller parking at key destinations. In addition, the City shall redesign intersections with crosswalks, signals, and ramps that are compliant with the Americans with Disabilities Act (ADA) to ensure universal

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accessibility. When intersection improvements are implemented, the City shall ensure that adequate visibility, signage, lighting, and other pedestrian amenities are incorporated to provide a safe walkable environment.

Imp. 16.14: Provide for Electric and Other Clean-Energy Vehicles

The City shall partner with property owners and require new development to install electric charging stations for cars, bikes, and boats, where appropriate. The City shall offer incentives targeting hotels/motels, visitor-serving areas, and apartment complexes to provide adequate charging for electric and other clean-energy vehicles. The City shall also consider opportunities and grant funds to replace the City's vehicle fleet with clean-energy vehicles.

Imp. 16.15: Reduce Air Pollution

The City shall take measures to reduce the impact of air pollution, particularly near major roadways and John Wayne Airport. This may include vegetative barriers and tree plantings along high-volume roadways near sensitive uses, such as residences and schools. Existing green infrastructure shall be evaluated for effectiveness in reducing air pollution impacts.

Collaborative efforts shall focus on identifying funding opportunities for emission-reduction initiatives. Funding for air quality projects may be derived from grants and partnerships with regional air quality agencies. Transportation Demand Management programs shall be considered to reduce vehicle trips, in cooperation with other jurisdictions in the South Coast Air Basin.

17. WATER

Overview

Water service in Newport Beach is provided by the City, Irvine Ranch Water District, and Mesa Water District. Each agency maintains master plans for services, facilities, maintenance, and improvements necessary to support existing and projected population growth and development. Conservation practices and requirements to meet regional, State, and Federal water quality regulations are included within the respective plans. Each agency maintains a CIP for the provision of water system improvements, special projects, and ongoing maintenance. Water demand is monitored, and periodically the plans are updated to account for any service issues and regulatory changes.

Programs

Imp. 17.1: Maintain and Implement Urban Water Management Plans and Encourage Conservation

Information regarding the 2050 General Plan's development capacities shall be forwarded by the City to the Irvine Ranch Water District and Mesa Water District as the basis for their consideration of the adequacy of existing and planned improvements to meet the water needs of existing and future populations. Required facility improvements shall be budgeted by each agency, including, where appropriate, using funding from the City's 5-year CIP and annual CIP.

Strategies to promote the conservation of water shall be periodically reviewed for their effectiveness and updated in relevant plans to reflect best management practices. These may include tiered rates, the use of recycled water, incentives for on-site capture and retention of rainwater in private development, and comparable techniques. In addition, the water agencies shall consider the potential use of alternative water sources by implementing advanced water treatment processes, when feasible.

Imp. 17.2: Reduce Water Pollution at the Source

The City shall evaluate measures to minimize pollutant introduction into waterways and groundwater. Strategies shall include support and enforcement of chemical use restrictions, stormwater best practices, and permit review procedures. Educational outreach programs shall be established to promote pollution prevention methods. Funding may be derived from permit fees, grants, and partnerships with regional water quality agencies.

18. SEWER

Overview

Sanitation service and sewerage in Newport Beach are provided by the City, Irvine Ranch Water District, and Costa Mesa Sanitary District. Each agency maintains master plans for services, collection and treatment facilities, maintenance, and improvements necessary to support existing and projected population growth and development. Wastewater from these service areas and greater Orange County is collected, treated, and disposed of by the Orange County Sanitation District.

Programs

Imp. 18.1: Maintain and Implement Sewer Master Plans

Information regarding the 2050 General Plan's development capacities shall be forwarded to the Irvine Ranch Water District, Costa Mesa Sanitary District, and Orange County Sanitation District as the basis for their consideration of the adequacy of existing and planned improvements to meet the sewer needs of existing and future populations. These master plans shall review the adequacy of sewer facilities in areas where new growth or substantive changes in use are targeted. Required facility improvements shall be defined and budgeted by the respective agencies, including using funding from the City's 5-year CIP and annual CIP.

19. STORM DRAINAGE

Overview

Storm drainage systems in Newport Beach are maintained by the City, County of Orange, and local community associations. In general, the County of Orange is responsible for maintaining the regional flood control system, and the City is responsible for local improvements, except in Newport Coast. Drainage improvements are coordinated between the City and the County of Orange. Each maintains master and capital improvement plans for storm drainage improvements, special projects, and ongoing maintenance. These plans must conform to regional, State, and Federal regulatory requirements, including control of discharges from municipal storm sewer systems.

Programs

Imp. 19.1: Maintain Storm Drainage Facilities

The City and County of Orange shall periodically review their Storm Drain Master Plans to ensure that adequate facilities are provided to serve permitted development and to comply with National Pollutant Discharge Elimination System requirements.

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20. PUBLIC STREETSCAPE IMPROVEMENT PLANS

Overview

The City has completed streetscape improvements for Balboa Village and Corona del Mar, including street trees and plantings, medians, decorative paving materials, lighting, and benches. The 2050 General Plan includes policies that provide for the implementation of additional streetscape improvements.

Programs

Imp. 20.1: Design, Fund, and Construct Streetscape Improvements

To achieve an active pedestrian environment or improvement of their image and quality for areas designated by the 2050 General Plan, design plans and financing plans shall be prepared for the appropriate streetscape improvements. Improvements shall consider pedestrian safety, multimodal transportation access, and ADA accessibility. Where the public streetscapes are integral to new residential and mixed-use neighborhoods, their implementation shall be the responsibility of private developers, in conformance with legislative nexus requirements. For other areas, funding may be derived from fees imposed by a local business improvement district, capital improvement funds, and other sources.

Imp. 20.2: Design, Fund, and Construct Waterfront Promenade

The planned waterfront promenade on Newport Harbor shall be designed, sources of funding identified, and constructed as feasible. Where private properties are redeveloped, promenade improvements shall be integrated with the new construction and be the responsibility of the developer.

Imp. 20.3: Fund and Construct Public View Sites

The City shall develop a plan for the development of public view sites and amenities. New public view site locations shall be identified through the updated LCP, and a financing plan shall be developed. The location and types of improvements shall be identified, which may include observation decks, plazas, benches, markers and signage, telescopes, lighting, and landscaping.

Imp. 20.4: Protect Visual Resources

Through the development review process, the City shall protect significant scenic and visual resources, including views from public vantage points and view corridors from roadway segments. Additionally, new projects shall be required to restore visual quality in degraded areas and to protect identified view corridors. Where possible, the City shall encourage view easements through incentives and regulatory mechanisms.

21. HARBOR RESOURCES PLANNING AND MANAGEMENT

Overview

The City's Harbor Department is responsible for tidelands administration, including management of pier and mooring permits, harbor dredging, pump-out stations, Balboa and Corona del Mar parking lots, the Marine Life Refuge, the Balboa Yacht Basin, harbor debris pickup, and mooring liveaboards.

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Programs

Imp. 21.1: Review and Update Harbor and Tidelands Improvement Plans

The Harbor Department shall review its goals and policies to ensure that the plans, proposed improvements, and operations for Newport Harbor and tidelands are consistent with each other and the 2050 General Plan.

Imp. 21.2: Update Harbor Area Management Plan

The City shall update the Harbor Area Management Plan for consistency with the 2050 General Plan. Improvements for Newport Harbor shall be located and designed to facilitate boating and other coastal recreational activities while protecting marine habitats, preventing water pollution, maintaining Newport Harbor's hydrologic functions, protecting coastal landforms and dunes, minimizing sand transport, and maximizing compatibility with adjoining residential neighborhoods. Infrastructure improvements shall prioritize natural solutions while considering traditional hard infrastructure, where appropriate. This will require coordination with the County of Orange and USACE relative to their respective jurisdictions.

Among the improvements that shall be considered is the identification of an area that can support Newport Harbor maintenance facilities and equipment. This shall be coordinated with the County of Orange, California Coastal Commission, and other jurisdictional agencies. In addition, the Harbor Department shall review procedures for the transfer of mooring titles to ensure their equitable use.

Imp. 21.3: Coordinate Harbor Events Management and Programs

The City shall continue to coordinate Newport Harbor event planning in collaboration with the Harbor Commission and Orange County Harbor Patrol. Special operating standards shall be established for the Christmas Boat Parade and other activities that are seasonal, recurring, and unique to Newport Harbor that may require special controls on access, parking, noise, and other factors to minimize impacts to residential and other users. The City shall review the need to require vendors to provide a safety program that educates boaters and property owners on safe boating and berthing practices. The program could be integrated with permit/lease enforcement to protect the public health and safety and the rights of other users and owners/lessees.

The City shall continue to work with various community and business associations, such as the Balboa Village Merchants and Owners Association, Mariner's Mile Business Owners Association, and the Newport Pier Association, as well as vessel owners/operators to provide for the parking needs of the patrons of sportfishing boats, passenger and sightseeing vessels, and boat rentals. The City shall also coordinate vessel operational needs that are not provided by the public sector, such as fueling and demand for charging infrastructure for clean-energy boats and other emerging technologies.

Imp. 21.4: Manage Harbor Operations

The City shall continue Newport Harbor operations and management consistent with the Harbor Area Management Plan. Harbor operations and management shall uphold high standards for public access and recreation, the economic viability of Newport Harbor, environmental stewardship, and public safety in a manner that is consistent with the 2050 General Plan.

Imp. 21.5: Maintain and Enhance Coastal Infrastructure

Newport Harbor and beach infrastructure, such as seawalls, piers, and accessways, shall be maintained and enhanced to withstand future coastal hazards. Improvements shall be designed for long-term adaptability and coordinated with State and Federal permitting agencies.

Imp. 21.6: Update Coastal Access Points

To maintain public access to recreational and coastal resources, some access upgrades may be needed to respond to changing conditions, such as the increase in the older population and coastal hazards. Access upgrades shall be made to increase resilience, safety, visibility, and accessibility. Upgrades may include navigation tools, visitor resources, and ADA upgrades. Access points in need of upgrades shall consider coastal access points that are at risk of coastal hazards. Such upgrades shall also consider integration with hazard evacuation routes and providing clear instructions in the event of an emergency. Upgrades shall promote awareness of coastal resources and safety and shall be considered in the City's LCP, Local Hazard Mitigation Plan, and CIP.

PUBLIC SERVICE FACILITY PLANS

Agencies responsible for the provision of public services for Newport Beach's residents, businesses, and visitors maintain plans and fund improvements to ensure that the public services adequately meet existing and projected future needs. These public facility plans specify the type, amount, cost, and phasing of public improvements and facilities that support existing land uses and growth accommodated by the 2050 General Plan.

22. POLICE AND FIRE

Overview

The Newport Beach Police and Fire Departments provide public safety services to Newport Beach residents, businesses, and visitors. Until such time that the SOI may be annexed, police and fire services are primarily provided by the Orange County Sheriff's Department and Orange County Fire Authority, although the City will continue to provide response services through established mutual aid agreements.

Programs

Imp. 22.1: Maintain and Enhance Police and Fire Facilities

The City's Police and Fire Departments shall maintain, periodically update, and implement their plans for facilities, equipment, and personnel to provide service to the community. On annexation of new areas, police and fire service responsibilities shall be transferred to the City. The Police and Fire Departments shall monitor their operations, emergency response times, and number of incidents (rates of crime and fire calls) and periodically review the need to expand existing and/or construct new facilities to ensure an acceptable level of service. New facilities shall avoid hazard zones, as possible. Physical improvements shall be incorporated into the City's CIP.

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23. PARKS AND RECREATION

Overview

The City's Recreation and Senior Services Department and Municipal Operations Division are responsible for the development and operation of public parks in Newport Beach. These encompass parks, greenbelts, beaches, and community centers, as well as joint use of public school grounds. In addition, the County of Orange and State own and operate four recreational facilities in Newport Beach. The City collects fees and/or requires dedication of land for parks in accordance with the *Quimby Act* based on the standard of 5 acres of park space for each 1,000 residents. The City oversees the development of new and improvement of existing parklands and facilities. The Recreation Element of the 2050 General Plan identifies specific needs for service areas throughout Newport Beach. The SOI is the single largest area available for the development of a new park, should it be annexed to Newport Beach. In most other cases, new parklands will occur within the fabric of existing development.

Programs

Imp. 23.1: Maintain and Update Parks and Recreation Facility Plans

The City shall maintain, periodically update, and implement its plans for the development, operation, programming, and maintenance of its system of parks. This includes the development of a Parks Master Plan. The Parks Master Plan shall include the following:

- Assess projected park needs across Newport Beach, including park types, facilities and their quality, and accessibility.
- Evaluate needed improvements and infrastructure.
- Identify opportunities for new and innovative park types.
- Identify programming and partnership opportunities.
- Consider opportunities to improve connectivity throughout the parks and open space system.
- Provide park design guidelines, including design as it relates to resilience.

Resident recreational needs shall be monitored on a continuing basis to correlate needs with park facilities and recreational programs. Once every 5 years, the City shall comprehensively review the status of its Parks Master Plan and assess the need for improvements by service area, including new and renovated facilities. These improvements shall be prioritized and a funding program defined for their implementation. Park users and the community shall be involved in identifying and prioritizing improvements.

Imp. 23.2: Maintain and Improve Parks, Open Space, and Recreation Facilities

Through the City's CIP and development approval process, the City shall implement the park improvements specified by the Parks Master Plan. Parks shall be designed in consideration of their adjoining land uses, particularly to prevent impacts on residential neighborhoods due to lighting, noise, site access, and parking and to minimize lighting impacts on adjacent habitat areas. Facilities shall be designed and properties landscaped to complement the quality of the neighborhood where they are located.

Open spaces, especially those serving as habitat to local wildlife and plants, shall be preserved and enhanced, where possible. Open space enhancements shall consider wildlife migration patterns. Additionally, the City shall

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consider assisting the County of Orange with the management, operation, and maintenance of the Upper Newport Bay Ecological Reserve, including the Peter and Mary Muth Center.

Imp. 23.3: Assess Recreation Needs

Periodically, the City shall evaluate the recreation needs of Newport Beach's residents and assess needed improvements identified by the Parks Master Plan. Programs shall be reviewed and scored according to what is desired by residents but is not currently provided or is inadequately provided. This may be accomplished through surveys of park users, homeowner organizations, and other residents. Results of the survey shall be used to identify programs to be provided at local parks and beaches. Recreation needs shall consider opportunities to enhance art and culture programming, increase shade and access to cooling centers, and provide for restrooms and drinking fountains consistent with the Parks Master Plan.

Imp. 23.4: Maintain Recreation Programs for Residents

Recreational programs and associated City facilities shall be provided to serve the needs of Newport Beach's residents as identified by the needs assessment and prioritized by the Parks, Beaches, and Recreation Commission. Periodically, the City shall review and update, as necessary, its fees for recreation programs to ensure that they are adequate to cover ongoing costs. This review may include a comparative assessment of the fees imposed by other jurisdictions.

Imp. 23.5: Implement Parkland Requirements for Residential Developers

As new residential developments are approved, requirements for parkland dedication, improvements, or the provision of in-lieu fees in accordance with the park dedication ordinance (*Quimby Act*) shall continue to be implemented. The City shall consider regulatory, financial, public/private partnerships, and other types of incentives to developers to contribute to new parks or to make improvements to existing parks, in addition to the required park dedication and/or fees.

Imp. 23.6: Implement Rewilding and Open Space Enhancement and Preservation

Rewilding and open space enhancements and preservation create opportunities for wildlife and plant life to thrive in a healthy environment that offers habitat and migration options. Further, the maintenance and enhancement of open space can contribute to safe stormwater drainage and flood management. The City shall conduct regular removal of invasive species on public lands and create updated habitat corridor mapping to guide development requirements and landscaping standards in an effort to restore native ecosystems and habitat connectivity.

Imp. 23.7: Explore Upper Newport Bay Recreation Access and Enhancements

The City shall explore opportunities for supplemental recreational access to Upper Newport Bay, including low-impact facilities such as trails, overlooks, and interpretive areas. Planning shall ensure protection of sensitive habitats and coordination with regional land managers.

Imp. 23.8: Implement Turf Phaseout and Water Reuse

The City shall comply with Assembly Bill 1572 (2023) by identifying nonfunctional turf on City-owned park and recreation properties and developing a transition plan to replace it with climate-appropriate landscaping. The

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turf phaseout program shall incorporate water reuse strategies, where feasible, and be coordinated with local water providers.

Imp. 23.9: Maintain and Protect Parks

The continued preservation and maintenance of parks is essential to ensuring that the City can meet existing and projected park needs. Parklands shall continue to be protected and preserved for recreational uses to ensure that there is no net loss of park acreage, and open space shall be preserved to protect natural resources. Protection and preservation of parks and open space shall consider the continuation of joint-use agreements, natural restoration and maintenance operations, and needed resilience improvements.

PUBLIC SERVICES AND PROGRAMS

Services to support the needs of Newport Beach residents, businesses, and visitors are provided by a diversity of City departments, other public agencies, and private organizations. The following summarizes the main programs that implement the 2050 General Plan's policies. These do not encompass all the programs that are administered by each department or agency.

24. ECONOMIC DEVELOPMENT

Overview

The City administers programs to promote economic activity in Newport Beach to maintain a healthy economy, provide revenue for high-quality municipal services and infrastructure maintenance and improvements, and preserve Newport Beach's unique commercial villages. The City Council's policy states that these programs serve the overriding purpose of protecting the quality of life of Newport Beach's residents, in recognition of the balance of economic development objectives with the protection of the environment and the health and safety of the community.

Programs

Imp. 24.1: Adopt and Implement a Strategic Plan for Fiscal and Economic Sustainability

The continued economic sustainability of the City shall be evaluated. This could include a comprehensive strategic plan or may include fiscal and economic analysis for specific topics. Topics requiring economic consideration include the potential loss of oil revenues, alternatives to enhance the Tidelands Fund, programs that promote tourism, and funding for coastal resilience efforts and infrastructure.

Further, the economic viability of Newport Harbor and Newport Bay are a priority of the 2050 General Plan and require careful consideration through monitoring economic conditions and assessing opportunities on an ongoing basis. The preservation of water-dependent and water-related uses is a key factor in the economics of Newport Harbor and Newport Bay.

25. HOUSING PROGRAMS

Overview

The City's Planning Division administers a number of policies and programs identified in the Housing Element that promote the preservation, conservation, and improvement of housing within the community; support the development of a variety of housing for all economic segments; support the needs of special-needs

households and existing homeowners; preserve existing affordable housing; and support equal housing opportunities for all residents.

Programs

Imp. 25.1: Implement Housing Element Programs

As required by State law, the Housing Element includes an 8-year action plan with programs for the City to meet its goals for housing conservation, development, affordability, and access. The City shall implement these programs and update its Housing Element as required by State law.

26. CODE ENFORCEMENT

Overview

The City enforces building and zoning ordinances to ensure the protection and preservation of public health and safety, residential neighborhood character, and the overall quality of life for Newport Beach's residents.

Programs

Imp. 26.1: Enforce Codes and Ordinances

The City shall continue to administer health and safety, zoning, and other codes and ordinances that implement the 2050 General Plan. Although enforcement procedures typically occur on a complaint basis, the City may consider the appropriateness of proactive inspection of areas that have a high frequency of complaints. Enforcement may be initiated by the City for the removal of illegal signs and for control of retail/commercial, restaurant, entertainment, and comparable uses that directly abut residential neighborhoods.

27. PROPERTY MAINTENANCE AND ENHANCEMENT

Overview

Code enforcement is the primary tool used by the City to ensure compliance of private property owners with the City's codes and regulations, but there are a number of other programs directed at property maintenance and improvement.

Programs

Imp. 27.1: Support Public Facility Resilience Retrofits

The City shall support and encourage the retrofitting and strengthening of public facilities, especially facilities that have been constructed in areas subject to ground rupture, high levels of earth shaking, tsunamis, or sea-level rise inundation. The retrofitting of unreinforced masonry buildings during remodels to minimize damage in the event of a seismic or geologic hazard shall continue to be required. Weatherization or hazard resilience retrofit incentive programs shall be promoted and publicized as available and applicable to community members. Public facilities that can act as evacuation centers or cooling centers shall be upgraded as necessary to adequately serve such purposes.

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Imp. 27.2: Manage Invasive Species and Habitat Corridors

The City shall coordinate with regional habitat conservation programs to restore native ecosystems. Updated habitat corridor mapping shall be developed and used to guide development requirements, landscaping standards, and restoration efforts.

28. EMERGENCY PREPAREDNESS AND RESPONSE

Overview

The City's Police and Fire Departments maintain programs for emergency preparedness, response, and recovery.

Programs

Imp. 28.1: Maintain Hazards Database

The Police and Fire Departments shall maintain databases regarding the type and occurrence of criminal activities and natural hazards (e.g., ocean water inundation, wildfires, flooding, sea-level rise, seismic hazards, landslides, land subsidence [i.e., sinking], extreme heat, and others) as the basis for planning facilities, personnel assignments, and emergency response programs.

Imp. 28.2: Maintain Emergency Preparedness, Response, and Recovery Programs

The Police and Fire Departments shall maintain, and periodically update, and implement their plans for emergency preparedness, response, and disaster recovery. This shall include cooperative and mutual aid agreements with adjoining jurisdictions, the County of Orange, and State and Federal agencies and participation in disaster simulations.

29. COMMUNITY INVOLVEMENT

Overview

The City provides opportunities for its residents and businesses to be engaged in its culture and life through education about community services, programs, and initiatives and participation in a diversity of community events. Additionally, numerous opportunities are provided for public input and advice in the City's decision-making processes through the diversity of appointed boards, commissions, and committees. Among these are the Board of Library Trustees; City Arts Commission; Civil Service Board; Parks, Beaches, and Recreation Commission; Planning Commission; Harbor Commission; Aviation Committee; Water Quality/Coastal Tidelands Committee; Newport Coast Advisory Committee; and, constituted for the purposes of the updated General Plan, the General Plan Advisory Committee. Additional committees may be formed for limited or extended periods to address specific issues. These boards, commissions, and committees, plus City Council meetings, provide opportunities for public input, in conformance with State law.

Programs

Imp. 29.1: Educate the Community

The City shall continue to inform residents and businesses about its services, programs, and key community issues. Information that may be presented includes land use zoning and development processes; development fees; code compliance; property and building maintenance and improvement techniques; financial assistance and affordable housing programs; public transportation and ride-sharing; energy conservation methods, waste reduction, and recycling programs; hazards and emergency/disaster preparedness, evacuation, and response

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protocols and procedures; natural resources and their value; educational and cultural events and venues; parks and recreation, health and safety, and youth and older adult programs; and access to government services and elected officials. This information may be presented in flyers and newsletters that are distributed to households in Newport Beach, on the City's webpage, by cable television broadcasts, in workshops by homeowners' associations and business organizations, and in general community presentations and workshops.

Imp. 29.2: Support Arts, Culture, and Historic Resources

The City shall continue to work with the City Arts Commission and local community groups and organizations to maintain and incorporate donated or privately funded arts elements and exhibits in public buildings and facilities, such as City Hall and the Central Library. The City shall also work with local groups advocating for the preservation of historic sites and buildings. Procedures for the review of modification and/or demolition of these resources shall be defined.

Imp. 29.3: Support Community Environmental and Recreation Initiatives

There are a wide range of environmental and recreation initiatives that involve the community. The City shall work to support such programs through community engagement, incentives, partnerships, and other efforts. Specific efforts include coordination with the County of Orange on harbor patrol efforts, promotion of home weatherization programs, and habitat restoration. To further support habitat restoration efforts, the City shall create or promote a yard habitat certification program encouraging private property owners to adopt native landscaping practices that support local ecosystems. Educational outreach and incentives may be provided to increase program participation.

FINANCING

The financing strategy defines the sources and uses of funds for the public improvements and services described in public improvement plans and public services programs. In addition to those defined herein, any development Specific Plan will incorporate a detailed financing plan as stipulated by State law.

30. MUNICIPAL BUDGETING

Overview

The General Fund is the portion of the City's operating budget that funds the majority of City services. This fund is used to account for fiscal resources that are dedicated to the general government operations of the City. Examples of the services funded by the General Fund include police and fire services; refuse collection; public library services; recreation programs; much of the City's expenditures on street maintenance; planning, building, and engineering services; and the general administration of the City. In addition, many capital improvements are funded by the General Fund.

The General Fund and its activities are primarily supported by property, sales, and transient occupancy taxes. Other revenue sources supporting General Fund activities include licenses, fees, and permits; intergovernmental revenue; charges for services; fines, forfeitures, and penalties; revenue from property; contributions; and other miscellaneous revenue.

Programs

Imp. 30.1: Maintain Annual Budgets for City Services and Improvements

The City shall annually budget for the provision of services needed to serve residents, businesses, and visitors. The budget shall define the costs, sources of revenue, and estimates of revenue to be received, including any necessary changes in fees. As part of the budget, the City annually adopts a CIP that provides funds for facilities, including arterial highways, local streets, storm drains, bay and beach improvements, park and facility improvements, water and wastewater system improvements, and planning programs.

Imp. 30.2: Administer Impact and User Fees

Development Impact Fees

The City shall impose fees on development projects to provide revenue to support public infrastructure and services and mitigation of transportation, environmental, and other impacts in accordance with State nexus legislation. This includes fees imposed for transportation improvements by the Fair Share Traffic Contribution Ordinance. For development projects that contain low- and moderate-income housing, the planning fees may be waived at the discretion of the City Council and Planning Commission. Development fees shall be evaluated annually to ensure that they are sufficient to support new infrastructure and that the fiscal balance of the developing land use mix can sustain the City's ability to operate and maintain existing infrastructure.

Tideland Revenue Fees

The City derives revenue from a diversity of activities conducted in the tidelands, including moorings, public marinas, piers, entertainment boat permits, property leaseholds, and other uses. The feasibility of implementing longer-term tideland leases with rental rates that reflect the nature and intensity of the permitted uses and activities and security for funding enhanced or expanded facilities shall be studied. Tideland revenue shall be restricted for expenditures within the designated tidelands.

Noise Barrier Construction Fees

The City shall consider fees for the construction of noise barriers where needed to protect new residents against noise-generating uses. This could be through developer requirements to minimize noise for new uses or through fees to help construct noise barriers.

31. COMMUNITY FACILITIES AND SPECIAL ASSESSMENT DISTRICTS

Overview

Assessment districts are established for the funding of streets, water, sewerage, storm drainage, schools, parks, and other infrastructure and services required to support development. Costs are distributed and fees assessed on all development in that district. When applied to developed properties, a vote of the property owners is required for implementation.

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Programs

Imp. 31.1: Consider the Establishment of Community Facilities and Special Assessment Districts

The establishment of new Community Facilities and Special Assessment Districts shall be considered to support new development in Newport Beach. This shall most likely be limited to areas where extensive redevelopment is projected and for large vacant parcels that may be developed. These may include development of residential villages in the Airport Area and West Newport Mesa. Additionally, the City may form and implement Lighting and Landscape Districts as a means to improve community character and the undergrounding of utilities. Climate Resilience Districts may also be established if deemed appropriate to assist long-term coastal resilience funding.

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Implementation Programs Crosswalk

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
Arts and Culture Element								
AC-1.1	**Public Places**. Promote arts and culture by incorporating art in widely used public places, such as in parks, open spaces, public plazas, view sites, and villages and along corridors that attract visitors.	1.1, 20.1, 20.3, 30.1	▪ Ensure that Private Development and Capital Improvements Are Consistent with the 2050 General Plan ▪ Design, Fund, and Construct Streetscape Improvements ▪ Fund and Construct Public View Sites ▪ Maintain Annual Budgets for City Services and Improvements	Recreation and Senior Services	X			X
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.	23.3, 29.2, 30.1	▪ Assess Recreation Needs ▪ Support Arts, Culture, and Historic Resources ▪ Maintain Annual Budgets for City Services and Improvements	Community Development – Planning	X			X
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.	1.1, 20.1, 23.3, 29.2, 30.1	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan ▪ Design, Fund, and Construct Streetscape Improvements ▪ Assess Recreation Needs ▪ Support Arts, Culture, and Historic Resources ▪ Maintain Annual Budgets for City Services and Improvements	Public Works	X			
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.	1.1, 8.1, 8.2	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan ▪ Review Codes and Ordinances for Consistency with the 2050 General Plan 2050 ▪ Prepare New Codes, Ordinances, and Guidelines	Community Development – Planning	X			
AC-1.5	**Shared Spaces**. Acquire and display art in public facilities citywide to bolster civic pride and increase exposure to arts and culture.	29.2	▪ Support Arts, Culture, and Historic Resources	Library Services	X			
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.	29.2	▪ Support Arts, Culture, and Historic Resources	Library Services	X			
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.	1.1, 20.1, 23.3, 29.2, 30.1	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan	Public Works	X			

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
			▪ Design, Fund, and Construct Streetscape Improvements ▪ Assess Recreation Needs ▪ Support Arts, Culture, and Historic Resources ▪ Maintain Annual Budgets for City Services and Improvements					
AC-1.8	**Planning Processes**. Consider integration of public art into other City planning efforts, such as Specific Plans and Corridor Plans.	3.1, 20.1, 29.2	▪ Prepare and Maintain Specific Plans ▪ Design, Fund, and Construct Streetscape Improvements ▪ Support Arts, Culture, and Historic Resources	Community Development – Planning	X			
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.	23.3, 30.1	▪ Assess Recreation Needs ▪ Maintain Annual Budgets for City Services and Improvements	Library Services	X			
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.	14.4, 30.1	▪ Coordinate with the Orange County Transportation Authority ▪ Maintain Annual Budgets for City Services and Improvements	City Manager's Office				X
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.	29.2, 30.1	▪ Support Arts, Culture, and Historic Resources ▪ Maintain Annual Budgets for City Services and Improvements	Library Services				X
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.	24.1, 29.1	▪ Adopt and Implement a Strategic Plan for Fiscal and Economic Sustainability ▪ Educate the Community	Library Services	X			
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.	29.1, 29.2	▪ Educate the Community ▪ Support Arts, Culture, and Historic Resources	Library Services	X			
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.	8.1, 8.2, 29.1	▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically ▪ Prepare New Codes, Ordinances, and Guidelines ▪ Educate the Community	Library Services	X			
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.	23.3, 29.1, 29.2, 30.1	▪ Assess Recreation Needs ▪ Educate the Community ▪ Support Arts, Culture, and Historic Resources ▪ Maintain Annual Budgets for City Services and Improvements	Library Services		X		

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
AC-2.5	**Library Services**. Improve and enhance existing library facilities, collections, and computer and related facilities, such as the Media Lab.	23.2	▪ Maintain and Improve Parks, Open Space, and Recreation Facilities	Library Services		X		
AC-3.1	**Educational Partnerships**. Partner with the community and educational institutions to encourage and strengthen arts education for children, youth, adults, older adults, and people of all abilities throughout Newport Beach.	14.2, 29.1	▪ Coordinate with School Districts ▪ Educate the Community	Library Services	X			
AC-3.2	**Resources for Artists**. 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.	29.2	▪ Support Arts, Culture, and Historic Resources	Library Services	X			
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.	29.1, 29.2	▪ Educate the Community ▪ Support Arts, Culture, and Historic Resources	Library Services	X			
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.	14.2, 29.2, 30.1	▪ Coordinate with School Districts ▪ Support Arts, Culture, and Historic Resources ▪ Maintain Annual Budgets for City Services and Improvements	Library Services	X			X
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.	29.1, 29.2	▪ Educate the Community ▪ Support Arts, Culture, and Historic Resources	Library Services	X			
AC-4.2	**Volunteer Support**. Promote and support volunteer opportunities for public involvement in City-affiliated arts, culture, and literary programs and events.	29.1, 29.2	▪ Educate the Community ▪ Support Arts, Culture, and Historic Resources	Library Services	X			
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.	29.1, 29.2	▪ Educate the Community ▪ Support Arts, Culture, and Historic Resources	Library Services	X			
AC-4.4	**Grant Awards**. Evaluate the impact of City art grant awards periodically. This could include review of awardee-submitted progress reports.	30.1	▪ Maintain Annual Budgets for City Services and Improvements	Library Services	X			X
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.	9.1, 29.1, 29.2	▪ Review City Council Policy Manual for Consistency with the 2050 General Plan ▪ Educate the Community ▪ Support Arts, Culture, and Historic Resources	Library Services	X			
AC-5.2	**New Facilities**. Explore reasonable opportunities, as needed, to create a new, larger arts center to host performances and exhibitions.	1.1	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan	Library Services	X			
AC-5.3	**Theaters**. Maintain the Newport Theatre Arts Center while exploring opportunities to enhance, expand, or relocate the facility based on community needs.	9.1, 29.1, 29.2	▪ Review City Council Policy Manual for Consistency with the 2050 General Plan ▪ Educate the Community ▪ Support Arts, Culture, and Historic Resources	Library Services				X

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
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.	8.2	▪ Prepare New Codes, Ordinances, and Guidelines	Community Development – Planning	X			
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; and (4) consider an artwork acquisition plan for expanding the City's permanent art inventory.	8.2, 9.1	▪ Prepare New Codes, Ordinances, and Guidelines ▪ Review City Council Policy Manual for Consistency with the 2050 General Plan	Community Development – Planning		X		
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 the City Council. Identify future locations for public art citywide.	8.2	▪ Prepare New Codes, Ordinances, and Guidelines	Community Development – Planning	X			
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.	30.1	▪ Maintain Annual Budgets for City Services and Improvements	City Manager's Office	X			
Harbor, Bay, and Beaches Element								
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	2.1, 14.3, 14.6, 21.1, 24.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Coordinate with the County of Orange ▪ Coordinate with the California Coastal Commission ▪ Review and Update Harbor and Tidelands Improvement Plans ▪ Adopt and Implement a Strategic Plan for Fiscal and Economic Sustainability	Recreation and Senior Services				X
HBB-1.2	**New Development**. Site and design new development to avoid significant impacts to existing and potential water-dependent and water-related uses.	2.1, 7.1, 8.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review Buildings and Construction Code for Consistency with 2050 General Plan	Community Development – Planning		X		

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
			▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically					
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.	2.1, 14.6, 24.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Coordinate with the California Coastal Commission ▪ Adopt and Implement a Strategic Plan for Fiscal and Economic Sustainability	Community Development – Planning		X		
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.	2.1, 14.3, 14.6, 21.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Coordinate with the County of Orange ▪ Coordinate with the California Coastal Commission ▪ Review and Update Harbor and Tidelands Improvement Plans	Harbor Department	X			
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.	21.3, 21.4	▪ Coordinate Harbor Events Management and Programs ▪ Manage Harbor Operations	Harbor Department		X		
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.	2.1, 14.3, 24.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Coordinate with the County of Orange ▪ Adopt and Implement a Strategic Plan for Fiscal and Economic Sustainability	Public Works			X	
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.	2.1, 14.3, 21.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Coordinate with the County of Orange ▪ Review and Update Harbor and Tidelands Improvement Plans	Harbor Department	X			
HBB-1.8	**Boating.** Support continued operation of passenger/ sightseeing boats, passenger fishing boats (day boats), and long-term boat rentals and sales.	2.1, 21.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review and Update Harbor and Tidelands Improvement Plans	Community Development – Planning				X
HBB-1.9	**Short-Term Rentals.** 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.	2.1, 21.1, 21.3	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review and Update Harbor and Tidelands Improvement Plans ▪ Coordinate Harbor Events Management and Programs	Community Development – Planning				X
HBB-1.10	**Entertainment and Tour Boats.** Support continued operation of entertainment and tour boats subject to reasonable regulations designed	14.3, 21.3	▪ Coordinate with the County of Orange	Harbor Department				X

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
	to ensure that the operations do not have 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.		▪ Coordinate Harbor Events Management and Programs					
HBB-2.1	**Sea-Level Rise Plan.** Adopt a Sea-Level Rise Plan consistent with Senate Bill 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. The Sea-Level Rise Plan should at least consider the following: ▪ Preservation of private property rights; ▪ Preservation and migration of intertidal habitats; ▪ Preservation of public access; and ▪ Protection and retrofit of critical infrastructure, such as water and wastewater infrastructure.	5.1, 5.2, 30.1	▪ Review and Revise Coastal Land Use Plan for Consistency with the 2050 General Plan ▪ Prepare and Adopt the Updated Local Coastal Program ▪ Maintain Annual Budgets for City Services and Improvements	Community Development – Planning City Manager's Office Harbor Department	X	X		X
HBB-2.2	**Emergency Preparedness.** Provide information to at-risk property owners about emergency and disaster preparedness and best practices.	29.1	▪ Educate the Community	Community Development – Planning		X		
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.	10.5	▪ Monitor King Tides and Collect Coastal Data	Community Development – Planning				X
HBB-3.1	**Waterfront Public Spaces.** Encourage the 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 identity and activity "centers" of Newport Harbor for special events of community/regional interest.	20.1, 20.2, 20.3, 21.3	▪ Design, Fund, and Construct Streetscape Improvements ▪ Design, Fund, and Construct Waterfront Promenade ▪ Fund and Construct Public View Sites ▪ Coordinate Harbor Events Management and Programs	Harbor Department	X			
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.	2.1, 24.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Adopt and Implement a Strategic Plan for Fiscal and Economic Sustainability	Harbor Department		X		
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.	2.1, 5.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review and Revise Coastal Land Use Plan for Consistency with the 2050 General Plan	Community Development – Planning		X		
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	2.1, 5.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning		X		

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
	sustain eroded beach profiles found around Newport Harbor and island perimeters.		▪ Review and Revise Coastal Land Use Plan for Consistency with the 2050 General Plan					
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.	2.1, 5.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review and Revise Coastal Land Use Plan for Consistency with the 2050 General Plan	Community Development – Planning		X		
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.	14.3, 14.6, 21.1, 21.4	▪ Coordinate with the County of Orange ▪ Coordinate with the California Coastal Commission ▪ Review and Update Harbor and Tidelands Improvement Plans ▪ Manage Harbor Operations	Harbor Department	X			
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.	14.3, 21.4	▪ Coordinate with the County of Orange ▪ Manage Harbor Operations	Harbor Department	X			X
HBB-4.6	**Vessel Fueling.** Coordinate with fuel dock owners to develop strategies for the long-term preservation of vessel fueling stations.	21.4	▪ Manage Harbor Operations	Harbor Department	X			X
HBB-5.1	**Harbor Standards and Regulations.** Periodically review and update, as appropriate, all Newport Harbor planning, design, engineering, and environmental criteria, standards, requirements, and processes.	9.1, 21.1, 21.4	▪ Review City Council Policy Manual for Consistency with the 2050 General Plan ▪ Review and Update Harbor and Tidelands Improvement Plans ▪ Manage Harbor Operations	Public Works		X		
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.	14.3, 14.6, 21.1, 21.4	▪ Coordinate with the County of Orange ▪ Coordinate with the California Coastal Commission ▪ Review and Update Harbor and Tidelands Improvement Plans ▪ Manage Harbor Operations	Harbor Department			X	
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.	14.3, 14.6, 21.1, 21.4	▪ Coordinate with the County of Orange ▪ Coordinate with the California Coastal Commission ▪ Review and Update Harbor and Tidelands Improvement Plans ▪ Manage Harbor Operations	Harbor Department		X		
HBB-5.4	**Harbor Patrol.** Coordinate with the Orange County Sheriff's Department on patrol of Newport Harbor to provide consistent, effective, and well-coordinated law enforcement on the water.	14.3	▪ Coordinate with the County of Orange	Harbor Department				X
HBB-5.5	**Coastal Resilience.** Ensure that the Water Quality/Coastal Tidelands Committee and/or the Parks, Beaches, and Recreation Commission has adequate representation of experts in coastal resilience to ensure that this topic remains a priority for the City.	29.3	▪ Support Community Environmental and Recreation Initiatives	City Manager's Office	X			

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
HBB-6.1	**Sediment Management.** Develop a comprehensive sediment management program that provides for safe navigation and improved water quality.	5.2, 21.2, 30.1	▪ Prepare and Adopt the Updated Local Coastal Program ▪ Update Harbor Area Management Plan ▪ Maintain Annual Budgets for City Services and Improvements	Community Development – Planning Harbor Department City Manager's Office		X		
HBB-6.2	**U.S. Army Corps of Engineers Coordination.** 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.	14.12	▪ Coordinate with the U.S. Army Corps of Engineers	Harbor Department		X		
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.	14.6, 14.11	▪ Coordinate with the California Coastal Commission ▪ Coordinate with the California Public Utilities Commission	Community Development – Planning		X		
HBB-6.4	**Sediment Management Funding.** Develop a sediment management funding plan to identify long-term funding pursuit strategies to support deep-water channels.	5.2, 30.1	▪ Prepare and Adopt the Updated Local Coastal Program ▪ Maintain Annual Budgets for City Services and Improvements	Community Development – Planning Harbor Department City Manager's Office	X	X		
HBB-6.5	**Streamlined Dredging.** Evaluate opportunities to streamline City-led dredging efforts.	21.4	▪ Manage Harbor Operations	Harbor Department		X		
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 dune restoration and sand replenishment and nourishment.	5.2, 8.1, 21.2	▪ Prepare and Adopt the Updated Local Coastal Program ▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically ▪ Develop Harbor Area Management Plan	Public Works Community Development – Planning Harbor Department		X		
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.	8.1, 21.2	▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically ▪ Develop Harbor Area Management Plan	Community Development – Planning	X			
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.	28.1	▪ Maintain Hazards Database	Community Development – Planning				X
HBB-7.4	**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 floods, storms,	28.2	▪ Maintain Emergency Preparedness, Response, and Recovery Programs	Fire – Disaster Preparedness				X

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
	pollution, dredging, vessel sinking, and other potentially hazardous events to supplement existing safety and rescue operations.							
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.	5.2, 30.1	▪ Prepare and Adopt the Updated Local Coastal Program ▪ Maintain Annual Budgets for City Services and Improvements	Community Development – Planning Harbor Department City Manager's Office Public Works		X		X
HBB-8.1	**Marinas and Dry Boat Storage.** Protect and, where feasible through the use of new designs and technology, enhance marinas and expand dry boat storage facilities.	2.1, 21.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review and Update Harbor and Tidelands Improvement Plans	Community Development – Planning		X		
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.	2.1, 21.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review and Update Harbor and Tidelands Improvement Plans	Recreation and Senior Services		X		
HBB-8.3	**Anchorages.** Maintain anchorages in designated Federal areas that minimize interference with safe navigation and where shore access and support facilities are available.	2.1, 21.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review and Update Harbor and Tidelands Improvement Plans	Community Development – Planning		X		
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.	2.1, 21.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review and Update Harbor and Tidelands Improvement Plans	Community Development – Planning		X		
HBB-8.5	**Vacant Moorings.** Facilitate access to vacant moorings for temporary rental use.	2.1, 21.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review and Update Harbor and Tidelands Improvement Plans	Harbor Department		X		
HBB-8.6	**Mooring Transfers.** Foster public access to moorings by enforcing and refining the derelict boat ordinance and regulating permitted transfers by permit holders.	2.1, 21.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review and Update Harbor and Tidelands Improvement Plans	Community Development – Planning		X		
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.	2.1, 21.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review and Update Harbor and Tidelands Improvement Plans	Community Development – Planning	X			
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.	1.2, 21.4	▪ Update and Revise the 2050 General Plan to Reflect Changing Conditions and Visions ▪ Manage Harbor Operations	Harbor Department		X	X	X

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
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.	30.2	▪ Administer Impact and User Fees	Community Development – Planning		X		
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.	30.2	▪ Administer Impact and User Fees	Public Works				X
HBB-9.3	**Tideland Leases and Permits.** Review the administration of tideland 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.	30.2	▪ Administer Impact and User Fees	Community Development – Planning			X	
HBB-9.4	**Cost Recovery.** Review costs and procedures to receive reasonable cost recovery for permit processing.	21.1	▪ Review and Update Harbor and Tidelands Improvement Plans	Community Development – Planning		X		
HBB-9.5	**Efficient Harbor Management.** Support efficient Newport 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	▪ Update Harbor Area Management Plan	Harbor Department				X
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.	2.1, 5.1, 20.2	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review and Revise Coastal Land Use Plan for Consistency with the 2050 General Plan ▪ Design, Fund, and Construct Waterfront Promenade	Recreation and Senior Services		X		
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.	2.1, 21.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review and Update Harbor and Tidelands Improvement Plans	Public Works			X	
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.	5.2	▪ Prepare and Adopt the Updated Local Coastal Program	Harbor Department	X			
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.	30.1	▪ Maintain Annual Budgets for City Services and Improvements	Public Works				X
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.	21.4, 23.1	▪ Manage Harbor Operations ▪ Maintain and Update Parks and Recreation Facility Plans	Harbor Department		X		
HBB-11.1	**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	14.3, 21.4	▪ Coordinate with the County of Orange ▪ Manage Harbor Operations	Recreation and Senior Services	X			

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
	such facilities where appropriate and feasible within Orange County tidelands.							
HBB-11.2	**Public Water Transportation.** Enhance and maintain public water transportation services and expanded public water transportation uses and land support facilities.	16.12	▪ Evaluate Marine Transportation	Community Development – Planning				X
HBB-11.3	**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.	16.12	▪ Evaluate Marine Transportation	Community Development – Planning		X		
HBB-11.4	**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.	21.6	▪ Update Coastal Access Points	Community Development – Planning		X		
HBB-11.5	**Wayfinding.** Assess potential improvements to wayfinding in coastal areas highlighting visitor resources.	16.13, 21.6	▪ Evaluate Walking and Biking Infrastructure ▪ Update Coastal Access Points	Community Development – Planning		X		
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.	2.1, 23.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Maintain and Update Parks and Recreation Facility Plans	Community Development – Planning				X
HBB-12.2	**Interagency Coordination.** Continue interagency coordination with relevant entities involved in the protection and preservation of Upper Newport Bay.	14.3, 14.6, 14.7, 14.8, 14.13, 14.14, 14.15	▪ Coordinate with the County of Orange ▪ Coordinate with the California Coastal Commission ▪ Coordinate with the California Department of Fish and Wildlife ▪ Coordinate with the California Department of Parks and Recreation ▪ Coordinate with the U.S. Fish and Wildlife Service ▪ Coordinate with the U.S. Environmental Protection Agency ▪ Coordinate with Other Agencies and City Departments	Community Development – Planning				X
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.	7.5, 17.1, 23.6, 29.3	▪ Implement Stormwater Best Management Practices ▪ Maintain and Implement Urban Water Management Plans and Encourage Conservation ▪ Implement Rewilding and Open Space Enhancement and Preservation ▪ Support Community Environmental and Recreation Initiatives	Utilities Public Works		X		
HBB-12.4	**Stormwater Management Coordination.** Coordinate the needs of stormwater pollution management with the overlapping (and sometimes	7.5, 14.15, 17.1, 17.2, 19.1	▪ Implement Stormwater Best Management Practices	Utilities Public Works				X

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
	competing) needs for habitat management, flood management, capital improvement projects, development, aesthetics, and open space.		▪ Coordinate with Other Agencies and City Departments ▪ Maintain and Implement Urban Water Management Plans and Encourage Conservation ▪ Reduce Water Pollution at the Source ▪ Maintain Storm Drainage Facilities					
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.	17.2, 23.7, 29.1, 29.3	▪ Reduce Water Pollution at the Source ▪ Explore Upper Newport Bay Recreation Access and Enhancements ▪ Educate the Community ▪ Support Community Environmental and Recreational Initiatives	Public Works				X
HBB-12.6	**Visual Resources Maintenance.** Protect and manage visual and scenic resources by maintaining scenic resource inventories, protection plans, regulations, and other tools.	5.2, 10.1	▪ Prepare and Adopt the Updated Local Coastal Program ▪ Maintain an Up-to-Date, Comprehensive Database	Community Development – Planning				X
HBB-12.7	**New Visual Resources.** Encourage new public and private development to create new public viewpoints that provide views of Upper Newport Bay.	2.1, 5.2	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Prepare and Adopt the Updated Local Coastal Program	Community Development – Planning		X		
HBB-12.8	**Reduce Pollution.** Minimize pollution in Upper Newport Bay through support of actions and infrastructure that reduce trash, such as the Newport Bay Trash Interceptor.	10.3, 16.15	▪ Conduct Pollution Reduction Effectiveness Monitoring ▪ Reduce Air Pollution	Recreation and Senior Services City Manager's Office			X	
Historical Resources Element								
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.	9.1, 10.1, 29.2	▪ Review City Council Policy Manual for Consistency with the 2050 General Plan ▪ Maintain an Up-to-Date, Comprehensive Database ▪ Support Arts, Culture, and Historic Resources	Community Development – Planning				X
HR-1.2	**New Historical Resources**. Encourage residents to research and nominate properties for review by the City and/or Newport Beach Historical Society.	29.1, 29.2	▪ Educate the Community ▪ Support Arts, Culture, and Historic Resources	Community Development – Planning	X			
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.	2.1, 8.1, 8.2	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically ▪ Prepare New Codes, Ordinances, and Guidelines	Community Development – Planning		X		

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
HR-1.4	**Preservation or Reuse 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 to apply for public and private grants to help preserve and maintain historical resources throughout Newport Beach.	8.2, 29.2	▪ Prepare New Codes, Ordinances, and Guidelines ▪ Support Arts, Culture, and Historic Resources	Community Development – Planning	X			
HR-1.5	**Historic Context Statement**. Consider preparing a Historic Context Statement to provide a consistent framework for evaluations and surveys.	10.1, 29.2	▪ Maintain an Up-to-Date, Comprehensive Database ▪ Support Arts, Culture, and Historic Resources	Community Development – Planning		X		
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.	10.1, 29.2	▪ Maintain an Up-to-Date, Comprehensive Database ▪ Support Arts, Culture, and Historic Resources	Community Development – Planning		X		
HR-1.7	**Streamlined Regulations**. Consider including 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 the City Council on the adoption of the historical resources designation.	8.1, 8.2, 9.1	▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically ▪ Prepare New Codes, Ordinances, and Guidelines ▪ Review City Council Policy Manual for Consistency with the 2050 General Plan	Community Development – Code Enforcement	X			
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.	30.1	▪ Maintain Annual Budgets for City Services and Improvements	Community Development – Planning		X		

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
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.	29.2	▪ Support Arts, Culture, and Historic Resources	Community Development – Code Enforcement		X		
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.	29.2	▪ Support Arts, Culture, and Historic Resources	Community Development – Planning		X		
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.	10.1, 29.2	▪ Maintain an Up-to-Date, Comprehensive Database ▪ Support Arts, Culture, and Historic Resources	Community Development – Planning		X		
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.	11.1	▪ Review Development and Entitlement Applications for CEQA Compliance	Community Development – Planning		X		
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.	8.2, 29.2	▪ Prepare New Codes, Ordinances, and Guidelines ▪ Support Arts, Culture, and Historic Resources	Community Development – Planning	X			
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.	1.1, 29.2	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan ▪ Support Arts, Culture, and Historic Resources	Community Development – Planning	X			
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.	8.2	▪ Prepare New Codes, Ordinances, and Guidelines	Community Development – Planning				X
HR-3.4	**Legacy Businesses**. Consider developing a legacy business program that aims to recognize, honor, and support long-standing 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.	8.2	▪ Prepare New Codes, Ordinances, and Guidelines	Community Development – Planning		X		
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	8.2, 9.1, 10.1, 29.2	▪ Prepare New Codes, Ordinances, and Guidelines ▪ Review City Council Policy Manual for Consistency with the 2050 General Plan	Community Development – Planning	X			

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
	historical landmarks or plaques. The Landmark Plan may also identify funding opportunities to support the program, such as development fees, corporate or civic sponsorships, donations, or the City's General Fund.		▪ Maintain an Up-to-Date, Comprehensive Database ▪ Support Arts, Culture, and Historic Resources					
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.	1.1, 29.1, 29.2, 30.1	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan ▪ Educate the Community ▪ Support Arts, Culture, and Historic Resources ▪ Maintain Annual Budgets for City Services and Improvements	Community Development – Planning	X			
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 tourism.	14.15	▪ Coordinate with Other Agencies and City Departments	Community Development – Planning	X			
HR-4.4	**Educational Collaboration**. Encourage collaboration with local educational institutions on preservation programs, activities, and exhibits/collections.	14.2, 29.2	▪ Coordinate with School Districts ▪ Support Arts, Culture, and Historic Resources	Community Development – Planning	X			
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.	29.2	▪ Support Arts, Culture, and Historic Resources	Community Development – Planning		X		
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.	11.1	▪ Review Development and Entitlement Applications for CEQA Compliance	Community Development – Planning	X			
HR-5.2	**Historic Themes**. Consider the use of foundational local history themes in public spaces that highlight California Native American tribes, in coordination with tribal representatives.	29.2	▪ Support Arts, Culture, and Historic Resources	Community Development – Planning		X		
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.	11.1	▪ Review Development and Entitlement Applications for CEQA Compliance	Community Development – Planning		X		
Land Use Element								
LU-1.1	**Land Use Plan** (adapted from Policy LU 4.1). Support land use development consistent with the Land Use Plan, which consists of Figure LU-2 and Figure LU-4 through Figure LU-15, together with Table LU-1 and Table LU-2. Figure LU-2 depicts the general distribution of uses throughout Newport Beach, and Figure LU-3 provides an overview of statistical area boundaries; Figure LU-3 through Figure LU- 15 are	2.1, 5.1, 10.2	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review and Revise Coastal Land Use Plan for Consistency with the 2050 General Plan ▪ Maintain Development Tracking and Monitoring Program	Community Development – Planning				X

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
	statistical area maps that depict specific use categories and development capacity for each parcel (Anomaly Locations) within the defined statistical area. Table LU-2 specifies the primary land use categories; the 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-4 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. 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-4 through Figure LU-15, using Figure LU-3 as a reference to the applicable statistical area. ▪ Refer to Figure LU-4 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-4 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.							
LU-1.2	**Conversion of Units for Anomaly Locations**. Allow the conversion of specified units to square feet in Table LU-1. 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).	1.1, 9.1	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan ▪ Review City Council Policy Manual for Consistency with the 2050 General Plan	Community Development – Planning				X
LU-1.3	**Transfer of Development Rights** (adapted from Policy LU 4.3). 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.	2.1, 5.1, 10.2	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review and Revise Coastal Land Use Plan for Consistency with the 2050 General Plan	Community Development – Planning				X

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
	▪ 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-20.4 (Transfers of Development Intensity/Density).		▪ Maintain Development Tracking and Monitoring Program					
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.	1.2, 10.2	▪ Update and Revise the 2050 General Plan to Reflect Changing Conditions and Visions ▪ Maintain Development Tracking and Monitoring Program	Community Development – Planning				X
LU-1.5	**Residential Supply** (reproduced from 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.	1.1, 2.1, 25.1	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan ▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Implement Housing Element Programs	Community Development – Planning	X			X
LU-1.6	**Prohibition of New Residential Subdivisions** (adapted from 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.	6.1	▪ Review the Subdivision Ordinance for Consistency with the 2050 General Plan	Community Development – Planning	X			
LU-1.7	**Housing Opportunity 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.	8.2, 25.1	▪ Prepare New Codes, Ordinances, and Guidelines ▪ Implement Housing Element Programs	Community Development – Planning				X

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
LU-2.1	**Visitor-Serving Uses** (adapted from 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.	1.1, 2.1, 5.1, 24.1	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan ▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review and Revise Coastal Land Use Plan for Consistency with the 2050 General Plan ▪ Adopt and Implement a Strategic Plan for Fiscal and Economic Sustainability	Community Development – Planning	X			
LU-2.2	**Adequate Infrastructure** (adapted from 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).	1.1, 10.2, 11.1	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan ▪ Maintain Development Tracking and Monitoring Program ▪ Review Development and Entitlement Applications for CEQA Compliance	Public Works		X		
LU-2.3	**Adequate Community-Supporting Uses** (adapted from 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.	1.1, 2.1	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan ▪ Amend Regulations for Consistency with the 2050 General Plan	Public Works		X		
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.	1.1, 5.1	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan ▪ Review and Revise Coastal Land Use Plan for Consistency with the 2050 General Plan	Recreation and Senior Services		X		
LU-2.5	**Sustainable and Complete Community** (adapted from 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.	1.1, 24.1	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan ▪ Adopt and Implement a Strategic Plan for Fiscal and Economic Sustainability	Community Development – Planning				X
LU-2.6	**Natural Resources** (adapted from 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.	1.1	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan	Recreation and Senior Services				X
LU-2.7	**Public Views** (adapted from Policy LU 1.6). Protect and, where feasible, enhance significant scenic and visual resources, which include views of open spaces, mountains, canyons, ridges, the ocean, beaches, and the harbor from public vantage points, as shown in Figure NR-4.	2.1, 5.2	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Prepare and Adopt the Updated Local Coastal Program	Community Development – Planning				X

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
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.	2.1, 5.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review and Revise Coastal Land Use Plan for Consistency with the 2050 General Plan	Community Development – Planning	X			
LU-3.1	**Property Maintenance** (adapted from 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.	26.1	▪ Enforce Codes and Ordinances	Community Development – Code Enforcement				X
LU-3.2	**Neighborhood Maintenance** (adapted from 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.	23.3, 25.1, 26.1, 29.1	▪ Assess Recreation Needs ▪ Implement Housing Element Programs ▪ Enforce Codes and Ordinances ▪ Educate the Community	Community Development – Code Enforcement				X
LU-3.3	**Public Facilities Maintenance**. Maintain public facilities and properties by upgrading existing structures and properties to improve their visual quality.	8.1, 23.2	▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically ▪ Maintain and Improve Parks, Open Space, and Recreation Facilities	Public Works				X
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.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning				X
LU-3.5	**Compatible Interfaces** (adapted from 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.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning	X			
LU-3.6	**Mixed-Use and Commercial Districts Pedestrian-Oriented Architecture and Streetscapes** (adapted from 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 setback 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 façade, and provide human-scale floor-to-floor height on the ground floor of the building.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning	X			

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
	▪ 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.							
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.	1.1	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan	Community Development – Planning				X
LU-4.2	**Unique Environment** (adapted from 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.	1.1	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan	Community Development – Planning				X
LU-4.3	**Harbor and Waterfront Uses** (adapted from 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.	1.1, 5.1, 21.4, 24.1	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan ▪ Review and Revise Coastal Land Use Plan for Consistency with the 2050 General Plan ▪ Manage Harbor Operations ▪ Adopt and Implement a Strategic Plan for Fiscal and Economic Sustainability	Harbor Department				X
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.	3.1	▪ Prepare and Maintain Specific Plans	Community Development – Planning	X			
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	1.1, 13.1, 18.1, 19.1, 20.1, 22.1, 23.1, 23.5, 30.2	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan ▪ Process Development Agreements	Public Works		X		

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
	development to incorporate adequate infrastructure to the extent feasible.		▪ Maintain and Implement Sewer Master Plans ▪ Maintain Storm Drainage Facilities ▪ Design, Fund, and Construct Streetscape Improvements ▪ Maintain and Enhance Police and Fire Facilities ▪ Maintain and Update Parks and Recreation Facility Plans ▪ Implement Parkland Requirements for Residential Developers ▪ Administer Impact and User Fees					
LU-4.6	**Neighborhoods, Districts, and Corridors** (adapted from Policy LU 3.1). Maintain Newport Beach's pattern of residential neighborhoods, business and employment districts, commercial centers, and corridors.	1.1	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan	Community Development – Planning				X
LU-4.7	**Compatible Development** (reproduced from Policy LU 5.6.1). Require that buildings and properties be designed to ensure compatibility within and as interfaces between neighborhoods, districts, and corridors.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning	X			
LU-4.8	**Form and Environment** (adapted from 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.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning	X			
LU-4.9	**Ambient Lighting** (reproduced from 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.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning	X			
LU-4.10	**Conformance with the Natural Environmental Setting** (adapted from 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.	2.1, 8.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically	Community Development – Planning	X			
LU-5.1	**Character and Quality of Residential Single-Unit Properties** (adapted from 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.	2.1, 7.1, 8.2	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review Buildings and Construction Code for Consistency with 2050 General Plan ▪ Prepare New Codes, Ordinances, and Guidelines	Community Development – Planning	X			
LU-5.2	**Renovation and Replacement of Existing Residential Units** (adapted from 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	2.1, 8.2	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Prepare New Codes, Ordinances, and Guidelines	Community Development – Planning	X			

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
	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.							
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.	2.1, 7.1, 8.2	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review Buildings and Construction Code for Consistency with 2050 General Plan ▪ Prepare New Codes, Ordinances, and Guidelines	Community Development – Planning	X			
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.	2.1, 8.2	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Prepare New Codes, Ordinances, and Guidelines	Community Development – Planning	X			
LU-5.5	**Open Space Requirements** (adapted from Policy LU 5.1.9). Require multi-unit residential development to incorporate common open spaces.	7.1, 8.2, 30.2	▪ Review Buildings and Construction Code for Consistency with 2050 General Plan ▪ Prepare New Codes, Ordinances, and Guidelines ▪ Administer Impact and User Fees	Community Development – Planning	X			
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.	2.1, 4.1, 7.1, 8.2, 26.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Prepare New Planned Community Development Plans ▪ Review Buildings and Construction Code for Consistency with 2050 General Plan ▪ Prepare New Codes, Ordinances, and Guidelines ▪ Enforce Codes and Ordinances	Community Development – Planning	X			
LU-5.7	**Range of Residential Choices** (reproduced from 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.	1.1, 8.1, 25.1	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan ▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically ▪ Implement Housing Element Programs	Community Development – Planning				X
LU-5.8	**Neighborhood-Supporting Uses** (adapted from 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.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning	X			
LU-5.9	**Accessory Dwelling Units** (adapted from 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	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning	X			

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
	housing option that helps the City meet its housing production goals while minimizing the need to rezone for additional future capacity.							
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.	1.1, 1.3	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan ▪ Prepare Annual General Plan Progress and Housing Element Implementation Reports	Community Development – Planning	X			
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.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning	X			
LU-5.12	**Gated Communities** (reproduced from 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.	9.1, 29.1	▪ Review City Council Policy Manual for Consistency with the 2050 General Plan ▪ Educate the Community	Community Development – Planning				X
LU-5.13	**Allowing Rebuilding** (adapted from 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.	2.1, 7.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review Buildings and Construction Code for Consistency with 2050 General Plan	Community Development – Planning				X
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.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning	X			
LU-6.2	**Alley Design** (adapted from Policy LU 5.2.3). Encourage the enhancement of building façades facing alleys through landscaping, lighting, and other façade design elements to improve aesthetic quality while maintaining service access.	20.1	▪ Design, Fund, and Construct Streetscape Improvements	Public Works			X	
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.	8.2, 30.2	▪ Prepare New Codes, Ordinances, and Guidelines ▪ Administer Impact and User Fees	Community Development – Planning	X			

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
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.	2.1, 8.1, 8.2	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically ▪ Prepare New Codes, Ordinances, and Guidelines	Community Development – Planning	X			
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.	2.1, 8.1, 8.2	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically ▪ Prepare New Codes, Ordinances, and Guidelines	Community Development – Planning				X
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.	2.1, 6.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review the Subdivision Ordinance for Consistency with the 2050 General Plan	Community Development – Planning				X
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.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning	X			
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.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning	X			
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.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning	X			
LU-8.2	**Signage** (adapted from Policy LU 5.4.1). Require a common signage program for tenant identification and wayfinding.	8.2, 16.4	▪ Prepare New Codes, Ordinances, and Guidelines ▪ Monitor Roadway Conditions and Operational Systems	Community Development – Planning		X		
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.	8.2, 20.1	▪ Prepare New Codes, Ordinances, and Guidelines ▪ Design, Fund, and Construct Streetscape Improvements	Community Development – Planning		X		
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, façades, color palette, and other design elements.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning	X			
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.	2.1, 8.2	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Prepare New Codes, Ordinances, and Guidelines	Community Development – Planning	X			

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
LU-9.2	**Building Design** (adapted from Policy LU 5.5.1). Create design standards for building elevations, signage, lighting, odors, truck access, and other components to minimize impacts to adjacent residential uses.	2.1, 8.2	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Prepare New Codes, Ordinances, and Guidelines	Community Development – Planning	X			
LU-9.3	**Redeveloped Property Design.** Establish requirements for redeveloped industrial sites to upgrade properties to improve visual quality.	8.2, 26.1	▪ Prepare New Codes, Ordinances, and Guidelines ▪ Enforce Codes and Ordinances	Community Development – Planning	X			
LU-9.4	**Landscape Buffers**. Require landscaping as a health-based buffer between new residential areas and emitting industries.	2.1, 8.2	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Prepare New Codes, Ordinances, and Guidelines	Community Development – Planning				X
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.	8.2, 25.1	▪ Prepare New Codes, Ordinances, and Guidelines ▪ Implement Housing Element Programs	Community Development – Planning	X			
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.	8.2, 25.1	▪ Prepare New Codes, Ordinances, and Guidelines ▪ Implement Housing Element Programs	Community Development – Planning	X			
LU-10.1	**Compatibility of Uses**. Require compatibility of new public and institutional facilities with adjacent land uses, supported by transportation and utility infrastructure.	16.8, 20.1, 26.1	▪ Provide Public Transportation ▪ Design, Fund, and Construct Streetscape Improvements ▪ Enforce Codes and Ordinances	Public Works				X
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.	1.1, 14.2, 22.1–23.2	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan ▪ Coordinate with School Districts ▪ Maintain and Enhance Police and Fire Facilities ▪ Maintain and Update Parks and Recreation Facility Plans ▪ Maintain and Improve Parks, Open Space, and Recreation Facilities	Community Development – Planning				X
LU-10.3	**Building Design of City Buildings** (adapted from 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.	1.1	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan	Public Works				X
LU-10.4	**Building Design of Non-City Public Buildings** (adapted from 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	14.1, 14.15	▪ Work with Adjoining Cities ▪ Coordinate with Other Agencies and City Departments	Community Development – Planning				X

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
	district where they are located and in consideration of the design and development policies for private uses specified by this General Plan.							
LU-11.1	**Residential Uses and Residential Densities (Focus Area)** (adapted from 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.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning				X
LU-11.2	**Continuation of Existing Development (Focus Area)** (adapted from 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.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning				X
LU-11.3	**Redevelopment and Transfer of Development Rights (Focus Area)** (adapted from 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).	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning				X

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
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.	2.1, 25.1, 29.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Implement Housing Element Programs ▪ Educate the Community	Community Development – Planning	X			
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.	2.1, 8.2, 25.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Prepare New Codes, Ordinances, and Guidelines ▪ Implement Housing Element Programs	Community Development – Planning	X			
LU-12.1	**Efficient Parcel Utilization** (adapted from 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.	2.1, 24.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Adopt and Implement a Strategic Plan for Fiscal and Economic Sustainability	Community Development – Planning		X		
LU-12.2	**Private Property Improvements** (adapted from 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.	24.1	▪ Adopt and Implement a Strategic Plan for Fiscal and Economic Sustainability	Community Development – Code Enforcement				X
LU-12.3	**Property Access** (reproduced from 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.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning				X
LU-12.4	**Shared Parking Facilities** (reproduced from 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.	16.1	▪ Improve Arterial Streets and Highways According to Classification	Community Development – Planning				X
LU-12.5	**Compatibility of Business Operation with Adjoining Residential** (adapted from 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.	8.2	▪ Prepare New Codes, Ordinances, and Guidelines	Community Development – Code Enforcement		X		
LU-12.6	**Design Compatibility with Adjoining Residential** (adapted from 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.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning				X

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
LU-13.1	**Shared Parking Structures** (adapted from 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.	2.1, 16.10	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Improve Parking Supply and Management	Community Development – Planning				X
LU-13.2	**Expanded Parking** (adapted from 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.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning				X
LU-13.3	**Pedestrian-Oriented Streetscapes** (adapted from 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.	20.1	▪ Design, Fund, and Construct Streetscape Improvements	Public Works			X	
LU-13.4	**Expanded Parking Opportunities** (adapted from 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.	16.1	▪ Improve Arterial Streets and Highways According to Classification	Public Works			X	
LU-13.5	**Parking Improvements** (adapted from Policy LU 3.3). Support enhancement of public improvements and parking.	1.1, 2.1, 5.1	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan ▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review and Revise Coastal Land Use Plan for Consistency with the 2050 General Plan	Public Works				X
LU-13.6	**Rebuilding of Nonconforming Structures** (reproduced from 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.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning				X
LU-14.1	**Bay-Fronting Properties** (adapted from 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 Mixed-Use Water 1 (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.	2.1, 5.1, 24.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review and Revise Coastal Land Use Plan for Consistency with the 2050 General Plan ▪ Adopt and Implement a Strategic Plan for Fiscal and Economic Sustainability	Community Development – Planning				X
LU-14.2	**Marine-Related Businesses** (adapted from 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-	2.1, 5.1, 24.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning				X

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
	dependent industrial uses to locate or expand within existing sites, and allow reasonable long-term growth.		▪ Review and Revise Coastal Land Use Plan for Consistency with the 2050 General Plan ▪ Adopt and Implement a Strategic Plan for Fiscal and Economic Sustainability					
LU-14.3	**Revitalization of Uses** (adapted from Policy LU 3.3). Support revitalization of existing properties, including infill development, for commercial, visitor-serving, and marine-related uses, integrated with residential.	1.1, 25.1, 26.1	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan ▪ Implement Housing Element Programs ▪ Enforce Codes and Ordinances	Community Development – Planning				X
LU-14.4	**Parking** (adapted from Policy LU 6.19.5). Require adequate parking and other supporting facilities for charters, yacht sales, visitor-serving uses, and other waterfront uses.	2.1, 5.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review and Revise Coastal Land Use Plan for Consistency with the 2050 General Plan	Community Development – Planning				X
LU-14.5	**Shared Parking**. Encourage the identification of shared parking facilities to accommodate charters.	2.1, 16.10	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Improve Parking Supply and Management	Community Development – Planning		X		X
LU-14.6	**Corridor Identity and Quality** (adapted from Policy LU 6.19.6). Implement landscape, signage, lighting, sidewalk, pedestrian improvements, and other amenities that enhance the pedestrian experience consistent with the Mariner's Mile Strategic Vision and Design Plan.	20.1	▪ Design, Fund, and Construct Streetscape Improvements	Public Works			X	
LU-14.7	**Architecture and Site Planning** (adapted from 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.	8.1, 8.2	▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically ▪ Prepare New Codes, Ordinances, and Guidelines	Community Development – Planning				X
LU-14.8	**Integrating Residential-Site Planning Principles** (adapted from 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.	2.1, 5.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review and Revise Coastal Land Use Plan for Consistency with the 2050 General Plan	Community Development – Planning		X		
LU-14.9	**Harbor and Bay Views and Access** (adapted from 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.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning				X

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
	▪ 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.							
LU-14.10	**Waterfront Promenade** (adapted from 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.	2.1, 20.2	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Design, Fund, and Construct Waterfront Promenade	Community Development – Planning				X
LU-15.1	**Priority Uses** (reproduced from Policy LU 6.18.1). Accommodate uses that serve adjoining residential neighborhoods, provide professional offices, and support Hoag Hospital.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning				X
LU-15.2	**Property Design** (adapted from 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.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning				X
LU-15.3	**Streetscape Design and Connectivity** (reproduced from 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.	20.1	▪ Design, Fund, and Construct Streetscape Improvements	Community Development – Planning		X		
LU-15.4	**Rebuilding of Nonconforming Structures** (reproduced from 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.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning				X
LU-16.1	**Western Entry Corridor Improved Visual Image and Quality** (adapted from 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.	20.1	▪ Design, Fund, and Construct Streetscape Improvements	Public Works			X	
LU-16.2	**Western Entry Corridor Streetscape** (adapted from 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.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning				X

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
LU-17.1	**Residential and Supporting Uses** (adapted from Policy LU 6.15.5). Notwithstanding residential development permitted by the housing opportunity overlay zone, accommodate development of a maximum of 2,200 multifamily residential units applied to properties in MU-H2 (Mixed-Use Horizontal 2) as documented in Table LU-2, including workforce 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.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning				X
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.	3.1	▪ Prepare and Maintain Specific Plans	Community Development – Planning	X			
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.	14.4, 16.11, 20.1	▪ Coordinate with the Orange County Transportation Authority ▪ Maintain Trails ▪ Design, Fund, and Construct Streetscape Improvements	Public Works				X
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.	8.2, 12.1	▪ Prepare New Codes, Ordinances, and Guidelines ▪ Evaluate Fiscal Benefits of Development Proposals and Annexations	Community Development – Planning				X
LU-17.5	**Infill Residential** (adapted from 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 to the number, density, and location of the housing units.	3.1, 4.1, 13.1	▪ Prepare and Maintain Specific Plans ▪ Prepare New Planned Community Development Plans ▪ Process Development Agreements	Community Development – Planning				X

[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.

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
LU-17.6	**Regulatory Plans** (adapted from 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.	2.1, 3.1, 4.1, 13.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Prepare and Maintain Specific Plans ▪ Prepare New Planned Community Development Plans ▪ Process Development Agreements	Community Development – Planning		X		X
LU-17.7	**Location of Parks** (adapted from 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.	2.1, 3.1, 4.1, 13.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Prepare and Maintain Specific Plans ▪ Prepare New Planned Community Development Plans ▪ Process Development Agreements	Community Development – Planning		X		X
LU-17.8	**Aircraft Notification** (reproduced from 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.	23.2	▪ Maintain and Improve Parks, Open Space, and Recreation Facilities	Community Development – Planning				X
LU-17.9	**Standards** (adapted from 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 at least 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 and Fees 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 and Fees 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 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.	2.1, 3.1, 4.1, 30.2	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Prepare and Maintain Specific Plans ▪ Prepare New Planned Community Development Plans ▪ Administer Impact and User Fees	Community Development – Planning				X
LU-18.1	**Urban Form** (reproduced from 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.	1.1	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan	Community Development – Planning				X

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
LU-18.2	**Component Districts** (adapted from 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.	1.1	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan	Community Development – Planning				X
LU-18.3	**Marine-Related Businesses** (adapted from 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.	2.1, 24.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Adopt and Implement a Strategic Plan for Fiscal and Economic Sustainability	Community Development – Planning				X
LU-18.4	**Shared Parking Facilities** (reproduced from 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.	16.1	▪ Improve Arterial Streets and Highways According to Classification	Community Development – Planning				X
LU-18.5	**Historic Character** (reproduced from 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.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning		X		
LU-18.6	**Rebuilding Nonconforming Structures** (adapted from 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.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning				X
LU-18.7	**Priority Uses** (adapted from 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.	2.1, 24.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Adopt and Implement a Strategic Plan for Fiscal and Economic Sustainability	Community Development – Planning				X
LU-18.8	**Shared Parking**. Encourage the identification of shared parking facilities to accommodate charters.	2.1, 16.10	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Improve Parking Supply and Management	Community Development – Planning				X
LU-18.9	**Priority Uses** (adapted from 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.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning				X

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
LU-18.10	**Priority Uses on Bayfront Parcels** (adapted from 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 Mixed-Use Water 2 (MU-W2) (see Figure LU-19, Sub-Area E).	2.1, 8.1, 21.2	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically ▪ Update Harbor Area Management Plan	Community Development – Planning				X
LU-18.11	**Priority Uses** (adapted from 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).	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning				X
LU-18.12	**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 Mixed-Use Vertical (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 Visitor Serving Commercial (CV) (0.75) (see Figure LU-20 in Sub-Area A).	2.1, 24.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Adopt and Implement a Strategic Plan for Fiscal and Economic Sustainability	Community Development – Planning				X
LU-18.13	**Commercial Properties** (adapted from Policy LU 6.13.3). Promote reuse of isolated commercial properties on Balboa Boulevard for residential units.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning				X
LU-18.14	**Streetscapes** (adapted from 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.	20.1	▪ Design, Fund, and Construct Streetscape Improvements	Public Works			X	
LU-18.15	**Balboa Village Visibility and Character** (adapted from 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.	24.1	▪ Adopt and Implement a Strategic Plan for Fiscal and Economic Sustainability	Community Development – Planning		X		
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.	2.1, 24.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Adopt and Implement a Strategic Plan for Fiscal and Economic Sustainability	Community Development – Planning		X		X
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.	16.6, 16.13, 20.1	▪ Assess Local/Neighborhood Access Roads ▪ Evaluate Walking and Biking Infrastructure ▪ Design, Fund, and Construct Streetscape Improvements	Public Works		X		

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
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.	1.1, 2.1	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan ▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning				X
LU-19.4	**Pedestrian-Oriented Coastal District.** Protect, maintain, and enhance the waterfront walkway that surrounds Balboa Island's perimeter.	16.6, 16.13, 20.1	▪ Assess Local/Neighborhood Access Roads ▪ Evaluate Walking and Biking Infrastructure ▪ Design, Fund, and Construct Streetscape Improvements	Public Works				X
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.	16.10	▪ Improve Parking Supply and Management	Community Development – Planning		X		
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.	16.11, 23.1, 23.2	▪ Maintain Trails ▪ Maintain and Update Parks and Recreation Facility Plans ▪ Maintain and Improve Parks, Open Space, and Recreation Facilities	Community Development – Planning				X
LU-20.2	**Community Identity.** Foster community identity through the support of community-identifying signage and public art.	29.2	▪ Support Arts, Culture, and Historic Resources	Community Development – Planning				X
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.	8.2	▪ Prepare New Codes, Ordinances, and Guidelines	Community Development – Planning				X
LU-20.4	**Transfers of Development Intensity/Density** (adapted from Policy LU 6.14.3). Allow development intensity/density to be transferred within Newport Center, subject to the approval of the City, 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.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning				X
LU-20.5	**Development Scale** (reproduced from 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.	2.1, 3.1, 4.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Prepare and Maintain Specific Plans ▪ Prepare New Planned Community Development Plans	Community Development – Planning				X
LU-20.6	**Urban Form** (adapted from 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.	2.1, 3.1, 4.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Prepare and Maintain Specific Plans ▪ Prepare New Planned Community Development Plans	Community Development – Planning				X

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
LU-20.7	**Pedestrian Connectivity and Amenities** (adapted from 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.	3.1, 4.1	▪ Prepare and Maintain Specific Plans ▪ Prepare New Planned Community Development Plans	Public Works		X		
LU-20.8	**Fashion Island Architecture and Streetscapes** (adapted from 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.	3.1, 4.1	▪ Prepare and Maintain Specific Plans ▪ Prepare New Planned Community Development Plans	Community Development – Planning				X
LU-20.9	**Fashion Island Parking Structures** (adapted from 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.	8.2	▪ Prepare New Codes, Ordinances, and Guidelines	Community Development – Planning		X		X
LU-21.1	**Priority Uses** (adapted from Policy LU 6.6.1). Prioritize the accommodation of medical-related and supporting facilities on properties abutting the Hoag Hospital complex (areas designated as Medical Commercial Office [CO-M (0.5)]) (see Figure LU-25, Sub-Area A) with opportunities for new residential units (areas designated as Multiple Residential [RM (18/ac)]) and supporting general and neighborhood-serving commercial services (areas designated as General Commercial [CG (0.75)] and Neighborhood Commercial [CN (0.3)], respectively).	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning				X
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.	16.3, 16.7	▪ Construct Street and Highway Improvements ▪ Reduce Traffic Congestion	Public Works			X	
LU-21.3	**Pedestrian Connectivity.** Consider opportunities to increase pedestrian connectivity across Superior Avenue.	16.3, 16.7	▪ Construct Street and Highway Improvements ▪ Reduce Traffic Congestion	Public Works		X		
LU-21.4	**Land Use Pattern** (adapted from Policy LU 3.3). Support consolidation of commercial and visitor-serving commercial uses, and new residential opportunities.	1.1, 2.1, 5.1	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan ▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review and Revise Coastal Land Use Plan for Consistency with the 2050 General Plan	Community Development – Planning				X
LU-21.5	**Access to Randall Preserve (Banning Ranch).** Enhance streets connecting to Randall Preserve (Banning Ranch) through streetscape improvements	16.13, 20.1, 21.6	▪ Evaluate Walking and Biking Infrastructure	Public Works			X	

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
	and wayfinding signage if a connection from West Newport Mesa to Randall Preserve is established.		▪ Design, Fund, and Construct Streetscape Improvements. ▪ Update Coastal Access Points					
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.	3.1	▪ Prepare and Maintain Specific Plans	Community Development – Planning	X			
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.	26.1	▪ Enforce Codes and Ordinances	Community Development – Planning				X
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.	2.1, 8.2	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Prepare New Codes, Ordinances, and Guidelines	Community Development – Planning				X
LU-22.4	**Remediation Requirements (Focus Area).** Require developers to submit detailed remediation plans outlining cleanup methods and monitoring protocols.	8.2	▪ Prepare New Codes, Ordinances, and Guidelines	Community Development – Planning				X
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.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning				X
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.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning				X
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.	16.11	▪ Maintain Trails	Public Works			X	
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.	14.12, 14.13, 14.15, 29.3	▪ Coordinate with the U.S. Army Corps of Engineers ▪ Coordinate with the U.S. Fish and Wildlife ▪ Coordinate with Other Agencies and City Departments ▪ Support Community Environmental and Recreation Initiatives	Public Works				X
LU-23.1	**Priority Uses (Focus Area).** Encourage mixed-use buildings that integrate residential with commercial or office uses on the ground floor.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning				X
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.	16.11, 20.1, 23.2	▪ Maintain Trails ▪ Design, Fund, and Construct Streetscape Improvements ▪ Maintain and Improve Parks, Open Space, and Recreation Facilities	Community Development – Planning	X			

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
LU-23.3	**Shared Parking (Focus** Area). Consider shared parking and park-once strategies to enhance the pedestrian experience and efficiently use land.	16.1	▪ Improve Arterial Streets and Highways According to Classification	Community Development – Planning				X
LU-23.4	**Pedestrian Safety (Focus Area).** Require adequate and visible pedestrian access through all surface parking lots and parking structures.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning				X
LU-23.5	**Pedestrian Access (Focus Area).** Consider enhanced pedestrian access along Dover Drive between Westcliff Drive and Cliff Drive.	16.11, 20.1	▪ Maintain Trails ▪ Design, Fund, and Construct Streetscape Improvements	Public Works		X		
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.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning				X
LU-24.1	**Land Use Changes.** Coordinate with all involved City departments to plan capital improvements to support land use changes.	1.1, 14.15	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan ▪ Coordinate with Other Agencies and City Departments	Community Development – Planning	X			
LU-24.2	**Priority Projects.** Prioritize planned development for infrastructure improvements in the Capital Improvement Program process.	1.1	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan	Public Works				X
LU-24.3	**Infrastructure Coordination.** Require robust coordination with public utilities to provide necessary infrastructure for new development.	1.1, 14.15	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan ▪ Coordinate with Other Agencies and City Departments	Community Development – Planning	X			
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.	1.1, 1.2, 1.3, 2.1, 5.1, 8.1, 9.1, 14.15	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan ▪ Update and Revise the 2050 General Plan to Reflect Changing Conditions and Visions ▪ Prepare Annual General Plan Progress and Housing Element Implementation Reports ▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review and Revise Coastal Land Use Plan for Consistency with the 2050 General Plan ▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically ▪ Review City Council Policy Manual for Consistency with the 2050 General Plan	Public Works City Manager's Office				X

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
			▪ Coordinate with Other Agencies and City Departments					
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.	8.1, 10.2	▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically ▪ Maintain Development Tracking and Monitoring Program	Community Development – Planning	X			
LU-25.2	**Performance Metrics.** Develop performance metrics for development permit processing.	8.2, 9.1	▪ Prepare New Codes, Ordinances, and Guidelines ▪ Review City Council Policy Manual for Consistency with the 2050 General Plan	Community Development – Planning	X			
LU-25.3	**City Resources.** Identify resources to increase City staff's capacity to process development permits.	30.1	▪ Maintain Annual Budgets for City Services and Improvements	Community Development – Planning		X		
LU-25.4	**Supporting New Development.** Conduct robust intra- and inter-departmental coordination to provide necessary infrastructure for new development.	1.1, 14.15	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan ▪ Coordinate with Other Agencies and City Departments	Public Works				X
LU-26.1	**Economic Assessment.** Conduct an economic assessment of converting vacant office space to other uses.	24.1	▪ Adopt and Implement a Strategic Plan for Fiscal and Economic Sustainability	Community Development – Planning		X		
LU-26.2	**Adaptive Reuse Incentives.** Develop incentives to encourage adaptive reuse of underutilized buildings.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning	X			
LU-26.3	**Curbside Parking.** Evaluate the pricing of curbside, metered parking to determine if prices ensure adequate parking space availability.	8.2, 16.1	▪ Prepare New Codes, Ordinances, and Guidelines ▪ Improve Arterial Streets and Highways According to Classification	Community Development – Planning		X		
LU-26.4	**Parking Study.** Assess the economic impact of parking standards on new development.	16.1	▪ Improve Arterial Streets and Highways According to Classification	Community Development – Planning		X		
LU-26.5	**Flexible Parking Types.** Identify and establish creative solutions and flexible standards, such as shared parking, to address parking challenges.	8.2	▪ Prepare New Codes, Ordinances, and Guidelines	Community Development – Planning		X		
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.	8.1, 16.10	▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically ▪ Improve Parking Supply and Management	Community Development – Planning		X		
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.	24.1	▪ Adopt and Implement a Strategic Plan for Fiscal and Economic Sustainability	City Manager's Office		X		

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
LU-26.8	**Economic Health** (adapted from 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.	1.1, 24.1	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan ▪ Adopt and Implement a Strategic Plan for Fiscal and Economic Sustainability	Community Development – Planning				X
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.	14.4, 16.11, 20.1	▪ Coordinate with the Orange County Transportation Authority ▪ Maintain Trails ▪ Design, Fund, and Construct Streetscape Improvements	Public Works			X	
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.	8.2, 25.1	▪ Prepare New Codes, Ordinances, and Guidelines ▪ Implement Housing Element Programs	Community Development – Planning				X
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 runoff, in Newport Beach.	14.1	▪ Work with Adjoining Cities	City Manager's Office				X
LU-27.4	**Building Code.** Enforce building code standards in new construction that provide for healthier indoor air quality.	26.1	▪ Enforce Codes and Ordinances	Community Development – Code Enforcement				X
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.	8.2, 14.15	▪ Prepare New Codes, Ordinances, and Guidelines ▪ Coordinate with Other Agencies and City Departments	Community Development – Planning		X		
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.	14.3, 14.7, 14.14, 14.15, 26.1	▪ Coordinate with the County of Orange ▪ Coordinate with the California Department of Fish and Wildlife ▪ Coordinate with the U.S. Environmental Protection Agency ▪ Coordinate with Other Agencies and City Departments ▪ Enforce Codes and Ordinances	City Manager's Office		X		

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
LU-28.1	**Airport Compatibility** (adapted from 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-3, 2014 Settlement Agreement Airport Noise Contours, 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-3 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.	2.1, 3.1, 4.1, 14.3	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Prepare and Maintain Specific Plans ▪ Prepare New Planned Community Development Plans ▪ Coordinate with the County of Orange	Community Development – Planning				X
LU-28.2	**Compliance with Airport Environs Land Use Plan** (adapted from Policy LU 3.8). 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 Airport Environs Land Use Plan for John Wayne Airport, 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.	14.3	▪ Coordinate with the County of Orange	Community Development – Planning				X
LU-28.3	**Heliport/Helistop Requirements** (adapted from 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.	14.9	▪ Coordinate with the California Department of Transportation	Community Development – Planning				X
LU-28.4	**Development Within the Sphere of Influence** (adapted from Policy LU 6.4.10). Require that any development within the Sphere of Influence (SOI) 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 reuse 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.	3.1, 4.1, 7.1, 16.8, 17.1, 19.1	▪ Prepare and Maintain Specific Plans ▪ Prepare New Planned Community Development Plans ▪ Review Buildings and Construction Code for Consistency with 2050 General Plan ▪ Provide Public Transportation ▪ Maintain and Implement Urban Water Management Plans and Encourage Conservation ▪ Maintain Storm Drainage Facilities	City Manager's Office				X

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
LU-28.5	**Regulatory Plans** (adapted from 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.	3.1, 4.1	▪ Prepare and Maintain Specific Plans ▪ Prepare New Planned Community Development Plans	Community Development – Planning				X
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.	14.6	▪ Coordinate with the California Coastal Commission	Community Development – Planning	X			
LU-28.7	**Compatibility of Non-City Public Uses** (adapted from 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.	14.1, 14.15	▪ Work with Adjoining Cities ▪ Coordinate with Other Agencies and City Departments	Community Development – Planning				X
LU-28.8	**Coordination with State and Federal Agencies** (adapted from 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.	14.7, 14.11	▪ Coordinate with the California Department of Fish and Wildlife ▪ Coordinate with the California Public Utilities Commission	Community Development – Planning		X		
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.	5.2, 14.3, 14.6	▪ Prepare and Adopt the Updated Local Coastal Program ▪ Coordinate with the County of Orange ▪ Coordinate with the California Coastal Commission	Community Development – Planning		X		
LU-29.1	**Primary Use** (adapted from Policy LU 6.3.1). Encourage open space, including significant active and passive community parklands and public access, that serve adjoining residential neighborhoods.	2.1, 23.1, 23.5, 30.2	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Maintain and Update Parks and Recreation Facility Plans ▪ Implement Parkland Requirements for Residential Developers ▪ Administer Impact and User Fees	Community Development – Planning				X
LU-29.2	**Habitat and Wetlands** (adapted from 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.	3.1, 4.1, 14.7, 14.11	▪ Prepare and Maintain Specific Plans ▪ Prepare New Planned Community Development Plans ▪ Coordinate with the California Department of Fish and Wildlife	Community Development – Planning				X

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
			▪ Coordinate with the California Public Utilities Commission					
LU-29.3	**Relationship of Development to Environmental Resources** (adapted from 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 development of a park or viewpoints that provide public views of the ocean, wetlands, and surrounding open spaces, and installation of 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 (SOI) eastern property line to be contiguous and compatible so as to preserve the connectivity of wildlife corridors, enhance public access, and be set back from the bluff faces.	3.1, 4.1	▪ Prepare and Maintain Specific Plans ▪ Prepare New Planned Community Development Plans	Community Development – Planning				X
LU-29.4	**Public Views of the Property** (adapted from 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.	3.1, 4.1	▪ Prepare and Maintain Specific Plans ▪ Prepare New Planned Community Development Plans	Community Development – Planning				X
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.	12.1, 14.1, 15.1	▪ Evaluate Fiscal Benefits of Development Proposals and Annexations ▪ Work with Adjoining Cities ▪ Explore Changes to the City's Sphere of Influence	Community Development – Planning		X		
Natural Resources Element								
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.	16.13	▪ Evaluate Walking and Biking Infrastructure	Public Works				X
NR-1.2	**Mixed-Use Development**. Encourage mixed-use development to preserve natural resources.	8.2	▪ Prepare New Codes, Ordinances, and Guidelines	Community Development – Planning	X			X
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.	8.2, 16.2, 16.15	▪ Prepare New Codes, Ordinances, and Guidelines ▪ Monitor Traffic Conditions and Plan for and Fund Improvements ▪ Reduce Air Pollution	Public Works	X			
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.	7.3, 14.1	▪ Review and Update Transportation Demand Management Ordinance ▪ Work with Adjoining Cities	Community Development – Planning	X			

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
NR-1.5	**Unleaded Aviation Fuel**. Continue to advocate for phaseout of sales of leaded aviation gasoline at John Wayne Airport.	14.3, 16.15	▪ Coordinate with the County of Orange ▪ Reduce Air Pollution	Community Development – Planning				X
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.	16.14	▪ Provide for Electric and Other Clean-Energy Vehicles	Public Works			X	
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.	16.14	▪ Provide for Electric and Other Clean-Energy Vehicles	Public Works			X	
NR-2.3	**Clean-Energy Boat Charging**. Encourage the provision of needed additional electric boat charging stations or other clean-energy technology.	16.14	▪ Provide for Electric and Other Clean-Energy Vehicles	Harbor Department	X			
NR-3.1	**Reduce Airport Pollution**. Collaborate with John Wayne Airport to help reduce air pollution generated by stationary and nonstationary sources.	14.3	▪ Coordinate with the County of Orange	Community Development – Planning		X		
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.	14.3	▪ Coordinate with the County of Orange	Community Development – Planning	X			
NR-4.1	**Phaseout Process**. If deemed appropriate, engage with community members and interest groups in the phaseout analysis process for oil and gas.	29.1	▪ Educate the Community	Community Development – Planning				X
NR-4.2	**Tidelands Fund Sources**. Pursue alternate funding sources to replace the potential loss of oil revenue funding for the Tidelands Fund.	21.1, 24.1, 30.2	▪ Review and Update Harbor and Tidelands Improvement Plans ▪ Adopt and Implement a Strategic Plan for Fiscal and Economic Sustainability ▪ Administer Impact and User Fees	Community Development – Planning		X		
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.	16.14	▪ Provide for Electric and Other Clean-Energy Vehicles	Community Development – Planning		X		
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.	16.14	▪ Provide for Electric and Other Clean-Energy Vehicles	Community Development – Planning		X		
NR-6.1	**Alternative Energy Engagement**. To the extent reasonable and appropriate, perform outreach to raise awareness of electrification and alternative energy incentive programs.	29.1	▪ Educate the Community	Community Development – Planning	X			
NR-6.2	**Clean-Energy Landscaping Equipment**. Consider expansion of ordinances requiring electric or clean-energy landscaping equipment.	8.2	▪ Prepare New Codes, Ordinances, and Guidelines	Community Development – Code Enforcement		X		

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
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.	8.2	▪ Prepare New Codes, Ordinances, and Guidelines	Community Development – Planning		X		
NR-7.2	**Native Plants in Parks**. Adopt standards for new public parks to include vegetation for the revised plant, shrub, and tree palette.	8.2	▪ Prepare New Codes, Ordinances, and Guidelines	Recreation and Senior Services		X		
NR-7.3	**Invasive Plant Species Removal**. Perform regular removal of invasive species on public lands to protect native habitats.	27.2	▪ Manage Invasive Species and Habitat Corridors	Community Development – Planning		X		
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.	29.1	▪ Educate the Community	Community Development – Planning	X			
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.	29.1	▪ Educate the Community	Community Development – Planning		X		
NR-7.6	**Habitat Certification**. Create or promote a yard habitat certification program encouraging landscaping practices that support native ecosystems.	8.2, 29.1	▪ Prepare New Codes, Ordinances, and Guidelines ▪ Educate the Community	Community Development – Planning		X		
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.	10.1, 10.3, 28.1	▪ Maintain an Up-to-Date, Comprehensive Database ▪ Conduct Pollution Reduction Effectiveness Monitoring ▪ Maintain Hazards Database	Community Development – Planning				X
NR-7.8	**Urban Forest Management Plan**. Consider drafting an Urban Forest Management Plan that prioritizes native and naturalized non-invasive tree species known to improve air filtration and species habitat.	8.2, 16.15, 20.1	▪ Prepare New Codes, Ordinances, and Guidelines ▪ Reduce Air Pollution ▪ Design, Fund, and Construct Streetscape Improvements	Community Development – Planning			X	
NR-8.1	**Conservation Plans**. Comply with the policies contained in the Orange County Natural Community Conservation Plan or other applicable plans as they become available.	1.1, 2.1, 16.5	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan ▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Maintain Consistency with Regional Jurisdictions	Community Development – Planning		X		X
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.	14.7, 14.8	▪ Coordinate with the California Department of Fish and Wildlife ▪ Coordinate with the California Department of Parks and Recreation	Community Development – Planning				X
NR-8.3	**Reforestation**. Protect and support reforestation programs for eelgrass and giant kelp.	14.1, 14.3, 14.13, 14.14	▪ Work with Adjoining Cities ▪ Coordinate with the County of Orange ▪ Coordinate with the U.S. Fish and Wildlife Service ▪ Coordinate with the U.S. Environmental Protection Agency	Community Development – Planning		X		

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
NR-9.1	**Local Conservation Coordination**. Continue to partner with local non-profits that host beach cleanups and community data-collection initiatives.	29.1	▪ Educate the Community	Community Development – Planning				X
NR-9.2	**Conservation Education**. Provide informational signage that educates residents and visitors about local ecosystems, stewardship, and opportunities for citizen science.	29.1	▪ Educate the Community	Community Development – Planning		X		
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.	8.1, 8.2	▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically ▪ Prepare New Codes, Ordinances, and Guidelines	Community Development – Planning		X		
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.	2.1, 6.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review the Subdivision Ordinance for Consistency with the 2050 General Plan	Community Development – Planning		X		
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.	1.1, 2.1	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan ▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning		X		
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.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning				X
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.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning				X
NR-10.6	**Habitat Protection Regulations**. Prepare natural habitat protection regulations for Buck Gully and Morning Canyon to provide standards to ensure 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.	2.1, 8.2	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Prepare New Codes, Ordinances, and Guidelines		X			

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
NR-11.1	**Upper Newport Bay Protection**. Continue coordination with relevant entities involved in the protection and preservation of Upper Newport Bay.	14.6, 14.7, 14.8	▪ Coordinate with the California Coastal Commission ▪ Coordinate with the California Department of Fish and Wildlife ▪ Coordinate with the California Department of Parks and Recreation	Community Development – Planning				X
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.	14.1	▪ Work with Adjoining Cities	Public Works				X
NR-12.1	**Stormwater Drainage**. Preserve, where possible, natural watercourses or provide naturalized drainage channels within Newport Beach. Where feasible, implement restoration and rehabilitation opportunities.	7.5, 17.1, 23.6, 29.3	▪ Implement Stormwater Best Management Practices ▪ Maintain and Implement Urban Water Management Plans and Encourage Conservation ▪ Implement Rewilding and Open Space Enhancement and Preservation ▪ Support Community Environmental and Recreation Initiatives	Public Works		X		
NR-12.2	**Stormwater Management Coordination**. 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.	7.5, 14.15, 17.1, 17.2, 19.1	▪ Implement Stormwater Best Management Practices ▪ Coordinate with Other Agencies and City Departments ▪ Maintain and Implement Urban Water Management Plans and Encourage Conservation ▪ Reduce Water Pollution at the Source ▪ Maintain Storm Drainage Facilities	Public Works				X
NR-12.3	**Wetland Preservation**. Promote the use of natural wetlands through preservation or restoration to improve water quality.	19.1, 23.2, 23.6	▪ Maintain Storm Drainage Facilities ▪ Maintain and Improve Parks, Open Space, and Recreation Facilities ▪ Implement Rewilding and Open Space Enhancement and Preservation	Community Development – Planning		X		
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.	14.1, 14.3, 14.15	▪ Work with Adjoining Cities ▪ Coordinate with the County of Orange ▪ Coordinate with Other Agencies and City Departments	Public Works City Manager's Office	X			
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.	2.1, 17.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Maintain and Implement Urban Water Management Plans and Encourage Conservation	Community Development – Planning	X			

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
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.	16.15	▪ Reduce Air Pollution	Community Development – Planning		X		
NR-13.3	**Groundwater 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.	1.1, 10.4, 11.1	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan ▪ Conduct Water Quality Monitoring ▪ Review Development and Entitlement Applications for CEQA Compliance	Community Development – Planning				X
NR-13.4	**Storm Drain System Permits**. Require all development to comply with the regulations under the City's municipal separate storm sewer system permit under the National Pollutant Discharge Elimination System.	19.1, 26.1	▪ Maintain Storm Drainage Facilities ▪ Enforce Codes and Ordinances	Community Development – Planning	X			
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.	10.4, 11.1, 16.15, 17.1, 17.2	▪ Conduct Water Quality Monitoring ▪ Review Development and Entitlement Applications for CEQA Compliance ▪ Reduce Air Pollution ▪ Maintain and Implement Urban Water Management Plans and Encourage Conservation ▪ Reduce Water Pollution at the Source	Community Development – Planning	X			X
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.	10.4, 11.1, 16.15, 17.1, 17.2	▪ Conduct Water Quality Monitoring ▪ Review Development and Entitlement Applications for CEQA Compliance ▪ Reduce Air Pollution ▪ Maintain and Implement Urban Water Management Plans and Encourage Conservation ▪ Reduce Water Pollution at the Source	Community Development – Planning				X
NR-13.7	**Best Management Practices**. Implement and improve upon water quality best management practices for residences, businesses, development projects, and City operations.	7.5, 16.15, 17.1, 17.2	▪ Implement Stormwater Best Management Practices ▪ Reduce Air Pollution ▪ Maintain and Implement Urban Water Management Plans and Encourage Conservation ▪ Reduce Water Pollution at the Source	Community Development – Planning		X		
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.	7.5	▪ Implement Stormwater Best Management Practices	Community Development – Planning		X		

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
NR-13.9	**Reduction of Infiltration**. Include equivalent best management practices that do not require infiltration where infiltration of runoff would exacerbate geologic hazards.	7.5	▪ Implement Stormwater Best Management Practices	Public Works Community Development – Planning		X		
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.	6.1, 7.1, 17.1	▪ Review the Subdivision Ordinance for Consistency with the 2050 General Plan ▪ Review Buildings and Construction Code for Consistency with 2050 General Plan ▪ Maintain and Implement Urban Water Management Plans and Encourage Conservation	Community Development – Planning Utilities				X
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.	6.1, 7.1, 17.1	▪ Review the Subdivision Ordinance for Consistency with the 2050 General Plan ▪ Review Buildings and Construction Code for Consistency with 2050 General Plan ▪ Maintain and Implement Urban Water Management Plans and Encourage Conservation	Community Development – Planning			X	
NR-13.12	**Pollution Prevention Tracking**. Conduct periodic analysis of the overall effectiveness of the pollution prevention programs in Newport Beach.	10.3	▪ Conduct Pollution Reduction Effectiveness Monitoring	Utilities		X		
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.	7.5	▪ Implement Stormwater Best Management Practices	Community Development – Planning			X	
NR-13.14	**Plastic Usage Reduction**. Assess methods to reduce plastic waste to protect water quality, natural habitats, and local wildlife and to comply with Assembly Bill 1276 (2022) and any subsequent applicable laws and revisions. The assessment should identify short- and long-term strategies to meaningfully reduce single-use plastics, as well as the potential for water usage, landfill capacity, and economic impacts of such strategies. Strategies may include outreach and engagement, partnerships with local non-profit organizations, and partnerships with local establishments with higher single-use plastic usage.	8.2, 16.15	▪ Prepare New Codes, Ordinances, and Guidelines ▪ Reduce Air Pollution	Community Development – Planning	X			
NR-14.1	**City Sewer Management and Master Plans**. Implement the Sewer System Management Plan and the Sewer Master Plan.	18.1	▪ Maintain and Implement Sewer Master Plans	Community Development – Planning		X		
NR-14.2	**Waste Discharge Permits**. Require waste discharge permits for all applicable food preparation facilities that produce grease.	18.1	▪ Maintain and Implement Sewer Master Plans	Community Development – Planning		X		
NR-14.3	**Sewer Pump Stations**. Renovate all older sewer pump stations and install new plumbing according to the most recent standards.	18.1	▪ Maintain and Implement Sewer Master Plans	Community Development – Planning		X		

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
NR-14.4	**Waste Discharge Requirements**. 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.	18.1	▪ Maintain and Implement Sewer Master Plans	Community Development – Planning		X		
NR-15.1	**Beach Protection Partnerships**. Work with regional governments to create partnerships and cross-boundary projects that benefit the region.	14.1, 14.15	▪ Work with Adjoining Cities ▪ Coordinate with Other Agencies and City Departments	Community Development – Planning		X		
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.	5.2	▪ Prepare and Adopt the Updated Local Coastal Program	Community Development – Planning		X		
NR-15.3	**Policy NR-15.3: Beach Protection Monitoring**. Monitor progress of sand nourishment and retention projects.	10.2	▪ Maintain Development Tracking and Monitoring Program	Community Development – Planning				X
NR-16.1	**Demonstration Gardens**. Create demonstration water-saving gardens with educational signage on public property.	23.1, 23.2	▪ Maintain and Update Parks and Recreation Facility Plans ▪ Maintain and Improve Parks, Open Space, and Recreation Facilities	Community Development – Planning			X	
NR-16.2	**Graywater Systems**. Evaluate the feasibility of graywater systems for irrigation of landscaped public property.	7.4	▪ Evaluate Graywater System Feasibility	Community Development – Planning			X	
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.	23.8	▪ Implement Turf Phaseout and Water Reuse	Community Development – Planning	X			
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.	7.4, 8.2, 17.1	▪ Evaluate Graywater System Feasibility ▪ Prepare New Codes, Ordinances, and Guidelines ▪ Maintain and Implement Urban Water Management Plans and Encourage Conservation	Community Development – Planning		X		
NR-17.2	**Landscaping Awareness**. Conduct education and outreach to raise awareness of water-efficient landscaping practices and offered incentives.	29.1	▪ Educate the Community	Community Development – Planning				X
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.	7.4, 17.1	▪ Evaluate Graywater System Feasibility ▪ Maintain and Implement Urban Water Management Plans and Encourage Conservation	Utilities			X	
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.	7.4, 17.1	▪ Evaluate Graywater System Feasibility ▪ Maintain and Implement Urban Water Management Plans and Encourage Conservation	Community Development – Planning				X
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.	23.8	▪ Implement Turf Phaseout and Water Reuse	Community Development – Planning	X			

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
NR-18.1	**Public Views** (adapted from Policy LU 1.6). Protect and, where feasible, enhance significant scenic and visual resources, which include views of open spaces, mountains, canyons, ridges, the ocean, beaches, and the harbor from public vantage points, as shown in Figure NR-4.	5.2, 20.4	▪ Prepare and Adopt the Updated Local Coastal Program ▪ Protect Visual Resources	Harbor Department		X		
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.	5.2, 20.4	▪ Prepare and Adopt the Updated Local Coastal Program ▪ Protect Visual Resources	Community Development – Planning	X			
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.	5.2, 20.4	▪ Prepare and Adopt the Updated Local Coastal Program ▪ Protect Visual Resources	Community Development – Planning		X		
NR-18.4	**Updated Visual Resources**. Update visual resources, as needed, through an update to the City's Local Coastal Program, including an updated map of identified visual resources.	5.2, 20.3, 20.4	▪ Prepare and Adopt the Updated Local Coastal Program ▪ Fund and Construct Public View Sites ▪ Protect Visual Resources	Community Development – Planning			X	
NR-19.1	**Sign and Utility Design**. Design and site signs, utilities, and antennas to minimize visual impacts.	2.1, 20.4	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Protect Visual Resources	Community Development – Planning		X		
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.	2.1, 26.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Enforce Codes and Ordinances	Community Development – Planning		X		
NR-19.3	**Utility Undergrounding**. Continue to support programs to remove and underground overhead utilities in new development and existing neighborhoods.	2.1, 30.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Maintain Annual Budgets for City Services and Improvements	Community Development – Planning				X
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.	7.1, 11.1	▪ Review Buildings and Construction Code for Consistency with 2050 General Plan ▪ Review Development and Entitlement Applications for CEQA Compliance	Community Development – Planning		X		X
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.	10.1	▪ Maintain an Up-to-Date, Comprehensive Database	Community Development – Planning				X
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	14.15	▪ Coordinate with Other Agencies and City Departments	Community Development – Planning				X

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
	representatives of such groups to monitor grading and/or excavation of development sites.							
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.	11.1	▪ Review Development and Entitlement Applications for CEQA Compliance	Community Development – Planning		X		
Noise Element								
N-1.1	**Noise Compatibility of New Development**. Require all proposed projects to be compatible with the noise environment according to the standards presented in Table N-2, and enforce the interior and exterior noise standards in the Newport Beach Municipal Code.	2.1, 8.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically	Community Development – Planning				X
N-1.2	**Noise Exposure Verification for New Development** (adapted from Policy N 1.2). 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.	2.1, 8.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically	Community Development – Planning				X
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 Newport Beach Municipal Code.	7.1	▪ Review Buildings and Construction Code for Consistency with 2050 General Plan	Community Development – Planning				X
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.	7.1	▪ Review Buildings and Construction Code for Consistency with 2050 General Plan	Community Development – Planning				X
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	2.1, 7.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review Buildings and Construction Code for Consistency with 2050 General Plan	Community Development – Planning				X

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
	CNEL for all new residential projects, including the residential component of mixed-use projects.							
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 N-3, 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 N-3.	1.1	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan	Community Development – Planning				X
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.	7.1, 8.1	▪ Review Buildings and Construction Code for Consistency with 2050 General Plan ▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically	Community Development – Planning				X
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.	2.1, 8.1, 8.2	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically ▪ Prepare New Codes, Ordinances, Guidelines	Community Development – Planning				X
N-1.8	**Significant Noise Increases** (adapted from Policy N 1.8). Require use of noise mitigation measures to protect existing sensitive uses when a significant noise increase may be caused by new development. A significant noise increase occurs when new development increases the existing background CNEL beyond an allowable increase, impacting existing sensitive uses. The allowable CNEL increase is shown in the table below. **Existing Background CNEL (dBA) / Allowable Increase (dBA)** 55 / 3 60 / 2 65 / 1 70 / 1 Over 75 / Any increase is considered significant **Notes:** CNEL = Community Noise Equivalent Level; dBA = A-weighted decibel.	2.1, 7.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review Buildings and Construction Code for Consistency with 2050 General Plan	Community Development – Planning	X			

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
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.	2.1, 8.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically	Community Development – Planning	X			
N-1.10	**Improved Communications**. Seek to improve communications regarding noise regulations and processes through City website features, information bulletins, and reporting procedures.	29.1	▪ Educate the Community	Community Development – Planning				X
N-1.11	**Improved Noise Monitoring**. Periodically consider new noise monitoring technologies and improved metrics for assessing noise impacts.	10.1	▪ Maintain an Up-to-Date, Comprehensive Database	Community Development – Code Enforcement				X
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 N-2 and Figure N-3, demonstrate that they meet interior and exterior noise level requirements, as determined in the analyses stipulated by Policy N-1.2.	2.1, 8.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically	Community Development – Planning				X
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 N-2 shall govern this requirement.	7.1	▪ Review Buildings and Construction Code for Consistency with 2050 General Plan	Community Development – Planning				X
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 Newport Beach Municipal Code.	2.1, 8.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically	Community Development – Planning				X
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.	14.4, 14.9, 14.15	▪ Coordinate with the Orange County Transportation Authority ▪ Coordinate with the California Department of Transportation ▪ Coordinate with Other Agencies and City Departments	City Manager's Office	X			
N-2.5	**Boating Activities** (adapted from Policy N 2.5). Encourage the enforcement of the Newport Beach Municipal Code noise limits for boating activities through coordination with the Newport Beach Police Department.	26.1	▪ Enforce Codes and Ordinances	Community Development – Code Enforcement				X

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
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.	30.2	▪ Administer Impact and User Fees	Community Development – Planning		X		
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 N-3, 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.	2.1, 3.1, 4.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Prepare and Maintain Specific Plans ▪ Prepare New Planned Community Development Plans	Community Development – Planning				X
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.	2.1, 3.1, 4.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Prepare and Maintain Specific Plans ▪ Prepare New Planned Community Development Plans	Community Development – Planning				X
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).	2.1, 3.1, 4.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Prepare and Maintain Specific Plans ▪ Prepare New Planned Community Development Plans	Community Development – Planning				X
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.	9.1	▪ Review the City Council Policy Manual for Consistency with the 2050 General Plan	Community Development – Planning	X			
N-3.5	**Additional Facilities at John Wayne Airport**. Consider 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.	9.1	▪ Review the City Council Policy Manual for Consistency with the 2050 General Plan	City Manager's Office				X
N-3.6	**Existing Level of General Aviation Operations**. Consider any plan or proposal that maintains, and oppose any plan or project that proposes	9.1	▪ Review the City Council Policy Manual for Consistency with the 2050 General Plan	City Manager's Office				X

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
	any significant changes to, the existing level of general aviation operations and general aviation support facilities.							
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.	9.1	▪ Review the City Council Policy Manual for Consistency with the 2050 General Plan	City Manager's Office		X		
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.	14.3	▪ Coordinate with the County of Orange	City Manager's Office		X		
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.	14.3	▪ Coordinate with the County of Orange	City Manager's Office				X
N-3.10	**Community and Public Agency Support** (adapted from Policy N 3.10). 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.	14.3, 29.1	▪ Coordinate with the County of Orange ▪ Educate the Community	City Manager's Office		X		
N-3.11	**Updated Airport Noise Contours**. Periodically review and consider updates to the airport noise contours and revise Figure N-3, as appropriate.	10.1	▪ Maintain an Up-to-Date, Comprehensive Database	Community Development – Planning		X		
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 Newport Beach Municipal Code.	8.1	▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically	Community Development – Planning		X		
N-3.13	**Emerging Transportation Facilities**. Direct emerging transportation systems along routes with minimal residential and other sensitive uses, to the extent feasible.	16.2	▪ Monitor Traffic Conditions and Plan for and Fund Improvements	Community Development – Planning			X	
N-4.1	**Stationary Noise Sources** (adapted from Policy N 4.1). 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	7.1	▪ Review Buildings and Construction Code for Consistency with 2050 General Plan	Community Development – Planning				X

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
	excessive noise levels from stationary noise sources, such as HVAC equipment.							
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 Newport Beach Municipal Code.	2.1, 8.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically	Community Development – Planning				X
N-4.3	**New Commercial Developments** (adapted from Policy N 4.3). Require that new commercial developments abutting sensitive receptors and properties designated as residential 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 Newport Beach Municipal Code.	2.1, 8.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically	Community Development – Planning				X
N-4.4	**Limiting Hours of Recreational Activities** (adapted from Policy N 4.4). Limit hours when recreational activities in parks and Newport Harbor can take place, consistent with the Newport Beach Municipal Code.	9.1, 23.4	▪ Review City Council Policy Manual for Consistency with the 2050 General Plan ▪ Maintain Recreation Programs for Residents	Community Development – Code Enforcement				X
N-4.5	**Sound-Amplifying Equipment** (adapted from Policy N 4.5). Ensure that projects that include sound-amplifying equipment are designed to comply with the limits in the Newport Beach Municipal Code. Regulate the use of sound-amplifying equipment through the Newport Beach Municipal Code.	2.1, 8.2	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Prepare New Codes, Ordinances, and Guidelines	Community Development – Code Enforcement				X
N-4.6	**Residential Activities** (adapted from Policy N 4.6). 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.	8.1, 26.1	▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically ▪ Enforce Codes and Ordinances	Community Development – Code Enforcement				X
N-4.7	**Nuisances**. Regulate the control of nuisances, such as residential party noise, boat party noise, private fireworks, and barking dogs, through the Newport Beach Municipal Code.	8.1, 26.1	▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically ▪ Enforce Codes and Ordinances	Community Development – Code Enforcement				X
N-4.8	**Mechanized Landscaping Equipment**. Regulate the use of mechanized landscaping equipment through the Newport Beach Municipal Code.	8.1	▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically	Community Development – Planning	X			
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.	7.1	▪ Review Buildings and Construction Code for Consistency with 2050 General Plan	Community Development – Planning	X			X
N-5.1	**Limiting Hours of Activity**. Enforce the limits on hours of construction activity to the allowable hours provided by the Newport Beach Municipal Code.	8.1	▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically	Community Development – Code Enforcement	X			

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
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.	8.2	▪ Prepare New Codes, Ordinances, and Guidelines	Community Development – Code Enforcement	X			
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.	7.1, 8.1	▪ Review Buildings and Construction Code for Consistency with 2050 General Plan ▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically	Community Development – Planning	X			
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.	1.1	▪ Ensure that Private Development and Capital Improvements are Consistent with the 2050 General Plan	Community Development – Planning				X

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
Recreation Element								
R-1.1	**Events and Programming**. Establish and maintain high-quality events and programming for residents, prioritizing older adults and families with children.	23.4	▪ Maintain Recreation Programs for Residents	Community Development – Planning				X
R-1.2	**Community Engagement**. Continue to inform the community about upcoming events, new facilities and programs, and other pertinent parks and recreation news.	29.1	▪ Educate the Community	Recreation and Senior Services				X
R-1.3	**Homeowners' Association Coordination**. Coordinate with homeowners' associations to conduct City recreation programs on private parkland.	23.3	▪ Assess Recreation Needs	Recreation and Senior Services				X
R-1.4	**Compatible Recreation Activities**. Provide programming and recreational activities compatible with the location and landscape.	23.3	▪ Assess Recreation Needs	Recreation and Senior Services		X		
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.	21.4, 23.4	▪ Manage Harbor Operations ▪ Maintain Recreation Programs for Residents	Harbor Department		X		
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.	23.3	▪ Assess Recreation Needs	Recreation and Senior Services				X
R-2.2	**Self-Sustaining Adult Recreational Programs**. Create programs for older adults that are financially sustainable.	23.4	▪ Maintain Recreation Programs for Residents	Community Development – Planning		X		
R-2.3	**Program Awareness**. Continue to increase program awareness among older adults.	29.1	▪ Educate the Community	Community Development – Planning				X
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.	23.2	▪ Maintain and Improve Parks, Open Space, and Recreation Facilities	Recreation and Senior Services	X			
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.	23.1	▪ Maintain and Update Parks and Recreation Facility Plans	Recreation and Senior Services		X		
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.	23.1	▪ Maintain and Update Parks and Recreation Facility Plans	Recreation and Senior Services		X		

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
R-3.4	**Parks Master Plan**. Consider creating a Parks Master Plan to comprehensively assess and plan for park needs across Newport Beach.	23.1	▪ Maintain and Update Parks and Recreation Facility Plans	Recreation and Senior Services		X		
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.	23.5	▪ Implement Parkland Requirements for Residential Developers	Community Development – Planning		X		
R-3.6	**New Joint-Use Facilities**. Support the increase of parkland through joint-use agreements.	14.2	▪ Coordinate with School Districts	Community Development – Planning		X		
R-3.7	**Community Hubs**. Develop new community parks near public facilities, such as schools, libraries, or community centers, to create hubs for community gatherings.	23.2	▪ Maintain and Improve Parks, Open Space, and Recreation Facilities	Recreation and Senior Services		X		
R-3.8	**Public Facilities**. Design public facilities to incorporate recreational elements, such as children's play areas, pocket parks, and usable public plazas.	23.2	▪ Maintain and Improve Parks, Open Space, and Recreation Facilities	Recreation and Senior Services		X		
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.	23.5	▪ Implement Parkland Requirements for Residential Developers	Community Development – Planning		X		
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.	23.2, 23.3	▪ Maintain and Improve Parks, Open Space, and Recreation Facilities ▪ Assess Recreation Needs	Recreation and Senior Services				X
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.	23.3	▪ Assess Recreation Needs	Recreation and Senior Services	X			
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.	23.1	▪ Maintain and Update Parks and Recreation Facility Plans	Recreation and Senior Services	X			
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.	23.1	▪ Maintain and Update Parks and Recreation Facility Plans	Recreation and Senior Services		X		
R-4.4	**Park Dedications and Fees**. Continue funding park improvements through the Park Dedications and Fees Ordinance.	23.5	▪ Implement Parkland Requirements for Residential Developers	Community Development – Code Enforcement			X	X
R-4.5	**Preservation of Recreational Uses**. Ensure continued protection of public parkland for recreational uses.	23.9	▪ Maintain and Protect Parks	Recreation and Senior Services				X
R-4.6	**Preservation of Parkland and Open Space**. Prevent, to the extent possible, any net loss of parkland and open space.	23.9	▪ Maintain and Protect Parks	Community Development – Planning		X		
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.	23.6, 23.9	▪ Implement Rewilding and Open Space Enhancement and Preservation ▪ Maintain and Protect Parks	Utilities		X		

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
R-4.8	**Usage and Need-Based Enhancements**. Evaluate park and recreational facility usage and needs to identify needed enhancements.	23.3	▪ Assess Recreation Needs	Community Development – Planning		X		
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.	23.2	▪ Maintain and Improve Parks, Open Space, and Recreation Facilities	Recreation and Senior Services		X		
R-5.2	**Adaptive Parks**. Develop design standards for parks that are reasonably adaptive to extreme heat (e.g., shade, seating, water fountains).	23.2	▪ Maintain and Improve Parks, Open Space, and Recreation Facilities	Recreation and Senior Services		X		
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 requirements.	21.6, 23.2	▪ Update Coastal Access Points ▪ Maintain and Improve Parks, Open Space, and Recreation Facilities	Community Development – Planning				X
R-5.4	**Facility Design**. Develop reasonable design standards to ensure Americans with Disabilities Act–compliant facilities at parks, piers, trails, and public viewing areas for people who require mobility aids.	21.6, 23.2	▪ Update Coastal Access Points ▪ Maintain and Improve Parks, Open Space, and Recreation Facilities	Recreation and Senior Services		X		
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 by current applicable data.	5.2, 8.2, 28.1	▪ Prepare and Adopt the Updated Local Coastal Program ▪ Prepare New Codes, Ordinances, and Guidelines ▪ Maintain Hazards Database	Public Works				X
R-5.6	**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.	27.1	▪ Support Public Facility Resilience Retrofits	Community Development – Planning		X		
R-5.7	**Cool Pavement**. Review cool pavement technology effectiveness and consider a pilot cool pavement program to reduce the effects of extreme heat.	16.3	▪ Construct Street and Highway Improvements	Community Development – Planning			X	
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 Program project.	20.1, 23.1, 23.3	▪ Design, Fund, and Construct Streetscape Improvements ▪ Maintain and Update Parks and Recreation Facility Plans ▪ Assess Recreation Needs	Recreation and Senior Services		X		
R-5.9	**Population-Based Park Needs**. Re-evaluate population projections to determine park and recreational needs for 2050.	23.3	▪ Assess Recreation Needs	Community Development – Planning			X	
R-6.1	**Existing Joint-Use Agreements**. Maintain and expand existing joint-use agreements with the Newport-Mesa Unified School District for use of	14.2	▪ Coordinate with School Districts	Recreation and Senior Services				X

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
	school recreational facilities as public parks to provide public access to play areas, pool facilities, gymnasiums, and sports fields.							
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.	14.2, 14.3, 14.8, 14.15	▪ Coordinate with School Districts ▪ Coordinate with the County of Orange ▪ Coordinate with the California Department of Parks and Recreation ▪ Coordinate with Other Agencies and City Departments	Recreation and Senior Services		X		
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.	14.3, 14.7, 14.8, 14.15	▪ Coordinate with the County of Orange ▪ Coordinate with the California Department of Fish and Wildlife ▪ Coordinate with the California Department of Parks and Recreation ▪ Coordinate with Other Agencies and City Departments	Recreation and Senior Services				X
R-6.4	**Maintenance of Existing Facilities**. Continue providing City facilities for City-operated recreational programs and other purposes.	23.4	▪ Maintain Recreation Programs for Residents	Recreation and Senior Services				X
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.	14.3, 14.7, 14.8	▪ Coordinate with the County of Orange ▪ Coordinate with the California Department of Fish and Wildlife ▪ Coordinate with the California Department of Parks and Recreation	Recreation and Senior Services				X
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.	14.3, 21.2	▪ Coordinate with the County of Orange ▪ Update Harbor Area Management Plan	Recreation and Senior Services				X
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).	14.15	▪ Coordinate with Other Agencies and City Departments	Community Development – Planning	X			
R-7.1	**Preservation of Public Beaches**. Use reasonable efforts to ensure the preservation and enhancement of public beaches for public recreation.	14.6, 14.8, 23.2	▪ Coordinate with the California Coastal Commission ▪ Coordinate with the California Department of Parks and Recreation ▪ Maintain and Improve Parks, Open Space, and Recreation Facilities	Recreation and Senior Services		X		
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.	5.2, 21.6, 23.3	▪ Prepare and Adopt the Updated Local Coastal Program ▪ Update Coastal Access Points ▪ Assess Recreation Needs	Community Development – Planning		X		
R-7.3	**Resilient Beach Access**. Adapt infrastructure for beach access points to be resilient to coastal hazards.	21.5	▪ Maintain and Enhance Coastal Infrastructure	Public Works			X	

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
R-7.4	**Adequate Beach Access**. Maintain reasonable beach access points to continue providing adequate public access to the beach and coastal resources.	21.6, 23.1	▪ Update Coastal Access Points ▪ Maintain and Update Parks and Recreation Facility Plans	Community Development – Planning				X
R-7.5	**Maintained Beach Access**. Prioritize 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.	21.6, 23.1	▪ Update Coastal Access Points ▪ Maintain and Update Parks and Recreation Facility Plans	Community Development – Planning		X		
R-7.6	**Passive and Active Beach Recreation**. Provide opportunities for both passive and active beach recreation, prioritizing safe pedestrian activity.	20.2, 23.2, 23.3	▪ Design, Fund, and Construct Waterfront Promenade ▪ Maintain and Improve Parks, Open Space, and Recreation Facilities ▪ Assess Recreation Needs	Recreation and Senior Services				X
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.	21.2, 21.4, 23.1	▪ Update Harbor Area Management Plan ▪ Manage Harbor Operations ▪ Maintain and Update Parks and Recreation Facility Plans	Recreation and Senior Services		X		
R-8.2	**Adaptive Support Facilities**. Reasonably improve support facilities to ensure that they are adaptable to changing needs, interests, and demographics.	23.2, 23.3	▪ Maintain and Improve Parks, Open Space, and Recreation Facilities ▪ Assess Recreation Needs	Community Development – Planning		X		
R-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.	23.3	▪ Assess Recreation Needs	Community Development – Planning		X		
Safety Element								
S-1.1	**Sea-Level Rise Plan.** Adopt a Sea-Level Rise Plan consistent with Senate Bill 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. The Sea-Level Rise Plan should at least consider the following: ▪ Preservation of private property rights; ▪ Preservation and migration of intertidal habitats; ▪ Preservation of public access; and ▪ Protection and retrofit of critical infrastructure, such as water and wastewater infrastructure.	5.1, 5.2, 30.1	▪ Review and Revise Coastal Land Use Plan for Consistency with the 2050 General Plan ▪ Prepare and Adopt the Updated Local Coastal Program ▪ Maintain Annual Budgets for City Services and Improvements	Community Development – Planning	X			
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.	14.1, 14.3, 14.6, 14.12, 14.15	▪ Work with Adjoining Cities ▪ Coordinate with the County of Orange ▪ Coordinate with the California Coastal Commission	Community Development – Planning			X	

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
			▪ Coordinate with the U.S. Army Corps of Engineers ▪ Coordinate with Other Agencies and City Departments					
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.	5.1, 24.1, 30.1, 30.2, 31.1	▪ Review and Revise Coastal Land Use Plan for Consistency with the 2050 General Plan ▪ Adopt and Implement a Strategic Plan for Fiscal and Economic Sustainability ▪ Maintain Annual Budgets for City Services and Improvements ▪ Administer Impact and User Fees ▪ Consider the Establishment of Community Facilities and Special Assessment Districts	Community Development – Code Enforcement	X			
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 dune restoration and sand replenishment and nourishment.	5.2, 8.1, 21.2	▪ Prepare and Adopt the Updated Local Coastal Program ▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically ▪ Update Harbor Area Management Plan	Public Works			X	
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 floods, storms, pollution, dredging, vessel sinking, and other potentially hazardous events to supplement existing safety and rescue operations.	28.2	▪ Maintain Emergency Preparedness, Response, and Recovery Programs	City Manager's Office				X
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.	8.1, 14.12, 21.2	▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically ▪ Coordinate with the U.S. Army Corps of Engineers ▪ Update Harbor Area Management Plan	Public Works		X		
S-2.2	**Shoreline Management Pilot Projects**. Investigate shoreline management pilot projects to test solutions on a smaller scale.	5.1, 5.2, 21.1	▪ Review and Revise Coastal Land Use Plan for Consistency with the 2050 General Plan ▪ Prepare and Adopt the Updated Local Coastal Program ▪ Review and Update Harbor and Tidelands Improvement Plans	Public Works	X			
S-2.3	**Regional Coordination**. Work with regional governments to create potential partnerships and explore cross-boundary projects that benefit the region.	5.1, 14.1, 14.12	▪ Review and Revise Coastal Land Use Plan for Consistency with the 2050 General Plan ▪ Work with Adjoining Cities ▪ Coordinate with the U.S. Army Corps of Engineers	City Manager's Office	X			

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Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
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.	5.1, 14.12	▪ Review and Revise Coastal Land Use Plan for Consistency with the 2050 General Plan ▪ Coordinate with the U.S. Army Corps of Engineers	Public Works	X			
S-3.1	**Flood Reduction**. Provide information about flooding reduction strategies, such as elevating critical uses and infrastructure, to at-risk property owners.	29.1	▪ Educate the Community	Public Works			X	
S-3.2	**Sand Monitoring**. Monitor progress of sand nourishment and sand retention projects.	28.1	▪ Maintain Hazards Database	Public Works				X
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.	14.15, 28.1	▪ Coordinate with Other Agencies and City Departments ▪ Maintain Hazards Database	City Manager's Office				X
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.	28.1	▪ Maintain Hazards Database	City Manager's Office		X		
S-4.1	**Seismic Safety Design**. Regularly update building and fire codes to provide for seismic safety design for new development and retrofits.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning			X	
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.	27.1	▪ Support Public Facility Resilience Retrofits	Community Development – Planning			X	
S-4.3	**Building Retrofits**. Continue to require retrofits of unreinforced masonry buildings during remodels.	27.1	▪ Support Public Facility Resilience Retrofits	Community Development – Code Enforcement		X		X
S-4.4	**Property Owner Assistance**. Provide informational materials and technical assistance to property owners of pre-1950 buildings who are interested in seismic retrofits for homes and/or businesses.	27.1	▪ Support Public Facility Resilience Retrofits	Public Works			X	
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.	22.1	▪ Maintain and Enhance Police and Fire Facilities	Community Development – Planning				X
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.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Community Development – Planning	X			
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.	2.1, 28.1	▪ Amend Regulations for Consistency with the 2050 General Plan ▪ Maintain Hazards Database	Fire – Disaster Preparedness			X	
S-5.2	**Bluff Erosion**. Consider incentives for existing development to implement preventive measures for bluff erosion.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Public Works		X		

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Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
S-6.1	**Stormwater Drainage**. Preserve, where possible, natural watercourses or provide naturalized drainage channels within Newport Beach. Where feasible, implement restoration and rehabilitation projects.	7.5, 17.1, 23.6, 29.3	▪ Implement Stormwater Best Management Practices ▪ Maintain and Implement Urban Water Management Plans and Encourage Conservation ▪ Implement Rewilding and Open Space Enhancement and Preservation ▪ Support Community Environmental and Recreation Initiatives	Utilities Department		X		
S-6.2	**Stormwater Management Coordination**. 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.	7.5, 14.15, 17.1, 17.2, 19.1	▪ Implement Stormwater Best Management Practices ▪ Coordinate with Other Agencies and City Departments ▪ Maintain and Implement Urban Water Management Plans and Encourage Conservation ▪ Reduce Water Pollution at the Source ▪ Maintain Storm Drainage Facilities	Utilities Department			X	
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.	8.1, 19.1, 21.5	▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically ▪ Maintain Storm Drainage Facilities ▪ Maintain and Enhance Coastal Infrastructure	Utilities Department			X	
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.	7.5, 8.1, 17.2, 19.1, 21.5	▪ Implement Stormwater Best Management Practices ▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically ▪ Reduce Water Pollution at the Source ▪ Maintain Storm Drainage Facilities ▪ Maintain and Enhance Coastal Infrastructure	Utilities Department	X			
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.	5.1, 19.1	▪ Review and Revise Coastal Land Use Plan for Consistency with the 2050 General Plan ▪ Maintain Storm Drainage Facilities	Public Works		X		
S-6.6	**Up-to-Date Flood Maps**. Monitor updates to Federal Emergency Management Agency flood maps to maintain up-to-date information.	28.1	▪ Maintain Hazards Database	Public Works				X
S-7.1	**Maintain Density in Fire Hazard Zones**. Prohibit increases in allowed residential density in Very High Fire Hazard Severity Zones.	2.1	▪ Amend Regulations for Consistency with the 2050 General Plan	Fire – Disaster Preparedness	X			
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.	6.1, 8.1	▪ Review the Subdivision Ordinance for Consistency with the 2050 General Plan ▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically	Fire – Disaster Preparedness	X			

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
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.	26.1	▪ Enforce Codes and Ordinances	Fire – Disaster Preparedness				X
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.	7.1, 8.1	▪ Review Buildings and Construction Code for Consistency with 2050 General Plan ▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically	Fire – Disaster Preparedness	X			
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.	8.1, 17.1	▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically ▪ Maintain and Implement Urban Water Management Plans and Encourage Conservation	Fire – Disaster Preparedness	X			
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 those required by the Newport Beach Municipal Code.	7.1	▪ Review Buildings and Construction Code for Consistency with 2050 General Plan	Fire – Disaster Preparedness	X			
S-7.7	**Community Wildfire Protection Plan**. Coordinate with the California Department of Forestry and Fire Protection, 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, such as preparedness education. During CWPP development, consider strategies to ensure long-term maintenance.	14.15, 22.1	▪ Coordinate with Other Agencies and City Departments ▪ Maintain and Enhance Police and Fire Facilities	Fire – Disaster Preparedness				X
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.	16.6, 16.11, 20.1, 23.2	▪ Assess Local/Neighborhood Access Roads ▪ Maintain Trails ▪ Design, Fund, and Construct Streetscape Improvements ▪ Maintain and Improve Parks, Open Space, and Recreation Facilities	Fire – Disaster Preparedness				X
S-7.9	**Insurance Scoring**. Maintain Newport Beach Fire Department's high Insurance Services Office Public Protection Classification score.	22.1	▪ Maintain and Enhance Police and Fire Facilities	Fire – Disaster Preparedness				X
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	17.1	▪ Maintain and Implement Urban Water Management Plans and Encourage Conservation	Fire – Disaster Preparedness	X			

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
	during new development review and major citywide planning efforts, such as Urban Water Management Plan development.							
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.	14.11	▪ Coordinate with the California Public Utilities Commission	Fire – Disaster Preparedness			X	
S-7.12	**Homeowner Insurance**. Collaborate with regional partners to limit increases in insurance rates for homeowners, and report to residents on progress.	14.3, 14.15	▪ Coordinate with the County of Orange ▪ Coordinate with Other Agencies and City Departments	Fire – Disaster Preparedness	X			
S-7.13	**Firewise USA.** Encourage communities to become Firewise USA designated to help communities organize to increase resilience.	28.2	▪ Maintain Emergency Preparedness, Response, and Recovery Programs	Fire – Disaster Preparedness	X			
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.	11.1, 17.2	▪ Review Development and Entitlement Applications for CEQA Compliance ▪ Reduce Water Pollution at the Source	City Manager's Office	X			
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.	14.3, 14.15	▪ Coordinate with the County of Orange ▪ Coordinate with Other Agencies and City Departments	City Manager's Office				X
S-8.3	**Hazardous Waste Disposal**. Conduct outreach and engagement to raise awareness about household hazardous waste disposal practices.	29.1	▪ Educate the Community	Utilities Department	X			
S-8.4	**Permitting and Management Databases**. Monitor hazardous waste permitting and management databases. Coordinate information across departments to raise awareness.	28.1	▪ Maintain Hazards Database	City Manager's Office				X
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.	14.3	▪ Coordinate with the County of Orange	City Manager's Office				X
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.	14.3	▪ Coordinate with the County of Orange	City Manager's Office				X
S-9.3	**Emerging Technologies**. Study and consider adopting regulations concerning emerging technologies, such as drones and aerial taxis.	8.1	▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically	City Manager's Office	X			
S-9.4	**Aircraft Rescue**. Support the provision of aircraft rescue training for first responders.	22.1	▪ Maintain and Enhance Police and Fire Facilities	City Manager's Office	X			
S-10.1	**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.	27.1	▪ Support Public Facility Resilience Retrofits	Recreation and Senior Services	X			

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
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.	23.3, 28.2	▪ Assess Recreation Needs ▪ Maintain Emergency Preparedness, Response, and Recovery Programs	Recreation and Senior Services	X			
S-10.3	**Home Weatherization**. Publicize home weatherization programs or other opportunities to adapt homes to higher temperatures.	29.1, 29.3	▪ Educate the Community ▪ Support Community Environmental and Recreation Initiatives	City Manager's Office	X			
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.	20.1, 23.1, 23.3	▪ Design, Fund, and Construct Streetscape Improvements ▪ Maintain and Update Parks and Recreation Facility Plans ▪ Assess Recreation Needs	Recreation and Senior Services	X			
S-10.5	**Cool Pavement**. Review cool pavement technology effectiveness and consider a cool pavement pilot program to reduce the effects of extreme heat.	16.3	▪ Construct Street and Highway Improvements	Public Works	X			
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.	29.1	▪ Educate the Community	Fire – Disaster Preparedness	X			
S-11.2	**Communication Testing**. Regularly conduct testing of communication protocols with neighboring local governments.	14.1	▪ Work with Adjoining Cities	City Manager's Office				X
S-11.3	**Interagency Coordination**. Coordinate with neighboring local governments and regional agencies ahead of planning improvements to emergency communication systems.	14.1, 14.3	▪ Work with Adjoining Cities ▪ Coordinate with the County of Orange	Fire – Disaster Preparedness				X
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.	28.2	▪ Maintain Emergency Preparedness, Response, and Recovery Programs	Fire – Disaster Preparedness	X			
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 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 about 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.	29.1	▪ Educate the Community	Fire – Disaster Preparedness	X			
S-12.2	**Neighborhood Emergency Preparedness**. Collaborate with homeowners' associations to continue to promote emergency preparedness resources	29.1	▪ Educate the Community	Fire – Disaster Preparedness				X

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
	and practices—for example, incorporating a neighborhood-scale buddy system into Community Emergency Response Team trainings.							
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.	29.1	▪ Educate the Community	Public Works	X			
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.	28.2	▪ Maintain Emergency Preparedness, Response, and Recovery Programs	Fire – Disaster Preparedness				X
S-12.5	**Protocol Testing**. Conduct regular testing of emergency operation protocols.	28.2	▪ Maintain Emergency Preparedness, Response, and Recovery Programs	Fire – Disaster Preparedness	X			
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.	28.2	▪ Maintain Emergency Preparedness, Response, and Recovery Programs	City Manager's Office		X		
S-12.7	**Emergency Operations Plan**. Review the Emergency Operations Plan every year and revise as necessary.	28.2	▪ Maintain Emergency Preparedness, Response, and Recovery Programs	Fire – Disaster Preparedness	X			
S-12.8	**Evacuation Centers**. Maintain public facilities with equipment and supplies to serve as evacuation centers or shelters.	28.2	▪ Maintain Emergency Preparedness, Response, and Recovery Programs	Fire – Disaster Preparedness				X
S-12.9	**Future Lifeguards**. Develop and promote an occupational pipeline program for future lifeguards.	23.4	▪ Maintain Recreation Programs for Residents	City Manager's Office	X			
S-12.10	**Workforce Housing**. Explore opportunities for providing workforce housing for first responders.	25.1	▪ Implement Housing Element Programs	Fire – Disaster Preparedness	X			
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.	14.12	▪ Coordinate with the U.S. Army Corps of Engineers	City Manager's Office				X
S-12.12	**First-Responder Training**. Maintain up-to-date standards for Fire Department trainings and trainings for all first responders.	28.2	▪ Maintain Emergency Preparedness, Response, and Recovery Programs	Fire Department				X
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.	14.1, 14.3, 14.4, 16.1, 28.1	▪ Work with Adjoining Cities ▪ Coordinate with the County of Orange ▪ Coordinate with the Orange County Transportation Authority ▪ Improve Arterial Streets and Highways According to Classification ▪ Maintain Hazards Database	Fire – Disaster Preparedness	X			
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.	8.1, 16.6	▪ Review Codes and Ordinances for Consistency with the 2050 General Plan and Update Periodically ▪ Assess Local/Neighborhood Access Roads	Public Works				X
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	16.6	▪ Assess Local/Neighborhood Access Roads	Public Works	X			

Table IP-1. Implementation Programs Crosswalk

Policy No.	Policy Text	Implementation Program No.	Implementation Program Name	Supporting Department	Implementation Timing			
					2025–2030	2031–2040	2041–2050	Ongoing
	turnarounds as defined by the most recent California Fire Code to ensure emergency vehicle access is possible.							
S-13.4	**Development Improvements**. When possible and deemed necessary, require nonconforming developments to provide upgrades and maintenance to meet the most recent California Fire Code standards, including road standards and vegetative hazards.	26.1	▪ Enforce Codes and Ordinances	Community Development – Code Enforcement				X
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.	28.2	▪ Maintain Emergency Preparedness, Response, and Recovery Programs	Fire – Disaster Preparedness			X	
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.	20.1, 23.2	▪ Design, Fund, and Construct Streetscape Improvements ▪ Maintain and Improve Parks, Open Space, and Recreation Facilities	Recreation and Senior Services				X
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.	20.1, 20.3, 23.1, 23.2	▪ Design, Fund, and Construct Streetscape Improvements ▪ Fund and Construct Public View Sites ▪ Maintain and Update Parks and Recreation Facility Plans ▪ Maintain and Improve Parks, Open Space, and Recreation Facilities	Recreation and Senior Services	X			
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.	8.2	▪ Prepare New Codes, Ordinances, and Guidelines	Community Development – Planning				X

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Glossary

100-Year Flood Zone - An area with a 1% change or higher of experiencing a flood each year.

500-Year Flood Zone - An area with a 0.2% chance or higher of experiencing a flood each year.

Access - A way of approaching or entering a property, including ingress (the right to enter) and egress (the right to leave).

Accretion - Enlargement of a beach area caused by either natural or artificial means. Natural accretion on a beach is the buildup or deposition of sand or sediments by water or wind. Artificial accretion is a similar buildup due to human activity, such as the accretion due to the construction of a groin or breakwater, or beach fill deposited by mechanical means.

Active Transportation - Modes of travel that reduce reliance on automobiles by using human-powered or low-emission, small-scale electric devices, including walking, bicycling, e-biking, rolling, and other similar forms of personal mobility.

Air Basin - One of 14 self-contained regions in California minimally influenced by air quality in contiguous regions.

Air Pollution - The presence of contaminants in the air in concentrations that exceed naturally occurring quantities and are undesirable or harmful.

Air Quality Standards - The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

Alley - A narrow service way, either public or private, that provides a permanently reserved but secondary means of public access not intended for general traffic circulation. Alleys typically are located along rear property lines.

Alquist-Priolo Earthquake Fault Zoning Act - California State law that mitigates the hazard of surface faulting to structures for human occupancy.

Ambient - Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air, and other environments.

Ambient Noise Level - The combination of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Annexation - The incorporation of a land area into an existing city with a resulting change in the boundaries of that city.

Area; Area Median Income - As used in California housing law with respect to income eligibility limits established by the U.S. Department of Housing and Urban Development, “area” means metropolitan area or nonmetropolitan county. In nonmetropolitan areas, the “area median income” is the higher of the county median family income.

Armor - To fortify a topographical feature to protect it from erosion (e.g., constructing a wall to armor the base of a sea cliff).

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Arterial - A major street carrying the traffic of local and collector streets to and from freeways and other major streets with controlled intersections and generally providing direct access to non-residential properties.

Average Daily Traffic (ADT) - Number of vehicles (cars, trucks, etc.) on a road over a 24-hour period (measured in vehicles per day).

A-Weighted Decibel (dBA) - A numerical method of rating human judgment of loudness. The A-weighted scale reduces the effects of low and high frequencies in order to simulate human hearing.

Beach Nourishment - Placement of sand on a beach to form a designed structure through which an appropriate level of protection from storms is provided and an additional amount of sand (advanced fill) is installed to provide for erosion of the shore prior to the anticipated initiation of a subsequent project. The project may include dunes and/or hard structures as part of the design.

Beach - The expanse of sand, gravel, cobble, or other loose material that extends landward from the low water line to the place where there is distinguishable change in physiographic form or to the line of permanent vegetation. The seaward limit of a beach (unless specified otherwise) is the mean low water line.

Berm - A nearly horizontal portion of the beach or backshore formed by the deposit of material by wave action. Some beaches have no berms, and others may have one or several.

Berth - A generic term defining any location, such as a floating dock, slip, mooring and the related water area (berthing area) adjacent to or around it, intended for the storage of a vessel in water.

Best Management Practices (BMPs) - Schedules of activities, prohibitions of practices, operation and maintenance procedures, and other management practices to prevent or reduce the conveyance of pollution in stormwater and urban runoff, as well as treatment requirements and structural treatment devices designed to do the same.

Bicycle Lane (Class II facility) - A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Path (Class I facility) - A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Route (Class III facility) - A facility shared with motorists and identified only by signs; a bicycle route has no pavement markings or lane stripes.

Bikeways - A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Biodiversity - A term used to quantitatively or qualitatively describe the species richness and abundance of plants and animals within an ecosystem.

Bluff Face - The portion of a bluff between the bluff edge and the toe of the bluff.

Bluff Top Retreat (or Cliff Top Retreat) - The landward migration of the bluff or cliff edge, caused by marine erosion of the bluff or cliff toe and subaerial erosion of the bluff or cliff face.

Bluff, Coastal - A bluff overlooking a beach or shoreline or that is subject to marine erosion. Many coastal bluffs consist of a gently sloping upper bluff and a steeper lower bluff or sea cliff. The term “coastal bluff” refers to the entire slope between a marine terrace or upland area and the sea. The term “sea cliff” refers to the lower, near

vertical portion of a coastal bluff. For purposes of establishing jurisdictional and permit boundaries, coastal bluffs include (1) those bluffs, the toe of which is now or was historically (generally within the last 200 years) subject to marine erosion; and (2) those bluffs, the toe of which is not now or was not historically subject to marine erosion, but the toe of which lies within an area otherwise identified as an Appealable Area.

Bluff - A high bank or bold headland with a broad, precipitous, sometimes rounded cliff face overlooking a plain or body of water. A bluff may consist of a steep cliff face below and a more sloping upper bluff above.

Breach - A breakthrough of part, or all, of a protective wall, beach sand barrier, beach berm, or the like by ocean waves, river or stream flow, mechanical equipment, or a combination of these forces. Breaching is sometimes purposefully done to protect a region from river overflow.

Breakwater - A structure or barrier protecting a shore area, harbor, anchorage, or basin from waves, usually constructed as a concrete or riprap (rock wall) structure.

Buffer - A strip of land designated to protect one type of land use from another incompatible use. Where a commercial district abuts a residential district, for example, additional use, yard, or height restrictions may be imposed to protect residential properties. The term may also be used to describe any zone that separates two unlike zones, such as a multifamily housing zone between single-family housing and commercial uses.

Buildout; Build-out - Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations.

Bulkhead Line - Harbor land/water perimeter lines established in Newport Harbor by the Federal government; the bulkhead line defines the permitted limit of filling or solid structures that may be constructed in the harbor.

Bulkhead - Vertical walls built into and along the harbor shoreline to prevent the erosion of land into the water and to protect the land from wave, tide, and current action by the water, similar to a “retaining wall” on land. Bulkheads may be directly bordered by water or may have sloped stones (riprap) or sand beach between the bulkhead and the water and land areas.

California Environmental Quality Act (CEQA) - A State law (California Public Resources Code Section 21000 et seq.) requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before action can be taken on the proposed project. General Plans usually require the preparation of a “Program EIR.”

California Housing Finance Agency (CHFA) - A State agency, established by the *Housing and Home Finance Act of 1975*, authorized to sell revenue bonds and generate funds for the development, rehabilitation, and conservation of low- and moderate-income housing.

California Least Tern - An endangered bird species that nests on beaches and in salt marshes along California; smallest of the terns.

Canyon Edge - The upper termination of a canyon. In cases where the top edge of the canyon is rounded away from the face of the canyon as a result of erosional processes related to the presence of the canyon face, the canyon edge shall be defined as that point nearest the canyon beyond which the downward gradient of the surface increases more or less continuously until it reaches the general gradient of the canyon. In a case where there is a steplike feature at the top of the canyon face, the landward edge of the topmost riser shall be taken to be the canyon edge.

Capital Improvement Program (CIP) - A proposed timetable or schedule of all future capital improvements (government acquisition of real property, major construction project, or acquisition of long-lasting, expensive equipment) to be carried out during a specific period and listed in order of priority, together with cost estimates and the anticipated means of financing each project. CIPs are usually projected 5 or 6 years in advance and should be updated annually.

Carbon Dioxide - A colorless, odorless, nonpoisonous gas that is a normal part of the atmosphere.

Carbon Monoxide - A colorless, odorless, highly poisonous gas produced by automobiles and other machines with internal combustion engines that imperfectly burn fossil fuels such as oil and gas.

Census - The official decennial enumeration of the population conducted by the Federal government.

Channel - A water area in Newport Harbor designated for vessel navigation, with necessary width and depth requirements, and which may be marked or otherwise designated on Federal navigation charts and in other sources.

Charter Vessel - A vessel used principally for charter purposes; a "charter" is a rental agreement, generally for a period of 1 day or more.

City - City, with a capital "C," generally refers to the government or administration of a city. City, with a lowercase "c," may mean any city or its geographic area.

City Council - The governing board of the City of Newport Beach. The five-member elected council is responsible to the electorate for keeping pace with changing community needs, for establishing the quality of municipal services through the open conduct of public affairs, and for encouraging constructive citizen participation.

Cliff - A high, very steep to perpendicular, or overhanging face of rock.

Cluster Development - Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an open space area.

Coastal Access - The ability of the public to reach, use, or view the shoreline of coastal waters or inland coastal recreation areas and trails.

Coastal Commission - The California Coastal Commission; the State agency established by State law responsible for carrying out the provisions of the *California Coastal Act* and for reviewing coastal permits on appeal from local agencies.

Coastal Plan - The California Coastal Zone Conservation Plan prepared and adopted by the California Coastal Zone Conservation Commission and submitted to the Governor and the Legislature on December 1, 1975, pursuant to the *California Coastal Zone Conservation Act of 1972* (commencing with Section 27000).

Coastal Zone - The land and water area of California from the Oregon border to the border of the Republic of Mexico, specified on the maps identified and set forth in Section 17 of Chapter 1330 of the Statutes of 1976 enacting this division, extending seaward to the State's outer limit of jurisdiction, including all offshore islands, and extending inland generally 1,000 yards from the mean high tide line of the sea. In significant coastal estuarine, habitat, and recreational areas, it extends inland to the first major ridgeline paralleling the sea or 5 miles from the mean high tide line of the sea, whichever is less, and in developed urban areas the zone generally extends inland less than 1,000 yards. The coastal zone does not include the area of jurisdiction of the San Francisco Bay Conservation and Development Commission, established pursuant to Government Code Title 7.2 (commencing

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with Section 66600), nor any area contiguous thereto, including any river, stream, tributary, creek, or flood control, or drainage channel flowing into such area.

Coastal-Dependent Development or Use - Any development or use that requires a site on, or adjacent to, the sea to be able to function at all.

Coastal-Related Development - Any use that is dependent on a coastal-dependent development or use.

Collector - A street for traffic moving between arterial and local streets, generally providing direct access to properties.

Collector Roadway - A collector roadway is a two- to four-lane, unrestricted access roadway with capacity ranging from 7,000 vehicles per day (VPD) to 20,000 VPD. It differs from a local street in its ability to handle through traffic movements between arterials.

Community Development Block Grant (CDBG) - A grant program administered by the U.S. Department of Housing and Urban Development on a formula basis for entitlement communities, and by the State Department of Housing and Community Development for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Noise Equivalent Level (CNEL) - The average equivalent sound level during a 24-hour day, obtained after addition of 5 decibels (dB) to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and after addition of 10 dB to sound levels in the night after 10:00 p.m. and before 7:00 a.m. See also "A-Weighted Decibel."

Community Redevelopment Agency (CRA) - A local agency created under California Redevelopment Law, or a local legislative body that has elected to exercise the powers granted to such an agency, for the purpose of planning, developing, replanning, redesigning, clearing, reconstructing, and/or rehabilitating all or part of a specified area with residential, commercial, industrial, and/or public (including recreational) structures and facilities. The redevelopment agency's plans must be compatible with adopted community General Plans.

Compatibility - The characteristics of different uses or activities that permit them to be located near each other in harmony and without conflict. The designation of permitted and conditionally permitted uses in zoning districts are intended to achieve compatibility within the district. Some elements affecting compatibility include intensity of occupancy as measured by dwelling units per acre; pedestrian or vehicular traffic generated; volume of goods handled; and such environmental effects as noise, vibration, glare, air pollution, or the presence of hazardous materials. On the other hand, many aspects of compatibility are based on personal preference and are much harder to measure quantitatively, at least for regulatory purposes.

Congestion Management Plan (CMP) - A mechanism employing growth management techniques, including traffic level of service requirements, development mitigation programs, transportation systems management, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. Assembly Bill 1791, effective August 1, 1990, requires all cities and counties that include urbanized areas to adopt and annually update a CMP.

Conservation - The management of natural resources to prevent waste, destruction, or neglect.

Contour - A line on a topographic map or bathymetric (depth) chart representing points of equal elevation with relation to a datum (point or set of points). Contour lines are usually spaced into intervals for easier comprehension and utilization.

Cooling Center - A public location providing relief during extreme heat.

Council of Governments (COG) - A regional planning and review authority whose membership includes representation from all communities in the designated region. The Southern California Association of Governments is an example of a COG in Southern California.

Critical Facility (or Evacuation Center) - Facilities housing or serving many people, which are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities; utility "lifeline" facilities, such as water, electricity, and gas supply; sewage disposal; and communications and transportation facilities.

Cul-de-sac - A short street or alley with only a single means of ingress and egress at one end and with a turnaround at the other end.

Cumulative Effect (Cumulative Impacts) - The incremental effects of an individual project shall be reviewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

Current - A flow of water in a particular direction. Such flows can be driven by wind, temperature or density differences, tidal forces, and wave energy. Currents are often classified by location, such as longshore current, surface current, or deep ocean currents. Different currents can occur in the same general area, resulting in different water flows. For example, a rip current can flow perpendicular to the shore through the surf zone; a long shore current may flow southerly, parallel to the coast; and a seasonal deep water current may flow to the north.

Decibel (dB) - A unit for describing the amplitude of sound, as it is heard by the human ear. See also "A-Weighted Decibel," "Community Noise Equivalent Level," and "Day-Night Average Level."

Dedication - The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city.

Dedication, In lieu of - Cash payments that may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees of in lieu contributions.

Demolition - The deliberate removal or destruction of the frame or foundation of any portion of a building or structure for the purpose of preparing the site for new construction or other use.

Density - The number of families, individuals, dwelling units, or housing structures per unit of land; usually density is expressed "per acre." Thus, the density of a development of 100 units occupying 20 acres is 5 units per acre.

Density Transfer (or Transfer of Development Density) - A way of retaining open space by concentrating densities, usually in compact areas adjacent to existing urbanization and utilities, while leaving unchanged historic, environmentally sensitive, or hazardous areas.

Developable Acres, Net - The portion of a site that can be used for density calculations. Some communities calculate density based on gross acreage. Public or private road rights-of-way are not included in the net developable acreage of a site.

Developable Land - Land that is suitable as a location for structures and that can be developed free of hazards to and without disruption of, or significant impact on, natural resource areas.

Development Impact Fees - A fee or charge imposed on developers to pay for the costs to the City of Newport Beach of providing services to a new development.

Development Plan - A plan, to scale, showing uses and structures proposed for a parcel or multiple parcels of land. It includes lot lines, streets, building sites, public open space, buildings, major landscape features, and locations of proposed utility services.

Development Rights - The right of a landowner to develop land that maintains fee-simple ownership over the land or by a party other than the owner who has obtained the rights to develop. Such rights usually are expressed in terms of density allowed under existing zoning. For example, one development right may equal one unit of housing or may equal a specific number of square feet of gross floor area in one or more specified zone districts.

Disturbed - A term used to identify a biological habitat that has been altered by natural or human-made events.

Dock - A structure linked to the shoreline to which a vessel may be secured. A dock may be fixed to the shore, on pilings, or floating in the water.

Dominant - The major plant or animal species in a community.

Downcoast - In United States usage, it is the coastal direction generally trending toward the south; also, the way in which current flows.

Dry Storage - All on-land storage of vessels, including vessels normally stored in open or enclosed rack structures, on trailers, on cradles, on boat stands, or by other means.

Dune - Ridges or mounds of loose, wind-blown material, usually sand. A dune structure often has a back and foredune area. Stable dunes are often colonized by vegetation.

Dune Restoration - Rebuilding sand dunes to improve storm protection and habitat.

Easement - A limited right to make use of land owned by another, for example, a right-of-way across the property.

Economic Base - The production, distribution, and consumption of goods and services within a planning area.

Ecosystem Services - Ecosystem services are the benefits that humans derive from ecosystems, such as clean water filtration, pollination of crops, carbon storage, and recreational opportunities. They represent the direct and indirect contributions of ecosystems to human well-being and economic value. Ecosystem functions are the underlying biological, chemical, and physical processes that occur within ecosystems, such as nutrient cycling, energy flow, decomposition, and photosynthesis

Eelgrass - A marine flowering plant (*Zostera marina*) that is found primarily in coastal bays and estuaries on soft substrate.

Element - A division of the General Plan referring to a topic area for which goals, policies, and programs are defined (e.g., land use, housing, circulation).

Eminent Domain - The authority of a government to take, or to authorize the taking of, with compensation, private property for public use.

Emission Standard - The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Endangered Species - A species of animal or plant is endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes. See "Sensitive Species."

Energy Facility - Any public or private processing, producing, generating, storing, transmitting, or recovering facility for electricity, natural gas, petroleum, coal, or other source of energy.

Entertainment/Excursion Vessels - Commercial vessels engaged in the carrying of passengers for hire for the purposes of fishing, whale watching, diving, educational activities, harbor and coastal tours, dining/drinking, business or social special events and entertainment.

Environment - The sum of all external conditions and influences affecting the life, development, and survival of an organism.

Environmental Impact Report (EIR) - A report required by the *California Environmental Quality Act* for General Plans; an EIR assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action. See also "California Environmental Quality Act."

Environmental Study Area (ESA) - Relatively large, undeveloped areas containing natural habitats and that may be capable of supporting sensitive biological resources.

Environmentally Sensitive Habitat Area (ESHA) - Any area in which plant or animal life or their habitat are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and development (California Public Resources Code 30107.5).

Ephemeral - Short-lived (e.g., an ephemeral stream only flows immediately after rainfall).

Equivalent Sound Level (L_{eq}) - The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time varying noise level; the energy average noise level during the sample period.

Erode - The gradual wearing away and removal of land surface by various agents such as waves; opposite of accrete.

Erosion - The wearing away of land by natural forces. On a beach, the carrying away of beach material by wave action, currents or the wind.

Estuary - The region near a river mouth where the fresh water of the river mixes with the salt water of the sea.

Evaluation - Process by which a project's performance is determined relative to criteria developed for this purpose.

Exaction - A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

Fault, Active - A fault that has moved within the last 11,000 years and that is likely to move again within the next 100 years.

Fault, Inactive - A fault that shows no evidence of movement in the last 11,000 years and no potential for movement in the relatively near future.

Fault, Potentially Active - A fault that last moved within the Quaternary Period (the last 2,000,000 to 11,000 years) before the Holocene Epoch (11,000 years to the present); or a fault that, because it is judged to be capable of ground rupture or shaking, poses an unacceptable risk for a proposed structure.

Fault - A rock fracture accompanied by displacement.

Feasible - Capable of being accomplished successfully within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

Federal Coastal Act - The Federal *Coastal Zone Management Act of 1972* (16 USC 1451, et seq.), as amended.

Fill - Earth or any other substance or material, including pilings placed for the purposes of erecting structures thereon, placed in a submerged area.

Finding(s) - The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agents and bodies to justify action taken by the entity.

Fire Flow - A rate of water flow that should be maintained to halt and reverse the spread of a fire.

Fire Hazard Zone - An area where, due to slope, fuel, weather, or other fire-related conditions, the potential loss of life and property from a fire necessitates special fire protection measures and planning before development occurs.

Fire-Resistive - Able to withstand specified temperatures for a certain period of time, such as a 1-hour firewall; not fireproof.

Fiscal Impact Analysis - A projection of the direct public costs and revenues resulting from population or employment change to the local jurisdiction(s) in which the change is taking place. Enables local governments to evaluate relative fiscal merits of General Plans, Specific Plans, or projects.

Flood Insurance Rate Map (FIRM) - For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Flood, Regulatory Base – A flood having a 1% chance of being equaled or exceeded in any given year (100-year flood).

Floodplain - A lowland or relatively flat area adjoining the banks of a river or stream that is subject to a 1% or greater chance or flooding in any given year (i.e., 100-year flood).

Floodway - The channel of a watercourse or river, and portions of the flood plain adjoining the channel, which are reasonably required to carry and discharge the base flood of the channel.

Floor Area Ratio (FAR) - The gross floor area of all buildings on a lot divided by the lot area; usually expressed as a numerical value (e.g., a building having 5,000 square feet of gross floor area located on a lot of 10,000 square feet in area has a floor area ratio of 0.5:1).

Formation - A unit of rock that is distinctive and persistent over a large area.

DRAFT

Frequency - The number of times per second that a sound pressure signal oscillates about the prevailing atmosphere pressure. The unit of frequency is the hertz. The abbreviation is Hz.

General Plan - A legal document that takes the form of a map and accompanying text adopted by the local legislative body. The plan is a compendium of policies regarding the long-term development of a jurisdiction. The State requires the preparation of seven elements or divisions as part of the plan: land use, housing, circulation, conservation, open space, noise, and safety. Additional elements pertaining to the unique needs of an agency are permitted.

Geographic Information System (GIS) - A computer system capable of assembling, storing, manipulating, and displaying geographically referenced information. A GIS allows analysis of spatial relationships between many different types of features based on their location in the landscape.

Giant Kelp - A large brown seaweed (*Macrocystis pyrifera*) that grows primarily on rocky substrate and forms an underwater "forest" in which a diverse group of algae, invertebrates, and fishes are found.

Global Positioning System (GPS) - A satellite-based navigational system.

Goal - The ultimate purpose of an effort stated in a way that is general in nature and immeasurable; a broad statement of a desired end state.

Grade - The degree of rise or descent of a sloping surface.

Greenbelt - An open area that may be cultivated or maintained in a natural state surrounding development or used as a buffer between land uses or to mark the edge of an urban or developed area.

Grid - City of Newport Beach 2,000 x 3,000-foot aerial reference grid.

Groin - A shoreline protection structure, usually built perpendicular to the shoreline, to trap nearshore sediment or retard erosion of the shore. A series of groins acting together to protect a section of beach is known as a groin system or groin field.

Ground Failure - Mudslide, landslide, liquefaction, or the compaction of soils due to ground shaking from an earthquake. See also "Landslide" and "Liquefaction."

Ground Shaking - Ground movement resulting from the transmission of seismic waves during an earthquake.

Groundwater - Subsurface water occupying the zone of saturation usually found in porous rock strata and soils.

Growth Management - Techniques used by government to control the rate, amount, and type of development.

Habitat - The physical location or type of environment in which an organism or biological population lives or occurs.

Harbor Lines - All established bulkhead, pierhead, and project lines as defined within Newport Harbor by the Federal, State, County, and City governments.

Harbor Maintenance Uses, Equipment, and Facilities - All uses, and their related equipment, vessels, docking and land storage facilities and access, which provide dredging and beach replenishment; demolition, repair, and new construction of docks, piers, bulkheads, and other in- and over-water structures; mooring maintenance and repair; and waterborne debris and pollution control, collection, and removal. This category also includes

DRAFT

environmental, survey, or scientific vessels and related equipment based or on assignment in Newport Harbor. All vessels under this definition may also be referred to as "work boats."

Harbor Permit Policies - City of Newport Beach City Council Policy Manual Section H-1, governing permits for structures bayward of the bulkhead line, and related parking, sanitary, utility and related support requirements.

Harbor Regulations - Title 17 of the Newport Beach Municipal Code governing structures, uses, and activities within the Harbor.

Hazardous Materials - An injurious substance, including pesticides, herbicides, toxic metals and chemicals, liquefied natural gas, explosives, volatile chemicals, and nuclear fuels.

High Occupancy Vehicle - Vehicle transporting more than one person (at least one passenger, in addition to the driver).

Historic Building or Structure - See "Historic Resource."

Historic District - A geographic area which contains a concentration of historic buildings, structures, or sites united historically, culturally, or architecturally.

Historic Preservation - The preservation of historically significant structures and neighborhoods until such time as, and in order to facilitate, restoration and rehabilitation of the building(s) to a former condition.

Historic Resource - Any object, building, structure, site, area, place, record, or manuscript that is historically or archeologically significant, or that is significant in the architectural, engineering, scientific, economic, agriculture, educational, social, political, military, or cultural history of the City of Newport Beach and/or California and/or the United States.

Household - According to the U.S. Census, a household is all persons living in a dwelling unit, whether or not they are related. Both a single person living in an apartment and a family living in a house are considered households.

Household Income - The total income of all the people living in a household. Households are usually described as very low income, low income, moderate income, and upper income for that household size, based on their position relative to the regional median income.

Housing Affordability - Based on State and Federal standards, housing is affordable when the housing costs are no more than 30% of household income.

Hydric Soil - A type of soil with characteristics resulting from prolonged saturation and chemically reducing conditions such as occurs under anaerobic conditions.

Hydrology - The dynamic processes of the water within an environment including the sources, timing, amount, and direction of water movement.

Impact - The effect of any direct human-made actions or indirect repercussions of human-made actions on existing physical, social, or economic conditions.

Implementation Measure - An action, procedure, program, or technique that carries out a General Plan policy.

DRAFT

Income Categories - Four categories for classifying households according to income based on the median income for each county. The categories are as follows: Very Low (0%–50% of county median); Low (50%–80% of county median); Moderate (80%–120% of county median); and Upper (over 120% of county median).

Industrial - The manufacture, production, and processing of consumer goods. "Industrial" is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories, and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

Infrastructure - The physical systems and services that support development and population, such as roadways, railroads, water, sewer, natural gas, electrical generation and transmission, telephone, cable television, storm drainage, and others.

Intensity - A measure of the amount or level of development often expressed as the ratio of building floor area to lot area (floor area ratio) for commercial, business, and industrial development, or units per acre of land for residential development (also called "density"). See also "Density" and "Floor Area Ratio."

Intersection - A location where two or more roads meet or cross at grade.

Intertidal - Located between the low and high tide tidal extremes.

Invertebrates - Animals without backbones.

Issue - A problem, constraint, or opportunity requiring community action.

Jetty - On open seacoasts, a structure extending away from the shore, which is designed to prevent shoaling of a channel and to direct and confine the stream or tidal flow. Jetties are built at the mouths of rivers, harbors, or tidal inlets to help deepen and stabilize the access channel.

Jobs/Housing Balance; Jobs/Housing Ratio - The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute of employed persons; less than 1.0 indicates a net out-commute of employed persons.

Lagoon - A shallow body of water, such as a pond or lake, usually located near or connected to the sea.

Land Use - A description of how land is occupied or used.

Land Use Plan - The relevant portions of a local government's General Plan or local coastal element, which are sufficiently detailed to indicate the kinds, location, and intensity of land uses; the applicable resource protection and development policies; and, where necessary, a listing of implementing actions.

Landslide - A general term for a falling or sliding mass of soil or rocks.

Launching Facility - A generic term referring to any location, structures (ramps, docks), and equipment (cranes, lifts, hoists, etc.) where vessels may be placed into and retrieved from the harbor waters.

Level of Service (LOS) - A descriptor of traffic operating conditions based on an intersection's volume-to-capacity ratio.

Liquefaction - A process by which water-saturated granular soils transform from a solid to a liquid state due to ground shaking. This phenomenon usually results from shaking from energy waves released in an earthquake.

DRAFT

Liveaboard - Any person who uses a vessel as a domicile as that term is defined in Section 200 of the Elections Code of California, including permanently or on a temporary basis for a period exceeding 3 days.

Living Shoreline - A shoreline protection strategy using natural materials instead of hard walls.

Local Agency Formation Commission (LAFCO) - A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCO is empowered to approve, disapprove, or conditionally approve such proposals.

Local Coastal Program - A local government's (1) land use plans, (2) zoning ordinances, (3) zoning district maps, and (4) within sensitive coastal resources areas, other implementing actions, which, when taken together, meet the requirements of, and implement the provisions and policies of, the *California Coastal Act* at the local level.

Local Government - Any chartered or general law city, chartered or general law county, or any city and county.

Local Street - A street providing direct access to properties and designed to discourage through traffic.

Lot - The basic unit of land development. A designated parcel or area of land established by plat, subdivision, or as otherwise permitted by law, to be used, developed, or built upon as a unit.

Lower and Upper Newport Bay - The two distinct sections of Newport Bay in Newport Beach, divided by the Pacific Coast Highway bridge. Upper Newport Bay, also known locally as the Back Bay, is located north of the bridge and is a large coastal wetland (estuary) and major stopover for birds on the Pacific Flyway, encompassing approximately 1,000 acres of protected wetlands. Lower Newport Bay, commonly called Newport Harbor, is located south of the bridge and serves primarily recreational purposes with harbor facilities and marinas.

Major Arterial - Typically a six-lane divided roadway. A major arterial is designed to accommodate 45,000 to 65,000 vehicles per day. Major arterials carry a large volume of regional through traffic not handled by the freeway system.

Marina - A berthing facility (other than moorings or anchorage) in which five or more vessels are wet-stored (in water) and/or dry-stored (on land/racks or on floating docks).

Marine Conservation Area - A "State marine conservation area," is a nonterrestrial marine or estuarine area that is designated so the managing agency may achieve one or more of the following:

1. Protect or restore rare, threatened, or endangered native plants, animals, or habitats in marine areas
2. Protect or restore outstanding, representative, or imperiled marine species, communities, habitats, and ecosystems
3. Protect or restore diverse marine gene pools
4. Contribute to the understanding and management of marine resources and ecosystems by providing the opportunity for scientific research in outstanding, representative, or imperiled marine habitats or ecosystems
5. Preserve outstanding or unique geological features
6. Provide for sustainable living marine resource harvest

DRAFT

Marine Park - A "State marine park" is a nonterrestrial marine or estuarine area that is designated so the managing agency may provide opportunities for spiritual, scientific, educational, and recreational opportunities, as well as one or more of the following:

1. Protect or restore outstanding, representative, or imperiled marine species, communities, habitats, and ecosystems
2. Contribute to the understanding and management of marine resources and ecosystems by providing the opportunity for scientific research in outstanding, representative, or imperiled marine habitats or ecosystems
3. Preserve cultural objects of historical, archaeological, and scientific interest in marine areas
4. Preserve outstanding or unique geological features

Marine Protected Area (MPA) - A named discrete geographic area that has been designated by law, administrative action, or voter initiative to protect or conserve marine life and habitat.

Marine Reserve - A "State marine reserve" is a nonterrestrial marine or estuarine area that is designated so the managing agency may achieve one or more of the following:

1. Protect or restore rare, threatened, or endangered native plants, animals, or habitats in marine areas
2. Protect or restore outstanding, representative, or imperiled marine species, communities, habitats, and ecosystems
3. Protect or restore diverse marine gene pools
4. Contribute to the understanding and management of marine resources and ecosystems by providing the opportunity for scientific research in outstanding, representative, or imperiled marine habitats or ecosystems

Marine Sales and Service Uses & Vessels - Uses and vessels, as well as related equipment, that provide repair, maintenance, new construction, parts and supplies, fueling, waste removal, cleaning, and related services to vessels berthed in, or visiting, Newport Harbor. Typical service uses include, but are not limited to, all uses and vessels described under Section 20.05.050 of the City of Newport Beach Municipal Code.

Marine System - Open ocean overlying the continental shelf and coastline exposed to waves and currents of the open ocean shoreward to (1) extreme high water of spring tides; (2) seaward limit of wetland emergents, trees, or shrubs; or (3) the seaward limit of the Estuarine System, other than vegetation. Salinities exceed 30 parts per thousand.

Marine Terrace - A flat or gentle seaward sloping wave-cut bench, which is a remnant of an old coastline. Marine terraces are conspicuous along most of the California coast where uplift has occurred.

Market Value - For purposes of determining "substantial improvement," the replacement cost as determined by its replacement value according to the valuation figures established by the City of Newport Beach.

Median Income - The annual income for each household size, which is defined annually by the Federal Department of Housing and Urban Development. Half of the households in the region have incomes above the median and half are below.

Mesa - An isolated, relatively flat geographical feature, often demarcated by canyons (from Spanish mesa, table).

Micro-Transit - Flexible small-scale transit services such as shuttles or vans.

Mitigate - To ameliorate, alleviate, or avoid to the extent reasonably feasible.

Mitigation Measures - Measures imposed on a project consistent with Section 15370 of the State Guidelines for Implementation of the *California Environmental Quality Act* to avoid, minimize, eliminate, or compensate for adverse impacts to the environment.

Mitigation - As defined in Section 15370 of the State Guidelines for Implementation of the *California Environmental Quality Act*, mitigation includes the following:

1. Avoiding the impact altogether by not taking a certain action or parts of an action.
2. Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
3. Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.
4. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
5. Compensating for the impact by replacing or providing substitute resources or environments.

Monitoring - The systematic collection of physical, biological, or economic data or a combination of these data in order to make decisions regarding project operation or to evaluate project performance. Monitoring is typically required for beach nourishment projects and habitat restoration projects.

Mooring Area - An area designated for a group of moorings.

Mooring - A device consisting of a floating ball, can, or other object that is secured permanently to the harbor bottom by an anchor system for purposes of securing a vessel.

National Flood Insurance Program (NFIP) - The National Flood Insurance Program, managed by the Federal Emergency Management Agency, makes Federally backed flood insurance available in communities that agree to adopt and enforce floodplain management ordinances to reduce future flood damage.

National Historic Preservation Act - A 1966 Federal law that establishes a National Register of Historic Places and the Advisory Council on Historic Preservation, and that authorized grants-in-aid for preserving historic properties.

National Register of Historic Places - The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.

Native Species - A species that exists naturally within its known range and habitat, as opposed to being introduced or invasive. These are also referred to as endemic or indigenous species.

Invasive Species - A non-native species to an ecosystem whose introduction causes or is likely to cause economic or environmental harm or harm to human health.

Naturalized Non-I**nvasive Species** - A species that has established new self-perpetuating populations, has dispersed widely, and has incorporated within existing flora.

Nature-Based Solutions - Use of natural systems like dunes or wetlands to address coastal hazards, as opposed to hard or gray infrastructure.

Newport Bay - The terms "Newport Bay" and "Newport Harbor" are often used interchangeably. However, Newport Bay is an estuary consisting of the Lower Newport Bay (south of Pacific Coast Highway) and the Upper Newport Bay (north of Pacific Coast Highway). Newport Harbor generally refers to all the water areas within Lower Newport Bay and within the Upper Newport Bay, exclusive of the Upper Newport Bay Ecological Reserve.

Noise Attenuation - The ability of a material, substance, or medium to reduce the noise level from one place to another or between one room and another. Noise attenuation is specified in decibels (dB). See also "Decibels."

Noise Exposure Contours - Lines drawn about a noise source indicating constant energy levels of noise exposure. Community Noise Equivalent Level (CNEL) and day-night average level (L_{dn}) are the metrics utilized to describe community noise exposure. See also "Community Noise Equivalent Level" and "Day-Night Average Level."

Noise Referral Zones - Such zones are defined as the area within the contour defining a Community Noise Equivalent Level (CNEL) of 60 decibels (dB). It is the level at which either State or Federal laws and standards related to land use become important and, in some cases, preempt local laws and regulations. Any proposed noise sensitive development which may be impacted by a total noise environment of 60 dB CNEL or more should be evaluated on a project specific basis. See also "Community Noise Equivalent Level" and "Decibel."

Noise Sensitive Land Use - Those specific land uses which have associated indoor and/or outdoor human activities that may be subject to stress and/or significant interference from noise produced by community sound sources. Such human activity typically occurs daily for continuous periods of 24 hours or is of a nature that noise is significantly disruptive to activities that occur for short periods. Specifically, noise sensitive land uses include residences of all types, hospitals, rest homes, convalescent hospitals, places of worship, and schools.

Non-attainment - The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality.

Non-conforming Structure - A structure that was lawfully erected, but which does not conform with the property development regulations prescribed in the regulations for the district in which the structure is located by reason of adoption or amendment of this code or by reason of annexation of territory to the City.

Non-conforming Use - A use of a structure or land that was lawfully established and maintained, but which does not conform with the use regulations or required conditions for the district in which it is located by reason of adoption or amendment of this code or by reason of annexation of territory to the City.

Offer to Dedicate (OTD) - A document, recorded against the title to a property, which is an offer of dedication to the people of California of an easement over the property or a portion of the property. Generally, an OTD allows for specific uses in of the area of the property involved (for example, allowing the public to walk across the area). The offer conveys an easement in perpetuity only upon its acceptance on behalf of the people by a public agency or by a non-profit private entity approved by the executive director of the Coastal Commission.

Offshore - Off or away from the shore. This area extends from beyond the breaker zone to the outer limit of the littoral zone and beyond.

Oil Seep - Natural springs where liquid hydrocarbons (mixtures of crude oil, tar, natural gas, and water) leak out of the ground.

Open Coastal Waters - The area composed of submerged lands at extreme low water of spring tide, extending seaward to the boundaries of the Exclusive Economic Zone (12–200 miles). This includes navigation channels, turning basins, vessel berthing, anchorage, and mooring areas of Newport Bay.

Open Space - Any parcel or area of land or water essentially unimproved and set aside, designated, dedicated, or reserved for public or private use or enjoyment.

Ordinance - A law or regulation set forth and adopted by a governmental authority, usually a City or County.

Overcrowding - As defined by the California Department of Housing and Community Development, a household with greater than one person per room, excluding bathrooms, kitchens, hallways, and porches.

Overlay - A land use designation on the Land Use Map, or a zoning designation on a zoning map, that modifies the basic underlying designation in some specific manner.

Para-transit - Refers to transportation services that operate vehicles, such as buses, jitneys, taxis, and vans, for older adults and/or mobility-impaired persons.

Parcel - A lot or tract of land.

Parking, Shared - A public or private parking area used jointly by two or more uses.

Parking Area, Public - An open area, excluding a street or other public way, used for the parking of automobiles and available to the public, whether for free or for compensation.

Parking Management - An evolving Transportation Demand Management technique designed to obtain maximum utilization from a limited number of parking spaces. May involve pricing and preferential treatment for high occupancy vehicles, non-peak period users, and short-term users. See “High Occupancy Vehicle” and “Transportation Demand Management.”

Parking Ratio - The number of parking spaces provided per 1,000 square of floor area, e.g., 2:1 or “two per thousand.”

Paseo - Pedestrian-only pathway connecting public spaces.

Permit - Any license, certificate, approval, or other entitlement for use granted or denied by any public agency.

Pier, Private - A pier used for private recreational purposes by the owner(s) or occupant(s) of the abutting upland property without payment of a separate rental or lease fee, except for permit fees to the City.

Pier, Public - A pier used for public recreational purposes provided by a public agency.

Pier - A fixed structure extending from the shore into a body of water.

Pierhead Line - Harbor water area perimeter lines established in Newport Harbor by the Federal government that define the permitted limit of fixed pier, floating dock, and other in-water structures that may be constructed in the Harbor.

Planned Community - A large-scale development whose essential features are a definable boundary; a consistent, but not necessarily uniform, character; overall control during the development process by a single development entity; private ownership of recreation amenities; and enforcement of covenants, conditions, and restrictions by a master community association.

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Planning Area - The land area addressed by the General Plan. Typically, the Planning Area boundary coincides with the Sphere of Influence, which encompasses land both within the City limits and potentially annexable land. See also "Sphere of Influence."

Planning Commission - A group of people appointed by the city council that administer planning and land use regulations for the City and provide recommendations on a wide array of land use and land use policy issues.

Pocket Beach - A small beach formed between two points or headlands, often at the mouth of a coastal stream. Pocket beaches are common throughout the California coastline.

Policy - Statements guiding action and implying clear commitment found within each element of the General Plan (e.g., "Provide incentives to assist in the development of affordable housing").

Pollution - The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

Primary Arterial - Typically, a four-lane divided roadway. A primary arterial is designed to accommodate 30,000 to 40,000 vehicles per day. A primary arterial's function is similar to that of a principal or major arterial; the chief difference is capacity.

Principal Arterial - Typically, an eight-lane divided roadway. A Principal arterial is designed to accommodate 60,000 to 75,000 vehicles per day. Principal arterials carry a large volume of regional through traffic not handled by the freeway system.

Program - A coordinated set of specific measures and actions (e.g., zoning, subdivision procedures, and capital expenditures) the local government intends to use in carrying out the policies of the General Plan.

Project Lines - Harbor water area channel lines of the improvements constructed by the Federal government in 1935–1936, and as shown on navigation charts of Newport Harbor. Also referred to as the "Federal Channel." (See Newport Beach City Design Criteria and Standard Drawings for Harbor Construction.)

Public Trust Lands - Public Trust lands shall be defined as all lands subject to the Common Law Public Trust for commerce, navigation, fisheries, recreation, and other public purposes. Public Trust Lands include tidelands, submerged lands, the beds of navigable lakes and rivers, and historic tidelands and submerged lands that are presently filled or reclaimed and which were subject to the Public Trust at any time (from California Code of Regulations, Section 13577). See "Tidelands" and "Submerged Lands."

Public View Corridors - The line of sight—as identified as to height, width, and distance—of an observer looking toward an object of significance (e.g., ocean or bay); the route that attracts the viewer's attention.

Public Works - Include the following:

1. All production, storage, transmission, and recovery facilities for water, sewerage, telephone, and other similar utilities owned or operated by any public agency or by any utility subject to the jurisdiction of the Public Utilities Commission, except for energy facilities.
2. All public transportation facilities, including streets, roads, highways, public parking lots and structures, ports, harbors, airports, railroads, mass transit facilities and stations, bridges, trolley wires, and other related facilities. Neither the Ports of Hueneme, Long Beach, or Los Angeles, nor San Diego Unified Port District, nor any of the developments within these ports shall be considered public works.

3. All publicly financed recreational facilities, all projects of the California Coastal Conservancy, and any development by a special district.
4. All community college facilities.

Recreation, Active - A type of recreation or activity that requires the use of organized play areas, including, but not limited to, softball, baseball, football, and soccer fields; tennis and basketball courts; and various forms of children's play equipment.

Recreation, Passive - Type of recreation or activity which does not require the use of organized play areas.

Redevelop - To demolish existing buildings, or to increase the overall floor area existing on a property, or both, irrespective of whether a change occurs in land use.

Redevelopment - Redevelopment, under the California Community Redevelopment Law, is a process with the authority, scope, and financing mechanisms necessary to provide stimulus to reverse current negative business trends, remedy blight, provide job development incentives, and create a new image for a community. It provides for the planning, development, redesign, clearance, reconstruction, or rehabilitation, or any combination of these, and the provision of public and private improvements as may be appropriate or necessary in the interest of the general welfare. In a more general sense, redevelopment is a process in which existing development and use of land is replaced with new development and/or use.

Reflection - Redirection of a wave when it impinges on a steep beach, cliff, or other barrier.

Regional - Pertaining to activities or economies at a scale greater than that of a single jurisdiction and affecting a broad homogeneous area.

Regional Housing Needs Assessment (RHNA) - The RHNA is based on California projections of population growth and housing unit demand and assigns a share of the region's future housing need to each jurisdiction within the Southern California Association of Governments) region. These housing need numbers serve as the basis for the update of the Housing Element in each California city and county.

Regional Housing Needs Plan - A quantification by a Council of Governments or by Housing and Community Development of existing and projected housing need, by household income group, for all localities within a region.

Regional Park - A park typically 150–500 acres in size focusing on activities and natural features not included in most other types of parks and often based on a specific scenic or recreational opportunity.

Rehabilitation - The upgrading of a building previously in a dilapidated or substandard condition, for human habitation or use.

Research and Development Use - A use engaged in study, testing, design, analysis, and experimental development of products, processes, or services.

Residential - Land designated in the City or County General Plan and zoning ordinance for buildings consisting only of dwelling units. May be improved, vacant, or unimproved. See "Dwelling Unit."

Resilient Infrastructure Upgrades - Retrofits to help facilities withstand the impacts of extreme weather.

Restoration - The replication or reconstruction of a building's original architectural features, usually describing the technique of preserving historic buildings.

Retaining Wall - A wall used to support or retain an earth embankment or area of fill.

Revetment - A sloped retaining wall; a facing of stone, concrete, blocks, riprap, etc. built to protect an embankment, bluff, or development against erosion by wave action and currents.

Rezoning - An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Right-of-Way - A strip of land acquired by reservation, dedication, prescription, or condemnation and intended to be occupied by a road, crosswalk, railroad, electric transmission lines, oil or gas pipeline, water line, sanitary or storm sewer, or other similar uses.

Rill - The channel of a small stream or gully.

Riparian - Consists of trees, shrubs, or herbs that occur along watercourses or water bodies. The vegetation is adapted to flooding and soil saturation during at least a portion of its growing season.

Risk - The danger or degree of hazard or potential loss.

Sand Source - Resource of sand that can be economically used for beach nourishment. The sand must meet the requirements for size distribution and cleanliness, and its removal and transfer must not create unacceptable environmental effects. The source may be on land; offshore; in a nearby inlet, navigational channel, or shoal; or other area in which sand accumulates.

Sandstone - A rock composed predominantly of sand grains that have undergone cementation.

Santa Ana Regional Water Quality Control Board - California Regional Water Quality Control Board, Santa Ana Region.

Santa Ana Winds - Strong, dry, and often hot winds that blow from the inland desert regions of Southern California towards the coast. The dry air associated with these winds can be catalysts for wildfire outbreaks, and the speed of these winds can quickly spread such fires.

Sea Cliff - A vertical or very steep cliff or slope produced by wave erosion, situated at the seaward edge of the coast or the landward side of the wave-cut platform, and marking the inner limit of beach erosion.

Sea Level - The height of the ocean relative to land; tides, wind, atmospheric pressure changes, heating, cooling, and other factors cause sea-level changes.

Sea - The Pacific Ocean and all harbors, bays, channels, estuaries, salt marshes, sloughs, and other areas subject to tidal action through any connection with the Pacific Ocean, excluding nonestuarine rivers, streams, tributaries, creeks, and flood control and drainage channels. Sea does not include the area of jurisdiction of the San Francisco Bay Conservation and Development Commission, established pursuant to Title 7.2 (commencing with Section 66600) of the Government Code, including any river, stream, tributary, creek, or flood control or drainage channel flowing directly or indirectly into such area.

Seas (Waves) - Waves caused by wind at the place and time of observation.

Seawall - A structure separating land and water areas, primarily designed to prevent erosion and other damage due to wave action. It is usually a vertical wood or concrete wall as opposed to a sloped revetment.

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Secondary Arterial - A four-lane roadway (often undivided). A secondary arterial distributes traffic between local streets and major or primary arterials. Although some secondary arterials serve as through routes, most provide more direct access to surrounding land uses than principal, major, or primary arterials. Secondary arterials carry from 20,000 to 30,000 vehicles per day.

Section 8 Rental Assistance Program - A Federal (Housing and Urban Development [HUD]) rent-subsidy program that is one of the main sources of Federal housing assistance for low-income households. The program operates by providing "housing assistance payments" to owners, developers, and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the household's contribution toward the rent, which is calculated at 30% of the household's adjusted gross monthly income. "Section 8" includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.

Sediment - Grains of soil, sand, or rock that have been transported from one location and deposited at another.

Seiche - A standing wave oscillation in an enclosed waterbody that continues (in a pendulum fashion) after the cessation of the originating force. Seiches can be caused by tidal action or an offshore seismic event.

Seismic - Caused by or subject to earthquakes or earth vibrations.

Sensitive Coastal Resource Areas - Those identifiable and geographically bounded land and water areas within the coastal zone of vital interest and sensitivity. Sensitive coastal resource areas include the following:

1. Special marine and land habitat areas, wetlands, lagoons, and estuaries as mapped and designated in Part 4 of the coastal plan.
2. Areas possessing significant recreational value.
3. Highly scenic areas.
4. Archaeological sites referenced in the California Coastline and Recreation Plan or as designated by the State Historic Preservation Officer.
5. Special communities or neighborhoods that are significant visitor destination areas.
6. Areas that provide existing coastal housing or recreational opportunities for low- and moderate-income persons.
7. Areas where divisions of land could substantially impair or restrict coastal access.

Sensitive Species - Includes those plant and animal species considered threatened or endangered by the U.S. Fish and Wildlife Service and/or the California Department of Fish and Wildlife according to Section 3 of the Federal *Endangered Species Act*. See "Endangered Species" and "Threatened Species."

Sewer - Any pipe or conduit used to collect and carry away sewage from the generating source to a treatment plant.

Shore - Narrow strip of land in immediate contact with the sea, including the zone between high and low water. A shore of unconsolidated material is usually called a beach.

Shore Mooring - A mooring for small boats that is located in the nearshore perimeter of the Harbor and its islands, perpendicular to the shoreline. One end of the mooring line is attached to a point on or adjacent to the perimeter bulkhead, and the other end is attached to a mooring buoy located in the water, inside the pierhead line.

Shore Protection - Structures or sand placed at or on the shore to reduce or eliminate upland damage from wave action or flooding during storms.

Shoreline - Intersection of the ocean or sea with land; the line delineating the shoreline on National Ocean Service nautical charts and surveys approximates the mean low water line from the time the chart was prepared.

Shoreline Armoring - Protective structures such as vertical seawalls, revetments, riprap, and bulkheads built parallel to the shoreline for the purposes of protecting a structure or other upland property.

Significant Effect - A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area's air, water, and land resources.

Site - A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street; a lot.

Site Plan - The development plan for one or more lots on which is shown the existing and proposed conditions of the lot, including topography, vegetation, drainage, floodplains, marshes and waterways; open spaces, walkways, means of ingress and egress, utility services, landscaping, structures and signs, lighting, and screening devices; and any other information that reasonably may be required in order that an informed decision can be made by the approving authority.

Slope - Land gradient described as the vertical rise divided by the horizontal run and expressed in percent.

Slough - To erode the uppermost layer of soil, or to crumble and fall away from the face of a cliff.

Solid Waste - Unwanted or discarded material, including garbage with insufficient liquid content to be free flowing, generally disposed of in landfills or incinerated.

Southern California Association of Governments (SCAG) - A regional planning agency which encompasses six counties: Imperial, Riverside, San Bernardino, Orange, Los Angeles, and Ventura. SCAG is responsible for preparation of the Regional Housing Needs Assessment.

Special District - Any public agency, other than a local government, formed pursuant to general law or special act for the local performance of governmental or proprietary functions within limited boundaries. Special district includes, but is not limited to, a county service area, a maintenance district or area, an improvement district or improvement zone, or any other zone or area, formed for the purpose of designating an area within which a property tax rate will be levied to pay for a service or improvement benefiting that area.

Special Housing Needs Groups - Those segments of the population which have a more difficult time finding decent affordable housing due to special circumstances. Under State planning law, these special needs groups consist of the elderly, persons with disabilities, large families, female-headed households, farmworkers, and the homeless.

Specific Plan - Under Article 8 of the Government Code (Section 65450 et seq.), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any General Plan element(s).

Speed, Critical - The speed that is not exceeded by 85% of the cars observed.

Sphere of Influence - The probable ultimate physical boundaries and service area of a local agency (city or district) as determined by the Local Agency Formation Commission of the County. See "Local Agency Formation Commission."

Spit - A small, naturally formed point of land or a narrow shoal projecting into a body of water from the shore.

Standards - (1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. The California Government Code (Section 65302) requires that General Plans describe the objectives, principles, "standards," and proposals of the General Plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve. (2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions; for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

Stationary Source - A non-mobile emitter of pollution.

Storm Surge - A rise above normal water level on the open coast due to the action of wind stress on the water surface. Storm surge resulting from a hurricane also includes the rise in level due to atmospheric pressure reduction as well as that due to wind stress.

Stream - A topographic feature that at least periodically conveys water through a bed or channel having banks. This includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation.

Streetscape Improvements - Enhancements like lighting, sidewalks, and landscaping.

Structure - Includes, but is not limited to, any building, road, pipe, flume, conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line.

Subdivision - The division of a lot, tract, or parcel of land that is the subject of an application for subdivision.

Subdivision Map Act - Division 2 (Sections 66410 et seq.) of the California Government Code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps. See "Subdivision."

Submerged Lands - Submerged lands shall be defined as lands which lie below the line of mean low tide (from California Code of Regulations, Section 13577). See "Public Trust Lands."

Subsidence - The sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. Subsidence may be caused by a variety of human and natural activities, including earthquakes.

Subsidize - To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from Federal and/or State income taxes, sale, or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

Substantial Damage - Damage of any origin sustained by a structure whereby the cost of restoring the structure to the condition existing before damage would equal or exceed 50% of the market value before the damage occurred.

Substantial Repair - Any repair, reconstruction, or improvement of a structure, the cost of which equals or exceeds 50% of the market value of the structure before such repair, reconstruction, or improvement. This term includes structures that have incurred "substantial damage" regardless of the actual repair work performed. For purposes of coastal development permitting, a substantial improvement to a structure qualifies the proposed development as new development.

Subtidal - Marine habitat that is permanently below the extreme low tide line.

Summer Season - Begins the day before the Memorial Day weekend and ends the day after the Labor Day weekend; alternatively, June 15 to September 15.

Surf Zone - Area between the outermost breaking waves and the limit of wave uprush.

Tectonic - Related to the Earth's surface.

Temporary Event - An activity or use that constitutes development as defined in the Local Coastal Program but which is an activity or function which is or will be of limited duration and involves the placement of non-permanent structures; and/or involves the use of sandy beach, parkland, filled tidelands, water, streets, or parking areas which are otherwise open and available for general public use.

Terrace - A gently sloping platform cut by wave action.

Terrestrial - Land-related.

Threatened Species - A species likely to become an endangered species within the foreseeable future throughout all, or a portion of, its range. These species are periodically listed in the Federal Register and are, therefore, referred to as "Federally listed" species. See "Sensitive Species."

Tidal Range - Difference between consecutive high and low (of higher high and lower low) waters. See "Tide."

Tidal Wave - Wave movement of the tides. Often improperly used for tsunamis. See "Tsunami."

Tide - The periodic rising and falling of the water that results from gravitational attraction of the moon and sun, and other astronomical bodies, acting upon the rotating earth. The California coast has a mixed tidal occurrence, with two daily high tides of different elevations and two daily low tides, also of different elevations. Other tidal regimes are diurnal tides, with only one high and one low tide daily, and semidiurnal, with two high and two low tides daily, with comparatively little daily inequality between each high or each low tide level

Tidelands - Tidelands shall be defined as lands that are located between the lines of mean high tide and mean low tide (from California Code of Regulations, Section 13577). See "Public Trust Lands."

Topography - Configuration of a surface, including its relief and the position of natural and human-made features.

Total Maximum Daily Load (TMDL) - The maximum amount of a pollutant that can be discharged into a water body from all sources (point and non-point) and still maintain water quality standards. Under *Clean Water Act* Section 303(d), TMDLs must be developed for all water bodies that do not meet water quality standards after application of technology-based controls. TMDL also refers to the written, quantitative analysis and plan for attaining and maintaining water quality standards in all seasons for a specific waterbody and pollutant.

Traffic Calming - Design measures used to slow vehicle speeds and improve safety.

Traffic Model - A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses.

Transit - The conveyance of persons or goods from one place to another by means of a local, public transportation system.

Transportation Demand Management (TDM) - A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses, and trains; walking; and biking. TDM can be an element of Transportation Systems Management (TSM; see next entry).

Transportation Systems Management (TSM) - Individual actions or comprehensive plans to reduce traffic congestion by increasing the efficiency of the transportation system itself. Examples would include improved traffic signal timing, coordination of multiple traffic signals, or spot improvements that increase capacity of the roadway system.

Treatment Works - Has the same meaning as set forth in the Federal *Water Pollution Control Act* (33 USC 1251, et seq.) and any other Federal act that amends or supplements the Federal *Water Pollution Control Act*.

Trip - A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one origin (often the "production end," sometimes from home, but not always), and one destination ("attraction end").

Tsunami - A long-period wave, or seismic sea wave, caused by an underwater disturbance such as a volcanic eruption or earthquake. Commonly misnamed a tidal wave.

Turning Basin - An area, often designated on nautical charts, connected to a channel that is large enough to allow vessels to maneuver or turn around.

Uniform Building Code (UBC) - A standard building code which sets forth minimum standards for construction.

Upcoast - In United States usage, the coastal direction, generally trending toward the north, from which a current comes. Sediment will often deposit on the upcoast side of a jetty, groin, or headland, reducing the amount of sediment that is available for transport further downcoast.

Urban Design - The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Urban Heat Island Effect – A condition in which an urban area experiences a higher average temperature than its rural surroundings as a result of the greater absorption, retention, and generation of heat by its buildings, pavements, and human activities.

Vernal Pools - Low depressions that typically are flooded and saturated above a hardpan or claypan for several weeks to a few months in the winter and spring.

Vessel - Watercraft, such as boats, ships, small craft, barges, etc., whether motorized, sail-powered or hand-powered, which are used or capable of being used as a means of transportation, recreation, safety/rescue, service, or commerce on water. This includes all vessels of any size (other than models) homeported, launched/retrieved, or visiting in Newport Harbor, arriving by water or land, and registered or unregistered under State or Federal requirements.

Visually Degraded Area - An area where the visual quality has been reduced due to obstructions or other factors.

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Water Course - Any natural or artificial stream, river, creek, ditch, channel, canal, conduit, culvert, drain, waterway, gully, ravine, or wash in which water flows in a definite channel, bed, and banks, and includes any area adjacent thereto subject to inundation by reason of overflow or flood water.

Water-Dependent Use - Those uses that are tied to and require water, including fishing and other vessel rental and charter, water transportation, water public safety and enforcement, marinas, boatyards, yacht/sailing/boating/fishing clubs, watersports instructional and educational facilities, public and guest docking facilities, landside support uses, dredging, marine construction, and harbor service and maintenance uses and related equipment.

Water-Related Use - Those uses that relate to but do not require water, including nautical museums, bait and tackle shops, boat charter, rental, sales, storage, construction and/or repair, marine-related retail sales, and marine-related industry.

Water Taxi/Water Shuttle - Small passenger boats providing public water-based transportation.

Water Transportation Use - This group of uses includes in-harbor and coastal/offshore ferry services, in-harbor water taxi services, docking, parking, offices, and other water and land support facilities.

Water-Enhanced Use - Those waterfront or waterfront-adjacent land uses and activities, including restaurants and residential uses that derive economic, aesthetic, and other amenity benefits from proximity to and views of water and water-based activities, but which do not need direct access and proximity to the water in order to accomplish their basic functional and economic operation.

Watershed - The geographical area drained by a river and its connecting tributaries into a common source. A watershed may, and often does, cover a very large geographical region.

Wave Height - The vertical distance from a wave trough to crest.

Wave Period - The time for a wave crest to traverse a distance equal to one wavelength, which is the time for two successive wave crests to pass a fixed point.

Wave Run-up - The distance or extent that water from a breaking wave will extend up a beach or structure.

Wave - A ridge, deformation, or undulation of the surface of a liquid. On the ocean, most waves are generated by wind and are often referred to as wind waves.

Wave-Cut Platform - The near-horizontal plane cut by wave action into a bedrock formation at the shoreline.

Wayfinding - Systems of signs, maps, or digital tools that help the public navigate spaces.

Wetland - Land that may be covered periodically or permanently with shallow water, including saltwater marshes, freshwater marshes, open or closed brackish water marshes, mudflats, and fens. Wetlands are lands transitional between terrestrial and aquatic systems where the water table is usually at or near the surface or the land is covered by shallow water. For purposes of this classification, wetlands must have one or more of the following attributes:

1. At least periodically, the land supports predominantly hydrophytes
2. The substrate is predominantly undrained hydric soil

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3. The substrate is non-soil and is saturated with water or covered by shallow water at some time during the growing season of each year

Wildlife Corridor - The concept of habitat corridors addresses the linkage between large blocks of habitat that allow the safe movement of medium to large mammals from one habitat area to another. The definition of a corridor is varied, but corridors may include such areas as greenbelts, refuge systems, underpasses, and biogeographic land bridges, for example.

Zoning - A police power measure, enacted primarily by units of local government, in which the community is divided into districts or zones within which permitted and special uses are established, as are regulations governing lot size, building bulk, placement, and other development standards. Requirements vary from district to district, but they must be uniform within the same district. The zoning ordinance consists of a map and text.

Zoning Code - Title 20 of the City of Newport Beach Municipal Code, as amended.

Zoning District - A geographical area of a city zoned with uniform regulations and requirements.

Zoning Map - The officially adopted zoning map of a city specifying the uses permitted within certain geographic areas of the city.

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City of Newport Beach
100 Civic Center Drive
Newport Beach, California 92660

Newport, Together.

EXHIBIT "C"
Addendum to the City of Newport Beach Housing Implementation Program Environmental Impact Report

Available separately due to bulk at:

https://ecms.newportbeachca.gov/WEB/Browse.aspx?id=3034050&dbid=0&repo=CNB