

Housing Element Site Subcommittee - - Sites within the 65dB CNEL Contour

Sites Reviewed in a Zoom Meeting

January 6, 2021

Revised as of February 19, 2021

Subcommittee Members Present: Sandland and DeSantis

Staff Members Present: Campbell and Zdeba

Note: Newport Beach GIS staff prepared Ownership Inventory Maps (attached) with a number designated on each Parcel in the Study Area. References to the Parcel Numbers below correspond to the numbers assigned to each Parcel on the Ownership Inventory Maps.

The Subcommittee only considered if the Parcels would be physically able to accommodate housing in place of or in addition to the current uses of the Parcels. Parcels were assigned one of three grades: **Feasible, Potentially Feasible, or Infeasible**. Feasible sites are those that appear that they could feasibly be redeveloped for housing or have housing added to the Parcel while the current use remains in whole or in part. Potentially Feasible sites are those that may work as housing, but due to the size and/or configuration of a Parcel, or the quality and functionality of existing improvements, a Parcel might be somewhat less likely to be a candidate for a housing use. Potentially Feasible sites may also include Parcels that would be infeasible standing alone, but if combined with adjacent the Parcel(s) could become part of a potential housing site. Infeasible sites are those that the Subcommittee determined would not work as housing due to existing improvements on the site, insufficient size, and or inefficiencies due to the configuration of the Parcel. Parcels within the 70dB CNEL contour or higher were considered Infeasible.

The Airport Land Use Commission also has established Airport Safety Compatibility Policies (copy attached) for 6 Safety Zones based upon risk factors and runway proximity. Each of these 6 Safety Zones has land use Basic Compatibility Qualities. Zone 1 and Zone 2 are Runway Protection Zones and prohibit residential use. Zone 3 is the Inner Turning Zone and Zone 4 is the Outer Approach/Departure Zone and as such any residential use would be limited to low density. Zone 5 is the Sideline Zone for property immediately adjacent to a runway and residential uses are to be avoided. Zone 6 is the Traffic Pattern Zone and the Compatibility Policies state residential land uses are allowed. The Subcommittee took these Basic Compatibility Qualities into consideration in its Parcel review and is therefore recommending only Parcels in Safety Zone 6 be considered for residential use and Parcels in Safety Zones 1 through 5 be considered to be infeasible, except as otherwise noted.

The Subcommittee acknowledges that it does not have all the facts about all the various Parcels and that therefore the designations may be somewhat subjective. Accordingly, some of the Parcels could have been wrongly assigned the grade of Feasible, Potentially Feasible or even Infeasible. Staff will be following up with many of the property owners and that follow up should provide more pertinent information about each Parcel for which an owner response.

Before any Parcel is finally approved for the Sites Inventory List the full Committee, after public input, would have to find that housing on a Parcel would be a suitable use. Among other things the deliberations on suitability will involve density and could involve development standards. The Subcommittee is not endorsing housing on any particular Parcel but rather is narrowing the sites that

the staff will spend time looking into and that the full Committee will consider adding to the Sites Inventory form after receiving public input.

1. Parcel 1 Is a newer office building with surface parking and is partially located in Safety Zones 4 and 6. **Infeasible**
2. Parcel 1.5 is an older apartment complex with one- and two-story buildings and a density of approximately 13 units to the acre and is located in Safety Zone 3. **Infeasible**
3. Parcel 2 Is an older apartment building of 148 units on approximately 5.9 acres for density of 25 units to the acre. It is located in airport Safety Zone 6. All or part of it could potentially be redeveloped at a higher density. **Potentially feasible**
4. Parcel 2.5 is and agricultural use of approximately 1.29 acres and is in Safety Zone 3. **Infeasible**
5. Parcel 3 Is a newer apartment building complex with the density of approximately 24 units to the acre and is located in Safety Zone 6. **Infeasible**
6. Parcel 4 Is an older apartment building but it has a density of approximately 26 units per acre and is located in Safety Zone 6. **Infeasible**
7. Parcels 5 and 7 are newer small industrial buildings with surface parking around them and partially located in Safety Zone 3. **Infeasible**
8. Parcel 6 Is owned by Orange County Flood Control District and is part of the Newport Beach Golf Course and is located in Safety Zone 2. **Infeasible**
9. Parcel 7 Is a small irregular lot owned by the County of Orange and is part of The Newport Beach Golf Course and partially located in Safety Zone 2. **Infeasible**
10. Parcels 8, 11, 48, and 50 are newer small commercial office buildings with surface parking and are in Safety Zone 2. **Infeasible**
11. Parcel 9 Is a newer two-story commercial office building with surface parking and is in Safety Zone 4. **Infeasible**
12. Parcel 10, 12, 15, and 20 are two-story commercial office buildings with surface parking surrounding them and are located in Safety Zone 2. **Infeasible**
13. Parcel 13 Is a newer two-story commercial office building surrounding surface parking on one acre and is located in Safety Zone 6. Site is too small. **Infeasible**
14. Parcel 14 Is a newer two-story commercial office building with surrounding surface parking on approximately 1.3-acre site and is located in Safety Zone 4. **Infeasible**

15. Parcel 16 is a parking lot but is located in Safety Zone 2. **Infeasible**
16. Parcel 17 is a 15.38-acre site that includes 3 short golf holes, driving range, retail/restaurant building and parking lot for the Newport Beach Golf Club. Portions of the site are also overlaid by Safety Zones 2 and 4. However a significant portion of the site is located in Safety Zone 6 and could be developed with housing. The wording of the Safety Compatibility Policies for Safety Zone 4 needs clarification. Staff has been asked to provide more details about allowed densities so the Committee can determine if it would be feasible to recommend a housing use at greater than very low density given the amount of land area of this Parcel in Safety Zone 4. **Feasible**
17. Parcel 18 is the City of Newport Beach fire station and training facility and located in Safety Zone 4. **Infeasible**
18. Parcels 19, 21, 22, and 29 totals approximately 13 acres that are 6 short golf holes for the Newport Beach Golf Club. Parcels 19, 21, and a portion of parcel 22 are located in Safety Zone 4. The portion of parcel 22 and all of parcel 29 that are located in Safety Zone 6 and could be developed for housing. The wording of the Safety Compatibility Policies for Safety Zone 4 needs clarification. Staff has been asked to provide more details about allowed densities so the Committee can determine if it would be feasible to recommend a housing use at greater than very low density given the amount of land area of these Parcels in Safety Zone 4. **Feasible**
19. Parcels 23, 25, 26, 27, and 28 are newer small office buildings on a common surface parking lot and are all located in Safety Zone 4. They are also in the Coastal Zone. **Infeasible**
20. Parcel 24 is approximately 4 acres and a portion of the site is in Safety Zones 4 and 6. It is owned by the Newport Mesa Family YMCA. The site is also in the Coastal Zone. The site could be reconfigured such that the western portion that is located in Safety Zone 6 is available for high density housing. **Feasible.**
21. Parcels 30, 31, and 32 are a small 0.6-acre public park and located in Safety Zone 4. **Infeasible**
22. Parcels 33, 34, and 35 are newer low rise medical office buildings with surrounding surface parking that are located in Safety Zone 6. **Infeasible**
23. Parcels 36, 37, and 42 are each only about .25 acre and are now residential use and are located in Safety Zone 6. **Infeasible**
24. Parcel 38 is a newer two-story office building with surface parking and is located in Safety Zone 6. **Infeasible**
25. Parcels 39 and 43 are fenced off and looks like development is underway. **Infeasible**
26. Parcel 40 is a newer small office building on a small parcel located in Safety Zone 6. **Infeasible**

27. Parcel 41 is a series of older single-family residences on about 0.4-acre parcel located in Safety Zone 6. The adjoining parcel 41.1 is a horse ring also in Safety Zone 6. Properties could be combined with other adjacent sites. **Potentially feasible**
28. Parcel 44 is an older single-family residence on a half-acre lot located in Safety Zone 6. Site is too small. **Infeasible**
29. Parcel 45 is a series of five newer small office buildings with surrounding surface parking. The majority of the site is in Safety Zone 2. **Infeasible**
30. Parcels 46, 47, and 51 are small office buildings on small sites. All are located in the Safety Zone 2. **Infeasible**
31. Parcel 49 is a newer story office building with surrounding surface parking and is located in Safety Zone 2. **Infeasible**
32. Parcel 52 is a new 3 story office building with surrounding surface parking and is located in Safety Zone 2 with a portion of the site located within the 70dB CNEL contour. **Infeasible**
33. Parcels 53, 56, 61, 64, 67, 69, and 70 are all small sites less than 0.4 acres and are located in Safety Zones 2 and 3. A significant portion of each site is located within the 70 dB CNEL contour. **Infeasible**
34. Parcels 54, 58, and 59 are older residential properties and a portion of each site is located in Safety Zone 3. **Infeasible**
35. Parcel 55 newer 3 story medical office building with surrounding surface parking and is located in Safety Zone 3. **Infeasible**
36. Parcels 57, 57.1 and 60 are newer 2 story office buildings with surrounding surface parking and located in Safety Zone 3. **Infeasible**
37. Parcel 62 is a small vacant 0.2-acre site and is located in Safety Zone 3. It provides access to parcel 73. **Infeasible**
38. Parcel 63 is a newer 3 story office building with tuck-under parking on a smaller site and is located in Safety Zone 3. **Infeasible**
39. Parcel 65 is a small 0.3-acre vacant site and is located in Safety Zone 3. **Infeasible**
40. Parcel 66 is an older 52 unit apartment building with a density of approximately 35 units per acre and is located in Safety Zone 3. **Infeasible**
41. Parcel 68 is a 0.9-acre vacant site and is located in Safety Zone 3. **Infeasible**

42. Parcel 71 is a newer 3 story office building with surrounding surface parking and is located in Safety Zone 3. **Infeasible**
43. Parcel 72 is a Del Taco restaurant on a 0.5-acre site located in Safety Zone 3. **Infeasible**
44. Parcel 73 is an older office building and Carl's Jr restaurant on a 1.2-acre site and is located in Safety Zone 3. **Infeasible**
45. Parcel 74 is an Arco gas station on a corner lot and is located in Safety Zone 3. **Infeasible**
46. Parcel 75 is a recently remodeled single retail building on a 0.7-acre site and is located in Safety Zone 3. **Infeasible**
47. Parcels 76, 79, 82, 85, 86 total 1.9 acres and are auto leasing and rental operations and are located in Safety Zone 3. Each site is primarily a car parking lot with minimal rental office structures. **Infeasible.**
48. Parcel 77 is a Burger King restaurant on a corner parcel and is located in Safety Zone 3. **Infeasible**
49. Parcel 78 is a series of older residential buildings on a narrow lot of 0.4 acres and located in Safety Zone 3. The site is too small and too narrow. **Infeasible**
50. Parcel 80 and 88 a single newer 2 story medical office building with surface parking in the rear and is located in Safety Zone 3. **Infeasible**
51. Parcel 87 is a newer 3 story office building with tuck-under parking on a narrow lot and is located in Safety Zone 3. **Infeasible**
52. Parcels 81 is an old residence and parcel 84 is a vacant lot. They adjoin 3 other vacant lots that front on Cypress street. If combined these 2 parcels would total 0.34 acres. All 5 parcels are located in Safety Zone 3. **Infeasible.**
53. Parcel 83 is a small older retail and restaurant site on a 0.67-acre site and is located in Safety Zone 3. **Infeasible**
54. Parcel 89 is an EL Pollo Loco restaurant on a small .45-acre site and is located in Safety Zone 3. **Infeasible**
55. Parcel 90 is a small old one-story commercial building on a small 0.15-acre site and is located in Safety Zone 3. **Infeasible**

End of Parcels South of Bristol Street

Start of Parcels North of Bristol Street

56. Parcels 91, 92, 93, 94, 95, 96, and 101 are all located within the 70dB CNEL contour and are also located in Safety Zone 3. **Infeasible**
57. Parcel 97 has 3 older one-story multi-tenant industrial buildings on a 2.25-acre property and is located in Safety Zone 3. **Infeasible**
58. Parcel 98 is an older one-story industrial building housing a car wash service on about half an acre and is located in Safety Zone 3. **Infeasible**
59. Parcel 99 Is a four-story office building with tuck under parking on approximately a half-acre of land and is located in Safety Zone 3. **Infeasible**
60. Parcel 100 is an older two-story office building with parking along one side on a narrow site of approximately a half-acre and is located in Safety Zone 3. **Infeasible**
61. Parcel 103 is an older two-story office building with parking along the rear side on a narrow site of approximately a half-acre and is located in Safety Zone 3. **Infeasible**
62. Parcel 104 Is an older one story multitenant commercial building in a horseshoe shape with parking in the rear on an approximately 3.5-acre site and is located in Safety Zone 3. The western half of the property is located in the 70dB CNEL contour and is not suitable for residential development. This site however could be redeveloped to provide commercial retail uses for potential residential use in the immediate area. **Infeasible**
63. Parcels 105, 106, 107, 108, 116, 117, and 118 are all located within the 70dB CNEL contour and are also located in Safety Zone 3. **Infeasible**
64. Parcel 109 Is the Land Rover / Jaguar maintenance and repair facilities with a portion of the site within the 70dB CNEL contour and is located in Safety Zone 6. This facility supports an auto dealership that is a significant tax revenue generator for the city of Newport Beach. **Infeasible**
65. Parcels 110 and 111 are 2 two-story office buildings each on approximately 0.67 acre of land and are located in Safety Zone 6. They have just gone through some major renovation work so redevelopment would not be feasible at this time. **Infeasible**
66. Parcel 112 Is a small car rental building on an approximate 0.67-acre narrow site and is located in Safety Zone 6. **Infeasible**
67. Parcel 113 is a small industrial building housing an auto repair facility for Hertz on approximately a 0.67-acre narrow site and is located in Safety Zone 6. **Infeasible**

68. Parcels 114 and 115 are two older one-story multitenant industrial buildings on approximately 1.4 acres of land and are located in Safety Zone 6. **Potentially feasible**
69. Parcel 119 is a vacant 0.67-acre lot current being used as a rental car storage site and is located in Safety Zone 6. It could be combined with Parcels 114 and 115 to create a significantly sized parcel. **Potentially Feasible**
70. Parcels 120, 121, 144, and 145 are the Enterprise Car Rental lots serving JWA totaling 3.33 acres with only one small 7,000 sf building and are all located in Safety Zone 3. The size of the Parcel with minimal improvements is good for redevelopment, but the Safety Zone limits the density. **Infeasible**
71. Parcels 122, 123, 124, and 125 are older two-story small office buildings with surrounding surface parking each on their own site of approximately 0.67 acres and are located in Safety Zone 6. Together they add up to 2.86 acres and are adjacent to proposed residential use of the Saunders property. **Potentially feasible.**
72. Parcel 126 is a one-story medical office building with surrounding surface parking on an approximately one-acre site and is located in Safety Zone 6. This site is almost entirely outside the 65dB CNEL contour. It is also adjacent to the proposed Saunders residential development. **Potentially feasible**
73. Parcel 127 is a two-story medical office building with surrounding surface parking on approximately a 0.67-acre site and is located in Safety Zone 3. It is located entirely outside the 65dB CNEL contour. **Infeasible.**
74. Parcels 128, 129, and 142 are the Avis car rental lots serving JWA totaling 2.8 acres with only one small 6,100 square foot office building and all sites are located in Safety Zone 6. The three Parcels create a rectangular site, with frontage on dove Street, Campus Drive, and Birch Street. They appear to have a common ownership. **Potentially feasible**
75. Parcel 130 is an older two-story office building with surface parking on a narrow 0.67-acre site and is located in Safety Zone 6. **Infeasible**
76. Parcel 131 is the Go Car Rental office and lot on a narrow 0.67-acre site and is located in Safety Zone 3. **Infeasible**
77. Parcel 132 is a vacant lot with a car rental storage on narrow 0.67-acre site and is located in Safety Zone 3. **Infeasible**
78. Parcel 133 is an older one-story industrial building with surface parking on one side on a narrow 0.67-acre site and is located in Safety Zone 3. **Infeasible**

79. Parcel 134 is a vacant lot with a car rental storage on 0.67-acre site and is located in Safety Zone 3. **Infeasible**
80. Parcels 135 and 140 is a car rental maintenance facility on a 3.33-acre site with minimal structures totaling 9,200 square feet and are located in Safety Zone 3. The size of the Parcel with minimal improvements is good for redevelopment, but the safety zone limits the density. **Infeasible**
81. Parcel 136 and 137 are recently remodeled one-story and two-story multi-tenant office buildings with surrounding surface parking on an approximately 2.6-acre site and are located in Safety Zones 3 and 6. **Infeasible**
82. Parcel 138 is a veterinary clinic and boarding facility with surrounding surface parking on a narrow 0.67-acre site and is located in Safety Zone 6. **Infeasible**
83. Parcel 139 is a one-story medical office building with surrounding surface parking on a narrow 0.67-acre site and is located in Safety Zone 6. **Infeasible**
84. Parcel 141 and 146 are car rental storage lots on an approximately 1.33-acre site and are located in Safety Zone 6. These two sites, which are under one ownership, could be combined with Parcels 128, 129, and 142 could be combined to create a 4.1-acre site. **Potentially feasible**
85. Parcels 147, 148, 149, 150, 151, 152, 153, 154, 155, 158, 163, 165, 166, 167, 168, and 169 are small multi-tenant office buildings on various on Parcels varying from 0.5 acres to 1.0 acres in size, totaling almost 20 acres and are located in Safety Zone 6. Many of the buildings have recently been upgraded. While there are several owners in this block, there is one owner of 14 contiguous parcels that could redeveloped into residential use. **Potentially feasible**
86. Parcel 156 is a car wash and detailing service on 1.2 acres with minimal building improvements and is located in Safety Zone 6. A portion of this Parcel is outside the 65dB CNEL contour. Could be combined with Parcel 157. **Potentially feasible**
87. Parcel 157 is the Benihana Restaurant with surrounding surface parking on a 1.4-acre site and is located in Safety Zone 6. A significant portion of this Parcel is outside the 65dB CNEL contour. Could be combined with Parcel 156. **Potentially feasible**
88. Parcel 159 and 160 are two older two-story office buildings with surrounding surface parking on a combined 2.9-acre site and are located in Safety Zone 6. Almost all of Parcel 159 and about half of Parcel 160 are located outside of the 65dB CNEL contour. **Potentially feasible**
89. Parcel 161 is a 7-story office building with two areas of surface parking, on to the north and one to the east of the building on a 4.75-acre site and is located in Safety Zone 6. It could be possible to construct a parking deck on the portion of the Parcel to the east of the building freeing up the

portion of the property to the north for housing. It could also be combined with Parcel 160 to the north. **Feasible**

90. Parcel 162 is a 10-story office building and parking structure on a 6.6-acre site and is located in Safety Zone 6. **Infeasible**
91. Parcel 171 is the Auto Club of Southern California two-story office building with surrounding surface parking on a 1.2-acre site and is located in Safety Zone 6. **Infeasible**
92. Parcel 173 is a recently renovated 2-story office building with surrounding surface parking on a 0.67-acre site and is located in Safety Zone 6. **Infeasible**
93. Parcel 174 is a recently renovated 2-story office building with surrounding surface parking on a 1.1-acre site and is located in Safety Zone 6. **Infeasible**
94. Parcel 175 is a one-story preschool building with surrounding surface on 0.8-acre site and is located in Safety Zone 6. **Infeasible**
95. Parcels 176, 177, 178, 179, 180, 181, 182, 183 and 192 are small, 2-story office condominium buildings on a site totaling 2-acres and are located in Safety Zones 3 and 6. **Infeasible**
96. Parcel 184 is an older 2-story commercial/ retail building with surrounding surface parking on a 2.4-acre site and is located in Safety Zone 3. **Infeasible**
97. Parcels 185, 186, and 187 are newer 3-story office buildings with ruck under and surface parking on one side on a combined total site area of 2.9-acres and are located in Safety Zone 3. **Infeasible**
98. Parcel 188 is a recently renovated 2-story office building with surrounding surface parking on a 2.1-acre site and is located in Safety Zone 6. **Infeasible**
99. Parcel 189 has two older 2-story office buildings with surrounding surface parking on a 2.3-acre site and is located in Safety Zone 6. Could also be combined with Parcel 191. **Potentially feasible**
- 100 Parcel 190 is an older 2-story office building 2-story office building with surrounding surface parking on a 1.4-acre site and is located in Safety Zone 6. Could also be combined with Parcel 191. **Potentially feasible**
- 101 Parcel 191 is an older one-story office building with surrounding surface parking on a 1.7-acre site and is located in Safety Zone 6. A portion of the site is outside the 65dB CNEL contour. Could be combined with either Parcel 189 or Parcel 190. **Potentially feasible**

End of Parcels North of Bristol Street

Ownership Inventory: Properties Intersecting with the JWA 65 CNEL

Revised : 01/27/2021

- JWA 65 CNEL Contours Area
- JWA Airport Safety Zone_A
- JWA Airport Safety Zone B

