

2300 University Drive, Newport Beach, California 92660

General Plan: Public Facilities, no development limit. The following excerpt is from the Land Use Element of the General Plan.

Table LU1 Land Use Plan Categories		
Land Use Category	Uses	Density/ Intensity
PUBLIC, SEMI-PUBLIC, AND INSTITUTIONAL		
PUBLIC FACILITIES—PF	The PF designation is intended to provide public facilities, including public schools, cultural institutions, government facilities, libraries, community centers, public hospitals, and public utilities.	Not applicable.

Zoning: Public Facilities, no development limit. The following excerpt is from Zoning Code (Newport Beach Municipal Code Title 20).

20.26.010 Purposes of Special Purpose Zoning Districts.



The purposes of the individual special purpose zoning districts and the manner in which they are applied are as follows:

C. PF (Public Facilities) Zoning District. The PF Zoning District is intended to provide for areas appropriate for public facilities, including community centers, cultural institutions, government facilities, libraries, public hospitals, public utilities, and public schools.

Local Coastal Program (LCP): Public Facilities, no development limit. The following excerpt is from the Certified LCP Land Use Plan.

Table 2.1.1-1 Land Use Plan Categories		
Land Use Category	Uses	Density/Intensity
Public, Semi-Public, and Institutional		
Public Facilities—PF	The PF category is intended to provide public facilities, including public schools, cultural institutions, government facilities, libraries, community centers, public hospitals, and public utilities.	Not applicable. School districts are exempted from local land use controls and development limits are not specified. Development intensities for other public institutions are more appropriately determined by their function rather than floor areas, such as number of hospital beds and number of students.

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City Entitlements:

1. **Use Permit 1128** – YMCA facility – amendment 3 allowed a ±44,500 sf addition to the then existing ±15,700 sf facility.
2. **Use Permit 1360** – pools
3. **Variance 1098** – structure height, R-1 zone, ALUP consistency determination
4. **Variance 1140** – Gym height

California Coastal Commission permits:

1. **5-87-909** – a 45,000 addition to existing YMCA (applicant to verify validity)
2. **5-93-272** – modular classrooms, etc. (applicant to verify validity)

Airport Environs Land Use Plan (AELUP) for John Wayne Airport:

YMCA Site within the FAA notification radius. FAA notice is required if a proposed structure would be taller than an imaginary surface with a 100:1 slope from a Primary Surface of a JWA runway. The site is approximately 5,700 feet from the Primary Surface or runway 2L/20R, which has an elevation of approximately 56 feet. The elevation of the highest part of the YMCA site is approximately 57 feet. A building below this height would not require FAA notification; however, this should be re-verified by the applicant.

YMCA Site within Noise Impact Zone 1 – High Noise Impact (65 dB CNEL and above). The following excerpt is from JWA AELUP.

3.2.3 Noise Impact Zone "1" - High Noise Impact (65 dB CNEL and above)

Noise impact in this zone is sufficient to warrant restrictions on residential uses and to require sound attenuation measures on other uses. The ALUC does not support residential development within the 65 dB CNEL noise contour. All residential units are inconsistent in this area unless it can be shown conclusively that such units are sufficiently sound attenuated for present and projected noise exposures, which shall be the energy sum of all noise impacting the project, so as not to exceed an interior standard of 45 dB CNEL, with an accompanying dedication of an avigation easement for noise to the airport proprietor applicable to single family residences, multi-family residences and mobile homes. Furthermore, all residential units are to be sufficiently indoor oriented so as to preclude noise impingement on outdoor living areas, as defined in Section 1.7.

Noise-sensitive institutional uses such as schools, churches, hospitals, libraries, and other noise-sensitive uses may also be inconsistent in this zone. All noise-sensitive uses are inconsistent in this area unless it can be shown conclusively that such units are sufficiently sound attenuated for present and projected noise exposures, which shall be the energy sum of all noise impacting the project, so as not to exceed an interior standard of 45 dB CNEL, and may require the dedication of an avigation easement for noise to the airport proprietor. Commercial, industrial, and recreational uses may be acceptable in this zone providing that commercial and industrial structures are sufficiently sound attenuated to allow normal work activities to be conducted. Said structures shall be sound attenuated against the combined input of all present and projected exterior noise to meet the following criteria:

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YMCA Site within Safety Zones 4 and 6.

Safety Zone 4 – covers the eastern 1/3 of the property

Zone 4: Outer Approach/Departure Zone	
<i>Risk Factors / Runway Proximity</i>	<i>Basic Compatibility Qualities</i>
<ul style="list-style-type: none"> ▶ Situated along extended runway centerline beyond Zone 3 ▶ Approaching aircraft usually at less than traffic pattern altitude ▶ Particularly applicable for busy general aviation runways (because of elongated traffic pattern), runways with straight-in instrument approach procedures, and other runways where straight-in or straight-out flight paths are common ▶ Zone can be reduced in size or eliminated for runways with very-low activity levels 	<ul style="list-style-type: none"> ▶ In undeveloped areas, limit residential uses to very low densities (if not deemed unacceptable because of noise); if alternative uses are impractical, allow higher densities as infill in urban areas ▶ Limit nonresidential uses as in Zone 3 ▶ Prohibit children's schools, large day care centers, hospitals, nursing homes

Safety Zone 6 – covers the westerly 2/3 of the property

Zone 5: Sideline Zone	
<i>Risk Factors / Runway Proximity</i>	<i>Basic Compatibility Qualities</i>
<ul style="list-style-type: none"> ▶ Encompasses close-in area lateral to runways ▶ Area not normally overflowed; primary risk is with aircraft (especially twins) losing directional control on takeoff ▶ Area is on airport property at most airports 	<ul style="list-style-type: none"> ▶ Avoid residential uses unless airport related (noise usually also a factor) ▶ Allow all common aviation-related activities provided that height-limit criteria are met ▶ Limit other nonresidential uses similarly to Zone 3, but with slightly higher usage intensities ▶ Prohibit children's schools, large day care centers, hospitals, nursing homes

Airport Land Use Commission. ALUC review is mandatory when any one of the following occurs: 1) a General Plan Amendment, 2) Zoning Amendment, 3) change to building height regulations, 4) construction penetrating the 100:1 FAA notification imaginary surface. Amending the General Plan or Zoning Code to include residential uses or an expanded YMCA would not be found consistent with the AELUP by the ALUC. If a structure does require ALUC notification, they may not be favorable based upon the use's compatibility with the AELUP.

Attachments:

- **Land Use Policies excerpt from JWA AELUP**
- **Noise Contour map from JWA AELUP Appendix D**
- **City Noise Contour GIS map based on JWA AELUP Appendix D**
- **Safety Zone map from JWA AELUP Appendix D**
- **City Safety Zone GIS map for Runway 2L/20R (formerly 1L/19R) based on JWA AELUP Appendix D**
- **Safety Zone compatibility from JWA AELUP Appendix D**

SECTION 3.0 - LAND USE POLICIES

3.1 Concept

To fulfill the purpose of this plan, land use within the planning area boundaries of the AELUP must conform to noise, safety and height restriction standards. Section 3.0 sets forth both the General Policy and Specific Policies pertaining to land use. The General Policy outlines the land use standards for the planning areas. The Specific Policies clarify the General Policy. Impact areas are denoted either on maps (appended) or by reference to some standard source.

3.2 Land Use Policies

3.2.1 General Policy

The General Land Use policy of the Airport Land Use Commission for Orange County shall be:

Within the boundaries of the AELUP, any land use may be found to be Inconsistent with the AELUP which;

- (1) Places people so that they are affected adversely by aircraft noise,
- (2) Concentrates people in areas susceptible to aircraft accidents,
- (3) Permits structures of excessive height in areas which would affect adversely the continued operation of the airport, or
- (4) Permits activities or facilities that would affect adversely aeronautical operations.

Adverse effects of aircraft noise are defined by the "reasonable person" concept presented in the Noise Standards for California Airports, Title 21 of the California Code of Regulations (Appendix G). Adverse effects of aircraft noise include single event noise disturbances to which people near airports are subjected.

A concentration of people in an area susceptible to aircraft accidents are defined as a number of people situated on the ground so as to increase the potential magnitude of a major crash catastrophe (i.e., a larger number of fatalities or injuries than otherwise may occur).

Adverse effect of structure height refers to a structure of such height and/or location that its existence would threaten the continued operation of the airport, or would decrease the airport's utility, such as by creating an obstacle in the flight paths or other aircraft traffic patterns employed at the airport, or by interfering with visual or electronic navigation systems.

Adverse effect of activities or facilities refers to a land use that would hamper aeronautical operations within the boundaries of the AELUP of an airport by producing or causing excessive glare, light, steam, smoke, dust or electronic interference, or by attracting birds.

Any land use which is in conformance with this general policy shall be consistent with the AELUP. Any land use which is not in conformance with this general policy shall be inconsistent with the AELUP.

3.2.2 Specific Policies

Some proposed land uses as normally designed and constructed may be found to be inconsistent with the AELUP by the Commission on a case-by-case basis. Other land uses may be found to be consistent with the AELUP by the Commission provided that certain conditions, mitigations, or design measures as described in the following Sections are utilized. Examples of limitations on land uses due to noise are set forth in Table 1.

TABLE 1

AIRPORT LAND USE COMMISSION FOR ORANGE COUNTY
 AIRPORT ENVIRONS LAND USE PLAN
 LIMITATIONS ON LAND USE DUE TO NOISE
 (Applicable to Aircraft Noise Sources)

LAND USE CATEGORY	COMMUNITY NOISE EQUIVALENT LEVEL dB					
	55	60	65	70	75	80
Residential (all types): Single and Multi-Family Residences						
Community Facilities: Churches, Libraries, Schools, Preschools, Day-Care Centers, Hospitals, Nursing/Convalescent Homes, & Other noise sensitive uses						
Commercial: Retail, Office						
Industrial:						



NORMALLY CONSISTENT

Conventional construction methods used. No special noise reduction requirements.



CONDITIONALLY CONSISTENT

Must use sound attenuation as required by the California Noise Insulation Standards, Title 25, California Code of Regulations. Residential use sound attenuation required to ensure that the interior CNEL does not exceed 45 dB. Commercial and industrial structures shall be sound attenuated to meet Noise Impact Zone "1" criteria (refer to Section 3.2.3).



NORMALLY INCONSISTENT

All residential units are inconsistent unless are sound attenuated to ensure that the interior CNEL does not exceed 45 dB, and that all units are indoor oriented so as to preclude noise impingement on outdoor living areas.

3.2.3 Noise Impact Zone "1" - High Noise Impact (65 dB CNEL and above)

Noise impact in this zone is sufficient to warrant restrictions on residential uses and to require sound attenuation measures on other uses. The ALUC does not support residential development within the 65 dB CNEL noise contour. All residential units are inconsistent in this area unless it can be shown conclusively that such units are sufficiently sound attenuated for present and projected noise exposures, which shall be the energy sum of all noise impacting the project, so as not to exceed an interior standard of 45 dB CNEL, with an accompanying dedication of an avigation easement for noise to the airport proprietor applicable to single family residences, multi-family residences and mobile homes. Furthermore, all residential units are to be sufficiently indoor oriented so as to preclude noise impingement on outdoor living areas, as defined in Section 1.7.

Noise-sensitive institutional uses such as schools, churches, hospitals, libraries, and other noise-sensitive uses may also be inconsistent in this zone. All noise-sensitive uses are inconsistent in this area unless it can be shown conclusively that such units are sufficiently sound attenuated for present and projected noise exposures, which shall be the energy sum of all noise impacting the project, so as not to exceed an interior standard of 45 dB CNEL, and may require the dedication of an avigation easement for noise to the airport proprietor. Commercial, industrial, and recreational uses may be acceptable in this zone providing that commercial and industrial structures are sufficiently sound attenuated to allow normal work activities to be conducted. Said structures shall be sound attenuated against the combined input of all present and projected exterior noise to meet the following criteria:

<u>Typical Use</u>	<u>Level L (eq)*(12)**</u>
Private office ¹ , church sanctuary, board room, conference room, etc.	45 dB(A)
General office ² , reception, clerical etc.	50 dB(A)
Bank lobby, retail store, restaurant, typing pool, etc.	55 dB(A)
Manufacturing, kitchen, warehousing, etc.	65 dB(A)

* L(eq) is the equivalent sound level for a specified time period in dB(A).

** Measured from 7:00 a.m. to 7:00 p.m. or other appropriate, approved time period.

¹ An enclosed office intended for use by an individual

² An open office intended to have more than one work station.

In addition, it is recommended that all designated outdoor common or recreational areas within Noise Impact Zone 1 provide outdoor signage informing the public of the presence of operating aircraft.

3.2.4 Noise Impact Zone "2" - Moderate Noise Impact (60 dB CNEL or greater, less than 65 dB CNEL)

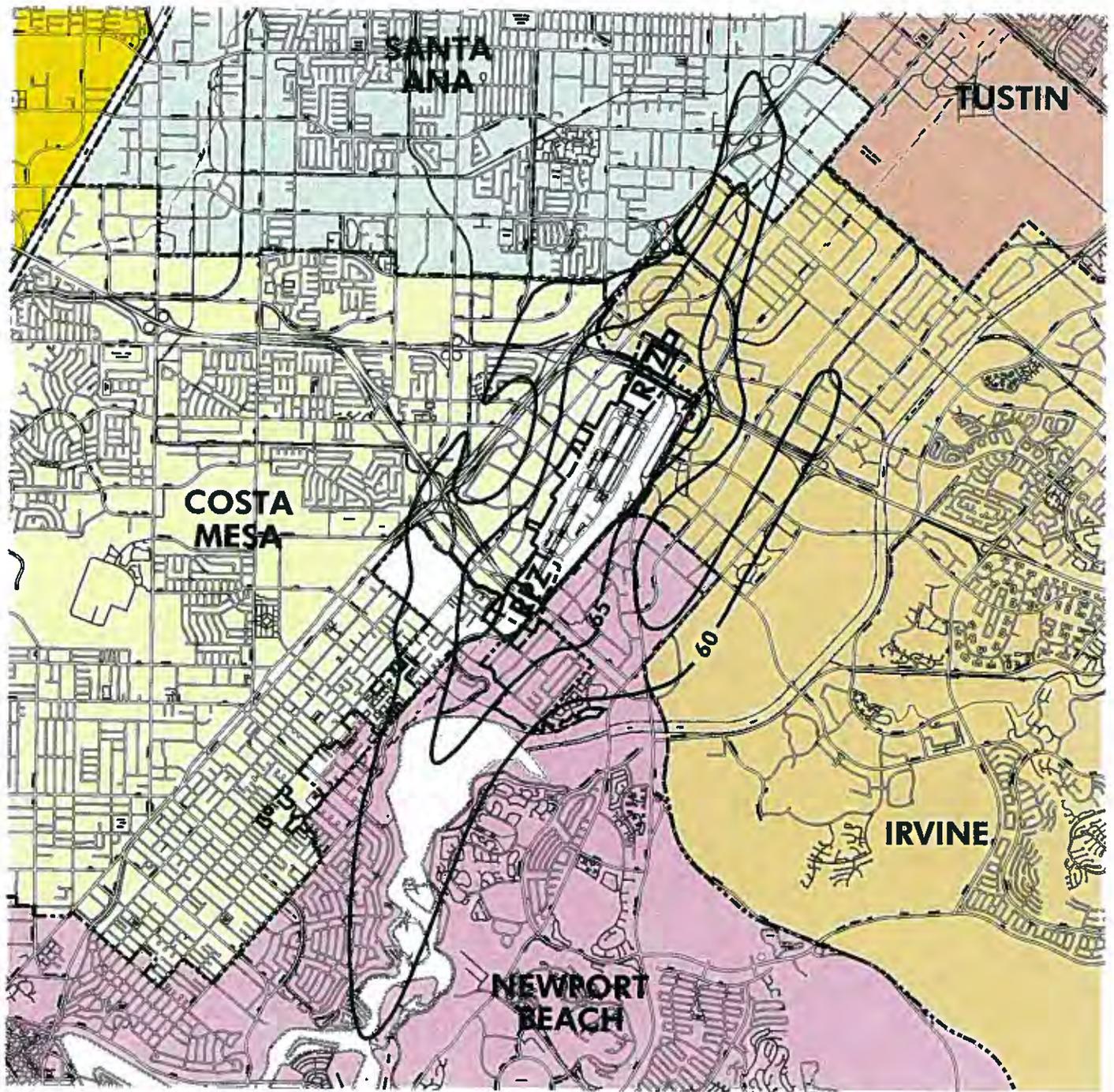
Noise impact in this area is sufficient to require sound attenuation as set forth in the California Noise Insulation Standards, Title 25, California Code of Regulations. Single noise events in this area create serious disturbances to many inhabitants. Even though the Commission would not find residential units incompatible in this area, the Commission strongly recommends that residential units be limited or excluded from this area unless sufficiently sound attenuated. The residential use interior sound attenuation requirement shall be a CNEL value not exceeding an interior level of 45 dB. In addition, it is recommended that designated outdoor common or recreational areas within Noise Impact Zone 2 provide outdoor signage informing the public of the presence of operating aircraft.

3.2.5 Runway Protection Zone "RPZ," Extreme Crash Hazard

The severe potential for loss of life and property due to accidents prohibits most land uses in this area. Also, the close proximity to aircraft operations limits land uses which would endanger such operations. Only airport-related uses and open space uses, including agriculture and certain types of transportation and utility uses are permitted. No buildings intended for human habitation are permitted in the RPZ. Furthermore, because of the proximity to aeronautical operations, uses in this area must not attract birds nor emit excessive glare or light, nor produce or cause steam, smoke, dust, or electronic interference so as to interfere with, or endanger, aeronautical operations.

3.2.6 Height Restriction Zone

Any object, which by reason of its height or location would interfere with the established, or planned, airport flight procedures, patterns, or navigational systems, is unacceptable to the Commission. Similarly, any proposal which would cause a diminution in the utility of an airport is unacceptable to the Commission. The standards, criteria, and procedures promulgated by the FAA for the thorough evaluation of development projects are designed to ensure the safe and efficient use of the navigable airspace. The application of these principles by the Commission will ensure the stability of local air transportation, as well as promote land uses that are compatible with the airport environs. However, any object which rises above the height of surrounding development, or which is located in close proximity to any of the various flight paths, must be clearly visible during hours of twilight or darkness and must not threaten, endanger, or interfere with aeronautical operations. Such objects, even if within the above height restrictions, are not acceptable to the Commission unless they are clearly marked or lighted according to FAA standards.



Note: County Unincorporated areas are shown in white.

John Wayne Airport Impact Zones

LEGEND

- 60- CNEL CONTOUR
- RUNWAY PROTECTION ZONE
- CITY BOUNDARIES
- AIRPORT BOUNDARIES



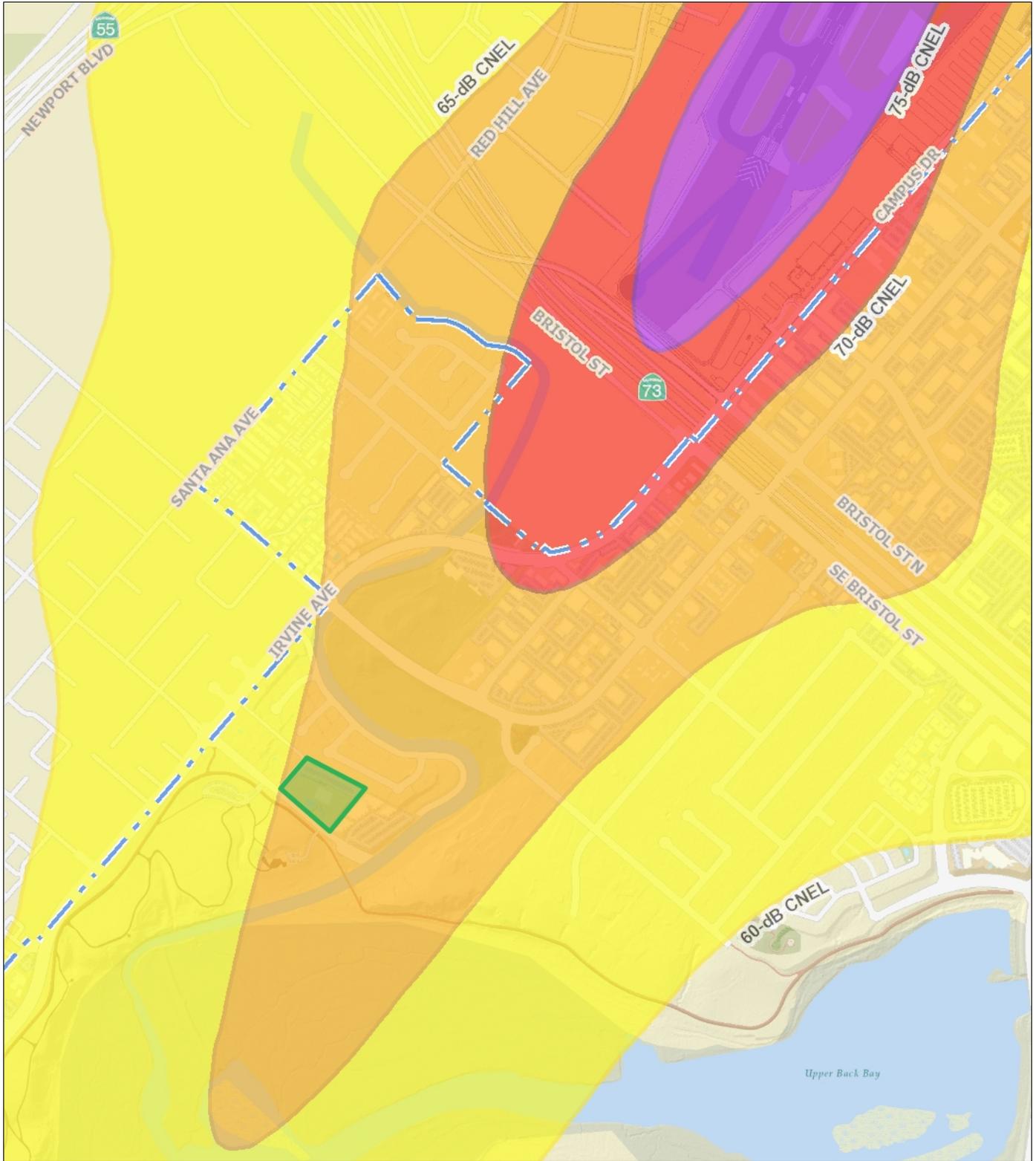
Composite contour from
John Wayne Airport Project
Case-1990 and 2005
(see section 2.2.1)

CERTIFICATION

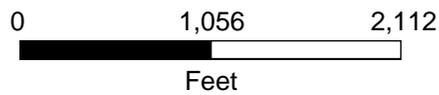
Adopted by the Airport Land Use Commission for Orange County

Kari A. Rigi
Kari A. Rigi, Executive Officer

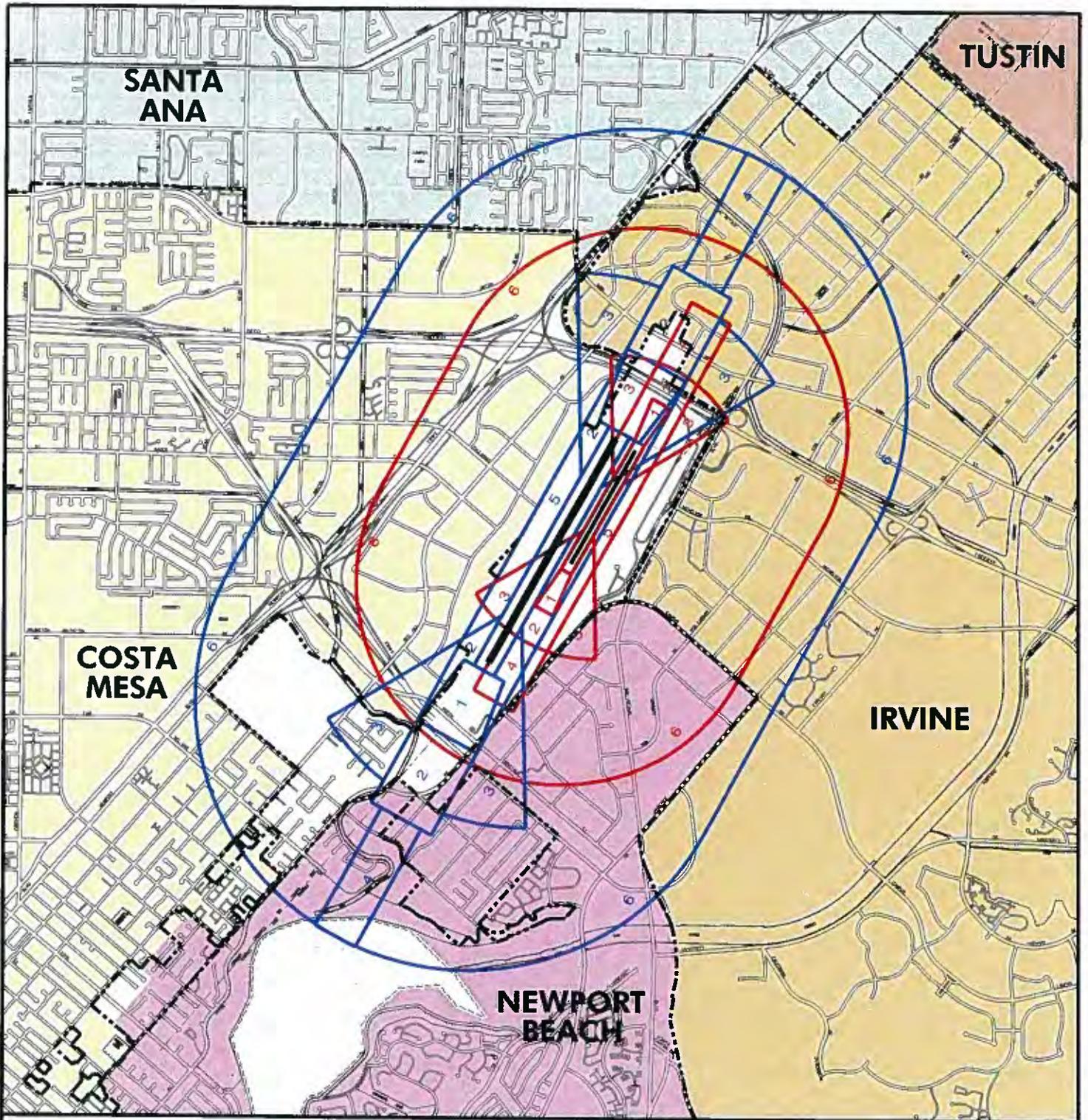
April 17, 2008
Date



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Disclaimer:
Every reasonable effort has been made to assure the accuracy of the data provided, however, The City of Newport Beach and its employees and agents disclaim any and all responsibility from or relating to any results obtained in its use.



John Wayne Airport Safety Zone Reference Map

LEGEND

- 1 RUNWAY PROTECTION ZONE
- 2 INNER APPROACH /DEPARTURE ZONE
- 3 INNER TURNING ZONE
- 4 OUTER APPROACH /DEPARTURE ZONE
- 5 SIDELINE ZONE
- 6 TRAFFIC PATTERN ZONE



SAFETY COMPATIBILITY ZONES FOR RUNWAY 1L & 19R (A MEDIUM GENERAL AVIATION RUNWAY AS DESCRIBED IN THE CALIFORNIA AIRPORT LAND USE PLANNING HANDBOOK, JANUARY 2002 EDITION)



SAFETY COMPATIBILITY ZONES FOR RUNWAY 1R & 19L (A SHORT GENERAL AVIATION RUNWAY AS DESCRIBED IN THE CALIFORNIA AIRPORT LAND USE PLANNING HANDBOOK, JANUARY 2002 EDITION)

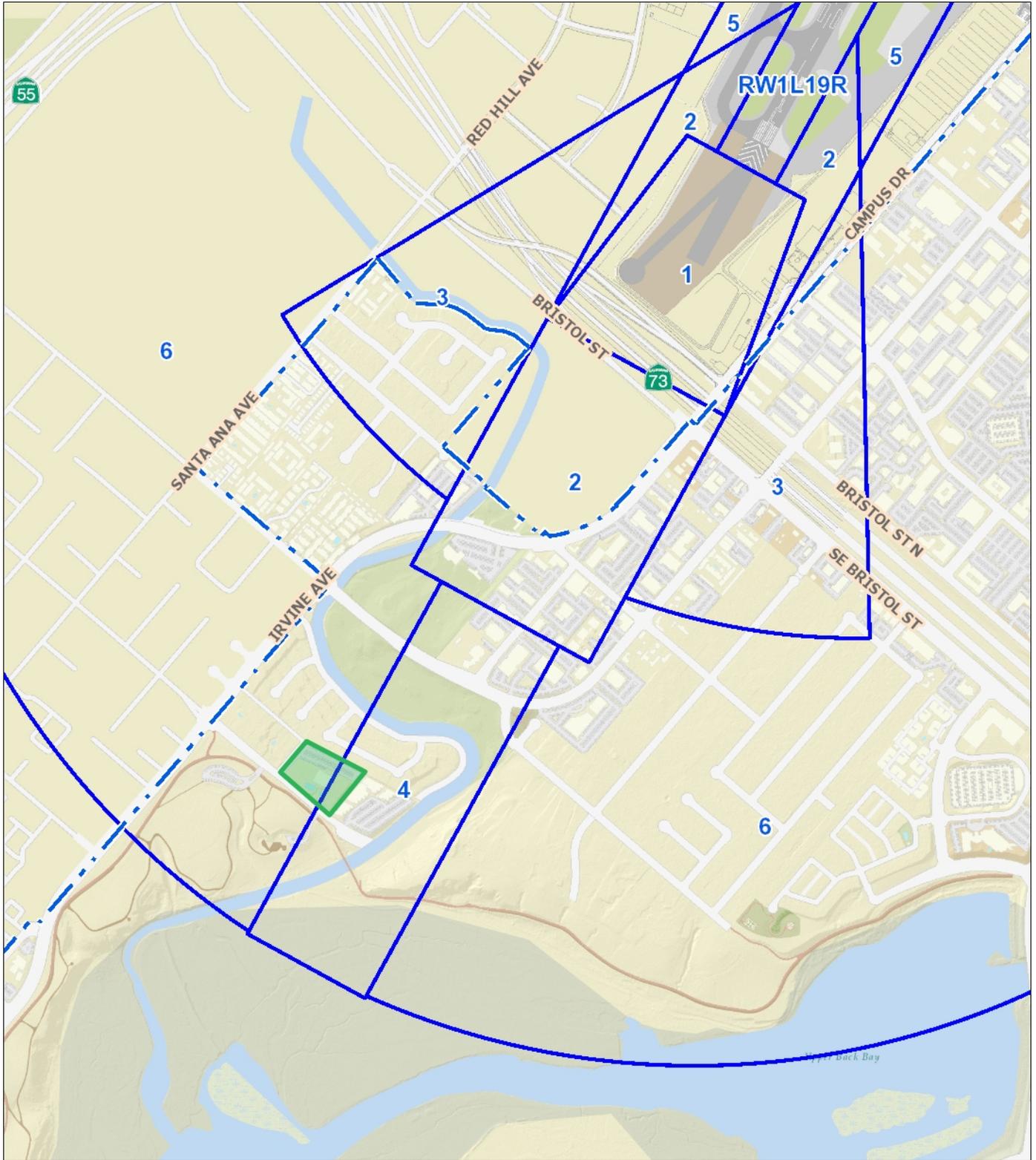


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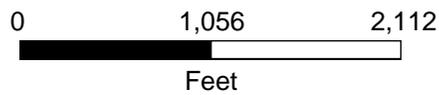
CERTIFICATION

Adopted by the Airport Land Use Commission for Orange County

Kari A. Rigoni April 17, 2008
Kari A. Rigoni, Executive Officer Date



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Disclaimer:
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<p>Zone 1: Runway Protection Zone</p>	
<p><i>Risk Factors / Runway Proximity</i></p> <ul style="list-style-type: none"> ➤ Very high risk ➤ Runway protection zone as defined by FAA criteria ➤ For military airports, clear zones as defined by AICUZ criteria 	<p><i>Basic Compatibility Qualities</i></p> <ul style="list-style-type: none"> ➤ Airport ownership of property encouraged ➤ Prohibit all new structures ➤ Prohibit residential land uses ➤ Avoid nonresidential uses except if very low intensity in character and confined to the sides and outer end of the area
<hr/>	
<p>Zone 2: Inner Approach/Departure Zone</p>	
<p><i>Risk Factors / Runway Proximity</i></p> <ul style="list-style-type: none"> ➤ Substantial risk: RPZs together with inner safety zones encompass 30% to 50% of near-airport aircraft accident sites (air carrier and general aviation) ➤ Zone extends beyond and, if RPZ is narrow, along sides of RPZ ➤ Encompasses areas overflown at low altitudes — typically only 200 to 400 feet above runway elevation 	<p><i>Basic Compatibility Qualities</i></p> <ul style="list-style-type: none"> ➤ Prohibit residential uses except on large, agricultural parcels ➤ Limit nonresidential uses to activities which attract few people (uses such as shopping centers, most eating establishments, theaters, meeting halls, multi-story office buildings, and labor-intensive manufacturing plants unacceptable) ➤ Prohibit children’s schools, day care centers, hospitals, nursing homes ➤ Prohibit hazardous uses (e.g. aboveground bulk fuel storage)
<hr/>	
<p>Zone 3: Inner Turning Zone</p>	
<p><i>Risk Factors / Runway Proximity</i></p> <ul style="list-style-type: none"> ➤ Zone primarily applicable to general aviation airports ➤ Encompasses locations where aircraft are typically turning from the base to final approach legs of the standard traffic pattern and are descending from traffic pattern altitude ➤ Zone also includes the area where departing aircraft normally complete the transition from takeoff power and flap settings to a climb mode and have begun to turn to their en route heading 	<p><i>Basic Compatibility Qualities</i></p> <ul style="list-style-type: none"> ➤ Limit residential uses to very low densities (if not deemed unacceptable because of noise) ➤ Avoid nonresidential uses having moderate or higher usage intensities (e.g., major shopping centers, fast food restaurants, theaters, meeting halls, buildings with more than three aboveground habitable floors are generally unacceptable) ➤ Prohibit children’s schools, large day care centers, hospitals, nursing homes ➤ Avoid hazardous uses (e.g. aboveground bulk fuel storage)

TABLE 9B
Basic Safety Compatibility Qualities

Zone 4: Outer Approach/Departure Zone

Risk Factors / Runway Proximity

- Situated along extended runway centerline beyond Zone 3
- Approaching aircraft usually at less than traffic pattern altitude
- Particularly applicable for busy general aviation runways (because of elongated traffic pattern), runways with straight-in instrument approach procedures, and other runways where straight-in or straight-out flight paths are common
- Zone can be reduced in size or eliminated for runways with very-low activity levels

Basic Compatibility Qualities

- In undeveloped areas, limit residential uses to very low densities (if not deemed unacceptable because of noise); if alternative uses are impractical, allow higher densities as infill in urban areas
- Limit nonresidential uses as in Zone 3
- Prohibit children's schools, large day care centers, hospitals, nursing homes

Zone 5: Sideline Zone

Risk Factors / Runway Proximity

- Encompasses close-in area lateral to runways
- Area not normally overflowed; primary risk is with aircraft (especially twins) losing directional control on takeoff
- Area is on airport property at most airports

Basic Compatibility Qualities

- Avoid residential uses unless airport related (noise usually also a factor)
- Allow all common aviation-related activities provided that height-limit criteria are met
- Limit other nonresidential uses similarly to Zone 3, but with slightly higher usage intensities
- Prohibit children's schools, large day care centers, hospitals, nursing homes

Zone 6: Traffic Pattern Zone

Risk Factors / Runway Proximity

- Generally low likelihood of accident occurrence at most airports; risk concern primarily is with uses for which potential consequences are severe
- Zone includes all other portions of regular traffic patterns and pattern entry routes

Basic Compatibility Qualities

- Allow residential uses
- Allow most nonresidential uses; prohibit outdoor stadiums and similar uses with very high intensities
- Avoid children's schools, large day care centers, hospitals, nursing homes

Definitions

As used in this table, the follow meanings are intended:

- *Allow*: Use is acceptable
- *Limit*: Use is acceptable only if density/intensity restrictions are met
- *Avoid*: Use generally should not be permitted unless no feasible alternative is available
- *Prohibit*: Use should not be permitted under any circumstances
- *Children's Schools*: Through grade 12
- *Large Day Care Centers*: Commercial facilities as defined in accordance with state law; for the purposes here, family day care homes and noncommercial facilities ancillary to a place of business are generally allowed.
- *Aboveground Bulk Storage of Fuel*: Tank size greater than 6,000 gallons (this suggested criterion is based on Uniform Fire Code criteria which are more stringent for larger tank sizes)

TABLE 9B CONTINUED