

Housing Element Sites Subcommittee - - Remainder of Town

Sites Reviewed in Zoom Meeting

October 20, 2020

Revised as of March 12, 2021

Subcommittee Members Present: Selich, Stevens & Tucker

Staff Members Present: Campbell & Zdeba

Note: NBGIS Staff prepared three Ownership Inventory Maps, identified as Map 1, Map 2 and Map 3 which are attached. Each of these 3 maps shows a number of Parcels, each of which is designated with a Parcel number. References to Parcel numbers referred to in Paragraphs 2-47 below correspond to the numbers assigned to each Parcel on the Ownership Inventory Maps. Additional maps used in this Report are described in Paragraph 1 below and also used in Paragraphs 48 and 49 below.

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 and/or inefficiencies due to the configuration of the Parcel. 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 form after receiving public input.

1. All sites that were listed on Table H32 (attached) in the Sites Analysis and Inventory Summary of the 5th Cycle Housing Element (2014-2029) that have not been developed or are not expected to be occupiable by June 30, 2021, are still candidates for housing in the 6th Cycle. Attached are 5 additional maps (identified as Map 1, 2, 3, 4 and 5 "of 5") that specifically delineate those Parcels from the 5th Cycle Housing Element which have been completed or are under construction and expected to be occupiable by June 30, 2021. The remaining parcels from the 5th Cycle which have not been completed or are not expected to be occupiable by June 30, 2021 continue to be deemed feasible for the 6th Cycle. **Feasible**
2. Parcel 1 is the Newport-Mesa School District site contiguous to Banning Ranch and if found suitable it would be feasible. **Feasible**
3. Parcel 2, Sterling BMW. This Site is a viable commercial site and would not likely become a stand-alone housing site. **Infeasible**
4. Parcels 3, 4, 6-9, 10 and 12 are either too small and/or have viable commercial uses. **Infeasible**

5. Parcel 11 is a series of small commercial buildings of an older vintage. It might be possible for the owner to configure housing on the site and consolidate circulation to one access point. If the Site is found suitable, the property owner should be advised that a land use change to allow housing might be possible. **Potentially Feasible**
6. Parcel 13 is a large apartment complex with a large two-level parking structure. The addition of more units might be possible. If found suitable, the property owner should be advised that a land use change to allow more units to be added might be possible. **Feasible**
7. Parcels 14-17 is a series of office buildings, some appearing more updated than others. Some of the parcels could accommodate housing alone, or in combination with others. The owners of Parcels 14, 15 and 16 have contacted the City in the past about the potential for housing uses. If found suitable, the property owners should be advised that a land use change to housing might be possible. **Potentially Feasible**
8. Parcel 18 is a Church on a 2+ acre parcel with a sizable parking lot. If the site is found suitable, the owner should be made aware that a portion of the property could be designated to accommodate housing if that would fit in with the mission of the church. **Potentially Feasible**
9. Parcel 19 is developed with a medical facility and Parcel 20 has a small building on a oddly configured site. If found suitable, the property owner of Parcel 19 should be advised that a land use change to housing might be possible, and the owner of Parcel 20 should be advised of the same if it were to be combined with Parcel 19. **Potentially Feasible**
10. Parcel 21.1 has a functioning medical office project 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. **Feasible**
11. Parcel 22 has approvals at both the City and Coastal Commission levels for a mixed used project that includes residential units. **Feasible**
12. The Dunes West of the Lagoon (no Parcel Number on Map). Although zoned for a "Family Inn" (a hotel), there is enough land for potential additional uses. Since the land is owned by the County, some of the land may also be feasible for an affordable housing project especially since the hotel and other Dunes employees would benefit from a nearby affordable housing use. If the site is found suitable, the property owner should be advised that a land use change to allow some housing might be possible. **Potentially Feasible**
13. Parcel 23 is the Hyatt Regency which is not very intensely developed and has land that is presently used for a few very short golf holes. If the site is found suitable, the property owner should be advised that a land use change to allow housing might be possible. **Potentially Feasible.**
14. Parcels 24 and 25 is the Palisades Tennis Club. Given the minor amount of building improvements, the site could readily be redeveloped for housing. If the site is found suitable, the property owner should be advised that a land use change to allow housing might be possible. **Feasible**
15. Parcel 26 is the Newport Beach Tennis Club. Given the minor amount of building improvements, the site could readily be redeveloped for housing. If the site is found suitable, the property owner should be advised that a land use change to allow housing might be possible. **Feasible**
16. Parcels 36 and 39 is the Newport Beach Country Club. Parcel 36 is primarily a golf course, with a Clubhouse and related supporting uses, and is deemed **Infeasible**. Parcel 39 is a large parking field that

will need to remain parking for the Club use but could potentially have some housing developed above the Club parking. If the site is found suitable, the property owner should be advised that a land use change to allow some additional housing might be possible. **Potentially Feasible**

17. Parcel 37 is Armstrong Nursery. Given the nature of the building improvements, the site could be redeveloped for housing. If the site is found suitable, the property owner should be advised that a land use change to allow housing might be possible. **Feasible**

18. Parcels 40 is an oversized tennis club facility that the owner has indicated may be downsized to make room for another use. Parcel 41 has been approved for a housing use. If Parcel 40 is found suitable for housing, the property owner should be advised that a land use change to allow housing, including combining with Parcel 40, might be possible. **Feasible**

19. Parcels 42, 43 and 44 are nicer office buildings that do not appear to be likely to be redeveloped into housing either because they are on too small of parcels or because the improvements are inconveniently located. **Infeasible**

20. Parcel 35 is the Marriott which is improved with two hotel towers and an irregularly shaped three-story hotel room building that might be proposed to be converted to housing. If the addition of housing is found suitable, the property owner should be advised that a land use change to allow some housing might be possible. **Potentially Feasible**

21. Parcel 34 has two mid-rise office buildings and a large parking structure with some adjacent surface parking that might be able to be reconfigured to create a housing site. If the site is found suitable, the property owner should be advised that a land use change to allow some housing might be possible. **Potentially Feasible**

22. Parcel 33 is the Pacific Mutual parcel which includes surface parking that might be to accommodate a pad for housing. If the site is found suitable, the property owner should be advised that a land use change to allow some housing might be possible. **Potentially Feasible**

23. Parcel 30 is a small irregularly shaped parcel improved with an office building overlooking Newport Beach Country Club. **Infeasible**

24. Parcel 29 and Parcel 30 are the Headquarters of the Newport Beach Police and a Fire Station, neither of which is likely to be changed in the 6th Cycle. **Infeasible**

25. Parcel 27 and Parcel 28 are improved with a Chevron Station and a newly renovated car dealership and are not expected to be changed in the 6th Cycle. **Infeasible**

26. Parcel 30 is a newer office building and its parking structure and is somewhat irregularly shaped and not large enough to justify modifications that would be needed for housing. **Infeasible**

27. Parcel 31 is an approved senior housing project and therefore is deemed **Feasible**.

28. Parcel 32 is a parking structure owned by the Irvine Company. The parking structure could be reconfigured to accommodate housing. If the site is found suitable, the property owner should be advised that a land use change to allow some housing might be possible. **Potentially Feasible**

29. Parcels 114-120 and Parcel 122 are high and low-rise office and parking structures that do not look like they would be able to be reconfigured to accommodate housing. **Infeasible**

30. Parcel 121 is the Fashion Island Hotel and parking structures that could be reconfigured to accommodate housing. If the site is found suitable, the property owner should be advised that a land use change to allow some housing might be possible. **Potentially Feasible**
31. Parcels 105-109 appear to be relatively efficient smaller buildings on smaller parcels that would not appear likely to be changed in the 6th Cycle. **Infeasible**
32. Parcel 104 is an older office building on a smaller parcel that is probably not a candidate for housing, but it potentially could be depending on the condition of the building. If the site is found suitable, the property owner should be advised that a land use change to allow housing might be possible. **Potentially Feasible**
33. Parcels 110-113 are Irvine Company headquarters and a new high rise with already reconfigured parking in structures. It is not likely that any change will happen to these Parcels within the 6th Cycle. **Infeasible**
34. County Bus Depot is located on Parcel 107. The Parcel is irregular in shape, serves an important public purpose and is not likely to be changed during the 6th Cycle. **Infeasible**
35. Parcels 98-102 are improved with medical buildings and surface and structured parking. The buildings are in one ownership and appear far enough apart to perhaps accommodate a building pad(s) by the reconfiguration of surface parking and adding more parking structure parking. If the site is found suitable, the property owner should be advised that a land use change to allow some housing might be possible. **Potentially Feasible**
36. Parcel 103 is a midrise office building with a larger surface parking lot that might be able to be relocated into a new parking structure to enable creation of a building pad for residential development. If the site is found suitable, the property owner should be advised that a land use change to allow some housing might be possible. **Potentially Feasible**
37. Parcels 91-97 look to be Parcels with no parking facilities on the Parcels (i.e. the Parcels are not much larger than the building footprints) but which all use the improved parking lot on Parcel 90. While it is possible that the surface parking on Parcel 90 could remain and that housing could be built above the parking, the configuration of the existing buildings on the Parcels and the location of any added housing over parking may not be an aesthetic or functional design. **Infeasible**
38. Parcels 87-89 are improved with two theatre buildings and a surface parking lot. With the status of the movie theatre business in doubt, it is possible that the property could be available to change over to a housing use during the 6th Cycle. If the site is found suitable, the property owner should be advised that a land use change to allow housing might be possible. **Potentially Feasible**
39. Parcels 77 and 78, 80-86 look to be Parcels with no parking facilities on the Parcels (i. e. the Parcels are not much larger than the building footprints) but which all use the improved parking lot on Parcel 79. It appears that in-fill housing could fit on some of the parking area. If any portion of Parcel 79 is found to be a suitable location for housing, the owner of Parcel 79 should be advised that a land use change to allow some housing might be possible. **Potentially Feasible**
40. Parcels 57-61 and 63-76 look to be Parcels with no parking facilities on the Parcels (i. e. the Parcels are not much larger than the building footprints) but which all use the improved parking lot on Parcel 62. It appears that in-fill housing could fit on some of the parking area. If any portion of Parcel 62 is found to be a suitable location for housing, the owner of Parcel 62 should be advised that a land use change to allow some housing might be possible. **Potentially Feasible**

41. Parcels 45 and 47-56 look to be Parcels with no parking facilities on the Parcels (i. e. the Parcels are not much larger than the building footprints) but which all use the improved parking lot on Parcel 46. It appears that in-fill housing could fit on some of the parking area. If any portion of Parcel 46 is found to be a suitable location for housing, the owner of Parcel 46 should be advised that a land use change to allow some housing might be possible. **Potentially Feasible**

42. Parcel 52 is or expected to imminently be subject to an application for housing on its own, so if the Parcel is found suitable, it would be deemed **Feasible**.

43. Fashion Island (No Parcel number on Map, but Fashion Island refers to the area inside the Newport Center ring road). With the changes happening in the retail mall real estate segment, it is quite possible that changes to the uses and configuration of improvements in Fashion Island will be necessary in order for Fashion Island to continue to be successful and remain an important community gathering place into the future. Due to an abundance of land area and a single ownership, Fashion Island would be a feasible area for housing. If Fashion Island is found to be a suitable location for housing, the owner of the property should be advised that a land use change to allow some housing might be possible. **Feasible**

44. Parcels 123 and 124 are Church parcels and would ordinarily be deemed infeasible due to the size of the buildings on the Parcels. However, the parking lots might be able to be combined in some fashion to generate a housing site and if the Churches deemed it to be in the interest of their missions to provide housing and if the sites were found suitable, then the Churches should be advised that a land use change to allow some housing might be possible. **Potentially Feasible**

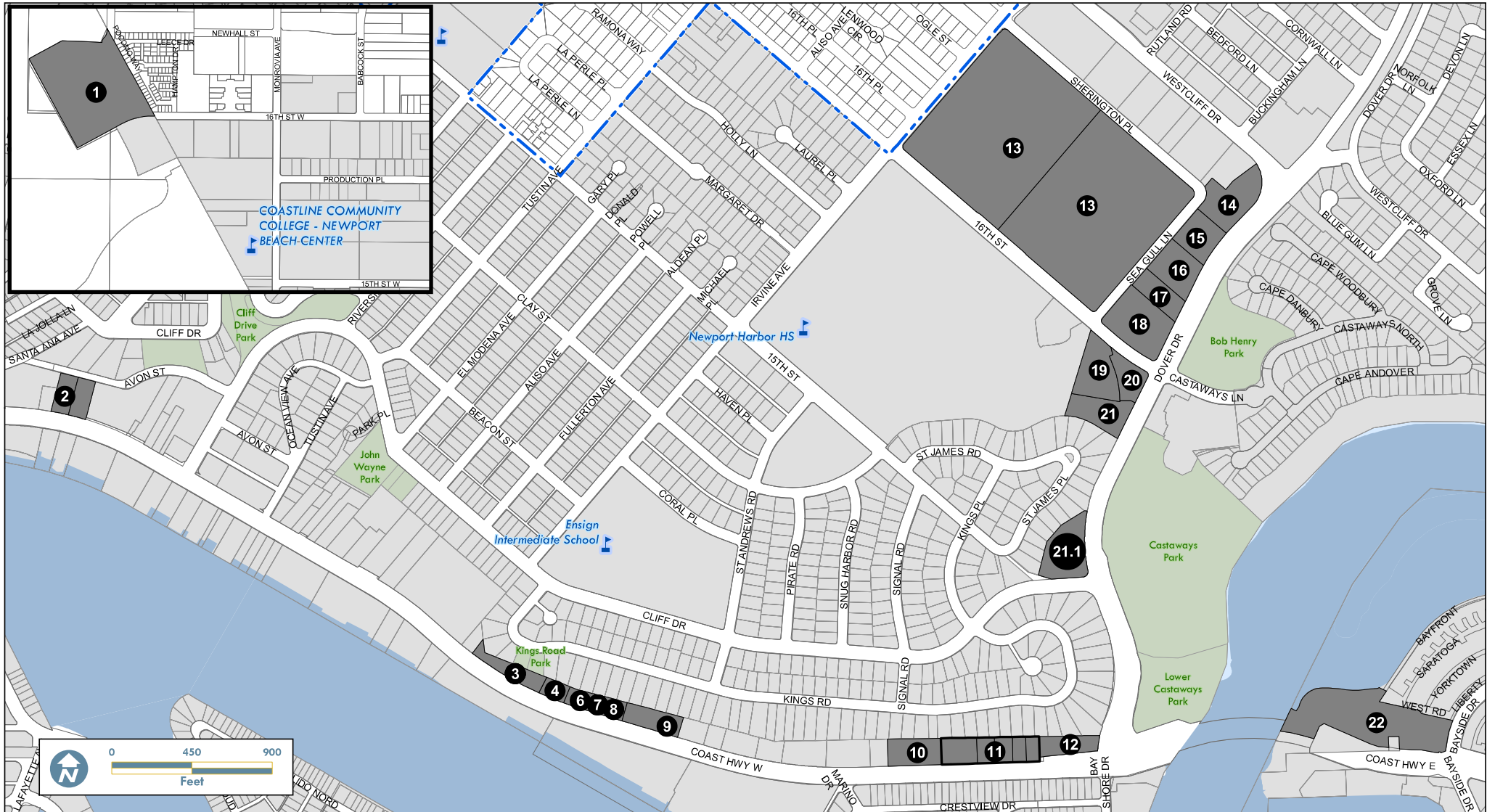
45. Parcels 125 and 126 are improved with Churches but are smaller Parcels with a narrow configuration. **Infeasible**

46. Parcel 127 is a site that was proposed for 21 units but apparently the application was withdrawn before it went before the Planning Commission. The Site looks to be feasible for housing, although the density may have to be reduced in order for a design to be achieved that meets any safety concerns. If found suitable, the owner of the property should be advised that a land use change to allow housing might be possible. **Feasible**

47. Parcel 128 is the Coyote Canyon landfill which is owned by the County of Orange. It has been the understanding of the City Staff that the site is not developable for housing since it is not practicable to put housing on top of a landfill due to regulatory and cost hurdles. However, unbeknownst to the City Staff, the northerly 32 acres of the site was never used as part of the landfill. The ground lessee of the property from the County of Orange is affiliated with a large civil engineering firm and after some due diligence, the ground lessee believes the 32-acre site is capable of being developed for housing. If the site is found to be suitable, the owner of the site should be advised that a land use change to allow a housing use on the 32 acres might be possible. **Feasible**

48. Parcel H92 (at Map 5 of 5) is a City owned parking lot contiguous to extension of Avon Street East of Tustin Ave. While the site is in a parking constrained area and the City will probably want to maintain flexibility to continue a parking use of the property, it is possible that the parking use could be retained and housing added above. **Potentially Feasible**

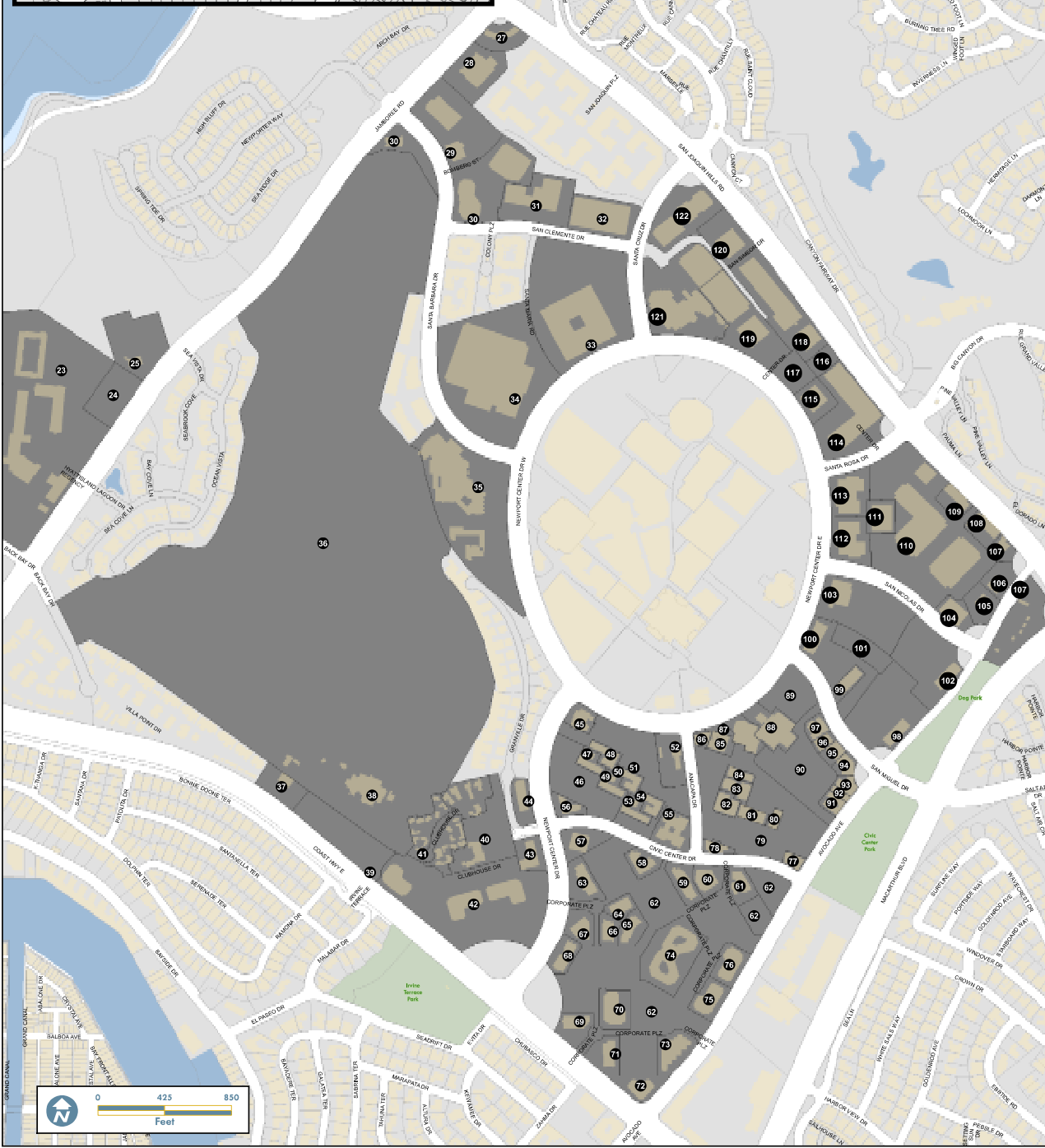
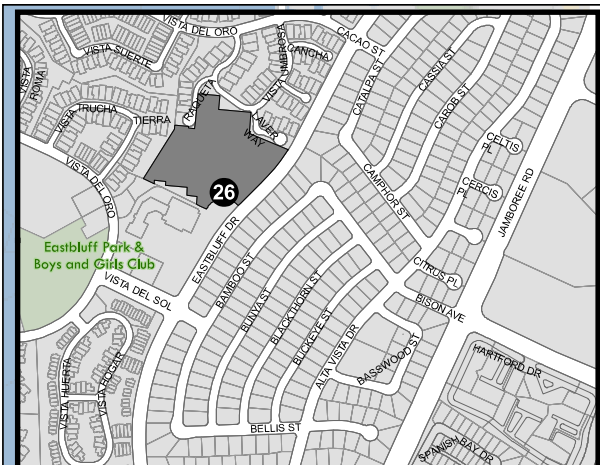
49. Parcels H98, H99 and H100 (of Map 5 of 5) includes the Balboa Marina parking lot owned by the Irvine Company. While the site is somewhat narrowly configured and the existing parking use would need to remain, it is possible that some housing could fit on the site. If found suitable, the owner of the property should be advised that a land use change to allow housing might be possible. **Potentially Feasible**



Ownership Inventory Map 1



Citywide_Sites_Index_Map_1.mxd



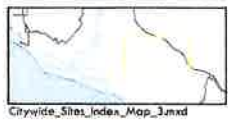
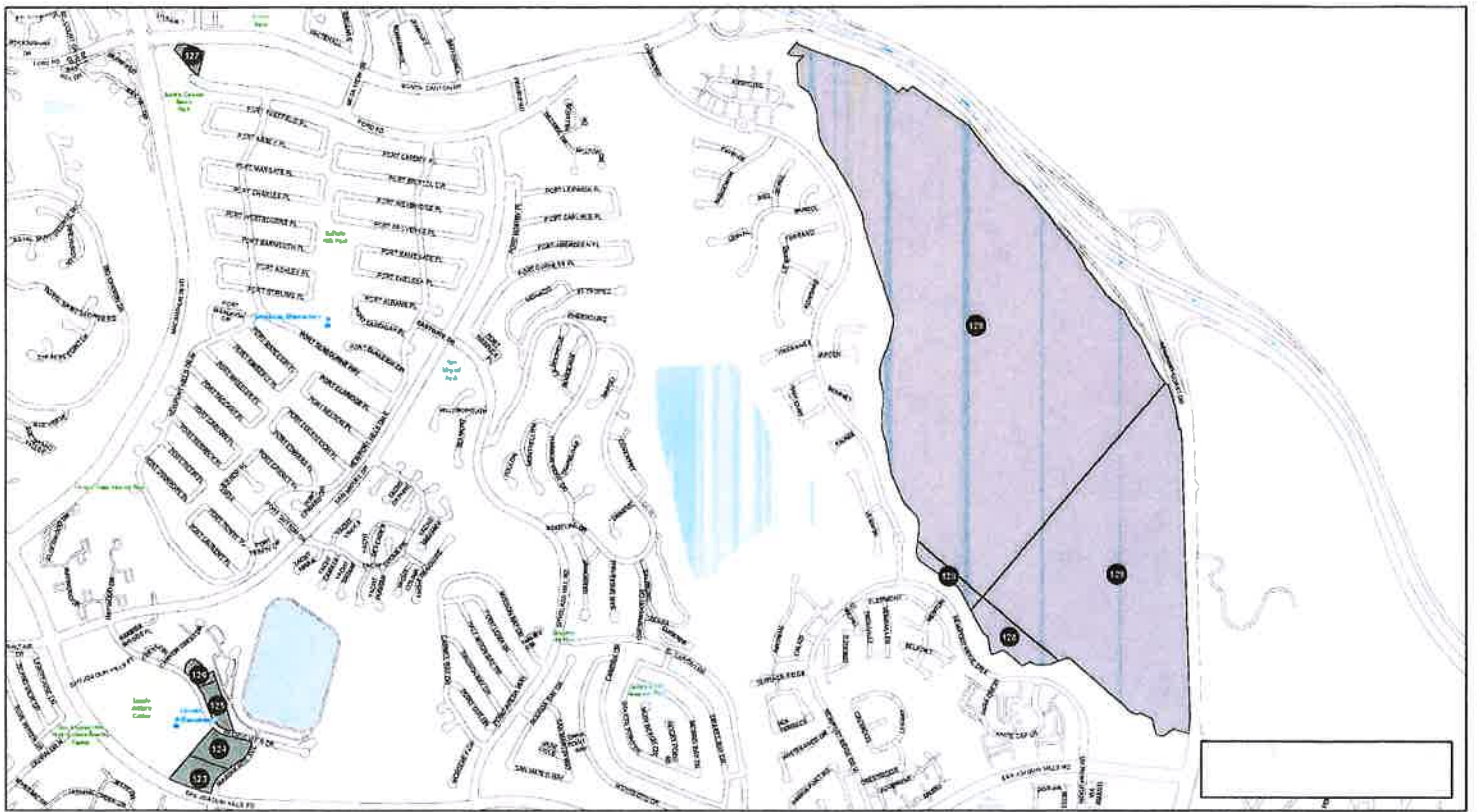
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Citywide_Sites_Index_Map_2.mxd

Ownership Inventory Map 2





Citywide_Sites_10den_Map_3.mxd

Ownership Inventory Map 3

City of Newport Beach
GIS Division
October 15, 2020

Housing Element

Table H32 Sites Analysis and Inventory Summary

Areas	General Plan Designation	Zoning Designation	Realistic Dwelling Unit Capacity*	Density (du/acre) or Development Limit
VACANT				
Banning Ranch	RV and OS	Planned Community (PC)	1,375	Maximum development limit of 1,375 du
Corona del Mar	RM	RM	8	Development limit of 8 du permitted
INFILL/MIXED-USE				
John Wayne Airport Area	MU-H2	Planned Community (PC)	2061	30 du/ac minimum and 50 du/ac maximum. ** Development limit of 2,200 du permitted as replacement of existing uses (550 du permitted as infill)
Newport Center	MU-H3 and RM	Planned Community (PC)	608	Development limit of 608 du permitted as infill
Mariners' Mile	MU-W1 and MU-H1	MU-W1 and MU-MM	232	MU-W-1: ■ Mixed-Use FAR: 1.0, with 0.5 for residential ■ Multi-Family Residential: 12 du/acre (50% of site) MU-MM: ■ Mixed-Use: FAR 1.5, with 1.0 for residential
West Newport Mesa	RM	RM	71	18 du/ac
Dover Dr./ Westcliff Dr.	MU-H1	MU-DW	89	MU-DW: FAR 1.5, with 1.0 for residential
Balboa Peninsula Area			170	
Lido Marina Village	MU-W2 and RM (20/ac)	MU-W2 and (RM 2178)	62	MU-W2: FAR 1.5, with 0.8 for residential RM (20 du/acre)
Cannery Village	MU-H4 MU-W2	MU-CV/15 th St. and MU-W2	55	MU-CV/15 th St.: ■ Mixed-Use: FAR 1.5, with 1.0 for residential ■ Multi-Family: 20.1 to 26.7 du/net acre MU-W2: ■ Mixed-Use: FAR 1.25, with 0.75 for residential
Balboa Village	MU-V	MU-V	14	MU-V: FAR 1.5, with 1.0 for residential
McFadden Square	MU-W2	MU-W2	39	MU-W2: FAR: 1.25, with 0.75 for residential
Total			4,612	

SOURCE: City of Newport Beach Planning Division, General Plan, and Sites Analysis and Inventory

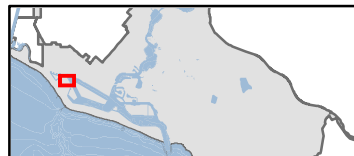
MU-H1 = Mixed-Use(MU) - Horizontal 1
 MU-H2 = MU - Horizontal 2
 MU-H3 = MU - Horizontal 3
 MU-H4 = MU - Horizontal 4

MU-W1, MU-W2 = MU - Water 1, 2
 MU-MM, MU-DW = MU - Mariners Mile, MU-Dover Westcliff
 MU-CV/15th St. = MU-Cannery Village/15th St.

MU-V = MU-Vertical
 RM = Multiple-Family Residential
 RV = Residential Village, OS = Open Space
 PC = Planned Community

* Capacities reflect potential net increase in dwelling units above existing uses. As explained in detail within the Sites Analysis and Inventory, realistic capacities were based on average densities of actual constructed, permitted, or proposed projects within the City and accurately reflect achievable housing units. For example, although mixed-use designations permit densities of up to 26.7 du/ac, realistic capacities were calculated using 18 du/ac, based on actual mixed-use projects constructed within the City.

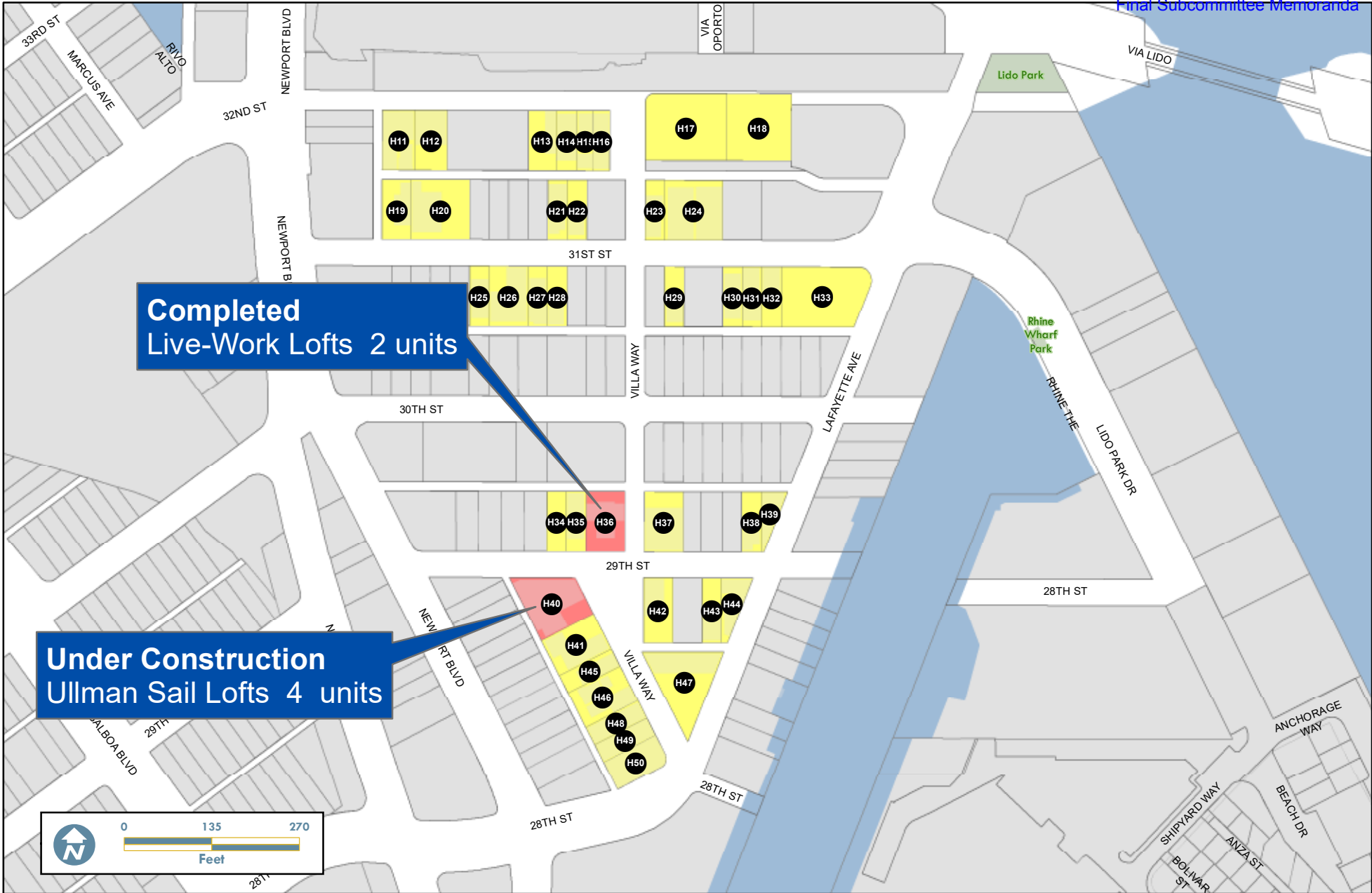
** Pursuant to Government Code Section 65583.2, a minimum density of 30 du/ac shall be deemed appropriate to accommodate housing for lower-income households for urbanized areas.



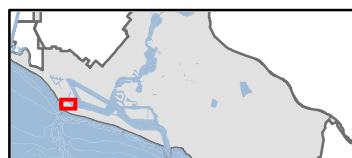
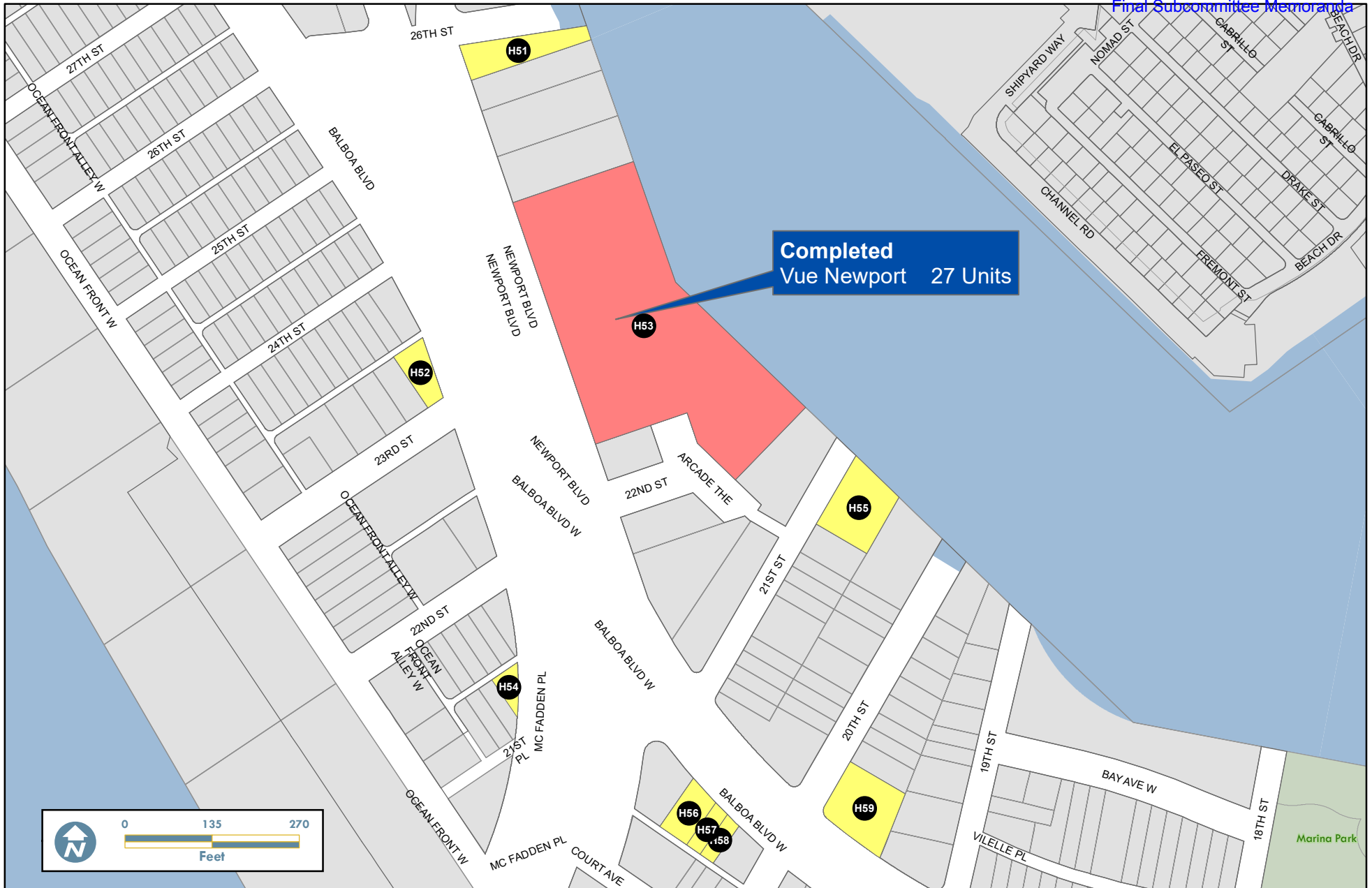
Map 1 of 5
(H01 - H10)

Lido Marina Village

Housing Element Sites Inventory



Map 2 of 5
(H11 - H50)
Cannery Village
Housing Element Sites Inventory

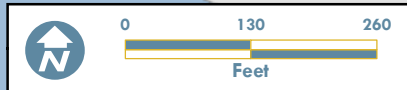
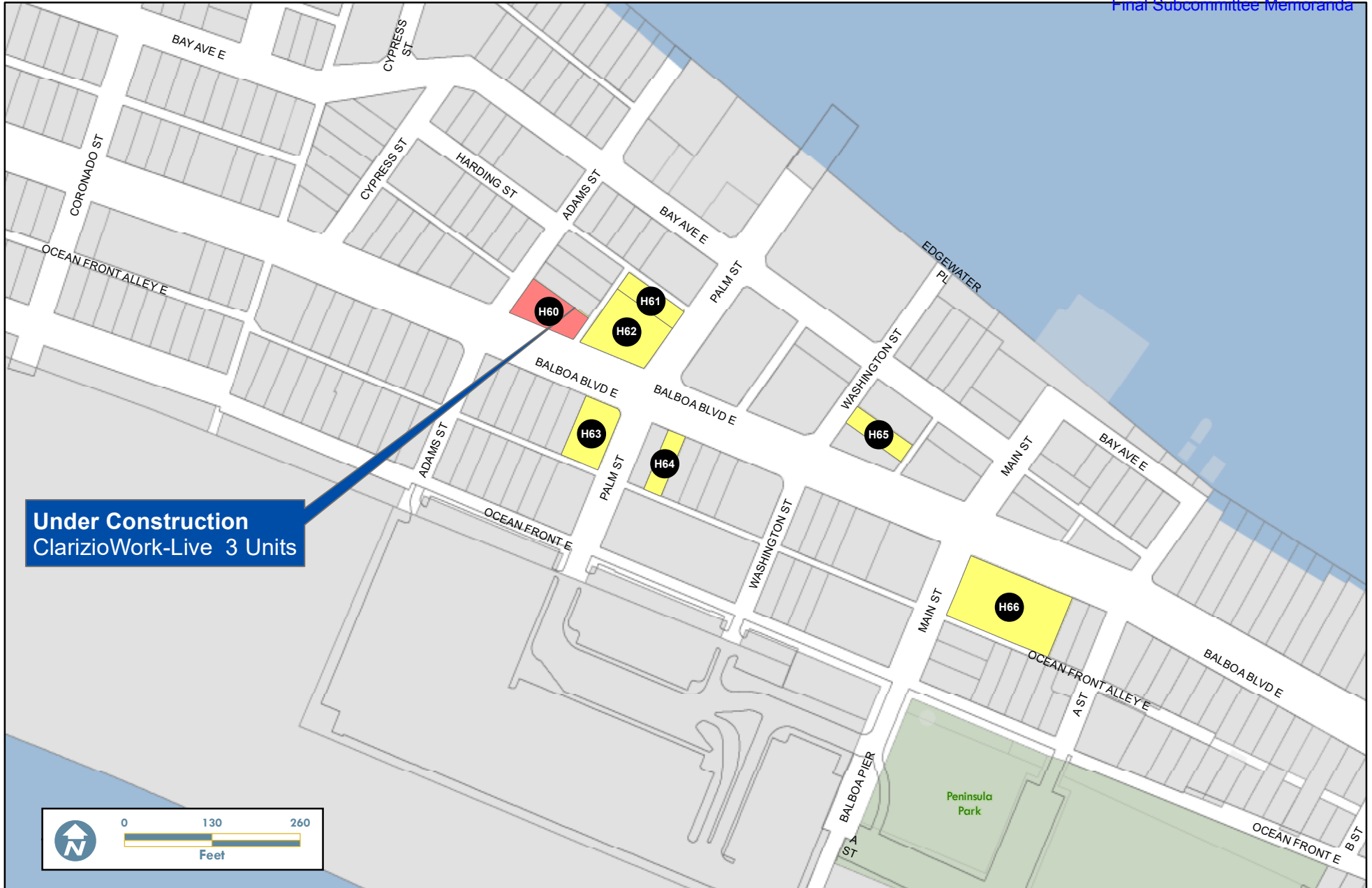


Map 3 of 5

McFadden Square

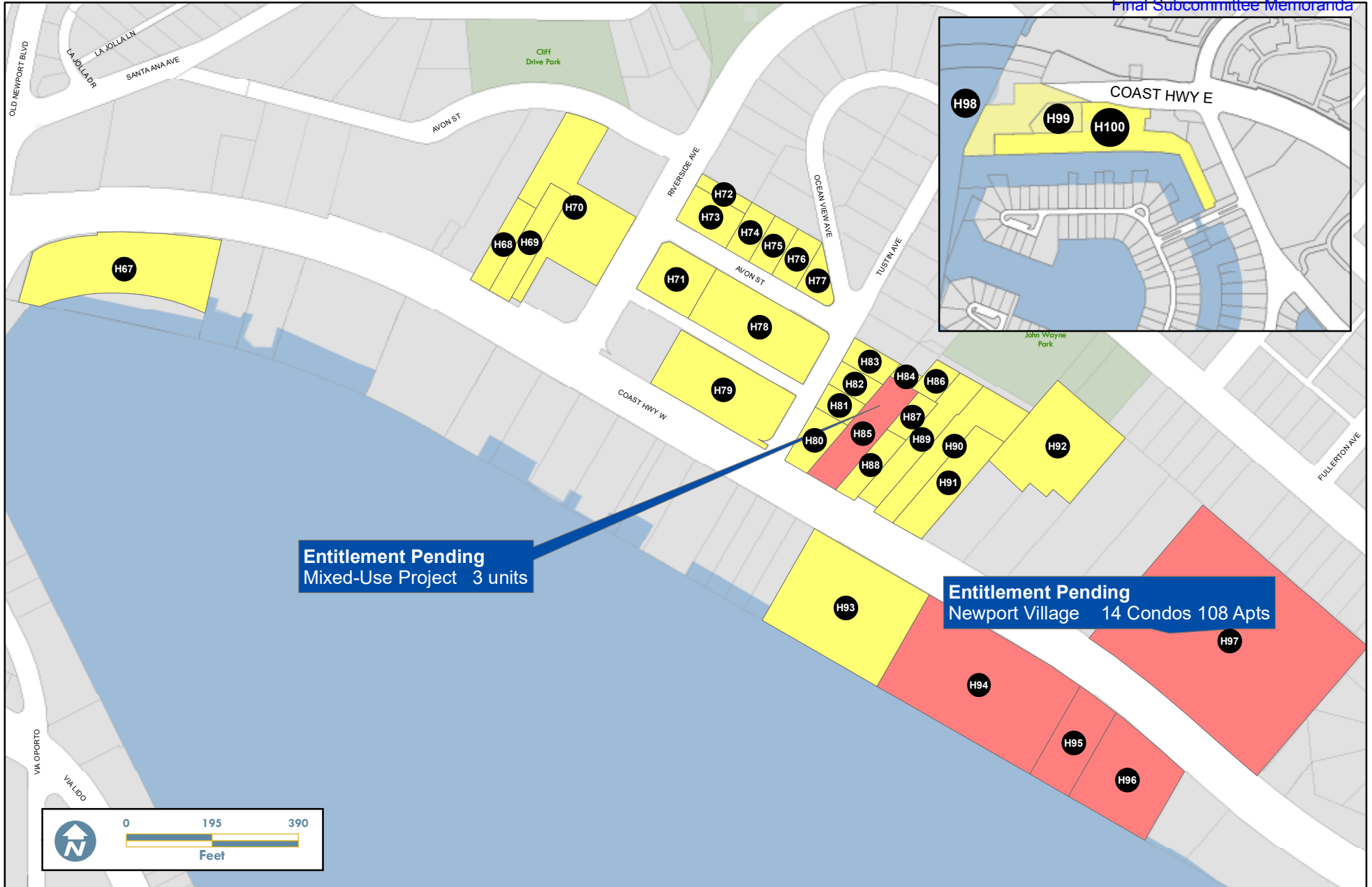
(H51 - H59)

Housing Element Sites Inventory



Map 4 of 5
(H60 - H66)

Balboa Village
Housing Element Sites Inventory



Map 5 of 5
H67 - H100)
Mariners' Mile
Housing Element Sites Inventory

Housing Element Sites Subcommittee - - West Newport Mesa Area

Sites Reviewed in Zoom Meeting

October 1, 2020

Revised as of February 8, 2021

Housing Element Sites Subcommittee

West Newport Mesa Area

Subcommittee Members Present: Selich, Kiley, & LePastrier

Also Present: Committee Chair 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. The committee organized the parcels in groups reflective of their characteristics. References to Groups and parcel numbers below correspond to the numbers assigned to each Parcel on the Ownership Inventory Map.

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** and **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 and/or inefficiencies due to the configuration of the Parcel. 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.

The subcommittee discussed the need to preserve opportunities for smaller scale industrial and service businesses in the City overall, and in the West Newport Mesa in particular. Areas 8, 9, 10, 11, & 12, are characterized by smaller parcels with smaller scale buildings. Due to the varying conditions and constraints of these smaller parcels the subcommittee decided to recommend a zoning overlay concept with the thought that some but not all will convert to residential. The subcommittee feels that it is important to not convert everything to residential in order to have a city with a well-balanced land use plan.

Before any property owners are contacted, the Full Committee, after public input, would have to find that housing on a Parcel would be a suitable use.

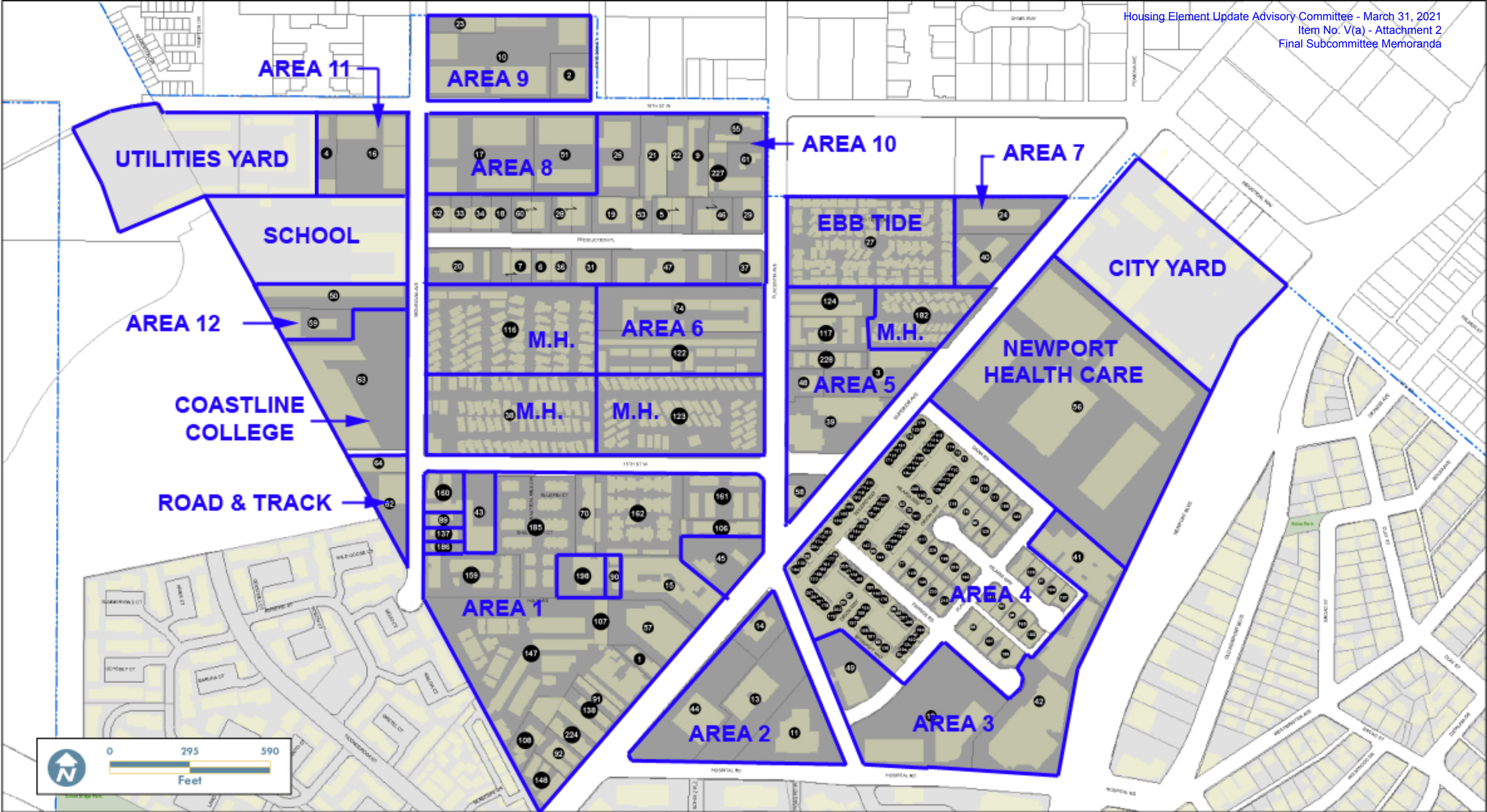
1. Newport Health Care – Fairly recent construction as an Industrial Research property converted to medical office use. Parking areas not suitable for conversion to residential. - **Infeasible**
2. Ebb Tide – Recent construction as small lot single family. - **Infeasible**
3. Road & Track – Being converted to private school offices. - **Infeasible**
4. Coastline College – Building and parking lot configuration do not present the opportunity for any conversion to residential. - **Infeasible**
5. School – Private school; not suitable for conversion of any part to residential. - **Infeasible**
6. Utilities Yard / City Yard – These parcels are owned by the City. Parcels have some older structures that can be replaced if both yards are consolidated or partially used for residential. Constraints include the water reservoir, water treatment facilities, and communications tower on the Utilities Yard parcel and the trash transfer station on the City Yard parcel. Most likely candidate is the eastern portion of the Utilities Yard for an affordable residential project. City Council needs to study feasibility. – **Potentially Feasible**
7. M.H. (Mobile Home Parks) – Four Mobile Home park sites of approximately 167 units. Conversion to residential would yield a potential 501 units. HCD “No net loss” requirements would drop potential eligible units to 334. - **Feasible**
8. Area 1-Map ID #'s: Misc. Residential – Mostly existing residential not suitable for redevelopment. One new commercial property not suitable for redevelopment and one site owned by the City lease to a private school also not suitable for redevelopment. - **Infeasible**
9. Area 2-Map ID #'s: 11, 13, 14, 44 – Middle aged office buildings across from hospital with high demand for medical office use. – **11 and 13 Potentially Feasible; 14 and 44 Infeasible.**
10. Area 3-Map ID #'s: 12, 41, 42, 49 - Medical office buildings and congregate care across facilities across from hospital with high demand for medical office use. - **Infeasible**

11. Area 4-Map ID #'s: Misc. Residential. – Mixture of various residential uses on small parcels. - **Infeasible**
12. Area 5-Map ID #'s: 3, 39, 48, 117, 124, 228 - Mixture of residential and small office parcels not suitable for redevelopment. - **Infeasible**
13. Area 6-Map ID #'s: 74, 122 – Residential uses not suitable for redevelopment. - **Infeasible**
14. Area 7-Map ID #'s: 24, 40 – Parcel 40 is Congregate Care – **Infeasible**

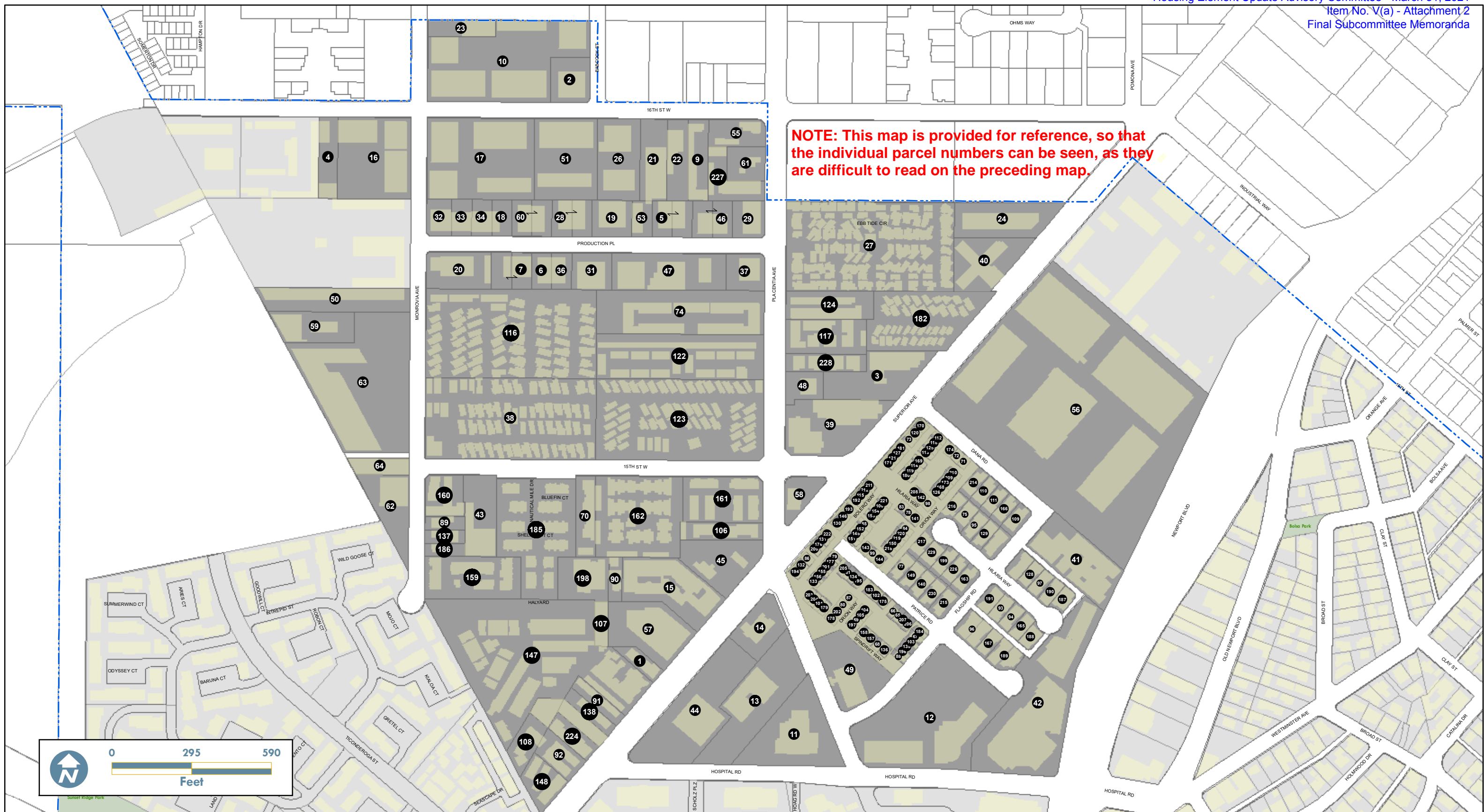
Parcel 24 is tilt up industrial with potential for redevelopment – **Potentially Feasible**
15. Area 8-Map ID #'s: 17, 51 – Two larger parcels (for this area) with Middle age industrial buildings. Potentially re-developable as residential individually or by combining parcels with a zoning overlay. - **Potentially Feasible**
16. Area 9-Map ID #'s: 2, 10, 23 - Three parcels, one larger (for this area), with Middle age industrial buildings. Potentially re-developable as residential individually or by combining parcels with a zoning overlay. - **Potentially Feasible**
17. Area 10-Map ID #'s: 5, 6, 7, 9, 18, 19, 20, 21, 22, 26, 28, 29, 31, 32, 33, 34, 36, 37, 46, 47, 53, 55, 60, 61, 227 –

Parcels 55 & 61 are older low density residential under one ownership feasible for redevelopment – **Feasible**

Remainder parcels are small middle aged mostly tilt up construction industrial buildings that are infeasible on their own but potentially feasible with a zoning overlay. - **Potentially Feasible**
18. Area 11-Map ID #'s: 4, 16 - Two parcels with middle age industrial buildings. Potentially re-developable as residential individually or by combining parcels. - **Potentially Feasible**
19. Area 12-Map ID #'s: 50, 59 - Two parcels with middle age industrial buildings. Potentially re-developable as residential individually or by combining parcels. - **Potentially Feasible**



Ownership Inventory West Newport Mesa



Ownership Inventory West Newport Mesa

