

**Housing Element Sites Subcommittee - - Airport Area**

Sites Reviewed in Zoom Meeting

August 20, 2020

Revised as of February 8, 2021

Airport Area Encircled by MacArthur, Jamboree, Bristol North and Campus

Subcommittee Members Present: Sandland, Selich & Tucker

Staff Members Present: Campbell & Zdeba

Note: NBGIS Staff prepared an Ownership Inventory Map (attached) with a number designated on each Parcel in the Study Area. References to Parcel numbers below correspond to the numbers assigned to each Parcel on the Ownership Inventory Map. The Parcel numbers do not appear to be in any type of order so the information below starts more or less from the north and works to the south. Sites within the 65dB CNEL were not considered at this time.

The Subcommittee only considered if the Parcels would physically be able to accommodate housing in place of or in addition to the current use 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 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 outside the 65dB zone and/or inefficiencies due to the configuration of the Parcel outside the 65dB zone. The Subcommittee acknowledges that it does not have all the facts about the various Parcels and 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 responds.

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

1. Parcels 43 and 113 are respectively a retail building and an office building and do not present enough land to be considered a viable site, and the buildings appear viable commercial buildings. **Infeasible**
2. The Saunders Site outside 65dB (Parcel numbers 10, 11, 58, 60, 73, 96 and 112) has been approved for multi-tenant housing by the City Council. The filing of an application for a housing land use on this site should be substantial evidence of a desire to change the land use. **Feasible**
3. Parcel 37, Hyatt Hotel. This Site is a viable commercial site and would not likely become a stand-alone housing site. However, if the Site is found to be suitable as a housing site, the property owner should be advised that the addition of housing might be possible. **Potentially feasible**

4. Parcels 69 & 95, the property owner has already approached the City to ask about conversion to housing on these parcels (about 2.45 acres). If the Site is found suitable, the City should seek confirmation that the owner would consider a change in the land use to housing. **Feasible**
5. Parcels 87 & 23 (Benihana and Steve's Detail) are bisected by the 65dB line and is small in size and has an irregular configuration. **Infeasible**
6. Parcels 70, 80, 81 and 111 are already approved by the City for Newport Crossings multi-tenant housing project. **Feasible**
7. Parcels 9 is a small bank building and Parcel 24 is an old Class B office building with tuck under parking. Each Parcel is regular in shape and could potentially stand on its own as housing. Consolidating the Parcels would make for a more developable scale. If the Site is found suitable, the property owners should be advised that a land use change to allow housing might be possible. **Feasible**
8. Parcels 131 and 135 look to be individual building pads perhaps with parking on a common parcel. Regardless, it does not look like there is enough land to properly plan housing especially given the triangular shape of the land outside the 65dB line. And since these parcels are part of a multiple parcel office park, probably with CC&R's, these sites do not appear to be viable for housing. **Infeasible**
9. Parcel 38 owner has already approached Committee about potential for housing. This is a 4-acre Site somewhat irregular in shape. If the Site is found suitable, the City should seek confirmation that the owner would consider a change in the land use to housing. **Feasible**
10. Parcel 79 appears to be a nice office property but the building is in the center of the property. However, if the Site is found suitable, the property owner should be advised that a land use change to housing might be possible. **Potentially feasible**
11. Parcel 51, 72 and 88 appear to share a common parking lot. The two buildings on Parcel 72 are newer vintage commercial buildings while Parcels 51 and 88 are older restaurant buildings. Because of the apparent reciprocal parking and access, if the owner of any of the three parcels is not interested in housing, re-working the common area would complicate any reuse. The owner of Parcel 51 would not likely be able to feasibly develop housing since the parcel is only 31,000 s.f. and is irregular in shape. The owner of Parcel 88 is regular in shape and might be a feasible housing site. Parcel 51 and 88 could be combined for housing, but the common area parking would probably have to be re-worked. If Parcels 51 and 88 are found suitable, the owners of Parcels 51 and 88 should be advised that a land use change to housing might be possible. **Potentially feasible**
12. Parcels 71, 91 and 122 are a large office building with a multi-story parking structure, a dental laboratory company in a nice building and a Bank of America branch. All buildings look unlikely to be available for conversion to housing. **Infeasible**
13. Parcels 52 and 138 look to be good quality office buildings and are not deemed likely candidates to change uses to housing. **Infeasible**
14. Parcels 77 has a two-level parking structural that could be re-worked to potentially add housing. To a lesser extent, Parcel the same is true of Parcel 68. Each has a multi-story office structure. The owners of each Parcel should be advised that the addition of housing might be possible. **Potentially feasible**
15. Parcels 68, 77, 106, 121 and perhaps Parcel 19 more or less back up to each other and visually present a large area for potential development, if they could be assembled. Parcels 68 and 106 would contribute surface parking, but no buildings, Parcel 77 would have to have its two-story parking

structure re-worked. The building on Parcel 121 would probably need to be demolished as it would represent the entry to the project, and the same would be the case with Parcel 19 if included. A smaller assemblage would be Parcels 68 and 77 if they were to combine parking areas to also create a housing site. Each of those Parcels has nice functioning office buildings. If found to be suitable, the owner of each parcel should be advised that the addition of housing might be possible if they worked together. **Potentially feasible**

16. Parcel 121 has a functioning office building but could be a location for housing. If found suitable, the property owner should be advised that a land use change to housing might be possible. **Potentially Feasible**

17. The same would be true for Parcels 19 and 33 as for Parcel 121. Advise the owner the same as for Parcel 121. **Potentially Feasible**

18. Parcel 117 is a large office complex with a parking structure that would be unlikely to be displaced for housing. **Infeasible**

19. Parcel 116 would be the same as Parcels 19, 33 and 121. If found suitable, the owner should be advised that a land use change to housing might be possible. **Feasible**

20. Parcels 119 and 120 appear to be office condominiums and therefore would involve too many owners to be able to accomplish an assemblage. **Infeasible**

21. Parcels 66, 67 and 83 are odd-shaped parcels that would not be able to be efficiently planned as separate housing projects. And they would be in the same situation as Parcels 19 and 33, and 116 and 121. But if found suitable, the owners should be advised that a land use change to housing might be possible. **Potentially feasible**

22. Parcels 61 and 62 appear to be functioning office uses and probably not a candidate but if found suitable, the property owner should be advised that a change of land use to housing might be possible. **Potentially feasible**

23. Parcel 63 is a nice building with a parking structure and is not large enough to justify a change in use. **Infeasible**

24. Parcel 76 is the Lexus dealership and is not considered a viable housing site. **Infeasible**

25. Parcels 16, 105 and 47 are viable commercial developments that front Bristol and the 73 freeway and are not considered housing sites. **Infeasible**

26. Parcel 31 is a viable office building with a parking structure, but there may be room to add housing. If found suitable, the property owner should be advised that the addition of housing might be possible. **Potentially feasible**

27. Parcel 99 is a parking lot. The Parcel is large enough for a more sizable stand-alone project. If Parcel 99 could be combined with Parcel 104, there would be enough land for a good-sized project. If found suitable, the owner of Parcel 99 should be advised that the use for housing of Parcel 99 alone or in combination with Parcel 104 would be possible. **Feasible**

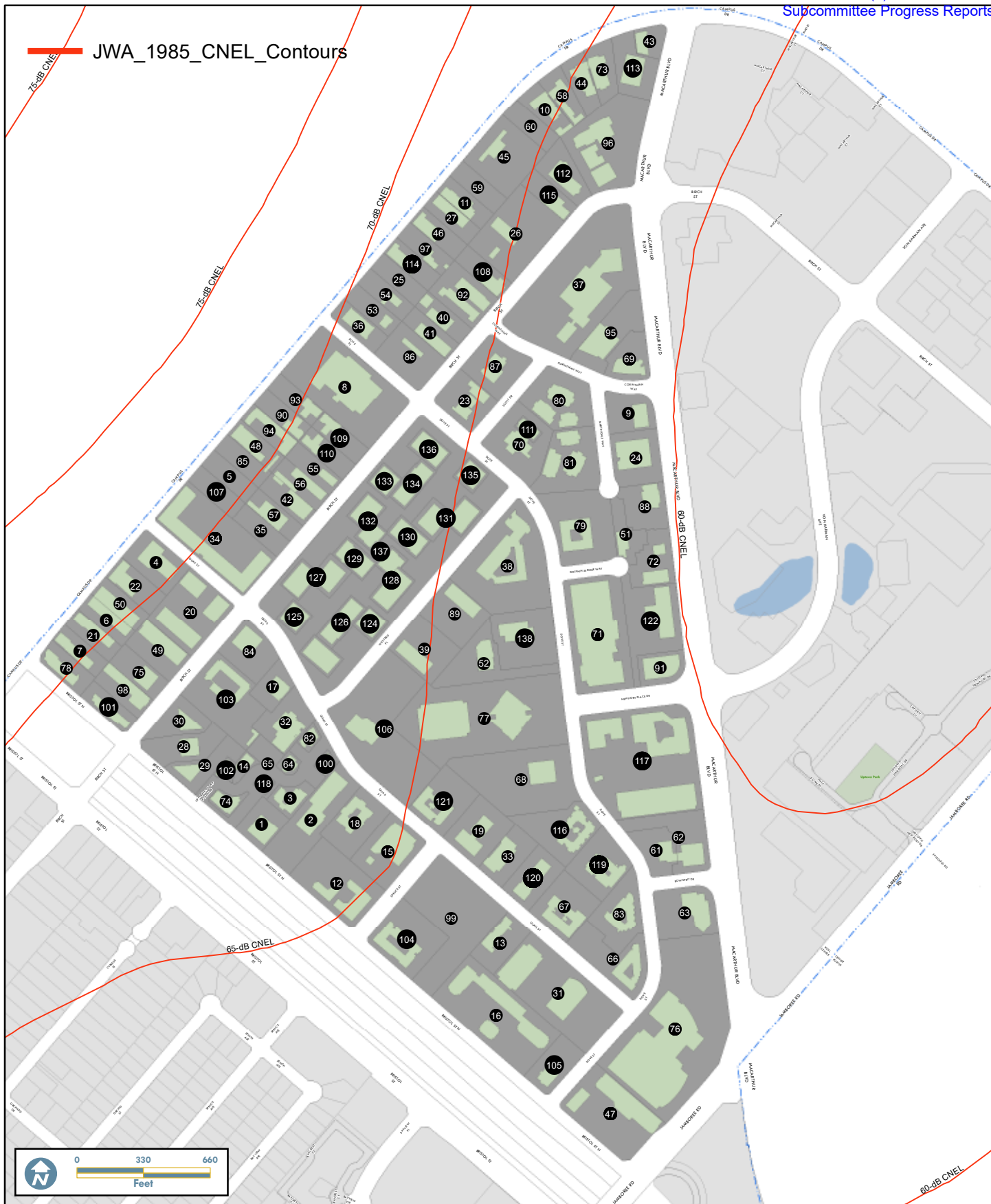
28. Parcel 104 is in the same situation as Parcels 19, 33, 66, 67, 83, 116 and 121. However, being next to vacant land (Parcel 99) that is somewhat irregular in shape, it might be a better candidate to be demolished since its land area would allow Parcel 99 to be more efficiently developed. If found suitable,

the property owner should be advised that a land use change to housing use alone or in connection with Parcel 99 might be possible. **Feasible**

29. Parcel 39 is mostly within the 65dB area, and the portion that is outside the 65dB area is small and oddly shaped. **Infeasible**

30. Parcel 89 is improved with a newly renovated office building but does have enough land area to accommodate housing. **Potentially Feasible**

31. Parcel 13 is an office condo project and as such would likely not be a candidate for a housing use. **Infeasible**



# Ownership Inventory Airport Area - West of MacArthur Blvd



City of Newport Beach  
GIS Division  
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