

# **NEWPORT AIRPORT VILLAGE**

## **PLANNED COMMUNITY DEVELOPMENT PLAN**

**PC-60**

**Adopted September 22, 2020  
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# **NEWPORT AIRPORT VILLAGE**

## **PLANNED COMMUNITY DEVELOPMENT PLAN (PCDP)**

### **I. INTRODUCTION AND PURPOSE**

#### **A. Introduction**

The Newport Airport Village Planned Community Development Plan (PCDP) (PC-60) is envisioned to be a horizontal mixed-use development on an approximately 16.46-acre site that is located in the northern portion of the City, near Macarthur Blvd and Campus Drive. The City of Newport Beach Municipal Code (NBMC) allows a Planned Community Development Plan to address land use designations and regulations in Planned Communities. The PCDP serves as the controlling zoning ordinance for the site and is authorized and intended to implement the provisions of the Newport Beach General Plan. The maximum buildout of the PCDP would result in 329 residential dwelling units, exclusive of any density bonus as allowed pursuant to California Government Code Section 65915; and 297,572 square feet of office, retail, and commercial use.

The Newport Airport Village Planned Community (PC) consists of approximately 16.46 acres and prior to the development pursuant to this PCDP, a variety of commercial services, including: retail, restaurants, offices, rental car agencies, and other similar uses were developed. The Newport Airport Village Design Guidelines (contained herein) provide a conceptual vision of the physical implementation of the project and have been drafted to assist the City and community to visualize the architectural theme and desired character of the development. The Design Guidelines also provides the visual and mental imagery of what the current property owner and City see for the future development of the PC.

#### **B. Location**

As shown in Figures 1 and 2, the PC District is generally located southeast of John Wayne Airport and within the “Airport Area” Sub-Area as defined by the Newport Beach General Plan. The Airport Area includes 360 acres in the northernmost portion of Newport Beach, bounded by Campus Drive to the west and north, Jamboree Road to the east, and Bristol Street to the south. The City of Irvine is located north and east of the Airport Area. The Airport Area is proximate to Interstate 405 and State Routes 55 and 73. The Airport Area initially was a light industrial and commercial office area of Newport Beach, but is gradually redeveloping into a mixed-use community integrating residential development with existing non-residential uses consistent with the 2006 Newport Beach General Plan.

## I. INTRODUCTION AND PURPOSE



Figure 1 - Vicinity Map

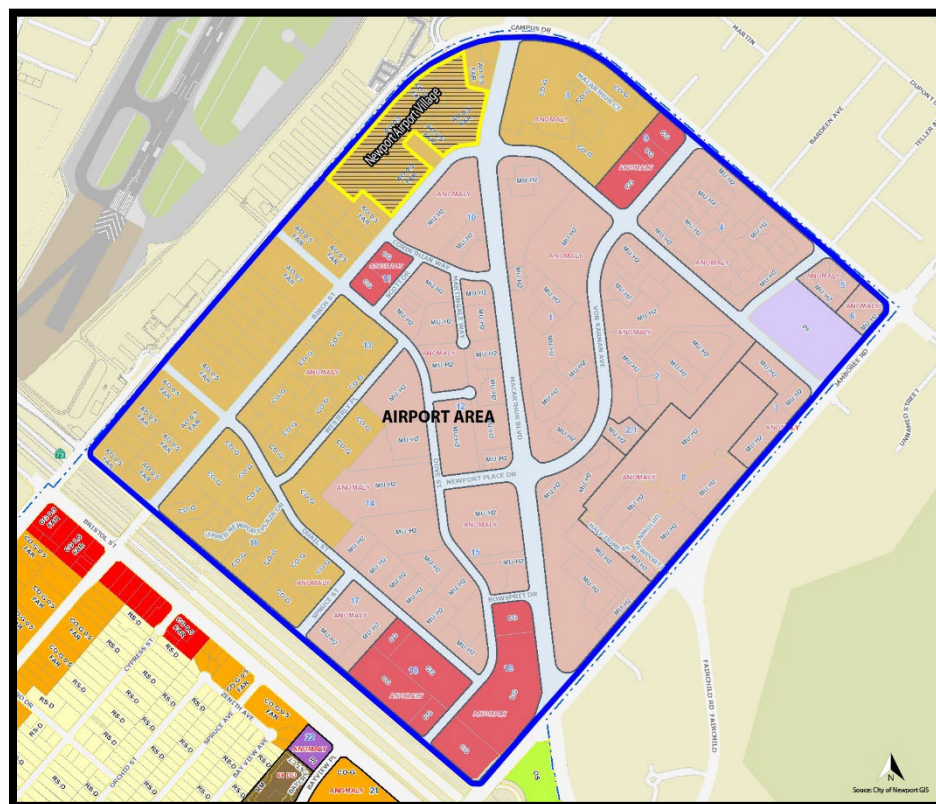


Figure 2 - Airport Area

## I. INTRODUCTION AND PURPOSE

More specifically, the PC is located west of MacArthur Boulevard, south of Campus Drive, north of Birch Street, and about 550 feet north of Dove Street, as shown in Figure 2.

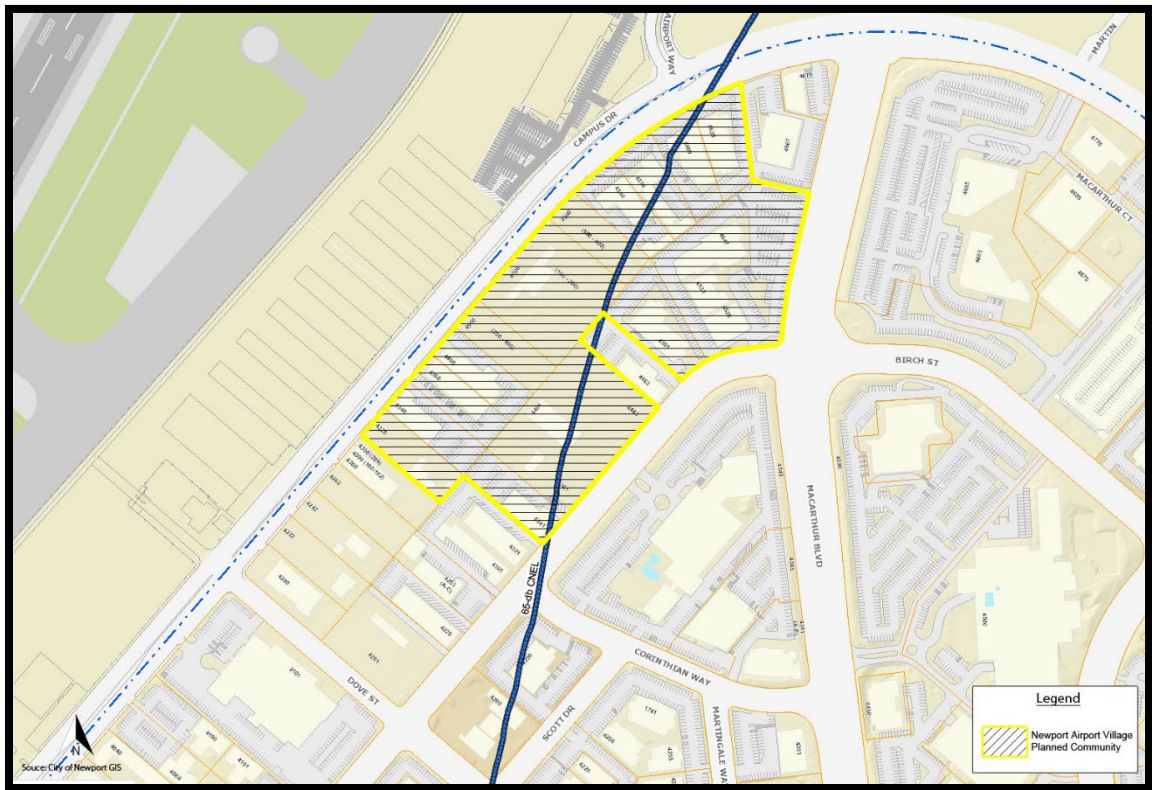


Figure 3 - Newport Airport Village Planned Community

As also noted in Figure 3, the 65-dBA CNEL noise contour line for John Wayne Airport (JWA) transects the site. Areas east of (i.e., outside) the 65 dBA CNEL line are “Clearly Compatible” or “Normally Compatible” with multi-family residential and mixed-use development under General Plan Table N2 (Land Use Noise Compatibility Matrix). Areas west of (i.e., inside) the 65 dBA CNEL line are “Normally incompatible” or “Clearly incompatible” with multi-family residential and mixed-use development under General Plan Table N2. Under the Airport Environs Land Use Plan for John Wayne Airport (AELUP), this means that areas west of the 65 dBA CNEL line are deemed suitable for residential uses and other noise-sensitive uses if the interior noise standard of 45 dBA CNEL can be maintained with an accompanying dedication of an aviation easement for noise. Additionally, building heights west of the 65 dBA CNEL line are restricted for aviation safety.

### C. Surrounding Area

John Wayne Airport, a commercial and general aviation airport that is owned and operated by the County of Orange, is located to the west and north of the site (across

Campus Dr). To the immediate northeast of the site, on the southwest corner of MacArthur Blvd and Campus Dr, is a five-story office building and a small multi-tenant commercial building. Across MacArthur Boulevard, on the northeast corner of MacArthur Blvd and Campus Dr, is a nine-story office building that contains professional and medical office uses; a five-story apartment building at the intersection of Douglas and Martin Court; and multiple hotels and restaurants along MacArthur Blvd. To the east (across Birch St) are several multi-story office buildings that range from three to fourteen stories, hotels, and retail and restaurant uses. Commercial services, including vehicle sales and repairs and a pharmacy; restaurants; and office uses, including medical offices occupy the properties to the south of the PC.

### **D. Purpose and Objective**

The purpose of the PCDP is to establish appropriate zoning regulations that govern the land use and development of the PC in a manner that is consistent with the City of Newport Beach General Plan. Implementation of the PCDP will:

- Provide a quality mixed-use development that includes residential and supporting commercial uses; as well as, commercial uses that support or benefit from the proximity to the airport.
- Create two planning areas to guide the development of the PC District (see Figure 4). Planning Area 1 will include the residential and, potentially, a complimentary retail or service commercial component of the PC District. Planning Area 2 will consist exclusively of non-residential uses.
- Provide new housing opportunities in response to increased demand for housing, reduction of vehicle trips, and an encouragement of an active lifestyle by increasing the opportunity for residents to live in proximity to jobs, services, and entertainment. Such housing will be proximate to, and interconnected with, commercial development through pedestrian walkways provided by future development within the PCDP.
- Ensure that all residential units and noise -sensitive uses (e.g., schools, churches, hospitals, public libraries) regardless of location, shall be designed to maintain the interior noise standard of 45 dBA CNEL or less and in compliance with Section 20.30.080.F (Residential Use Proximate to John Wayne Airport) of the Municipal Code. [1]
- Protect future residents and other sensitive uses by prohibiting these uses from being developed on parcels that are wholly within the John Wayne Airport 65 dBA CNEL noise contour area shown in Figure N5 of the Noise Element of the General Plan. Residential development shall be limited to parcels wholly or partially

outside the John Wayne Airport 65 dBA CNEL noise contour, unless and until the City determines, based on substantial evidence, that the sites wholly within such contour area are needed for the City to satisfy its 6th Cycle RHNA mandate. Nonresidential uses are encouraged on parcels located wholly within the John Wayne Airport 65 dBA CNEL contour area as shown in Figures N5 of the Noise Element of the General Plan and outside of Safety Zone 3 of the AELUP. [1]

### **E. Relationship to Other Regulations**

Whenever the provisions of this PCDP conflict with the regulations of the NBMC, the regulations contained herein will prevail. The NBMC including the Zoning Code apply and shall also regulate this development whenever regulations are not provided within this PCDP. Unless otherwise defined herein, all words and phrases used in this PCDP shall have the same meaning and definition as used in the NBMC.



## II. LAND USE AND DEVELOPMENT REGULATIONS

The PC is subdivided into two planning areas. Figure 4 shows the Land Use Map for the PC District with the 65 dBA CNEL noise contour separating the residential use area from the non-residential use area.

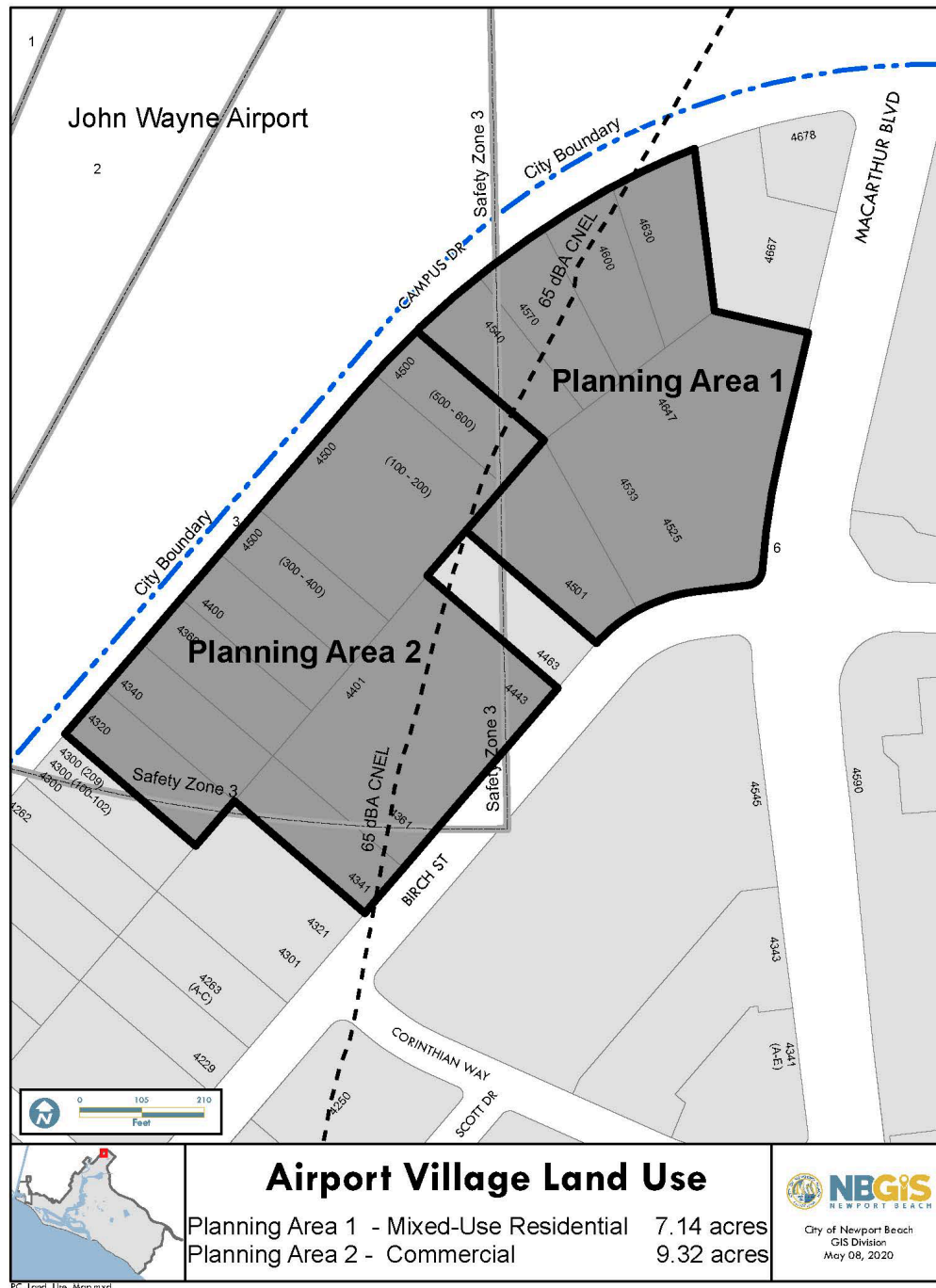


Figure 4 - Land Use Map

### A. Permitted Uses

Table 1 lists the permitted uses for each planning area of the Planned Community. The uses identified within the table are not intended to be a comprehensive list, but rather major use categories. All residential units and noise-sensitive uses, regardless of location, shall maintain the interior noise standard of 45 dBA CNEL or less, and shall be located on parcels wholly or partially outside the John Wayne Airport 65 dBA noise contour as shown in Figures N5 of the Noise Element of the General Plan and Safety Zone 3 of the AELUP. Residential development shall be limited to parcels wholly or partially outside the John Wayne Airport 65 dBA CNEL noise contour, unless and until the City determines, based on substantial evidence, that the sites wholly within such contour area are needed for the City to satisfy its 6th Cycle RHNA mandate. Non-residential uses are encouraged on parcels located wholly within the John Wayne Airport 65 dBA CNEL contour area. [1]

The Community Development Director may determine other uses not specifically listed herein are allowed or allowed pursuant to a MUP or CUP, provided they are consistent with the purpose of the planning areas, are compatible with surrounding uses, and are not listed as a prohibited use.

## II. LAND USE AND DEVELOPMENT REGULATIONS

Table 1 Permitted Uses			
Uses	Planning Area 1	Planning Area 2	Additional Regulations
<u>Residential</u>			
Multi-unit dwellings	P	-	
Live/work units	P	-	
Mixed-use development	P	-	
Accessory dwelling units	P	-	NBMC 20.48.200
Home Occupations	P	-	NBMC 20.48.110
Residential accessory uses and amenities	P	P	
<u>Food, alcohol, entertainment</u>			
Alcohol sales (off-site)	MUP	MUP	NBMC 20.48.030
Alcohol Sales (on-site)	CUP	CUP	NBMC 20.48.030
Bars, lounge, nightclub	CUP	CUP	NBMC 20.48.030 & 20.48.090
Food service, no late hours	MUP	MUP	NBMC 20.48.030 & 20.48.090
Food service, late hours	CUP	CUP	NBMC 20.48.030 & 20.48.090
<u>Office, retail, service</u>			
Financial Institutions	P	P	
Offices, business & professional	P	P	
Offices, medical and dental	P	P	
Personal services, general	P	P	
Personal services, restricted	MUP	MUP	
Retail sales (less than 10,000 sq. ft.)	P	P	
Retail sales (greater than 10,000 sq. ft.)	P	P	
<u>Other uses</u>			
Uses not listed herein, but allowed in the OA zone	A	A	Subject to applicable NBMC requirements
P = Permitted Use CUP = Conditional Use Permit MUP = Minor Use Permit A = Allowed subject to permit requirements provided in Table 2-4 of NBMC Section 20.20.020(C) - = Not Permitted			

### B. Prohibited Uses

The following uses shall be expressly prohibited from the PCDP [1]:

1. Any use not authorized by this PCDP unless the Community Development Director determines a particular use consistent with the purpose and intent of the PCDP,
2. Residential dwelling units within John Wayne Airport Safety Zone 3 (residential accessory uses, and amenities are allowed),
3. The following uses, if said structure within 250 feet of any residential dwelling unit:
  - a. Handicraft Industry
  - b. Industry, Small (less than 5,000 sq. ft.)
  - c. Emergency Health Facilities/Urgent Care
  - d. Ambulance Services
  - e. Funeral Homes and Mortuaries
  - f. Maintenance and Repair Services.

### C. Existing Legal Nonconforming Uses and Structures

Existing legally established use and structures that no longer conform to the provisions of this PCDP shall be subject to NBMC Chapter 20.38.

### D. Land Use Concept

Figure 5 depicts the conceptual development plan for Newport Airport Village Planned Community. Multi-story residential structures would be located near the north side of the site in Planning Area 1 and may have a retail/commercial component. Office, commercial and other non-residential buildings would be located south of the residential buildings in Planning Area 2. A landscaped esplanade with open space areas, pedestrian pathways with areas for passive seating, and bicycle facilities will be provided to create an efficient and safe pedestrian-friendly environment interconnecting the various land uses throughout the site with surrounding properties and public ways. Although the PC may not be developed exactly as depicted in the conceptual land use development map, it serves as a demonstration of what could be achieved through the application of the site development standards of this PCDP.

### E. Development Standards – Planning Area 1 (Mixed-Use Residential Area)

1. Permitted Height of Residential or Mixed-Use Structures: No structure, nor any portion of any structure, architectural feature, elevator penthouse, or mechanical equipment shall exceed a height of 85 feet measured consistent with the Zoning Code.

## II. LAND USE AND DEVELOPMENT REGULATIONS

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2. Permitted Height of Nonresidential Structures: No structure, nor any portion of any structure, architectural feature, elevator penthouse, or mechanical equipment shall exceed a height of 37 feet measured consistent with the Zoning Code, unless a Site Development Review is approved pursuant to NBMC Section 20.52.080, in which case the maximum shall be 55 feet.
3. Setbacks: Minimum setbacks shall be as follows:
  - a. Buildings, or portion thereof, that are under 20 feet in height shall be setback a minimum of 10 feet from any street property line and a minimum of 5 feet from any internal property line.
  - b. Buildings, or portion thereof, that are 20 feet or greater in height shall be setback a minimum of 20 feet from any street property line and a minimum of 5 feet from any internal property line.
4. Residential Density: Densities shall be a minimum of 30 dwelling units per acre and a maximum of 50 dwelling units per acre, not including density bonus units.
5. Residential Development Limit: A maximum of 329 dwellings units shall be permitted, exclusive of any density bonus as allowed pursuant to California Government Code Section 65915. In addition, residential development (excluding density bonus units) shall be subject to the maximum development allocation for the Airport Area established by General Plan Land Use Policy 6.15.5, or any successor policy or development limit resulting from a future General Plan Update/Amendment, provided that such allocation does not result in a reduction of the 329 permitted dwelling units in Planning Area 1.
6. Floor Area Limit: Floor area for nonresidential uses shall not exceed 94,583 square feet. This floor area limit is based on the conversion of commercial development allowed by the general plan to residential dwelling units pursuant to General Plan Policy LU6.15.5. The 2006 General Plan allowed a 0.5 FAR (155,509 square feet) that is reduced by 60,926 square feet and converted to allow 329 dwelling units.
7. Common Open Space: All residential development shall incorporate common open space in the amount of 75 square feet per unit with minimum dimensions of 15 feet in any direction. At least half of the common open space shall consist of recreational amenities, including but not limited to the following:
  - a. Swimming pools/spas and adjacent lounging decks
  - b. Exercise facilities
  - c. Tennis courts
  - d. Basketball courts
  - e. Clubhouse rooms

## **II. LAND USE AND DEVELOPMENT REGULATIONS**

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- f. Roof deck recreation areas
- g. Community gardens
- h. Barbecue and other active (e.g. bocce ball) or passive (e.g., reading) courtyards
- i. Other amenities as deemed appropriate by the Community Development Director

Outdoor common areas or recreational areas shall be posted with an outdoor notification sign to users regarding the proximity to John Wayne Airport and presence of operating aircraft.



Figure 5 - Conceptual Development Plan

## II. LAND USE AND DEVELOPMENT REGULATIONS

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8. Private Open Space: All residential development shall incorporate private open space in the amount of 5% of the gross floor area (minimum) for each unit with a minimum dimension of 6 feet in any direction.
9. Affordability Requirements: Residential development shall include affordable housing as follows: a minimum of 5% of units for very-low income households, or a minimum of 10% of units for low-income households, or a minimum 10% of units for moderate-income households within a common-interest development. The following requirements also apply:
  - a. Affordable units shall be provided on-site.
  - b. Affordable units shall be designed and distributed within the residential as follows:
    - i. *Number of Bedrooms*. Affordable units shall reflect the range of numbers of bedrooms provided in the residential development project as a whole.
    - ii. *Comparable Quality and Facilities*. Affordable units shall be comparable in the facilities provided (e.g., laundry, recreation, etc.) and in the quality of construction and exterior design to the market-rate units.
    - iii. *Size*. Affordable units may be smaller and have different interior finishes and features than the market-rate units, and
    - iv. *Location*. Affordable units shall be dispersed throughout the residential development, unless clustering is allowed by the review authority.
  - c. An Affordable Housing Implementation Plan (AHIP) shall be prepared and submitted with any site development review application seeking approval of a residential development within the PC District. The AHIP shall clearly demonstrate how the proposed residential development project will meet the affordability requirements of this PCDP and any applicable provisions of the State Density Bonus Law and the Newport Beach Municipal Code. The AHIP shall specify eligible income categories, the amount of the requested density bonus, any concession/incentives requested, and any development standards waivers or modifications sought and justifications for said concessions/incentives or development standard relief.
  - d. Density bonuses/incentives or development standard concessions shall be provided pursuant to NBMC Chapter 20.32 and Section 65915 et. seq of the California Government Code.
10. Sound Mitigation: The interior ambient noise level of all new residential dwelling units shall meet applicable standards of the City's Community Noise Ordinance (NBMC Section 10.26.030). An acoustical analysis report, prepared by an acoustical engineer, shall be submitted describing the acoustical design features of the structure that will satisfy the interior noise standard. The residential units shall be constructed, and noise attenuated in compliance with the report.



## II. LAND USE AND DEVELOPMENT REGULATIONS

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11. Residential Design: Unless otherwise deemed appropriate by the City's Review Authority all residential and mixed-use buildings shall be generally consistent with the residential design guidelines as set forth in Section IV of the PCDP.
12. Notification to owners and tenants: A written disclosure statement shall be prepared prior to sale, lease, or rental of a residential unit within the development. The disclosure statement shall indicate that the occupants will be living in an urban type of environment adjacent to an airport and that the noise, odor, and outdoor activity levels may be higher than a typical suburban residential area. The disclosure statement shall include a written description of the potential impacts to residents of both the existing environment (e.g., noise from planes, commercial activity on the site and vehicles streets) and potential nuisances based upon the allowed uses in the zoning district. Each and every buyer, lessee, or renter shall sign the statement acknowledging that they have received, read, and understand the disclosure statement. A covenant shall also be included within all deeds, leases or contracts conveying any interest in a residential unit within the development that requires: (1) the disclosure and notification requirement stated herein; (2) an acknowledgment by all grantees or lessees that the property is located within an urban type of environment and that the noise, odor, and outdoor activity levels may be higher than a typical suburban residential area; and (3) acknowledgment that the covenant is binding for the benefit and in favor of the City of Newport Beach.
13. Deed notification: A deed notification shall be recorded with the County Recorder's Office, the form and content of which shall be satisfactory to the City Attorney. The deed notification document shall state that the residential unit is located in a mixed-use development and that an owner may be subject to impacts, including inconvenience and discomfort, from lawful activities occurring in the project or zoning district (e.g., noise, lighting, odors, high pedestrian activity levels, etc.).
14. Park Dedications and Fees: All residential subdivisions shall comply with all park dedications and fees, as required in NBMC Chapter 19.52.

### **F. Development Standards – Planning Area 2 (Non-Residential Area)**

In addition to the additional development standards listed in Section II(F) of this PCDP, the following standards apply to all development in Planning Area 2.

1. Permitted Height of Structures: No structure, nor any portion of any structure, architectural feature, elevator penthouse, or mechanical equipment shall exceed a height of 37 feet, unless a Site Development Review is approved pursuant to

## II. LAND USE AND DEVELOPMENT REGULATIONS

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NBMC Section 20.52.080, in which the review authority may allow buildings or structures to exceed 37 feet to a maximum of 55 feet.

2. Setbacks: Minimum setbacks shall be 15 feet from any street property line and 5 feet from any internal property line.
3. Floor Area Ratio: Floor area ratio shall not exceed 0.5, except for warehouse uses, which are allowed a maximum floor area ratio of 0.75.
4. Lot Size and Dimensions: Newly created lots shall meet the minimum standards for lots provided in NBMC Section 20.20.030 for the OA (Office—Airport) Zoning District.

### G. Additional Development Standards

In addition to the planning area specific development standards listed in Sections II(D) and II(E) of this PCDP, the following standards apply to all development within the Newport Airport Village Planned Community.

1. Maximum Intensity: The total area of all office, retail, and other commercial uses within the Newport Airport Village PC shall not exceed 297,572 square feet.
2. Parking and Circulation: Parking and on-site circulation shall comply with NBMC Chapter 20.40. All proposed development is required to be reviewed and approved by the Planning Division, Public Works Department, the City Traffic Engineer, Fire Department and Building Division. On-site circulation, including but not limited to, driveway location, sight distance, parking lot design, drive aisles, emergency vehicle access and access the disabled shall meet applicable codes, polices and design standards. All approved vehicle entry points to the PC District shall comply with applicable City of Newport Beach Public Works and Fire Department requirements regarding safe and convenient vehicular access.
3. Landscaping: A detailed landscape and irrigation plan shall be prepared by a licensed landscape architect and submitted with the Site Development Review application. Landscaping shall be designed, installed, and maintained in consistent with all requirements of NBMC Chapters 14.17 (Water Efficient Landscaping) and 20.36 (Landscaping Standards). Landscape shall also be maintained in a healthy, weed-free condition, free of litter and consistent with NBMC Section 20.30.130 (Traffic Safety Visibility Area).
4. Pedestrian and Bicycle Connection: All uses in the PC shall be interconnected through safe and efficient pedestrian and bicycle paths, including a pedestrian

## II. LAND USE AND DEVELOPMENT REGULATIONS

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connection feature between the residential and non-residential components of the PC District.

5. Lighting: A detailed lighting plan with lighting fixtures and standard designs shall be submitted with the Site Development Review application and shall comply with NBMC Section 20.30.070. The lighting system shall be designed and maintained to conceal the light source and minimize light spillage and glare outside of the boundary of the PC District. A minimum average 0.5 foot-candle shall be provided on all driving or walking surface during the hours of operation and one hour thereafter. All lighting shall comply with NBMC Section 20.30.070.
6. Utilities: A Utilities Plan shall be submitted with the Site Development Review application. The final alignment and location of utilities shall be reviewed and approved by the Public Works Department. Adequate access for maintenance vehicles shall be provided. All utilities on private property shall be privately maintained and operated.
7. Air Conditioning Units: The use of individual through-window or through-wall air conditioning units any commercial or residential unit is prohibited.

Signs: A comprehensive sign program with sign materials and lighting details shall be submitted with the Site Development Review application. All signage shall comply with the Chapter 20.42 of the Municipal Code. Should a future neighborhood public park be constructed in either Planning Area, the park shall be posted with a notification to users regarding the proximity to John Wayne Airport and aircraft overflight and noise. Outdoor common areas or recreational areas shall also be posted with an outdoor notification sign to users regarding the proximity to John Wayne Airport and presence of operating aircraft.

8. Fences, Hedges, & Walls: Fences, hedges, and walls shall be limited to the following heights, subject to the exceptions contained in NBMC Section 20.30.040:
  - a. Street setback areas – 42 inches
  - b. Interior setback areas – 6 feet
  - c. Between residential uses and nonresidential uses and parking areas – 8 feet
9. Buffering and Screening
  - a. General Requirements: Mechanical equipment must be located so that the impact of noise on residential uses is minimized to the greatest extent feasible. Screening shall be maintained in good condition at all times. Landscaping used as screening shall provide a dense, year-round screen.

## II. LAND USE AND DEVELOPMENT REGULATIONS

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- b. Roof-mounted Mechanical Equipment and Appurtenances: Roof-mounted mechanical equipment and appurtenances may not be visible in any direction (360 degrees) from a public right-of-way or adjacent residential property, as may be seen from a point six feet above ground level. Methods of screening may include mechanical roof wells recessed below the roof line or by solid and permanent roof-mounted screens. Screening must be compatible with the architectural style, materials, and color of the building on which the equipment is located. Supports for window washing equipment are permitted and are not required to be screened from view. No setbacks are required for rooftop mechanical equipment or appurtenances. All roof-mounted mechanical equipment and appurtenances shall be at or below all applicable height limits.
- c. Ground-mounted Mechanical Equipment: Ground-mounted mechanical equipment shall be screened from public rights-of-way and/or public property as seen from a point six feet above ground level. Methods of screening may include fences, walls, solid hedges, or other similar methods. Chain link fencing is not permitted with or without slats is not allowed.
- d. Outdoor Storage: Where equipment, material, or merchandise is allowed to be stored outdoors, these items shall be screened from public view and adjacent residential areas using fences, walls, solid hedges, or other methods. Chain link fencing with or without slats is not allowed.
- e. Solid Waste Storage Areas: New development shall provide adequate, enclosed areas with solid roofs for collecting, storing, and loading solid waste and recyclable materials. The square footage provided for solid waste and recyclable materials storage must be in compliance with NBMC Section 20.30.120. Solid waste and recyclable materials storage areas must be adequate in distribution to serve the project and be screened from public rights-of-way and/or public property as seen from a point six feet above ground level. Screening may consist of solid masonry walls, metal gates, landscaping, or similar methods. Structures used for solid waste screening must be visually compatible with the surrounding structures and must be properly secured to prevent access by unauthorized persons, while allowing authorized persons access for disposal of materials.

## III. ARCHITECTURAL DESIGN CONSIDERATIONS

### A. General Principles

The following general principles shall be considered when siting and designing new development within Newport Airport Village.

1. Development should be designed to convey a unified and high-quality character with use of consistent architectural design vocabulary, materials, and color palette.
2. Building elevations should employ architectural treatments, articulation and modulation of mass to avoid the appearance of monolithic box-like buildings.
3. High-quality doors, windows, moldings, and finishes should be used on elevations visible from streets and pedestrian paths.
4. Roof profiles should be articulated to reduce the appearance of large structures and provide visual interest.
5. Streetscape design and plant materials should reflect the street's location and nature.
6. Abundant use of landscape within interior courtyards, open spaces, and parking areas should be encouraged.
7. The design of parking areas and parking facilities should consider architectural consistency and physical integration with nearby buildings.
8. Open parking lots should be set back from public streets and screened using buildings, decorative walls, berms or dense landscaping.

### B. Mixed-Use

The following principles shall be considered when siting and designing new mixed-use development.

1. Residential uses should be seamlessly integrated with nonresidential uses through pedestrian connections, landscape, and other physical connections.
2. Conflicts between different uses, such as noise, vibration, glare, odors, and similar impacts, should be minimized through careful siting, building design and incorporation of appropriate building materials.
3. Entries for residential units and nonresidential businesses should be separate and well-defined.

### C. Residential Uses

The following principles shall be considered when new development includes residential use.

1. Private open space for each residential unit should be usable and functional.
2. Common residential open space should create opportunities for recreation and promote an attractive living environment.

#### **D. Office/Commercial Uses**

The following principles shall be considered when siting and designing new office or commercial development.

1. Building siting should be oriented around public spaces such as plazas, courtyards, walkways, and open spaces.
2. On-site landscaping should emphasize special features such as entryways.
3. Landscape and other amenities should be used to provide visual relief within surface parking lots.
4. A common signage program that reflects the architectural style and character of the development should be prepared to address tenant identification and wayfinding.
5. Common streetscape and lighting programs should be developed to promote pedestrian activity.
6. Site design should provide clear site access, entrance drives and building entries as well as minimize conflicts between service vehicles, private automobiles, and pedestrians.

#### **E. Conceptual Images to Guide Development**

The following images provide general direction to convey the desired quality for new development through architectural massing, detail, variety in building materials and integration of pedestrian-orientation. These images are meant to inspire designers and do not indicate the precise design of future development within Newport Airport Village. The images are grouped by land use type: mixed use, multi-unit residential buildings, and office/commercial development.

### III. ARCHITECTURAL DESIGN CONSIDERATIONS

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*Figure 6 - Mixed-Use Conceptual Images*



### III. ARCHITECTURAL DESIGN CONSIDERATIONS

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*Figure 7 - Multi-Unit Residential Conceptual Images*



### III. ARCHITECTURAL DESIGN CONSIDERATIONS

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*Figure 8 - Office/ Commercial Conceptual Images*

### IV. RESIDENTIAL DESIGN GUIDELINES

The Newport Airport Village Residential Design Guidelines are intended to set parameters for the design of residential buildings and ensure an appropriate aesthetic quality is provided on all residential buildings. All residential and mixed-use buildings within Newport Airport Village PC should be generally consistent with the guidelines contained in this section of the PCDP.

#### A. Architectural Variety

1. Buildings should utilize more than a single-color on all façades.
2. Buildings should utilize more than a single finished material on all façades. For the purpose of this requirement, windows are not considered a finished material.
3. Building should have more than one roof height. The change in roof height shall be at least 5 feet for buildings with a height under 30 feet tall and 10 feet for buildings with a height of 30 feet or more.
4. Buildings should not have blank façades. For the purpose of these guidelines a blank façade shall mean, any portion of the façade that is above the ground level and does not have a window or balcony 15 feet in any direction.

#### B. Windows and Entries

1. The primary pedestrian entry into the building should lead into a common lobby or corridor and shall face the street or a common open space.
2. Ground level dwelling units are encouraged to have an individual primary entry on the exterior façade of the building.
3. Rain protection should be provided above all pedestrian entries through the use of awnings, porticos, arcades, or the like.
4. Exterior windows and doors should be inset a minimum 2-½ inches from the adjoining wall.

#### C. Massing and articulation

1. The first three floors of a building should have a plane-break to divide all street facing facades into segments no more than 30 feet wide. Plane-breaks shall have a minimum depth and width of 5 feet.
2. The fourth floor and above of a building should have a plane-break on all street facing facades. Plane-breaks shall have a minimum depth of 5 feet and be across 25% of the width of the building.

**V. PLAN ADMINISTRATION AND IMPLEMENTATION**

**A. Permit Review Procedures**

Approval of the Site Development Review application by the City-designated Review Authority consistent with NBMC Chapter 20.52 shall be required prior to the issuance of a grading or building permit for the construction of any new structure within the boundaries of the PCDP. The application shall include all materials necessary to clearly determine consistency with this PCDP and applicable requirements of the Newport Beach Municipal Code. The applicant shall include a descriptive narrative supported by facts, exhibits, or diagrams that clearly show how a proposed development generally conforms to the PCDP design guidelines.

**B. Parcel or Tract Maps**

No parcel or tract map shall be recorded prior to the approval of the Site Development Review for the entire project or significant phase so that the responsibility for performance of, and payment for, maintenance are clear.

**C. Amendments to Planned Community Development Plan**

Applications for amendments to this Planned Community Development Plan shall follow the process identified in the NBMC Section 20.56.050(E).

**D. Administrative Responsibility**

All property within this PCDP shall be subject to NBMC Chapter 20.60 that prescribes the authority and responsibilities of the Newport Beach City Council, Planning Commission, Hearing Officer, Zoning Administrator, and Community Development Director (Planning Director) in the administration of this PCDP and the Zoning Code.

**E. Enforcement**

All property within this PCDP shall be subject to NBMC Chapter 20.68 that establishes provisions intended to ensure compliance with this PCDP and the Zoning Code.

**FOOTNOTE**

[1] Planned Community Text Amendment No. 1, approved on November 28, 2023 by Ordinance No. 2023-21 (PA2022-0201):

- a. To allow residential development up to the JWA 65 dBA CNEL noise contour as shown in Figure N5 of the General Plan Noise Element, related to noise in the Airport Area necessary to implement the 6th Cycle Housing Element.