



---

## AUGUST NEWSLETTER

---



### SPON's 46th Annual Meeting and Complimentary Brunch

September 30, 2023 from 10am to 12pm

Our featured guest speaker, Nancy Gardner, will address the topic:

***Will our new General Plan be the Demise of Greenlight?***

Ms. Gardner will provide a progress report on the various elements that are being updated in our General Plan and how the General Plan will incorporate the Housing Element and the Circulation Element which have already been written to comply with the state mandates for additional housing.

If you follow City business, you may have heard about the State of California's housing mandates that will require us to plan for 1000's of new residential units in Newport Beach.

- How will we accommodate those new units without sacrificing our small Beach town atmosphere?
- How will our infrastructure and public services be impacted by such a large increase in population?
- What new and yet unknown technological advances will help or hinder our planning process?
- What impact will Greenlight have, or what will the impact of the vote on our General Plan have on Greenlight???

If you are interested in learning more about this hot topic, please join us for this informative and fun event.

Nancy Gardner is a former Newport Beach Mayor (2011) and City Council Member (2006-2014), Citizen of the Year (2019), and a lifelong resident and outspoken community activist. She has served on countless boards and committees, with a strong focus on environmental and water quality issues. Nancy was the co-chair of the General Plan Advisory Board that shaped the 2006 General Plan. She is currently the chairperson of the General Plan Update Steering Committee.

When: September 30, 2023 from 10am to 12pm

Where: Oasis Senior Center, 801 Narcissus Ave., Corona del Mar

RSVP to [info@SPON-NewportBeach.org](mailto:info@SPON-NewportBeach.org) or text 949-683.6130 by September 26<sup>th</sup>

---



### Renew your SPON Membership

As our annual meeting draws close it is time to renew your annual membership. Your membership enables SPON to continue to advocate for Newport Beach residents for policies and programs to mitigate the challenges to our environment and quality of life. Your participation matters!

Your annual SPON membership (January 1 thru Dec. 31) is tax deductible. Your contribution:

- Entitles you to voting rights at the SPON Annual Meeting
- Allows us to provide monthly newsletters to keep you informed about current issues, important events and City projects.

Supports our efforts to strengthen our collective voice when working with City leaders to preserve the residential qualities of our hometown.

#### Membership levels

\$50 Individual    \$25 Student

#### Contributions (membership is included)

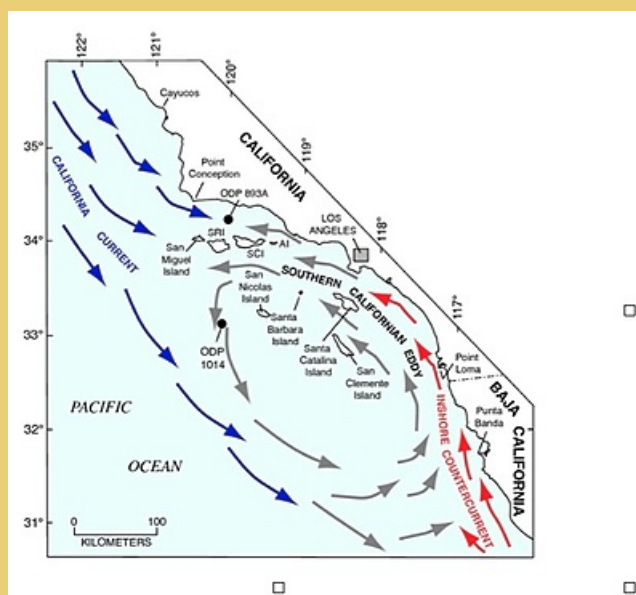
\$100 Silver    \$500 Gold    \$1,000 Platinum

You can start or renew your annual membership using a credit card or PayPal by visiting the SPON Website at [www.SPON-NewportBeach.org](http://www.SPON-NewportBeach.org).



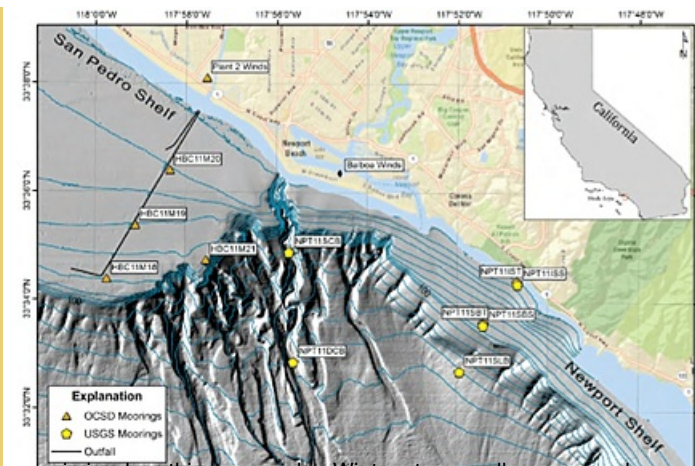
### Where Does the Sand Go?

The loss of sand along our beaches is ongoing. Though sand does flow to our beaches under some conditions, we are usually losing sand. In the summer, it can be slow, but a huge amount of sand can be lost in a single winter storm. The California coast is extremely complex. Tectonic activity, mountain building, and land subsidence are major challenges in accurately assessing climate change impacts and sand transport. Historically, models were developed for more passive sandy coasts. The currents along our Newport coast can be downright confusing. It is usual for the near shore current to flow up the coast between the wedge and Newport pier, with near shore flow moving down the coast from the Santa Ana River mouth at the same time colliding at the Newport pier. (This can result in some strong rip currents at the pier.) This flow, close to shore, is a subset of a more general flow up the coast that results from the Southern California Eddy. Figure 1.



The subsurface landform at the Newport pier, Newport Canyon, Figure 2, is a sink for the sand moving up and down the coast. Even at those times when the near shore current is moving down the coast carrying sand, much of the sand does not make it past the Newport Canyon.





The above scenario is when things are calm. Winter storms roll over near shore conditions and major scouring takes place. Figure 3. As winter storms become more powerful and the sea level rises, more active sand replenishment will be required. During the three years from 2020 to 2022, 200,000 cubic yards of sand were placed on the beach between 40th and 50th street (Newport Beach Public Works). The articulated dump truck pictured in Figure 4 carries twenty-three cubic yards. That means almost 3,000 truckloads were placed on this small section of our beach yearly on average over the three years.



Figure 3. 20<sup>th</sup> Street (Newport Beach Public Works)

SPON believes that the beach is an integral part of our quality of life, and for many of us, the beach and ocean are why we choose to live here. SPON supports the efforts of the city staff to keep our beaches replenished for the enjoyment of locals and visitors alike. The effort is not just about enjoyment, but also for the protection of our coastal infrastructure. The damming of rivers, in our case, the Santa Ana River, has resulted in a dearth of sand naturally flowing to our beaches. To provide resilience and protect the coastal structures along our coast, the replenishment of the sand must be ongoing. Figure 5.

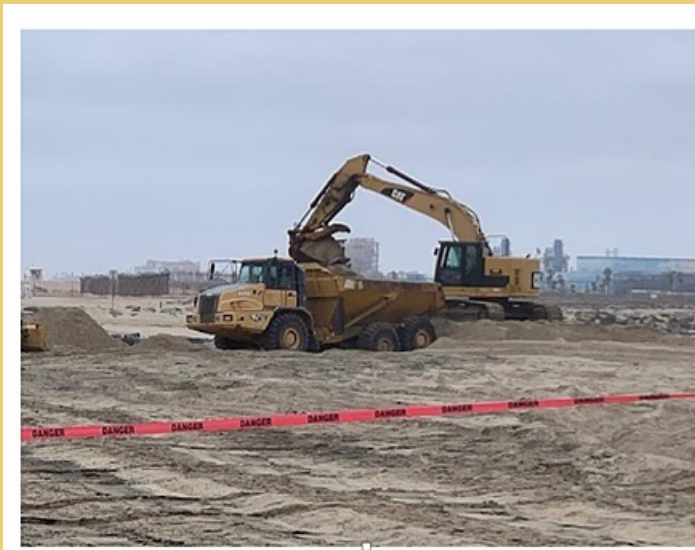


Figure 5 Santa Ana River mouth (Newport Beach Public Works)

SPON believes that our quality of life is tied directly to the health of our beaches, ocean, and bay. It is also for the protection of our infrastructure.



#### Approval for Newport's Water Wheel

At the July 11, 2023 City Council meeting, the bid from Jilk Heavy Construction, a Brea company, was selected as the winning company for the construction and installation of the Newport Bay "Trash Interceptor" (also known as the Newport Bay Water Wheel project). Also selected was the firm of Burns & McDonnell Engineering for construction services at a cost of \$256,501. The total project budget is \$4.6 million.

This action was a cause for celebration due to the seven-year effort of our Newport Beach City Council and City Public Works staff going back to 2017 when the City's Water Quality/Coastal Tidelands Committee's 2017-2018 Goals/Objectives prioritized the installation of a trash collection device in San Diego Creek.

The City Public Works Department and the City Engineer were able to research the conceptual design for the Trash Interceptor project and coordinate the multiple jurisdictional approvals. The

California Coastal Commission approved the project plans in June 2022. Past City Council members Duffy Duffield and Diane Dixon provided leadership and support for this Newport Bay Water Wheel project.

The Trash Interceptor will be funded from multiple sources. Funding includes grant funds of \$1.365 million from the California Water Quality, Supply, and Infrastructure Improvement Act of 2014 (Proposition 1, Water Code §79,700 et. seq.). The California "Ocean Protection Council" first approved use of Prop 1 funds for the Newport Bay Water Wheel Project in October 2018. The City's share of the project costs will be \$1.173 million allocated from the City's Environmental Liability Fund fees program. Orange County Transportation Authority Measure M funding is \$500,000. The remaining funds needed were \$1.6 million to come from the State.

In July 2023, now Assemblymember Diane Dixon made the following statement:

"This year's State [budget](#) includes funding for the City of Newport Beach to receive \$1.6 million as the final piece of funding needed to build the Upper Newport Bay Pollution Control Project. This 14-foot steel water wheel device will capture consumer waste and pollution before it enters the ocean, securing our region as a leader in coastal clean-up. It will be constructed and installed near the outlet of San Diego Creek in order to remove trash and debris from a 120-square mile tributary area before it enters Upper Newport Bay and ultimately the Pacific Ocean."

The city's staff report explains the Trash Interceptor will be built in the San Diego Creek between Jamboree Blvd and MacArthur Blvd bridge, approximately 800-feet upstream from the Newport Bay Nature Preserve. The design is 40-feet long, 30-feet wide, 14-feet high fixed to a pile system along the north shore of San Diego Creek. A buoy collection system will be deployed along the full width of the creek (about 140-feet wide) to direct floatable material to the Water Wheel. The design includes the installation of solar panels to create enough energy to support the needs of the Water Wheel.

A rake and conveyor belt system, powered by the Water Wheel's solar-powered batteries, will lift trash from the water and deposit it onto a second conveyor belt that in turn transports the material into a dumpster located landside. An access road will be graded into the wide channel bank to allow delivery of an empty dumpster that will be stationed on a landside concrete pad adjacent to the Water Wheel. When full, dumpsters will be removed and replaced with new ones. The channel bank and access road area will be re-vegetated with native plants, with attention to providing bushes and trees to screen the new hardscape improvements.

The City of Newport Beach's Public Works staff estimates that Newport Bay could immediately experience trash load reductions of 50% to 80%. They also stated the Water Wheel is being designed to last a minimum of 20 years.

The project construction is expected to be authorized to start August 1, 2023. The project plan anticipates completion in June 2024.



### Flying Taxis?

A new mode of transportation will soon be ready for take-off in cities across the U.S.

Beginning in 2026, United Airlines will begin offering eVTOL (short for electric vertical take-off and landing aircraft) service between the city of San Francisco and San Francisco International Airport, and other cities and airports – including John Wayne Airport – are lining up to provide this service in the near future. Aside from United, many commercial carriers are investing heavily in eVTOL companies because they anticipate that they will become an integral part of aviation.

Sometimes referred to as flying taxis, eVTOLS are electric aircrafts that take off and land going straight up and down. Powered by batteries, eVTOLS hover and fly, much like a helicopter, and are typically designed to carry two to six passengers, including a pilot, for short trips. eVTOLS can also be used for cargo and package delivery purposes. When compared to a helicopter, eVTOLS are said to be safer, quieter and cheaper to operate. If these aircraft are to develop into large capacity, long-range commercial aircraft, the battery technology will have to quickly evolve to accommodate this role.

While this evolving technology appears to have the potential to improve noise and air pollution, there are challenges to addressing negative impacts on communities. For example, communities including Newport Beach will need to create regional systems for vertiports, establish where eVTOLS can take off and land, and ensure there is an adequate electric infrastructure in place to charge them.

It is important for local communities, like Newport Beach and surrounding cities, to work together to assert local control over land use, ground infrastructure, and flight restrictions, and address a host of other matters associated with this Advanced Air Mobility sector.

On the federal level, the FAA has been slow in certifying the aircraft designs to ensure they are safe to operate in cities and other areas, and studies on the cumulative impacts of noise levels, visual pollution, and overall well-being of residents have not been done. Nonetheless, the FAA released a report outlining how and when eVTOL and other electric aircraft will populate the skies. Its "[Innovate28](#)" plan says air taxis will be traveling over urban areas in sizable numbers by 2028 and expects the first will fly commercially in 2025.

Welcome to the future.





### Project Update on Upgrade of Santa Ana-Delhi Channel

On July 24, the Orange County Public Works Department hosted a community open house meeting to discuss the upcoming Santa Ana-Delhi Channel Improvement Project. The meeting was held at Muth Interpretive Center at the north end of Upper Newport Bay Nature Preserve.

OC Public Works project engineer Melissa Pasa explained the County is planning to construct improvements along the flood control channel area, including addressing erosion along the channel sides and replacing the Bayview Trail Pedestrian Bridge. This project is planned to start in early 2024 and can now move forward because of the completion of required environmental impact and engineering studies. The project requires agreements with stakeholders, including California Coastal Commission and the Regional Water Quality Board.

The channel upgrade project is designed to:

- Meet current flood control channel design standards for enhanced flood protection.
- Decrease local scour along the channel and at the outlet to Upper Newport Bay, and reduce sediment transported to the Bay.
- Provide habitat restoration/mitigation for cumulative impacts associated with the entire channel system.



The Santa Ana-Delhi Channel Improvement Project area is located between the Upper Newport Bay to the south and the intersection of Irvine Avenue and Mesa Drive to the north.

The Santa Ana-Delhi Channel was built in 1965 and is 11 miles long. It extends from Upper Newport Bay to Warner Ave. in Santa Ana. The upper channel includes a "PumpGuard System" which captures trash and debris. The system was built of a stainless-steel structure with twelve 30"x 36" nets – four columns of three nets each. Underneath the nets, the lower 3'- 6" of the PumpGuard has static screens to stop sediment from migrating downstream to the Newport Nature Preserve and Bay.

For more information and questions residents can contact OC Public Works representative Shannon Widor or email [projectinfo@ocpw.ocgov.com](mailto:projectinfo@ocpw.ocgov.com).



### Fractional Home Ownership Update

Fractional Home Ownership (FHO) to date, has been a bumpy ride. In May, the City Council voted to clarify the definition of Timeshares in the existing ordinance to include Fractional Home Ownership. This came after several City Council and Planning Commission meetings, and the persistence of many residents who wrote letters, packed the Council Chambers at multiple Council and Planning Commission meetings, and one-on-one meetings with City Council members. SPON hired an attorney, Keller Anderle, to write a compelling letter to the City Council in support of regulating Fractional Home Ownership. You can read the 9 page Keller Anderle summary and 38 pages of supporting exhibits [here](#). It's on page 83 of 163 pages of comments. Most of the comments are in support of regulating FHOs, and many support a moratorium. The City Council voted to support the clarifications to the definition of Fractionally Home Ownership, and instructed staff to prepare an amendment to modify the definition to clearly include FHO's which was heard on May 9th, and again on May 23rd, and approved on May 23rd. It was a great accomplishment.

After the May 23rd City Council meeting the ordinance went into effect for Fractional Home Ownership in residential neighborhoods that are not in the coastal zone, however, for FHO's in the coastal zone, the ordinance had to go to the California Coastal Commission (CCC). City staff did their best to work with CCC staff to expedite the process, and it was scheduled to be heard at the August 10th CCC meeting. A few days before the meeting, we were informed that there was some problem with the noticing of the item on the agenda and that it would be moved to the following meeting in September.

Last week we were further notified that the CCC staff has indicated that additional time is needed to review correspondence that has been received. Pacaso's attorney, Latham & Watkins, wrote a 48 page letter (available here [Latham & Watkins Correspondence](#), under Thursday, August 10, agenda item 14a)

The CCC says they will be recommending a one-year extension at the September hearing;

however, they also say that they intend to reschedule the hearing to October. The request for a one-year extension is customary with most Local Coastal Program (LCP) amendments, as the Coastal Commission only has 60-days initially to process. This may not necessarily mean they are delaying this amendment for a year. CCC Staff indicated to Newport Beach staff that they intend to reschedule the hearing in October. This seems contradictory and SPON will be following these developments closely.



### Laird Hayes

SPON would like to offer our congratulations and sincere thanks to Laird Hayes who has been chosen to be the 2023 Newport Beach Person of the Year.

Laird has an extensive record of volunteerism. He was honored as the Newport Beach Police Department's 2021 Volunteer of the Year and has been a Newport Beach Police Department VIP (Volunteer in Policing) for many years. The Police Department VIP's contribute many hours every week to patrol residents' homes while they are on vacation, as well as attending other City functions and special events involving residents and school children. He has been a volunteer on the Newport Beach Fire Department Community Emergency Response Team (C.E.R.T.) since 2015 and the Citizen's Police Academy since 2014.

This year is Laird's 10th and final year of serving on the Newport Beach Parks, Beaches & Recreation Commission. Prior to that, he served on the City's Water Quality and Coastal Tidelands Committee.

Laird has also served on other boards including Leadership Tomorrow and Share Our Selves. He founded OCC's surf team in 1978 while working as the college's Assistant Dean of Students. At OCC, he taught leadership skills, founded, and coached the OCC surf team, coached the soccer team, and developed and taught the very popular OCC's Surfing & Ocean Safety class. He is also President of the Quarterback and Receiver Camp (QBR) which is in its 50th year of non-contact, football fundamentals training for youth players, grades 6 through 12.

He had a 23-year career officiating NFL games as a side judge.

Congratulations Laird, on a well-deserved recognition for a long history of volunteerism.

*Thank you to StuNews for the photo.*

[Donate Now](#)



**To protect and preserve the environmental and residential qualities of Newport Beach.**

[Learn More](#)



Click to [edit Email Preferences](#) or [Unsubscribe](#) from this list.

Stop Polluting Our Newport Inc.

PO Box 102

Balboa Island, CA 92662 - USA

**verticalresponse**  
Marketing. Just Like That.