

## 5. Environmental Analysis

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### 5.8 LAND USE AND PLANNING

This section of the recirculated Draft Environmental Impact Report (DEIR) evaluates the potential impacts to land use in the City of Irvine from implementation of the Irvine Business Complex (IBC) Vision Plan and Mixed Use Overlay Zoning Code (proposed project). Land use impacts can be either direct or indirect. Direct impacts are those that result in land use incompatibilities, division of neighborhoods or communities, or interference with other land use plans, including habitat or wildlife conservation plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other sections of this DEIR.

#### 5.8.1 Environmental Setting

The IBC, Planning Area 36, is a business and industrial complex covering approximately 2,800 acres in the southwestern portion of the City of Irvine, approximately 40 miles south of downtown Los Angeles and 90 miles north of San Diego. More locally, the IBC is generally bounded by the former Tustin Marine Corps Air Station (MCAS) to the north (known now as Tustin Legacy), the San Diego Creek channel to the east, John Wayne Airport (JWA) and Campus Drive to the south, and State Route 55 (SR-55) to the west, as shown on Figure 3-2, *Local Vicinity*. The San Diego Freeway (I-405) traverses the southern portion of the IBC, and the Santa Ana Freeway (I-5) is to the north and east. As shown on Figure 3-1, *Regional Vicinity*, the IBC is bordered by the cities of Newport Beach to the south, Santa Ana and Costa Mesa to the west, and Tustin to the north.

The IBC also consists of a 40-acre detached parcel that is approximately a half a mile south of the main IBC boundary area (see Figure 3-3, *Aerial Photograph*). This parcel is bounded by Jamboree Road, Fairchild Road, MacArthur Boulevard, and the San Joaquin Marsh and is adjacent to the City of Newport Beach.

#### Existing Onsite Land Uses

The major prominent land use in the IBC is office, with substantial amounts of industrial/warehouse uses and several acres of medium- and high-density residential use totaling 5,011 existing dwelling units and another 1,892 units under construction (see Table 3-1), all of which are mostly apartments and mid- and high-rise condos. Existing land uses in the IBC are depicted on Figures 5.1-2 through 5.1-6.

Typical uses include medium- to high-density residential, commercial, institutional, and offices. The Urban and Industrial land use designation of the City's General Plan provides for offices, industry, and support commercial mixed with high-density housing and a variety of activities. Other uses include professional/medical offices, industrial manufacturing, research and development, support-service retail, restaurants, multifamily housing, private schools, places of worship, and hotel/motels. The IBC offers a wide range of industrial and service industries, including specialty pharmaceutical, healthcare and medical products, clothing manufacturers, and other commercial and financial institutions. As a result of the close proximity to JWA, other service industries have developed, including hotels and restaurants. Several companies, like Allergan, Edwards Life Sciences, St. John Knits, and Taco Bell have located their company headquarters in the IBC, some of which date prior to the City of Irvine's incorporation in 1971.

The University of California, Irvine (UCI), owns and operates a property along the east side of Jamboree Road between Campus Drive and Fairchild Road, adjacent to the IBC. According to the UCI 2007 Long Range Development Plan (LRDP), the site, known as North Campus—which is currently occupied by academic and support facilities, an arboretum, and a child development center—is planned to be redeveloped with up to 950,000 square feet of office/research space and 455 multifamily dwelling units by the year 2036.

#### Existing Surrounding Land Uses

To the north of the IBC is the site of the former MCAS Tustin, which is being redeveloped for civilian use and is known as Tustin Legacy. The redevelopment plan provides for a range of residential, commercial, office, industrial,



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institutional, and urban-regional uses, identical in concept to that of the IBC Vision Plan. Many of the residential and commercial portions of the redevelopment plan have already been constructed, including a one-million-square-foot regional commercial center (The District at Tustin Legacy), at the northwest corner of Jamboree Road and Barranca Parkway.

The San Joaquin Marsh, a permanently preserved natural area, is south of I-405 and abuts most of the eastern edge of the IBC. Southeast of the IBC, adjacent to the marsh, are the UCI-North Campus, and a parcel owned by The Irvine Company.

JWA is adjacent to the southwest portion of the IBC. The airport provides service to all of Orange County and is currently served by several hotels and restaurants in the cities of Newport Beach and Irvine. There is no distinct edge clarifying the boundary between the IBC and the City of Newport Beach, as similar multiuse developments overlap each other, forming a rather cohesive urban form across the border.

The San Diego Creek, which runs along the southeastern boundary of the IBC, provides an important connection to a comprehensive system of parks and open space developed in the City of Irvine. The San Joaquin Wildlife Sanctuary, which abuts the IBC, offers 10 miles of trails for walkers, joggers, bikers, and equestrian riders.

#### Applicable Plans and Regulations

Regional and local laws, regulations, plans, or guidelines that are potentially applicable to the proposed project are summarized below.

#### **Regional**

##### *Southern California Association of Governments*

Orange County and the City of Irvine are at the western edge of a six-county metropolitan region composed of Orange, Los Angeles, Ventura, Riverside, San Bernardino, and Imperial Counties. The Southern California Association of Governments (SCAG) serves as the federally recognized metropolitan planning organization (MPO) for this southern California region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and serves as a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG also serves as the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. Orange County and its jurisdictions constitute the Orange County Subregion in the SCAG region. This subregion is governed by the Orange County Council of Governments. SCAG has developed plans to achieve specific regional objectives. The plans most applicable to the proposed project are discussed below.

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#### *Regional Comprehensive Plan*

The 2008 Regional Comprehensive Plan (RCP) is a major advisory plan prepared by SCAG that addresses important regional issues like housing, traffic/transportation, water, and air quality. The RCP serves as an advisory document to local agencies in the Southern California region for their information and voluntary use for preparing local plans and handling local issues of regional significance.

The RCP presents a vision of how southern California can balance resource conservation, economic vitality, and quality of life. The RCP identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive way. It also includes goals and outcomes to measure progress toward a more sustainable region. (The proposed project's consistency with the advisory and voluntary goals and policies of the 2008 RCP is analyzed in detail later in this section in Table 5.8-2.)

#### *Regional Transportation Plan*

On May 8, 2008, SCAG adopted the 2008 Regional Transportation Plan (RTP): Making the Connections to help coordinate development of the region's transportation improvements. The 2008 RTP is a \$531.5 billion plan that emphasizes the importance of system management, goods movement, and innovative transportation financing. It strives to provide a regional investment framework to address the region's transportation and related challenges, and looks to strategies that preserve and enhance the existing transportation system and integrate land use into transportation planning. For Orange County, the 2008 RTP is based on OCP-2006 land use projections. (An analysis of the proposed project's consistency with the applicable RTP goals is included later in this section in Table 5.8-3.)

#### *Compass Growth Vision*

In 2004, SCAG adopted the Compass Blueprint Strategy, which is the part of the 2004 regional growth forecast policy that attempts to reduce emissions and increase mobility through strategic land use changes. Through extensive public participation and land use and transportation modeling and analysis, Compass Blueprint has resulted in a plan that identifies strategic growth opportunity areas (2% Strategy Opportunity Areas). These areas represent roughly 2 percent of the land area in our region. These are the areas where Compass Blueprint will help cities and counties to focus their energy to reap the maximum benefits from regional planning implemented in cooperation and partnership with the local community. The Compass Blueprint 2% Strategy is a guideline for how and where the Compass Growth Vision for southern California's future can be implemented toward improving mobility, livability, prosperity, and sustainability for local neighborhoods and their residents. Goals for the 2% Strategy Opportunity Areas include locating new housing near existing jobs and new jobs near existing housing, encouraging infill development, promoting development with a mix of uses, creating walkable communities, providing a mix of housing types, and focusing development in urban areas. A portion of the IBC project area along Michelson Drive is in a designated Compass 2% Strategy Opportunity Area (SCAG 2007). The Compass Blueprint designates the majority of this area as "Industrial/Airport/Harbor" with a small portion designated as "High Density Residential." Although the Compass Blueprint is an advisory policy and cities are not required to be consistent with it, this section analyzes the proposed project's consistency with the advisory Compass Blueprint 2% Strategy guidelines. (This analysis appears later in this section in Table 5.8-4.)



#### *John Wayne Airport Environs Land Use Plan*

The southwest boundary of the IBC is adjacent to JWA and is in the Airport Environs Land Use Plan (AELUP) for JWA (amended December 19, 2002). The majority of the IBC site is outside of the accident potential zones, as designated on Figure J-4, *Clear and Accident Potential Zones*, of the City of Irvine General Plan; however, as shown on Figure J-4, a small portion is in the Clear Zone. Additionally, portions of the IBC area are in the 60 and 65 dBA Community Noise Equivalent Level (CNEL) aircraft operation noise contours identified in the AELUP for JWA. Furthermore, the overall IBC area is in the height restriction zone of JWA, as shown on Figure 5.6-2, *Height Restriction Zone*. The proposed project's consistency with AELUP is discussed in Section 5.8.3, *Environmental Impacts*.

In 1975, the Airport Land Use Commission (ALUC) of Orange County adopted an AELUP that included JWA (formerly Orange County Airport). ALUC is an agency authorized under state law to assist local agencies in ensuring compatible

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land uses in the vicinity of airports. Primary areas of concern for ALUCs are noise, safety hazards, and airport operational integrity. ALUCs are not implementing agencies in the manner of local governments, nor do they issue permits for a project such as those required by local governments. However, pursuant to California Public Utilities Code Section 21676, local governments are required to submit all general plan amendments and zone changes that occur in the ALUC planning areas for consistency review by ALUC. If such an amendment or change is deemed inconsistent with the ALUC plan, a local government may override the ALUC decision by a two-thirds vote of its governing body, if it makes specific findings that the proposed action is consistent with the purposes stated in Section 21670(a)(2) of the Public Utilities Code: “to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards in areas around public airports to the extent that these areas are not already devoted to incompatible uses.”

#### *Local*

##### *University of California, Irvine 2007 Long Range Development Plan*

The UCI LRDP is a comprehensive policy and land use plan that guides the growth of the campus. It identifies the physical development needed to achieve the academic needs and goals of the campus while demonstrating responsible conservation of limited resources. UCI’s LRDP was last updated in 2007. It is the fourth LRDP for UCI, as previous plans were adopted in 1963, 1970, and 1989. The 2007 LRDP provides a framework of policies and guidelines to shape land use and physical development at UCI through 2025–26. The plan is designed to support key academic and student life goals, identifies development objectives, delineates campus land uses, and estimates the new building space needed to support projected program expansion through the planning horizon year (UCI 2007).

The LRDP is neither an enrollment plan nor an implementation plan; rather, it provides a framework of policies and guidelines to influence future decisions on land use, enrollment, housing, parking, academic facilities, and urban and landscape design. Individual capital projects would be subject to future approval by the University. The 2007 LRDP is also accompanied by an EIR, prepared in accordance with CEQA and University of California guidelines for implementation of CEQA.

The 2007 LRDP encompasses the main campus and its environs. It does not include remote campus sites such as the UCI Medical Center in Orange or the Shellmaker Island boathouse in Newport Beach.

##### *City of Irvine General Plan*

Future development of all land in the City of Irvine is guided by the City’s General Plan. The General Plan consists of a series of state-mandated and optional elements to direct the City’s physical, social, and economic growth. Elements in the City of Irvine General Plan (adopted in 2000 and subsequently amended) are Land Use, Circulation, Housing, Cultural Resources, Noise, Seismic, Public Services and Facilities, Integrated Waste Management, Energy, Safety, Parks and Recreation, Conservation and Open Space, and Growth Management. A description of these elements and their components are described below. (The proposed project’s consistency with the various elements of the City of Irvine General Plan is addressed later in this section in Table 5.8-1.)

**Land Use Element.** The Land Use Element seeks to protect and enhance the quality of life in the community. Land use policies determine how land is developed in the community, ranging from an office building or a single family home, to the number of parks and open spaces in the City. Land use policies also guide and resolve many land issues and constraints in order to define the quality of life in the City.

**Circulation Element.** This element describes the nature and extent of the existing circulation network, and identifies trends, issues, and public policies relating to the development of a balanced, multimodal circulation system for Irvine. Four different types of systems compose Irvine’s circulation system: air, road, public transit, and trails. The Circulation Element is designed to:

- Create a hierarchy of roadways.

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- Reinforce boundaries of planning areas.
- Respond to conservation, noise, air pollution, and wildlife preservation policies.
- Satisfy City General Plan and Strategic Business Plan objectives.

**Housing Element.** The Housing Element sets forth a city’s five-year strategy to preserve and enhance the community’s character, expand housing opportunities for all economic segments, and provide guidance for local government decision-making in all matters related to housing. The Irvine Housing Element consists of the following major components:

- **Housing Needs Assessment.** An analysis of the demographic, household, and housing market characteristics and trends
- **Market and Governmental Constraints.** A review of potential market, governmental, and other constraints to meeting the identified housing needs
- **Housing Resources.** An evaluation of the land, financial, and other resources available to address housing needs
- **Housing Objectives and Policies.** A set of objectives and policies to address the housing needs

**Seismic and Safety Elements.** These elements identify seismic and safety hazards and discusses strategies for reducing disasters. Due to the close relationship between the Seismic and Safety Elements, they are considered together in identifying the location and type of development permitted in the City, in developing building standards, and in providing services to City residents, such as community safety programs that reduce the potential for loss of life, injuries, and property damage associated with natural and man-induced hazards. These hazards include fire, floods, geologic hazards, and aircraft operations.

**Cultural Resources Element.** This element recognizes the importance of historical, archaeological, and paleontological resources in the City of Irvine and establishes a process for their early identification, consideration, and where appropriate, preservation.

**Noise Element.** Noise, as defined in this element, is generally unwanted sound which is considered unpleasant and bothersome. Unwanted noise can affect people both physically and psychologically. People are usually more sensitive to noise during the evening and nighttime because of reduced activities, fewer noise-emitting sources, and the need for rest. Land uses in which people are especially sensitive to noise include residential, convalescent and rest homes, hospitals, libraries, churches, and schools. This element provides guidelines for minimizing noise impacts from various sources.

**Public Services and Facilities Element.** Public facilities are institutional responses to basic needs, such as health, education, safety, recreation, and worship. Examples of typical public facilities include churches, hospitals, and police stations. This element provides policies and criteria for the development of various types of community facilities, their relationships to one another, and their location to serve the needs and desires of the community.

**Integrated Waste Management Element.** This element serves to “encourage solid waste reduction and provide for the efficient recycling and disposal of refuse and solid waste material without deteriorating the environment.” The collection and disposal components of waste management are further described as follows:

- **Solid, Nonhazardous Waste.** Solid waste collection is usually accomplished by picking up refuse at the sources via collection vehicles, separating out recyclable materials at transfer stations, and then transporting the residual material. Solid wastes can be disposed of in several ways, such as sanitary landfill, recycling, waste-to-energy, and composting.
- **Liquid, Nonhazardous.** Liquid, nonhazardous wastes are usually collected through a sewer system and treated at a wastewater treatment facility, with the liquid waste being disposed of in the ocean or treated for reuse as



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reclaimed water. The resulting sludge can be disposed of in a sanitary landfill, sludge farm, or eliminated through incineration.

- **Hazardous Waste.** Hazardous wastes are required by state law to be recycled, treated onsite, or treated at a designated waste treatment facility whereby hazardous materials are neutralized prior to final disposal. Liquid hazardous wastes are either treated at the waste source to neutralize hazardous components and then placed in the sewer system, or nontreated hazardous wastes are collected in specifically designed collection vehicles for ultimate disposal.

**Energy Element.** This element provides a basis for long-range planning. In addition, it summarizes information on energy supply and demand. The associated state and local objectives, when implemented, will result in efficient energy consumption by the City and its residents, businesses, and industries.

**Parks and Recreation Element.** A park is defined as any public or private land set aside for aesthetic, educational, recreational, or cultural use. The amount of parkland required for dedication is established at the time of subdivision approval through the implementation of the Irvine Subdivision Ordinance. The City of Irvine's public park system is divided into two categories: community parks and neighborhood parks. Neighborhood parks are further divided into public or private parks. This element establishes guidelines for the orderly development of Irvine's park and recreation facilities.

**Conservation and Open Space Element.** This element provides long-term guidance for the preservation of significant natural resources and open space areas. The value of this element is threefold. First, it provides mechanisms for ensuring balance between the urban and natural environments in the City. Second, it recognizes natural and man-made hazards that might potentially affect the community if development were to occur. Finally, it provides specific policies and a program for preserving, managing, and using natural and man-made resources.

**Growth Management Element.** In November 1990, Orange County voters approved a Revised Traffic Improvement and Growth Management Ordinance. This ordinance imposed an increase to the retail sales tax by 0.5 cent for a 20-year period for the funding of transportation-related improvements. To receive a portion of these revenues, the City must satisfy the requirements established by the Countywide Growth Management Program. The City's Growth Management Element comprises a series of objectives and implementing actions to carry out the goals of the program and ensure that growth and development is based up on the City's ability to provide adequate circulation system and public facilities. The intent of the Growth Management Element is to establish the basic policy framework for future implementing actions and programs in a single general plan element.

### City of Irvine Zoning Classifications

The City of Irvine Zoning Ordinance establishes zone-specific development regulations, including height limits, setback requirements, parking ratios, and other development standards. It is through the implementation of the Zoning Ordinance that long-term goals and objectives of the General Plan are implemented. The City establishes zoning regulations by Planning Area and the proposed project is in Planning Area 36 (IBC). Per the City's Zoning Map, the IBC consists of four zoning designations, which include 5.0 IBC Mixed Use, 5.1 IBC Multi-Use, 5.2 IBC Industrial, and 5.3 (including 5.3 A–D for specific sites) IBC Residential.

- **5.0 IBC Mixed-Use.** This land use designation is intended as a zoning designation in which a wide variety of uses are allowed on the same site. This district allows a mix of commercial, retail, and residential uses and also restricts the amount of traditional industrial/warehouse uses that can be found in other IBC districts. This land use designation encourages mixed-use projects by allowing a combination of commercial, office, residential, and institutional uses in the same project site. Specific uses, particularly those proposed to serve the needs of the residential and employee populations of this district, such as residential, retail, office, schools, parks, libraries, and theatres, are especially encouraged in this area.

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- **5.1 IBC Multi-Use.** This land use designation in the central area of the IBC straddles I-405 and is intended as an area in which a wide variety of uses are allowed. Specific institutional uses, particularly those proposed to serve the needs of the residential and employee populations of this district—such as schools, parks, libraries, and theaters—are especially encouraged in this area. Some examples of permitted uses include light manufacturing, retail, office, research and development, and private schools.
- **5.2 IBC Industrial.** This land use designation is intended to preserve a viable industrial base in the IBC and to protect nonindustrial land uses from the nuisances and hazards often associated with industrial activities, by establishing an exclusively industrial district. The area designated for this district has historically been exclusively industrial, and is currently unsuitable for most nonindustrial uses (e.g., residential, retail). Some examples of permitted uses include light manufacturing, retail, office, warehousing, and public schools.
- **5.3 IBC Residential.** This land use designation is intended to ensure that previously approved but unbuilt residential projects are not threatened by the development of incompatible land uses (e.g., hazardous materials). The regulation is intended, however, to permit the development of nonresidential uses, provided they are compatible with residential development. Special provisions are also included to allow for other uses under certain circumstances.

#### 5.8.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- LU-1 Physically divide an established community.
- LU-2 Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- LU-3 Conflict with any applicable habitat conservation plan or natural community conservation plan.

Both Initial Studies, included as Appendices A and B, substantiate that impacts associated with the following thresholds would be less than significant:

- Threshold LU-3

This impact will not be addressed in the following analysis.

#### 5.8.3 Environmental Impacts

##### Existing Plans, Programs, and Policies

There are no existing plans, programs, or policies that apply to the proposed project to help to reduce and avoid potential impacts related to land use and planning.

##### Project Design Features

Many aspects of the project's proposed land uses and design directly and indirectly reduce the project's impacts on land use and planning. These Project Design Features (PDFs) are summarized below and their relevance to reduced impacts is described more fully in the impacts analysis that follows.



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PDF 8-1 To ensure a consistent standard of residential mixed-use design quality throughout the IBC, the City of Irvine has established a set of Residential Mixed-Use Design Criteria. These Design Criteria are intended to guide the physical development of any residential or mixed-use project that contains a component of residential use located within the boundaries of the IBC. This document establishes the framework through which design continuity can be achieved while accommodating varying tastes, materials, and building methods. It provides standards and criteria for new construction and for remodels or additions.

PDF 8-2 As described in the proposed zoning code relating to compatibility with surrounding uses, the IBC mixed-use environment is an urbanized area, and land use compatibility issues are expected to occur. Therefore, applications for new residential and/or residential mixed-use development shall submit data, as determined by the Director of Community Development, for the City to evaluate compatibility with surrounding uses with respect to issues including, but not limited to: noise, odors, truck traffic and deliveries, hazardous materials handling/storage, air emissions, and soil/groundwater contamination. Compatibility with adjacent uses shall be determined through consistency with local, state, and federal regulations including but not limited to the City of Irvine Municipal Code, South Coast Air Quality Management District, Orange County Fire Authority (OCFA), Orange County Health Care Agency (OCHCA) and/or the Regional Water Quality Control Board (RWQCB).

As described in PDF 6-1, the proposed zoning for the project related to building height limitations, recordation of aviation easements, obstruction lighting and marking, and airport proximity disclosures and signage shall be provided per Orange County Airport Environs Land Use Plan standards for John Wayne Airport, which also reduces potential land use impacts related to John Wayne Airport.

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

**IMPACT 5.8-1:            *THE PROPOSED PROJECT WOULD NOT DIVIDE AN ESTABLISHED COMMUNITY.*  
*[THRESHOLD LU-1]***

The project proposes to establish districts and development standards to address the market transition of certain portions of the IBC from exclusively industrial and/or office uses into mixed-use districts that would accommodate office, residential, support commercial/retail, and protect existing businesses. The proposed project would also decrease nonresidential square footage in the IBC and allow the development of nonindustrial uses, which is generally consistent with the existing and evolving mixed-use nature of the IBC area. However, given the original industrial, office, and commercial nature of the IBC area, the transition to residential land uses could potentially divide the existing industrial communities.

The IBC Mixed Use Overlay Zone would create two distinct districts, the Urban Neighborhood and Business Complex. As outlined in the IBC Vision Plan, residential uses would be limited to the Urban Neighborhood District. The Business Complex District would be applied to portions of the IBC characterized by existing longstanding industrial and other commercial uses that are expected to remain nonresidential business cores. This district prohibits residential land uses, accommodates new industrial and other commercial uses, and protects existing commercial and industrial uses that wish to remain and possibly expand.

The IBC Vision Plan also outlines a conceptual framework of right-of-way improvements and new sidewalks. These improvements would enhance accessibility and connectivity for both pedestrians and vehicles throughout the IBC, not only for the future land uses in the two districts, but also for the existing industrial uses and areas. Additionally, through this DEIR process, the City has evaluated impacts to the public health, safety, and welfare of sensitive receptors and land uses associated with locating residential uses in the IBC. As discussed in detail in Section 5.6, *Hazards and Hazardous Materials*, several environmental reports were prepared and evaluated, specific to the conditions associated with the project area, including a detailed Environmental Data Resource list and a Facility Information Detail Database search. Section 5.2, *Air Quality*, also evaluates land use compatibility with respect to air quality. As described in PDF 8-2, 2-1,



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2-2, 2-4, and 2-5, residential development projects are subject to land use compatibility provisions outlined in the IBC Vision Plan and Overlay Zoning Code.

The pending residential development projects outlined in Chapter 3, *Project Description*, are in the land use parameters of the IBC Vision Plan and Overlay Zoning Code; therefore, such projects would not have any additional impact on land use beyond that discussed in the broader context of the IBC Vision Plan and Overlay Zoning Code.

**IMPACT 5.8-2: PROJECT IMPLEMENTATION COULD POTENTIALLY BE IN CONFLICT WITH AN APPLICABLE ADOPTED LAND USE PLAN. [THRESHOLD LU-2]**

#### **Impact Analysis:**

The proposed project consists of a General Plan Amendment for the adoption of the IBC Vision Plan, which would outline the City's policies and objectives for addressing new residential development in the IBC and establish a cap of 15,000 dwelling units (excluding density bonus units pursuant to state law); a program of optimizing land uses in the IBC for remaining unbuilt IBC Zoning Potential and Approvals, with an offsetting reduction of nonresidential office equivalency square footage within existing IBC vehicle trip allocations by Traffic Analysis Zone (TAZ); a Zone Change to adopt the IBC Mixed Use Overlay Zoning Code, which would define regulatory zoning districts and land use compatibility criteria for properties in the IBC; a Municipal Code Amendment that would revise Chapter 10, *Dedications*, of Division 5, Subdivisions, of the City's Municipal Code, by adding a section for provisions to incorporate new urban park standards into the City's park dedication requirements for the IBC; major infrastructure improvements that would improve walkability and connectivity within the IBC; and a set of design criteria applicable to new residential mixed-use projects in the IBC.

#### General Plan Consistency Analysis

As shown in Figure A-3, Land Use, of the City's General Plan Land Use Element, the land use designation for the overall IBC is Urban and Industrial. As noted above, the proposed project would implement a General Plan Amendment that would establish a cap of 15,000 dwelling units for the IBC area (excluding density bonus units pursuant to state law), with an offsetting reduction of nonresidential office equivalency square footage. As a part of the General Plan Amendment, the existing IBC density cap of 52 dwelling units per acre would be removed from the Land Use Element Table A-1 and a minimum of 30 units per acre would be added as a density requirement, so that no maximum density limitation would be required for a development project, but a minimum would be required to ensure the benefit of higher-density housing for a mixed-use community. The General Plan Amendment would also add several new changes to text and figures of the General Plan, including: policies regarding pedestrian-oriented streets to the Circulation Element; IBC trails network to Circulation Element Figure B-4; new policies and objectives for noise in mixed-use areas; new noise and land-use noise compatibility standards to Noise Element Figures F-1 and F-2; and policies regarding urban parks to the Parks and Recreation Element.

The current General Plan allows for 53,125,389 square feet of overall nonresidential in Planning Area 36, which may vary according to the totals of individual land uses over time. The total of 5,985 additional new dwelling units (either potential or in process) remaining under the 15,000-unit cap would be offset by a reduction of 4,337,727 square feet of office equivalency. With the additional nonresidential land use optimization discussed in this DEIR, the overall non-residential intensity in the General Plan would be 48,787,662 square feet, with the reduction resulting primarily from the conversion of higher quantities of older industrial square footage to lower quantities of office square footage. Construction of the 1,892 dwelling units in process, along with the pending and approved nonresidential projects outlined in Table 3-1, is assumed to be completed by 2015. The remaining 3,950 potential units, along with the proposed nonresidential land use optimization, would be completed at City buildout, post-2030.

A detailed analysis of the proposed project's consistency with the applicable goals and policies of the various elements of the Irvine General Plan is provided in Table 5.8-1, *General Plan Consistency Analysis*. The analysis in Table 5.8-1 concludes that the proposed project would be consistent with the applicable goals and policies of the Irvine General Plan.



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Additionally, the pending residential development projects outlined in Chapter 3, *Project Description*, are within the land use parameters of the IBC Vision Plan and Overlay Zoning Code; therefore, such projects would not have a significant impact on land use. The increase in the maximum number of residential units in the IBC, along with the corresponding reduction in nonresidential square footage, would not be detrimental to the public health, safety, or welfare. The introduction of residential uses into the mixed-use master plan area is anticipated to reduce overall peak-hour vehicle trips and would benefit the public by dispersing traffic to alternate hours. In accordance with General Plan Objective A-6(b), a traffic study was prepared (see Appendix N) and is detailed in Section 5.13, *Transportation and Traffic*.

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*Table 5.8-1  
General Plan Consistency Analysis*

<i>Applicable City of Irvine General Plan Policies</i>	<i>IBC Vision Plan Consistency</i>
<b>Land Use Element</b>	
<b>Objective A-1: City Identity</b> – Preserve and strengthen Irvine’s identity as a diverse and innovative community.	
<b>Policy (a):</b> Develop identifiable City edges, pathways, entry points, and landmarks, and conserve visual resources along the scenic corridors which characterize Irvine (p. A-9).	<b>Consistent:</b> One of the components of the IBC Vision Plan is the implementation of gateways and landmarks. As outlined in the IBC Vision Plan, a hierarchy of gateways would be established to create identity for the IBC and strengthen and unify the districts in the IBC. The introduction of these elements at key intersections throughout the IBC would enhance the sense of place and identity for the project area. The gateways would create a strong urban design context through the uses of architectural and streetscape design elements. These design elements could include civic or monumental gateways, landmark buildings, new urban plazas, street lighting, and new hardscape and landscape treatments, integrated with public art. The gateways would let visitors to the IBC and City of Irvine know that they have arrived at a major destination.
<b>Policy (b):</b> Use building masses and landscaping to create a sense of unity for the various components throughout the City (p. A-9).	<b>Consistent:</b> The building masses and landscaping throughout the IBC would be designed to create a sense of unity for the various areas of the IBC through the adoption of the design criteria and standards associated with the IBC Vision Plan. To ensure a consistent standard of residential design quality throughout the IBC, a set of design criteria (including building massing, architecture and landscaping) from the IBC Vision Plan that would be applicable to new residential mixed-use projects in the IBC would be adopted. These design criteria are intended to guide the physical development of any residential or mixed-use project throughout the IBC. They are intended to assist in ensuring that the design of each development remains true to the principles established in the IBC Vision Plan. The design criteria would also provide standards for new construction and for remodels or additions.
<b>Objective A-2: Economic Development</b> – Promote viable commercial centers, successful manufacturing areas, and dynamic employment centers.	
<b>Policy (a):</b> Retain and attract manufacturing and industrial uses within designated business centers (p. A-10).	<b>Consistent:</b> The IBC Vision Plan would create two distinct districts: the Urban Neighborhood and Business Complex districts. The purpose of creating different districts is to influence the pattern of development and land uses in each district. This would be achieved through a range of land uses, development types, scale of buildings, the streetscape design, and setbacks. As a whole, the districts would create distinct areas that will become the focus for the activity or facility in each district and together they will create a unique sense of place in the City of Irvine. The Business Complex District would be applied to portions of the IBC characterized by existing longstanding industrial uses that are expected to remain. This district accommodates new industrial uses and an expansion of existing uses.
<b>Policy (f):</b> Promote support and services retail uses within the business/industrial land use designations (p. A-11).	<b>Consistent:</b> Implementation of the Urban Neighborhood and Business Complex Districts of the Overlay Zone and the principles of the IBC Vision Plan would influence the pattern of development and land uses in each district, including the need for support and service retail uses in the business/industrial land areas of the IBC. This would be achieved through a range of permitted and envisioned land uses and development types in the various districts.

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<b>Objective A-4: Balanced Land Uses</b> – Manage growth to ensure balanced residential and nonresidential development throughout the City.	
<p><b>Policy (a):</b> Ensure that land uses enable the City to provide necessary municipal services by (p. A-13):</p> <ul style="list-style-type: none"> <li>Implementing and monitoring Statistical Tables A-1 and A-2.</li> </ul>	<p><b>Consistent:</b> Necessary adjustments to statistical Table A-1 (Maximum Intensity Standards by Planning Area) would be made as a result of the proposed General Plan Amendment for the proposed project. The proposed amendment would establish a cap of 15,000 dwelling units for the IBC area (excluding density bonus units pursuant to state law), with an offsetting reduction of nonresidential office equivalency square footage. The proposed General Plan Amendment and Zone Change would help improve the existing jobs/housing balance in the City, consistent with Objective A-4.</p>
<p><b>Policy (c):</b> Achieve a land use balance through the following methods (p. A-13):</p> <ul style="list-style-type: none"> <li>Coordination of land use and circulation patterns to ensure adequate circulation capacity and infrastructure.</li> <li>Promotion of a diversity of housing types and affordability to meet the development objectives of the Housing Element.</li> <li>Provision of adequate housing opportunities to support employment growth.</li> </ul>	<p><b>Consistent:</b> As outlined in the IBC Vision Plan, a key consideration for the future of the IBC is the introduction of new local-level streets, reducing the size of blocks to a pedestrian scale. While the existing IBC arterial road system would continue to function as planned to move vehicles through the IBC, the new streets would connect to the arterials at key locations. The ability of the circulation system to accommodate project and cumulative traffic is discussed in detail in Section 5.13, <i>Transportation and Traffic</i>.</p> <p>As noted above, the proposed General Plan Amendment would establish a cap of 15,000 dwelling units for the IBC area (excluding density bonus units pursuant to state law), with an offsetting reduction of nonresidential office equivalency square footage. As outlined in the IBC Vision Plan, the housing types in the IBC could include a wide range of high-quality rental and for-sale housing, including apartments, condominiums, and live-work, which would accommodate a broad range of income levels and lifestyles and respond to local and regional housing needs. The provision of additional housing would improve the jobs-to-housing balance in the City, which is currently jobs-rich. Jobs/housing balance and consistency with the Housing Element are further discussed in Section 5.10, <i>Population and Housing</i>.</p>
<p><b>Policy (d):</b> Reduce expenditures for public services and facilities by clustering residential development (p. A-13).</p>	<p><b>Consistent:</b> As outlined in the IBC Overlay Zone, residential uses would be limited to the Urban Neighborhood District. The neighborhoods in this district are envisioned to be primarily residential with retail, offices and restaurants allowed on the first floor. By allowing residential uses to be mixed in with retail, office, and other support uses and services, the need for expanding public services and facilities would be reduced. Please refer to Sections 5.11, <i>Public Services</i>, and 5.14, <i>Utilities and Service Systems</i>, for a further discussion of how the public services and facilities system would be able to accommodate the land uses of the proposed project.</p>
<b>Objective A-5: Fiscal Program</b> – Promote economic prosperity by ensuring City revenues meet expenditures and provide quality services without burdensome levels of fees or taxes.	
<p><b>Policy (e):</b> Encourage maintenance of common areas by community associations and/or maintenance districts (p. A-14).</p>	<p><b>Consistent:</b> Appropriate community/home owner/commercial/business park associations or maintenance districts would be formed and established throughout the various areas of the IBC districts in accordance with City requirements.</p>

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<b>Objective A-6: Land Use Compatibility</b> – Achieve harmonious land use patterns throughout the City.	
<p><b>Policy (a):</b> Ensure, through the discretionary review process, the public health, safety, and welfare of sensitive receptors/land uses when locating such uses in close proximity to the following land uses ) (p. A-15):</p> <ul style="list-style-type: none"> <li>• Uses which handle, generate, and/or transport hazardous substances (as defined by federal and state regulations).</li> <li>• Uses which create excessive noise.</li> <li>• Uses which create excessive dust.</li> <li>• Uses which create other land use conflicts.</li> </ul> <p>At the same time, ensure that the proposed sensitive receptors/land uses will not have an impact on the continued operation and/or expansion of the following uses:</p> <ul style="list-style-type: none"> <li>• Airports</li> <li>• Surface utilities</li> <li>• Off-site hazardous waste facilities</li> <li>• Solid waste facilities</li> <li>• Manufacturing uses</li> <li>• Research and development uses</li> <li>• Mining and processing uses</li> <li>• Any land use which handles, generate, and/or transports hazardous substances as defined by federal and state regulations</li> </ul>	<p><b>Consistent:</b> Through this DEIR process, the City has evaluated impacts to the public health, safety, and welfare of sensitive receptors and land uses associated with locating residential uses in the IBC. As discussed in detail in Section 5.6, <i>Hazards and Hazardous Materials</i>, several environmental reports were prepared and evaluated, specific to the conditions associated with the project area, including a detailed Environmental Data Resource list and a Facility Information Detail Database search. Additionally, as outlined in Section 5.6, impacts related to hazardous material, including those related to risk of upset, hazardous soil, and air toxins, and airport compatibility are reduced to a less than significant level with implementation of PPPs 6-1 through 6-9 and PDFs 6-1 through 6-6.</p> <p>In addition, the City has implemented measures to deal with disclosure of and response to potential safety situations where sensitive uses such as residences and day care uses are in a nonresidential zoning district in specified planning areas, including the IBC. As described in PDF 6-2, pursuant to the proposed zoning related to residential disclosures, all discretionary applications for residential or residential mixed use shall include a condition of approval for disclosure to residents clearly outlining the issues associated with living in a mixed-use environment. The language for this disclosure shall be as specified by the Community Development Director. The disclosure form will contain a Hazardous Substance and Emergency Safety Plan. The safety plan includes staff training, emergency tools and first aid provisions, supervision of children or other individuals in an emergency situation, and a shelter-in-place program for when evacuation is not appropriate or practicable. Disclosures containing an approved plan would be required for residential projects as they are considered a sensitive land use and may be impacted by any upset or accident involving the release of hazardous materials. The approved disclosure form, along with its attachments, shall be included as part of the rental/lease agreements, part of the sales literature, and part of the CC&amp;Rs for the project. With adherence to existing ordinances and regulations and to the PPPs and PDFs outlined in Section 5.6, foreseeable upset and accident conditions involving the release of hazardous materials are reduced to less than significant levels with implementation of the proposed project.</p>
<p><b>Policy (b):</b> When a sensitive receptor land use is proposed to be established in a zoning district other than residential that allows business that use, store, or generate hazardous substances (i.e., most non-residential districts in the city), the project proponent of the sensitive land use shall be responsible for promoting the safety of the occupants of the site as set forth in the Zoning Ordinance (p. A-16).</p>	<p><b>Consistent:</b> See response to Policy (a) of Objective A-6.</p>

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<p><b>Policy (c):</b> Ensure, through the discretionary review process, that the siting of any land uses which handles, generates, and/or transports hazardous substances, as defined by federal and state regulations, will not have a negative impact on existing sensitive receptors/land uses (p. A-16).</p>	<p><b>Consistent:</b> See response to Policy (a) of Objective A-6.</p>
<p><b>Policy (h):</b> Ensure residential development proposed in the Irvine Business Complex is located in areas where adequate supporting uses and public services and facilities can be provided (p. A-16).</p>	<p><b>Consistent:</b> The Urban Neighborhood District would be near areas that would offer convenient access to existing commercial and employment uses. For example, the areas in the proposed district boundaries already contain existing commercial and employment uses that would serve the proposed residential uses. Additionally, as outlined in the IBC Vision Plan and Overlay zone, the neighborhoods in this district are envisioned to be primarily residential with retail, offices, and restaurants allowed on the first floor. By allowing residential uses to be mixed in with retail, office, and other support uses and services, this would allow for the provision of adequate support uses.</p> <p>The project area is served by the Orange County Transportation Authority (OCTA) bus lines and nearby John Wayne Airport, and is comprised of a mix of office and light industrial employment opportunities. Additionally, the IBC area is also served by <b>The i Shuttle</b>, which allows residents and employees to have an alternative way to commute to jobs and locations throughout the IBC. Furthermore, the project area is currently served by all necessary utilities and public services. Please refer to Sections 5.11, <i>Public Services</i>, and 5.14, <i>Utilities and Service Systems</i>, for a further discussion of how the public services and facilities system would be able to accommodate the land uses of the proposed project.</p>
<p><b>Policy (j):</b> Ensure that sensitive uses are allowed in areas with identified hazards only if the hazard has been adequately analyzed and mitigated (p. A-17).</p>	<p><b>Consistent:</b> As described in the discussion of policy (a) above, adherence to existing ordinances and regulations and to the PPPs and PDFs outlined in Section 5.6, <i>Hazards and Hazardous Materials</i>, foreseeable upset and accident conditions involving the release of hazardous materials are reduced to less than significant levels with implementation of PPPs 6-1 through 6-9 and PDFs 6-1 through 6-6. Therefore, the proposed project would ensure that hazards are adequately analyzed and mitigated prior to allowing the development of sensitive residential uses.</p> <p>Further, while a number of businesses throughout the IBC store and handle hazardous substances, the use of hazardous materials is controlled and permitted by various state, federal, and local agencies, including the Orange County Fire Authority (OCFA), which conducts Uniform Fire Code inspections and assists in reducing risks associated with the use of hazardous materials in the community. OCFA has a dedicated hazardous materials response team. The hazardous materials control and safety programs and available emergency response resources of the OCFA, along with OCFA periodic inspections to ensure regulatory compliance, reduce the potential risk associated with nearby commercial and industrial businesses.</p>

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<p><b>Policy (j):</b> Residential areas and sensitive uses shall be protected from the encroachment of incompatible activities or land uses which would cause a hazard or substantial nuisance or otherwise create a negative impact upon sensitive uses or residential living environment (p. A-17).</p>	<p><b>Consistent:</b> See responses to Policies (a) and (i) of Objective A-6.</p>
<p><b>Objective A-7: Urban Design</b> – Create a visually attractive and efficiently organized City.</p>	
<p><b>Policy (d):</b> Ensure that each planning area contains an internal system of trails linking schools, shopping centers, and other public facilities with residences (p. A-18).</p>	<p><b>Consistent:</b> As a part of IBC Vision Plan, a comprehensive pedestrian and bicycle linkage system would be created that would not only provide an important and convenient linkage system throughout the IBC area, but also to surrounding planning areas and existing and proposed transit stops. As outlined in the IBC Vision Plan, a system of pedestrian linkages, parks, and urban open spaces is a critical component of future projects connecting residential to employment opportunities in the IBC, as well as a link to the San Diego Creek and San Joaquin Freshwater Reserve. A pedestrian Creekwalk is envisioned adjacent to the San Diego Creek that would ultimately provide a trail connection to the Great Park from the IBC and the City’s Civic Center (see Figure 5.1-9, <i>Conceptual Creekwalk Rendering</i>). In addition to the on-street bicycle lanes that exist throughout the IBC area, the proposed project would expand the bicycle system through the provision of additional on-street bicycle lanes. Furthermore, as a part of the IBC Vision Plan, other trail systems would include the conversion of existing inoperative rail lines to trails and the provision of trails along existing canals.</p> <p>As discussed in PDF 8-1, to ensure a consistent standard of residential mixed-use design quality throughout the IBC, the City of Irvine has established a set of Residential Mixed-Use Design Criteria. These design criteria are intended to guide the physical development of any residential or mixed-use project that contains a component of residential use located within the boundaries of the IBC. Among other things, this document includes criteria for street connectivity, street design, and pedestrian access.</p>
<p><b>Circulation Element</b></p>	
<p><b>Objective B-1: Roadway Development</b> – Plan, provide and maintain an integrated vehicular circulation system to accommodate projected local and regional needs.</p>	
<p><b>Policy (c):</b> Develop, on an incremental basis, a vehicular circulation system responding to local and regional access requirements. The following Level of Service (LOS) Standards shall be the goal applied to arterial highways, as shown in Figure B-1, which are in the City of Irvine or its sphere of influence, and which are under the City’s jurisdiction (p. B-7)</p> <ul style="list-style-type: none"> <li>• LOS E or better shall be considered acceptable within the Irvine Business Complex (IBC-PA 36), Irvine Center (PA 33), and at the intersection of Bake Parkway and the I-5 northbound off-ramp.</li> <li>• LOS D or better shall be considered acceptable within all other areas.</li> </ul>	<p><b>Consistent:</b> The proposed project’s impacts on LOS standards along arterial highways are discussed in detail in Section 5.13, <i>Transportation and Traffic</i>. As outlined in Section 5.13, all intersections would operate at acceptable LOS, with the exception of the Jamboree Road and Michelson Drive intersection. As stated in Section 5.13, improvements to this intersection are likely not feasible due to potential constraints; therefore, impacts to this intersection are considered significant and unavoidable and a Statement of Overriding Considerations would be adopted.</p>

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<p><b>Policy (n):</b> Design roadways which ensure safe and efficient traffic flow while also providing adequate and convenient access to retail uses (p. B-9)</p>	<p><b>Consistent:</b> As outlined in the IBC Vision Plan, a key consideration for the future of the IBC is the introduction of new local-level streets, thereby reducing the size of existing blocks to a pedestrian scale. While the existing arterial road system would continue to function as planned to move vehicles through the IBC, the new streets would provide efficient pedestrian and vehicular connections to the arterials at key locations. All proposed project roadways would be designed in accordance with the City's adopted roadway design standards, which would be assured of by the City's engineering department review during the required development review process for proposed projects.</p>
<p><b>Policy (q):</b> Ensure development within other planning areas within the City of Irvine will not be responsible for funding and construction of IBC area-wide circulation improvements, if consistent with the land use assumptions in the IBC Program Environmental Impact Report (PEIR). (p. B-9)</p>	<p><b>Consistent:</b> The proposed project's impacts on the traffic and circulation system are discussed in detail in Section 5.13, <i>Transportation and Traffic</i>. The proposed project would result in no greater development intensity than planned for and accounted for in the General Plan Amendment and Zone Change associated with the proposed project. A traffic study has been prepared for the proposed project (see Appendix N). As concluded in the traffic study, all intersections would operate at acceptable LOS, with the exception of the Jamboree Road and Michelson Drive intersection. As stated in Section 5.13, improvements to this intersection are likely not feasible due to potential constraints; therefore, impacts to this intersection are considered significant and unavoidable and a Statement of Overriding Considerations will be adopted. However, the proposed project would not result in a transfer of responsibility for funding and construction of IBC area-wide circulation improvements to other planning areas. IBC area-wide improvements are funded through the IBC fee program.</p>
<p><b>Objective B-2: Roadway Design</b> – Develop a vehicular circulation system consistent with high standards of transportation engineering safety and with sensitivity to adjoining land uses.</p>	
<p><b>Policy (f):</b> Visually enhance the appearance of roadways and parking areas through design techniques and landscaping. Particular attention should be paid to streetscape design and the creation of new, and preservation of existing, view corridors (p. B-10).</p>	<p><b>Consistent:</b> As outlined in the IBC Vision Plan, one of the project components is to create a distinctive streetscape system of tree-lined streets, new sidewalks, street lighting and furniture, bicycle trails, parks, plazas and open spaces. The streetscape elements including gateways, public art, light fixtures, street furniture, and signs would be coordinated with a landscape concept plan unique to the IBC. This landscape concept plan would be designed to reinforce pedestrian walkability and create a unified and coordinated planting structure to the IBC, with some variations in the different districts to create some visual interest and ecological variety in the landscape. The implementation of the streetscape in the various rights-of-way would occur as new sites are developed in the IBC.</p>
<p><b>Policy (g):</b> Include mitigation measures in the approval of all proposed developments to minimize negative impacts of the automobile (p. B-10).</p>	<p><b>Consistent:</b> Sections 5.2, <i>Air Quality</i>, 5.9, <i>Noise</i>, and 5.13, <i>Transportation and Traffic</i>, include mitigation measures that would minimize negative impacts of the automobile.</p>
<p><b>Objective B-3: Pedestrian Circulation</b> – Establish a pedestrian circulation system to support and encourage walking as a mode of transportation.</p>	
<p><b>Policy (a):</b> Link residences with schools, shopping centers, and other public facilities, both within a planning area and to adjacent planning areas, through an internal system of trails (p. B-13).</p>	<p><b>Consistent:</b> See response to Policy (d) of Objective A-7.</p>



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<p><b>Policy (b):</b> Require development to provide safe, convenient, and direct pedestrian access to surrounding land uses and transit stops. (p. B-13).</p>	<p><b>Consistent:</b> See response to Policy (d) of Objective A-7. In addition to the response provided for Policy (d), the proposed project involves the construction of five pedestrian bridges, with four along Jamboree Road and the fifth along the San Diego Creek (see Figure 3-4, <i>IBC Vision Plan Framework</i>). A photo simulation of one of the proposed bridges along Jamboree Road is shown on Figures 5.1-7 and 5.1-8. The proposed bridges would provide much-needed pedestrian connectivity between uses along the Jamboree Road corridor, which is not a pedestrian friendly roadway due to its expansive width and speed limit. Furthermore, as shown on Figure 3-5, <i>IBC Sidewalk System Completion</i>, the proposed project would include the modification and/or completion of sidewalks throughout the IBC where gaps in the sidewalk system currently exist.</p>
<p><b>Policy (c):</b> Design and locate land uses to encourage access to them by nonautomotive means (p. B-13).</p>	<p><b>Consistent:</b> See response to Policy (d) of Objective A-7. Additionally, as noted in Chapter 3, <i>Project Description</i>, one of the key objectives of the IBC Vision Plan is to provide residential uses near existing employment centers, retail and entertainment uses, and transportation facilities. As outlined in the IBC Vision Plan, land uses in the Urban Neighborhood District would primarily be residential with retail, offices, and restaurants allowed on the first floor. By allowing residential uses to be mixed in with retail, office, and other support uses and services, residents would be afforded a nonautomotive means of accessing these uses. Additionally, the existing and proposed land uses throughout the IBC would be served by a comprehensive pedestrian and bicycle linkage system that would not only provide an important and convenient linkage system throughout the IBC area, but also to existing and proposed transit stops.</p>
<p><b>Objective B-4: Bicycle Circulation</b> – Plan, provide and maintain a comprehensive bicycle trail network that together with the regional trail system, encourages increased use of bicycle trails for commuters and recreational purposes.</p>	
<p><b>Policy (b):</b> Require a system of bicycle trails, both on- and off-street, in each planning area. Such trails shall be linked to the system shown on Figure B-4. The on-street trails shall be designed for the safety of the cyclist (p. B-14).</p> <p><b>Policy (c):</b> The trail system shall be designed to accommodate cyclists of all levels of experience and shall provide for both recreation and transportation (p. B-14).</p> <p><b>Policy (d):</b> Require bicycle trail linkages between residential areas, employment areas, schools, parks, community facilities, commercial centers, and transit facilities (p. B-14).</p> <p><b>Policy (h):</b> Provide off-street bicycle trails in areas with minimal cross traffic, such as open space spine, flood control and utility easements, where possible (p. B-14).</p>	<p><b>Consistent:</b> In the IBC area, there are existing Class II bike lanes on Jamboree Road, Campus Drive, Von Karman Avenue, and Carlson Avenue. In addition, the eastern boundary of the project area is formed by the San Diego Creek Trail, which includes a Class I (off-road) bikeway. As noted above, as a part of IBC Vision Plan, a comprehensive pedestrian and bicycle linkage system would be created that would not only provide an important and convenient linkage system throughout the IBC area, but also to surrounding planning areas and land uses. As outlined in the IBC Vision Plan, a pedestrian Creekwalk is envisioned adjacent to the San Diego Creek that would ultimately provide a trail connection to the Great Park from the IBC and the City's Civic Center (see Figure 5.1-9, <i>Conceptual Creekwalk Rendering</i>). Development of the Creekwalk would encourage the use of the bicycle as an alternative means of transportation by providing linkages throughout the IBC to the existing trail system. The Creekwalk would include a trail system that would be designed to accommodate cyclists of all levels of experience and would provide for both recreation and transportation. In addition to the on-street bicycle lanes that exist throughout the IBC area, the proposed project would expand the bicycle system through the provision of additional on-street bicycle lanes. Furthermore, as a part of the IBC Vision Plan, other trail systems would include the conversion of existing inoperative rail lines to trails and the provision of trails along existing canals.</p>

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<b>Objective B-5: Riding and Hiking Trail Networks</b> – Plan, develop and maintain a riding and hiking trail network and support facilities to satisfy the needs of riders and hikers.	
<p><b>Policy (b):</b> Locate and maintain riding and hiking trails as illustrated on Figure B-5, Trails Network, and in areas identified as permanent open space, scenic highway corridors, agricultural edges, public utility rights of way and easements, flood control channels, and areas designated for rural and estate density (p. B-15).</p>	<p><b>Consistent:</b> See response to Policy (b) of Objective B-4.</p>
<b>Objective B-6: Public Transit Program</b> – Work with Orange County Transportation Authority to implement a public transit system for trips in the City and adjacent areas.	
<p><b>Policy (a):</b> Plan residential, commercial, and industrial areas to enable effective use of public transit (p. B-16).</p>	<p><b>Consistent:</b> The project area is served by the OCTA bus lines and nearby JWA. Bus stops are provided throughout the IBC along various points of the OCTA bus routes. Some of the bus routes that offer service in the project area include:</p> <ul style="list-style-type: none"> <li>• Route 59: Brea to Irvine</li> <li>• Route 75: Tustin to Newport Beach</li> <li>• Route 178: Huntington Beach to Irvine</li> <li>• Route 212: Irvine to San Juan Capistrano Express</li> <li>• Route 472/473: Tustin Metrolink Station to Irvine Business Complex</li> </ul> <p>Additionally, on March 31, 2008, <b>The i Shuttle</b>, operated by the City of Irvine and designed for the IBC community, began operating. The shuttle allows residents and employees to have an alternative way to commute to jobs and locations throughout the IBC. As of January 1, set fares for <b>The i Shuttle</b> were established as detailed in Section 4.4, <i>Environmental Resources and Infrastructure</i>. This shuttle system is also intended to complement regional bus service, provide direct express service to and from the nearby Tustin Metrolink Station and John Wayne Airport, and provide traffic relief for peak-hour commuters. The route plan for <b>The i Shuttle</b> includes two distinct route alignments and several shuttle stops, as shown on Figure 4-2, <i>The i Shuttle Route</i>.</p>
<b>Housing Element</b>	
<b>Objective C-2: Quality Design and Construction</b> – Maintain quality design, siting, construction and maintenance while minimizing housing cost.	
<p><b>Policy (d):</b> Homeowner's Associations. Ensure adequate common area maintenance in neighborhoods through the use of homeowner's and/or community associations or the formation of maintenance districts (p. C-45).</p>	<p><b>Consistent:</b> Appropriate community/home owner/commercial/business park associations or maintenance districts would be formed and established throughout the various areas of the IBC districts in accordance with City requirements. For example, homeowners associations would be established for the residential developments in the Urban Neighborhood District and would be responsible for maintenance of common areas. Apartment developments and their associated common-area maintenance would be the responsibility of the property owner.</p>

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<b>Objective C-4: Housing Types</b> – Encourage a variety of housing types for all economic segments and for special housing populations.	
<p><b>Policy (a):</b> Affordable and Market Rate Housing. Continue to provide housing for all economic segments of the community (p. C-50).</p>	<p><b>Consistent:</b> As outlined in the IBC Vision Plan, the housing types in the IBC could include a wide range of high-quality rental and for-sale housing, including apartments, condominiums, and live-work, which would accommodate a broad range of income levels and lifestyles and respond to local and regional housing needs. The proposed project would also help meet the City's Inclusionary Housing Ordinance (contained in Chapter 2-3 of the City's Zoning Code), which requires a minimum of 15 percent of the total units be set aside as affordable units. Through development of the proposed project, affordable rental and for-sale affordable housing units would be introduced in the IBC, thereby helping the City meet its requirement for affordable units.</p>
<p><b>Policy (c):</b> Accessible Housing. Ensure builder of multi-family rental housing comply with the State Housing and Community Development Rental Guidelines and Title 24 by providing units adaptable to the physically disabled (p. C-50).</p>	<p><b>Consistent:</b> Individual residential projects in the IBC would be required to comply with the State Housing and Community Development Rental Guidelines and Title 24 through the provision of units adaptable to the physically disabled. Compliance with these guidelines and regulations will be verified during the City's development and building plan check review process.</p>
<b>Seismic Element</b>	
<b>Objective D-2: Response to Hazards</b> – Require appropriate measures to protect public health and safety and to respond to seismic hazards in all public and private developments.	
<p><b>Policy (g):</b> Require a detailed geological and soils study as needed, in accordance with the requirements of the City's Subdivision Ordinance, before approving development (p. D-5).</p> <p><b>Policy (h):</b> Continue to require structures to conform to the seismic design requirement found in the Uniform Building Code (p. D-5).</p> <p><b>Policy (i):</b> Ensure that the most recent adopted seismic standards are used for new construction (p. D-5).</p>	<p><b>Consistent:</b> Section 5.5, <i>Geology and Soils</i>, lists a number of existing plans, programs, or policies (PPP) that apply to the proposed project and will help to reduce and avoid potential impacts related to geology and soils, including:</p> <ul style="list-style-type: none"> <li>• <b>PPP 5-2 – Grading Operations and Construction:</b> All grading operations and construction will be conducted in conformance with the applicable City of Irvine Grading Code (Municipal Code Title 5, Division 10) and Grading Manual, the most recent version of the Uniform Building Code, and consistent with the recommendations included in the most current geotechnical reports for the project area prepared by the engineer of record.</li> <li>• <b>PPP 5-3 – Geotechnical Reports:</b> In accordance with the City of Irvine Grading Code (Municipal Code Title 5, Division 10) and Grading Manual, detailed geotechnical investigation reports for each Rough Grading Plan shall be submitted to further evaluate faults, subsidence, slope stability, settlement, foundations, grading constraints, liquefaction potential, issues related to shallow groundwater and other soil engineering design conditions and provide site-specific recommendations to mitigate these issues/hazards. The geotechnical reports shall be prepared and signed/stamped by a Registered Civil Engineer specializing in geotechnical engineering and a Certified Engineering Geologist. The City of Irvine Geotechnical Engineer/Engineering Geologist shall review the rough grading plan to ensure conformance with recommendations contained in the reports.</li> <li>• <b>PPP 5-6 – Structures and Seismic Design:</b> Future buildings and structure (i.e., houses, retaining walls, etc.) shall be designed in accordance with the City of Irvine Building Code and the most recent Uniform Building Code and/or California Building Code (UBC/CBC). The concrete utilized shall take into account the corrosion and soluble sulfate soil conditions at the site. The structures shall be designed in accordance with the seismic parameters included in the UBC/CBC.</li> </ul>

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Individual projects developers will be required to comply with these requirements.	
<b>Cultural Resources Element</b>	
<b>Objective E-1: Historical, Archeological, Paleontological Surveys</b> – Identify and obtain information on the existence and significance of historical, archeological, and paleontological sites and encourage land use planning which incorporated this information.	
<p><b>Policy (a):</b> Require appropriate surveys and necessary site investigations in conjunction with the earliest environmental document prepared for a project, in accordance with the California Environmental Quality Act (CEQA) and the City’s CEQA procedures (p. E-4).</p> <p><b>Policy (d):</b> Encourage, if appropriate, removal of all materials collected during the survey/investigation to local museums, universities, or other depositories providing access for public review or scientific research (p. E-4).</p> <p><b>Policy (j):</b> Buffer and protect the integrity of an historic site and/or resources contained therein, if the Planning Commission, during review of a discretionary development case, determines preservation is required (p. E-5).</p>	<p><b>Consistent:</b> The Cultural Resources Element of the General Plan has a goal to “ensure the proper disposition of historical, archaeological, and paleontological resources to minimize adverse impacts, and to develop an increased understanding and appreciation for the community’s historic and prehistoric heritage, and that of the region.”</p> <p>The project area is currently developed with a mix of office, industrial, commercial, and residential land uses. The project area has previously been disturbed and has not been identified as having a high likelihood for paleontological or archaeological resources. There are no known archaeological resources in the project area, according to Figure E-1, <i>Historical/Archeological Landmarks</i>, of the City’s General Plan Cultural Resources Element. Additionally, the project area is in a low paleontological sensitivity zone according to Figure E-2, <i>Paleontological Sensitivity Zones</i>. Therefore, it is not anticipated that any archaeological or paleontological resources are present in the project area. However, construction activities could impact previously unknown archaeological or paleontological resources. Additionally, construction activities could impact previously unknown historic resources.</p> <p>Section 5.4, <i>Cultural Resources</i>, addresses the potential for the proposed project to impact archaeological, paleontological, and historic resources. PPP 4-1 requires application of the City’s Standard Subdivision Condition 2.1, under which the Director of Community Development must approve written recommendations specifying procedures for cultural/scientific resource surveillance. Should any cultural/scientific resources be discovered, no further grading would occur in the area of the discovery until the Director of Community Development is satisfied that adequate provisions are in place to protect these resources. PPP 4-1 also requires monitoring during grading activities. Implementation of PPP 4-1 would reduce any potential impacts to previously undiscovered historical resources to less than significant. Additionally, any grading activities will be subject to the City’s grading ordinance.</p> <p>Individual project developers will be required to comply with these requirements.</p>

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<b>Objective E-2: Hazard Occurrence</b> – Evaluate surveyed sites for their present and potential cultural, educational, recreational, and scientific value to the community and the region, and determine their proper disposition prior to the approval of any project which could adversely affect them.	
<b>Policy (g):</b> Ensure that adverse impacts of a proposed project on cultural resources are mitigated in accordance with CEQA, as well as other appropriate City policies and procedures, where preservation of a significant site is not practical (p. E-6).	<b>Consistent:</b> See response to Policy (a) of Objective E-1.
<b>Noise Element</b>	
<b>Objective F-1: Mobile Noise</b> – Ensure that City residents are not exposed to mobile noise levels in excess of the CNEL Interior and Exterior Noise Standards (Table F-1), and Single Event Noise Standard.	
<b>Policy (b):</b> Prohibit residential development within the 65 CNEL of aircraft noise contours (p. F-7).	<b>Consistent:</b> As shown on Figure 5.9-2, <i>Projected John Wayne Airport Noise Impacted Zones</i> , small portions of the IBC area are in the projected 65 CNEL noise impact zones of JWA. Development of residential uses would be limited to the Urban Neighborhood Districts as shown in Figure 5.9-2, which is located outside of the 65 CNEL boundary in accordance with this policy.
<p><b>Policy (c):</b> Ensure that all proposed development projects are compatible with the existing and projected noise level by using the Land Use Noise Compatibility Matrix (Table F-2) (p. F-7).</p> <p><b>Policy (d):</b> Require noise studies to be prepared in accordance with the City’s environmental review procedure for all projects that are not “clearly compatible” with the future noise level at the site (p. F-7).</p> <p><b>Policy (f):</b> Require noise studies to identify all the mitigation measures necessary to reduce noise levels to meet the CNEL standard (Table F-1) and Single Event Noise Standard (p. F-7).</p>	<b>Consistent:</b> A noise analysis has been prepared for the proposed project. The technical report is included in Appendix L and summarized in Section 5.9, <i>Noise</i> . Mitigation measures have been incorporated to reduce potential noise impacts to levels considered less than significant. Additionally, as outlined in Section 5.9, in accordance with PPP 9-2, project applicants for new developments are required to submit an acoustic report prepared to the satisfaction of the Director of Community Development. The acoustical report shall identify, where appropriate, site design features (e.g., setbacks, berms, or sound walls) and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling), to ensure compliance with residential exterior, residential interior, and commercial interior noise standards. Implementation of PPP 9-2, and other PPPs, PDFs, and mitigation measures outlined in Section 5.9, would reduce any potential noise impacts.
<b>Policy (m):</b> Reduce noise impacts from mobile sources by encouraging use of alternative modes of transportation (p. F-7).	<b>Consistent:</b> Existing and future residents of the IBC area would have access to a wide range of existing and proposed alternative modes of transportation. For example, the IBC area is served by the OCTA bus lines and nearby JWA. Bus stops and routes are provided throughout the IBC area. Additionally, on March 31, 2008, <b>The i Shuttle</b> , operated by the City of Irvine and designed for the IBC community, began operating. The shuttle allows residents and employees to have an alternative way to commute to jobs and locations throughout the IBC. This shuttle system is also intended to provide traffic relief for peak-hour commuters, which in turn would help reduce traffic noise. Furthermore, as a part of IBC Vision Plan, a comprehensive pedestrian and bicycle linkage system would be created that would not only provide an important and convenient linkage system throughout the IBC area, but also to surrounding planning areas and existing and proposed transit stops.

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<b>Objective F-2: Stationary Noise</b> – Ensure that City residents are not exposed to stationary noise levels in excess of the City Noise Ordinance standards.	
<p><b>Policy (a):</b> Require any new construction to meet the City Noise Ordinance standards as a condition of building permit approval (p. F-8).</p>	<p><b>Consistent:</b> A noise analysis has been prepared for the proposed project, and is included in Appendix L and summarized in Section 5.9, <i>Noise</i>. Mitigation measures have been incorporated to reduce potential noise impacts to less than significant levels. For example, as outlined in PPP 9-1, applicants for new developments are required to adhere to the requirements of the City's Noise Ordinance, which limits construction hours from 7:00 a.m. to 7:00 p.m. on Monday through Friday, 9:00 a.m. and 6:00 p.m. on Saturday, and work is prohibited on Sundays and holidays unless prior approval is received from the City.</p>
<p><b>Policy (c):</b> Condition subdivision approval of the projects adjacent to any developed/occupied uses by requiring the developer to submit a construction-related noise mitigation plan to the Director of Community Development for review and approval prior to issuance of grading permits. The plan must depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of the project, through the use of such methods as the following (p. F-8):</p> <ul style="list-style-type: none"> <li>• Temporary noise attenuation fences.</li> <li>• Preferential location of equipment.</li> <li>• Use of current technology and noise suppression equipment.</li> </ul>	<p><b>Consistent:</b> As discussed in Section 5.9, <i>Noise</i>, mitigation measures have been incorporated into the proposed project to ensure compliance with the City's Noise Ordinance during construction activities. For example, as outlined in PPP 9-1, applicants for new developments are required to adhere to the requirements of the City's Noise Ordinance, which limits construction hours from 7:00 a.m. to 7:00 p.m. on Monday through Friday, 9:00 a.m. and 6:00 p.m. on Saturday, and work is prohibited on Sundays and holidays unless prior approval is received from the City. Additionally, PDF 9-2 requires that applicants for new developments in the IBC are required to incorporate the following measures as a note on the grading plan cover sheet to ensure that the greatest distance between noise sources and sensitive receptors during construction activities has been achieved.</p> <ul style="list-style-type: none"> <li>• Construction equipment, fixed or mobile, shall be equipped with properly operating and maintained noise mufflers consistent with manufacturer's standards.</li> <li>• Construction staging areas shall be located away from offsite receptors and occupied buildings onsite during the later phases of project development.</li> <li>• The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site, whenever feasible.</li> </ul>
<b>Public Facilities and Services Element</b>	
<b>Objective G-1: Public Facilities Development</b> – Coordinate planning and development of Irvine's public facilities and services with the private sector, University of California, Irvine, the Irvine Unified School District, Orange County and other public agencies.	
<p><b>Policy (j):</b> Achieve desired levels of service from service providers, such as the Orange County Fire Authority and local school and college districts, through coordinated land use and facility planning (p. G-5).</p>	<p><b>Consistent:</b> An analysis of the proposed project's impacts on service providers is outlined in Section 5.11, <i>Public Services</i>. As discussed in Section 5.11, the proposed project would not hinder service providers from achieving a desired level of service. PPPs and PDFs have been incorporated into the proposed project to ensure that adequate levels of service for service providers would be achieved. For example, as outlined in PPP 11-2, prior to the issuance of the first grading permit for the individual development projects, the project applicant is required to have executed a Secured Fire Protection Agreement (SFPA) with OCFA, as a fair share approach mitigation to offset the cost of a new station and the equipment to serve the IBC area. Funds have been, and will be collected and saved in a Capital Improvement Plan until OCFA constructs a new station. Currently, OCFA estimates construction of the IBC fire station in the 12/13 fiscal year. Therefore, the future fire station would be provided for in the SFPA and would adequately meet the increase in the demand associated with the proposed project. Additionally, as outlined in Section 5.11, although the proposed project would generate the need for more library space, the project would not in and of itself result in the need for a new library facility. Project developers will be required to pay a library impact fee, if such a fee is enacted, established, and in force at the time of development in the project area. Therefore, while the proposed project would</p>

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	exceed the level of service for library square footage, it would not in and of itself trigger the construction of new or expanded library facilities, and the impact is less than significant.
<b>Integrated Waste Management Element</b>	
<b>Objective H-1: Solid Waste</b> – Cooperate in guiding the development and improvement of a solid waste disposal system within the County of Orange that will meet the needs of the City and protect the City from damage by unplanned disposal of refuse.	
<p><b>Policy (g):</b> Require, to the extent necessary to comply with state law, during discretionary application review, solid waste reduction and recycling efforts for residential, commercial, industrial, institutional and recreational land uses to reduce the amount of waste disposed at landfills (p. H-5).</p>	<p><b>Consistent:</b> As a standard City requirement, the City’s waste management experts and Waste Management of Orange County would review individual project developments during the discretionary application review to ensure that solid waste facilities are adequately designed and ample opportunities for recycling are provided. Additionally, as outlined in PPP 14-4 in Section 5.14, <i>Utilities and Services</i>, prior to the issuance of precise grading permits, project applicants are required to show on the site plans the location of receptacle(s) to accumulate onsite generated solid waste for recycling purposes. Please refer to Section 5.14 for a detailed analysis of the proposed project’s impacts on solid waste.</p>
<b>Objective H-3: Waste Water</b> – Control waste water and storm runoff in a manner to minimize impact on adjacent existing or planned land uses.	
<p><b>Policy (b):</b> Require developers of new projects located adjacent to or upstream of natural water courses to develop surface drainage systems which will direct low flows (those which carry the most pollutants) away from natural water sources into an area designed to remove pollutants. Require evidence be provided that any proposed development will have adequate sewer service, including assurance that collection and treatment capacity can be accommodated (p. H-7).</p> <p><b>Policy (c):</b> Require a National Pollution Discharge Elimination System (NPDES) permit to be obtained from the State Water Resources Control Board whenever surface water is collected anywhere for discharge as a point source, or if a point source discharge is contemplated, a NPDES permit must be obtained from the State Water Resources Control Board.</p> <p>Encourage the use of alternatives Best Management Practices (BMPs) to control and minimize urban pollutant runoff (p. H-7).</p>	<p><b>Consistent:</b> An analysis of the proposed project’s impacts on wastewater services and facilities is outlined in Section 5.14, <i>Utilities and Services</i>. As concluded in Section 5.14, project-generated wastewater could be adequately treated by the wastewater service provider and existing facilities. No significant impacts on wastewater services or facilities would occur as a result of the proposed project.</p> <p>As outlined in Section 5.7, <i>Hydrology and Water Quality</i>, project applicants would be required to comply with all local, state, and federal requirements related to water quality, including the NPDES requirements established by the State Water Resources Control Board. Additionally, City Standard Subdivision Condition A.13, which is reproduced as PPP-7-3 in Section 5.7, requires project applicants to submit, and the Director of Community Development to approve, a Water Quality Management Plan (WQMP) prior to the issuance of precise grading permits. The WQMP is required to identify the BMPs that would be used on individual development sites to control predictable pollutant runoff.</p>

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<b>Energy Element</b>	
<b>Objective I-1: Energy Conservation</b> – Maximize energy efficiency through land use and transportation planning.	
<p><b>Policy (a):</b> Consider the following or comparable design features, to the extent feasible, in developments at time of concept plan, subdivision, or development review (p. I-4):</p> <ul style="list-style-type: none"> <li>• Encourage cluster residential development when feasible.</li> </ul>	<p><b>Consistent:</b> As outlined in the IBC Vision Plan, residential uses would be limited to the Urban Neighborhood District, which would ensure that a greater level of clustering of residential developments would occur. The housing types in this district would also assist in the provision of clustering as they would include a wide range of high-quality rental and for-sale housing, including apartments, condominiums, and live-work. Additionally, in the Urban Neighborhood District, the neighborhoods are envisioned to be primarily residential with retail, offices and restaurants allowed on the first floor. Furthermore, the proposed project includes design criteria that provide incentives for new housing to cluster around existing residential development rather than being scattered throughout the IBC.</p>
<b>Safety Element</b>	
<b>Objective J-1: Hazard Occurrence</b> – Identify actions that the City, in concert with other jurisdictions, must take to reduce the probability of hazard occurrence.	
<p><b>Policy (a):</b> Regulate the type and intensity of development in areas associated with potential land use and air operational hazards through land use controls (p. J-4).</p>	<p><b>Consistent:</b> The overall IBC area is in the height restriction zone of JWA, as shown on Figure 5.6-3, <i>Height Restriction Zone</i>. As outlined in PDF 6-1, individual development projects would not be permitted to exceed the elevations defined in FAR Part 77, which is incorporated into the AELUP for JWA, unless, upon completion of an aeronautical study conducted by the FAA pursuant to the filing of Form 7460-1, ALUC finds that the structure will not adversely affect aeronautical operations, including interference with navigational aids or published flight paths and procedures. As described in PDF 6-1 and the proposed zoning for the project related to building height limitations, recordation of aviation easements, obstruction lighting and marking, and airport proximity disclosures and signage shall be provided per Orange County ALUP standards for John Wayne Airport. AELUP incorporates Part 77. Therefore, the proposed zoning code ensures health and safety compatibility for air operational hazards. Furthermore, as outlined in the IBC Vision Plan, sensitive land uses like residential would be limited to the Urban Neighborhood District. This district is outside of the Clear Zones (also known as Runway Protection Zones) of JWA as shown on Figure J-4, <i>Clear and Accident Potential Zones</i>, of the City's General Plan. Uses in Clear Zone areas would be limited to office and industrial uses.</p>
<p><b>Policy (d):</b> Use the most current available Airport Environs Land Use Plan (AELUP) as a planning resource for evaluating aircraft operations, land use compatibility and land use intensity (p. J-4).</p>	<p><b>Consistent:</b> The analysis provided in Section 5.6, <i>Hazards and Hazardous Materials</i>, utilized the most current AELUP for JWA in the proposed project's evaluation of aircraft operations, land use compatibility and land use intensity.</p>
<p><b>Policy (e):</b> Require development proposals to be reviewed by the Orange County Fire Authority to ensure adequate fire protection and precautions occur (p. J-4).</p>	<p><b>Consistent:</b> Individual development projects would be required to be reviewed by OCFA during the entitlement and building plan check process in order to ensure adequate fire protection and precautions occur. Additionally, as outlined in PPP 6-3 in Section 5.6, prior to approval of a conditional use permit, project applicants are required to prepare a Fire Master Plan for submittal to OCFA.</p>



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<b>Objective J-2: Disaster Response</b> – Identify actions that the City, in conjunction with other jurisdictions, must take to reduce the severity of disasters.	
<p><b>Policy (a):</b> Ensure that developments will be properly served by police and fire service (p. J-4).</p>	<p><b>Consistent:</b> The provision of fire and police services for the proposed project is addressed in Section 5.11, <i>Public Services</i>. The proposed project would increase the demand for these services; however, as concluded in Section 5.11, based on information provided by OCFA and the Irvine Police Department, it would not significantly impact service levels. Additionally, as outlined in PPP 10-2, prior to the issuance of the first grading permit for the individual development projects, the project applicant is required to have executed a SFPA with OCFA, as a fair share approach mitigation to offset the cost of a new station and the equipment to serve the IBC area.</p>
<p><b>Policy (b):</b> Ensure that each development will have adequate emergency ingress and egress (p. J-4).</p>	<p><b>Consistent:</b> The provision of adequate emergency ingress and egress for fire and police services is addressed in Section 5.11. The PPPs and PDFs outlined in Section 5.11 would ensure that individual project developments would provide adequate ingress and egress for emergency services and vehicles. For example, as outlined in PPP 11-1, project applicants are required to comply with all applicable OCFA codes, ordinances, and standard conditions regarding fire prevention and suppression measures, including fire access and access gates. Additionally, PPP 11-3 requires that all fire protection access easements be approved by OCFA and irrevocably dedicated in perpetuity to the City.</p>
<b>Parks and Recreation Element</b>	
<b>Objective K-1: Recreational Opportunities</b> – Provide for a broad spectrum of recreational opportunities and park facilities, in either public or private ownership, to accommodate a variety of types and sizes of functions.	
<p><b>Policy (a):</b> Provide community parks which serve residents of a planning area to citywide level by providing facilities appropriate for citizens of various ages and interests, such as (p. K-5):</p> <ul style="list-style-type: none"> <li>• Community centers</li> <li>• Athletic facilities</li> <li>• Competition level swimming pools</li> <li>• Picnic areas</li> <li>• Cultural centers</li> <li>• Day care centers</li> </ul>	<p><b>Consistent:</b> The provision of community park needs is addressed in Section 5.12, <i>Recreation</i>. As outlined in Section 5.12, development of additional residential units in accordance with the proposed project would increase the demand for parks and recreational facilities, of various types. However, as outlined in Section 5.12, future residential developments would be required to dedicate parkland including a variety of public and private recreation areas that would serve the future onsite population in accordance with the City of Irvine’s park standards. Community park requirements for individual project developments would be met through the payment of in-lieu fees, which are required to be paid to the City prior to the issuance of the first residential building permit.</p> <p>As discussed in PDF 8-1, to ensure a consistent standard of residential mixed-use design quality throughout the IBC, the City of Irvine has established a set of Residential Mixed-Use Design Criteria. These design criteria are intended to guide the physical development of any residential or mixed-use project that contains a component of residential use located within the boundaries of the IBC. The document includes criteria for pedestrian access and identifies the range of park types and alternative park design standards for parks to be developed in the overlay district.</p>

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<p><b>Policy (c):</b> Provide neighborhood parks that respond to recreational needs at a local level (p. K-5).</p> <p><b>Policy (e):</b> Ensure that public parks are developed with recreational amenities such as active play areas, passive open space, picnic facilities, and athletic fields and courts per standards identified in the Community Parks Master Plan (p. K-5).</p>	<p><b>Consistent:</b> The provision of neighborhood park needs is addressed in Section 5.12, <i>Recreation</i>. As outlined in Section 5.12, historically, neighborhood park requirements for residential projects in the IBC have been met by incorporating onsite recreational amenities such as, swimming pools, fitness centers, tot lots, and passive recreation areas for residents. Actual amenities provided in future residential developments would be determined through the City's Park Plan process. For neighborhood park requirements not met onsite, remaining neighborhood park in-lieu fees would be allocated to the general IBC neighborhood park account to be used to provide and/or improve neighborhood parks that would be available to IBC residents. Such park fees would be required to be paid to the City prior to the issuance of the first residential building permit.</p>
<b>Growth Management Element</b>	
<b>Objective M-3: Roadway Maintenance and Capacity Enhancement</b> – Ensure that development contributes its “fair share” to the improvement of the local transportation system and the regional roadway network by constructing necessary roadway improvements through identified mitigation measures and/or payment of circulation improvement fees through established mitigation fee programs.	
<p><b>Policy (d):</b> Ensure that development contributes its “fair share” to the improvement of the local transportation system and the regional roadway network by constructing necessary roadway improvements through identified mitigation measures and/or payment of circulation improvement fees through established mitigation fee programs (p. M-6).</p>	<p><b>Consistent:</b> See response to Policy (q) of Objective B-1.</p>
<b>Objective M-4: Transportation Demand Management</b> – Provide and encourage the use of a full range of alternative modes of transportation including transit systems.	
<p><b>Policy (a):</b> Support programs promulgated in the Air Quality Management Plan (AQMP) and City programs such as Spectrumotion and the Trip Reduction Facilities Ordinance which are aimed at increasing the vehicle occupancy rate and reducing vehicle trips and vehicle miles traveled (VMT) (p. M-7).</p>	<p><b>Consistent:</b> The project area is served by the OCTA bus lines and nearby JWA. Additionally, the IBC area is also served by <b>The i Shuttle</b>, which allows existing and future residents and employees to have an alternative way to commute to jobs and locations throughout the IBC. This shuttle system is also intended to complement regional bus service, provide direct express service to and from the nearby Tustin Metrolink Station, and provide traffic relief for peak-hour commuters, which would in turn increase the vehicle occupancy rate and reduce vehicle trips and vehicle miles traveled throughout the IBC.</p>
<b>Objective M-5: Transit Systems and Service</b> – Provide adequate transit services and opportunities.	
<p><b>Policy (g):</b> Plan commercial, industrial, and residential areas so that the use of transit systems could be implemented if and when deemed viable (p. M-9).</p>	<p><b>Consistent:</b> As noted above, the project area is served by the OCTA bus lines, nearby JWA, and <b>The i Shuttle</b>. The land uses permitted and proposed in the Urban Neighborhood and Business Complex Districts would be developed in a manner that would not only compliment the existing public transit system, but would also promote the use of public transit to existing and future residents and employees of the IBC area, and could also help expand the existing transit system in the future.</p>

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<b>Objective M-6: Balanced Growth</b> – Promote balanced growth of residential and non-residential land uses and supporting public facilities and services.	
<p><b>Policy (h):</b> Encourage the establishment and development of facilities and services consistent with policies concerning, but not limited to, police/fire facilities, libraries, parks, and flood control as identified in the Public Facilities Element (p. M-11).</p>	<p><b>Consistent:</b> Section 5.11, <i>Public Services</i>, addresses the potential impacts of the proposed project on police, fire, schools, and libraries. Water, solid waste, and sewer facilities are discussed in Section 5.14, <i>Utilities and Service Systems</i>, and parks are discussed in Section 5.12, <i>Recreation</i>. As analyzed in these sections, while the proposed project would increase the demand for public services and facilities, it would not require the construction of new public facilities beyond what exists, is planned to be implemented by the respective service providers, or proposed to be implemented as part of the proposed project.</p>
<p><b>Objective M-7: Phase Growth</b> – A Comprehensive Phasing Program (CPP) shall be prepared to ensure that infrastructure, such as roadways, public facilities, and other services, is provided to commensurate with demand and to ensure that development is phased in a manner which quantitatively links development and infrastructure improvements. Adequate provisions, on a “fair share” basis, for roads, transit, and other public facilities and services including, but not limited to, libraries, police, fire, parks and flood control, shall be identified in the CPP.</p>	
<p><b>Policy (e):</b> Public facility performance standards shall be used to evaluate the availability of and need for public facilities for any proposed development. The performance standards are established as public facility goals and shall be utilized within the Comprehensive Phasing Program. It is not necessary that the performance standards be achieved in all circumstances. The performance standards for fire, police, libraries, flood control, parks and recreation, and schools shall be established by the agency authorized by law to provide those services at the time the development proposal is evaluated by the City (p. M-11).</p>	<p><b>Consistent:</b> The public facility performance standards identified by respective service providers and/or the City have been outlined throughout the analysis presented in Section 5.11 for public services. The analysis of project impacts addresses the relationship of the proposed project to these standards and no significant impacts have been identified with implementation of PPPs and PDFs, where applicable and feasible. The availability of public services to serve the proposed project at various phases of development is further reviewed during subsequent development processes (e.g., review of tract maps, conditional use permits, master plans).</p>

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### LAND USE AND PLANNING

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### Zoning Ordinance Consistency Analysis

The IBC currently consists of four zoning designations, which include 5.0 IBC Mixed Use, 5.1 IBC Multi-Use, 5.2 IBC Industrial, and 5.3 (including 5.3 A–D for specific sites) IBC Residential.

The proposed project includes a Zoning Ordinance Amendment. More specifically, the Zoning Ordinance Amendment would add new Chapter 5-8 to the City’s Zoning Ordinance to adopt the IBC Mixed Use Overlay Zone, which would define regulatory zoning districts for properties in the IBC, and outline criteria for evaluating compatibility of residential development with adjacent businesses. The amendment would also revise the statistical analysis outlined in Section 9-36-5, *Statistical Analysis*, of the City’s Zoning Ordinance, to establish a residential cap of 15,000 dwelling units for the IBC area (excluding density bonus units pursuant to state law), with an offsetting reduction of nonresidential office equivalency square footage, for units under the cap not yet approved, consistent with the proposed General Plan Amendment. Furthermore, the amendment would also update the Chapter 9-36, *Planning Area 36 (Irvine Business Complex)*, provisions regarding the IBC traffic mitigation fee program. Adoption of the Zoning Ordinance Amendment would help maintain consistency with and carry out the goals, objectives, and policies of the Irvine General Plan and the City’s vision for the future of the IBC.

The proposed overlay zone is shown on Figure 3-6, *Overlay Zone Regulating Plan*. Under the proposed project, the current IBC zoning designations would remain, with the addition of the IBC Mixed Use Overlay Zone. Through the adoption of the new Chapter 5-8, *IBC Mixed Use Overlay Zone*, this overlay zone would establish two zoning districts (Urban Neighborhood and Business Complex), each with its own unique identity and character. The purpose of creating different districts is to distinguish the pattern of development and land uses in each district and guide future growth. This would be achieved through a range of land uses, development types, scale of buildings, the streetscape design, and setbacks. As a whole, the districts would create distinct areas that will become the focus for the activity or facility in each district and together they will create a unique sense of place in the City of Irvine. The new overlay zone would also designate the permitted land uses in the various districts. To ensure a consistent standard of residential design quality throughout the IBC, a set of design criteria from the IBC Vision Plan that would be applicable to new residential mixed-use projects in the IBC would also be adopted and would be referenced in the new Chapter 5-8. These design criteria would guide the physical development of any residential or mixed-use project in the boundaries of the IBC. The design criteria would also assist in ensuring that the design of each development remains true to the principles established in the IBC Vision Plan. Furthermore, the design criteria would also provide standards for new construction and for remodels or additions, including parks and landscaping requirements.



Project developments that would not include residential and/or mixed-use components and wish to develop under the existing zoning designations would be in accordance with the current development standards (e.g., parking requirements, setbacks, building heights, etc.), regulations, infrastructure requirements, and implementation programs outlined in City’s Zoning Ordinance. It is intended that local public works projects, design review plans, detailed site plans, grading and building permits, or any other action requiring ministerial or discretionary approval applicable to the project area be consistent with the existing Public Works Standards, Zoning Ordinance, and/or the proposed IBC Mixed Use Overlay Zone and its associated design criteria and standards.

### UCI LRDP Consistency Analysis

UCI owns and operates a property along the east side of Jamboree Road between Campus Drive and Fairchild Road, adjacent to the IBC. According to the UCI 2007 LRDP, the site, known as North Campus—which is currently occupied by academic and support facilities, an arboretum, and a child development center—is planned to be redeveloped with up to 950,000 square feet of office/research space and ~~455~~ 435 multifamily dwelling units by the year 2036. The land use, circulation, and other development-related assumptions of the LRDP have been included in the IBC Vision Plan analysis, including the importance of the North Campus serving as a gateway between the City of Irvine and the UCI campus. Therefore, the proposed project would not significantly impact UCI’s ability to implement the LRDP, including the North Campus development plan.

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#### John Wayne AELUP Consistency Analysis

The southwestern boundary of the IBC abuts JWA. The AELUP for JWA identifies standards for development in the airport's planning area based on noise contours, Accident Potential Zones (APZs), and building heights. As previously stated, the JWA ALUC reviews land use proposals near civilian and military airports and other land uses that have a potential impact on airport operations in accordance with the AELUP. In general, the ALUC reviews land use proposal compliance with the AELUP using four broad criteria, to ensure that projects do not:

- Place people so that they are affected adversely by aircraft noise
- Concentrate people in areas susceptible to aircraft accidents
- Permit structures of excessive height in areas that would adversely affect the continued operation of the airport
- Permit activities or facilities that would adversely affect aeronautical operations

Pursuant to California Public Utilities Code Section 21676, local governments are required to submit all general plan and zoning amendments that occur in the ALUC planning areas for consistency review by ALUC. If deemed inconsistent with the ALUC plan, a local government may override the ALUC decision by a two-thirds vote of its governing body, if it makes specific findings that the proposed action is consistent with the purposes of this article stated in Section 21670 of the Public Utilities Code. The purpose stated in Section 21670(a)(2) is "to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards in areas around public airports to the extent that these areas are not already devoted to incompatible uses."

The ALUC has determined that the 2851 Alton Parkway and Martin Street Condos projects are consistent with the adopted ALUEP. In addition, ALUC determined that the IBC Vision Plan and Mixed Use Overlay Zoning Code project was consistent with ALUEP on April 30, 2009. However, due to the changes to the proposed land use plan, the project will have to go back to ALUC for an updated consistency determination.

#### **Potential Aircraft Noise Impacts**

Portions of the IBC area are in the 60 and 65 dBA CNEL aircraft operation noise contours identified in the AELUP for JWA (see Figure 5.9-2, *Projected John Wayne Airport Noise Impact Zones*). AELUP identifies land uses that are "normally acceptable" and "conditionally acceptable" in each noise impact zone delineated by the respective CNEL noise contour derived from studies of aircraft flight operations into and out of JWA. AELUP defines the noise exposure to be "Moderate Noise Impact" in the 60 dBA CNEL noise contour, Noise Impact Zone 2. Per the AELUP for JWA, noise impact in this area is sufficient to require sound attenuation. Single noise events in this area cause serious disturbances for many inhabitants. AELUP notes that residents occupying residential units in Noise Impact Zone 2 may experience "inconvenience, annoyance, or discomfort arising from noise of aircraft at the airport." As outlined in the AELUP, the residential use interior sound attenuation requirement in this noise impact zone is required to be a CNEL value not exceeding an interior level of 45 dB. In the 65 dBA CNEL noise contour, Noise Impact Zone 1, the AELUP defines the noise exposure to be High Noise Impact. Per the AELUP for JWA, noise impact in this zone is sufficient to warrant restrictions on residential uses and to require sound attenuation measures on other uses. ALUC does not support residential development in the 65 dBA CNEL noise contour and all residential units are considered inconsistent in this area. Additionally, per Policy (b) of Objective F-1, *Mobile Noise*, of City's General Plan Noise Element, residential uses are prohibited in the 65 dBA CNEL of aircraft noise contours.

Under the proposed project, development of residential uses would be limited to the Urban Neighborhood District. As shown on Figure 5.9-2, portions of the Urban Neighborhood District would be in the 60 dBA CNEL noise contour. Future residential development projects in accordance with the IBC Vision Plan that would fall in this noise contour would be required to adhere to the interior and exterior noise standards outlined in the AELUP for JWA and any other conditions and mitigation as deemed necessary by ALUC and the City of Irvine. Additionally, residences in the 60 dBA

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### LAND USE AND PLANNING

CNEL contour would be required to mitigate interior noise levels to achieve the City's 55 dBA  $L_{max}$  criteria, as outlined in PDF 9-4. Furthermore, as outlined in PDF 9-2, prior to the issuance of building permits, project applicants are required to submit a final acoustical report that demonstrates that the development will be sound attenuated against present and projected noise levels—including roadway, aircraft, helicopter, and railroad—to meet City interior and exterior noise standards. As shown on Figure 5.9-2, a small portion of the Urban Neighborhood District is also within the 65 CNEL dBA noise contour; however, residential development would not be permitted within this noise contour in accordance with the AELUP for JWA, Policy (b) of Objective F-1 (Mobile Noise) of the City's Noise Element, and PDF 9-4. Therefore, residential land uses under the IBC Vision Plan are not expected to result in an inconsistency with the noise standards of the AELUP for JWA.

#### **Potential Hazards to People and Structures on the Ground**

The southwestern portion of the IBC area is in Safety Zone 6 (Traffic Pattern Zone), as indicated in Caltrans' *California Airport Land Use Planning Handbook* (CDA 2002). Other zones that encroach onto the southwestern portion of the IBC from JWA include Safety Zone 5 (Sideline Zone), Safety Zone 4 (Outer Approach/Departure Zone), and Safety Zone 3 (Inner Turning Zone). Risk factors associated with Zone 6 generally include a low likelihood of accident occurrence. The main concern is primarily related to uses for which potential consequences are severe. Allowed uses in this safety zone include residential and most nonresidential uses, with the exception of outdoor stadiums and similar uses with very high intensities. Uses that should be avoided include children's schools, large day-care centers, hospitals, and nursing homes. Safety Zones 3, 4, and 5 prohibit the development of children's schools, large day care centers, hospitals, and nursing homes. These zones also call for the avoidance or limited development of residential uses. Nonresidential uses having moderate or high usage intensities should also be avoided in these zones. The permitted and prohibited land uses that would be developed in the various safety zones would be in accordance with those outlined in the respective safety zone and their applicable land use restrictions.

Additionally, as outlined in the IBC Vision Plan, sensitive land use like residential would be limited to the Urban Neighborhood District. This district is outside of the Clear Zones (also known as Runway Protection Zones) of JWA as shown on Figure J-4, *Clear and Accident Potential Zones*, of the City's General Plan. Uses in the Clear Zone areas would be limited to office and industrial uses.



#### **Potential Hazards to Aircraft in Flight**

The project area is not in an APZ; however, the overall IBC area is within the height restriction zone of JWA, as shown on Figure 5.6-3, *Height Restriction Zone*. Building height limits in this restricted zone are determined in accordance with Federal Air Regulations (FAR) Part 77, Objects Affecting Navigable Airspace, of the Federal Aviation Administration (FAA) regulations. It should be noted that the current aviation easement for JWA as adopted by the Orange County Board of Supervisors restricts the construction of buildings to a maximum height of 203.68 feet above mean sea level. As discussed in Section 5.6, *Hazards and Hazardous Materials*, and outlined in PDF 6-1, individual development projects would not be permitted to exceed the height limitations defined in FAA Regulations Part 77.25, which is incorporated into the AELUP for JWA, unless, upon completion of an aeronautical study conducted by the FAA pursuant to the filing of Form 7460-1, ALUC finds that the structure will not adversely affect aeronautical operations, including interference with navigational aids or published flight paths and procedures. Therefore, the type and intensity of developments would be regulated via the requirement for specific review by ALUC together with the FAA determination. Additionally, as outlined in PDF 6-1, building height limitations, recordation of aviation easements, obstruction lighting and marking, and airport proximity disclosures and signage shall be provided per AELUP standards. Given the requirement for specific review by the ALUC together with the FAA determination and recorded aviation easement, and the proposed building height limitations outlined in PDF 6-1, development of land uses under the IBC Vision Plan are not expected to result in an inconsistency with the building height limitations set forth under the current civilian airport standards in the AELUP.

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### Conclusion

Based on this review and Section 5.6 of the DEIR, the ALUC determined that the proposed project was consistent with AELUP and Caltrans' health and safety standards on April 30, 2009. However, the revised project has not yet been before ALUC for a determination of consistency. If ALUC determines that the proposed project is not consistent with the AELUP for JWA, and the Irvine City Council overrides this finding by a two-thirds vote, a significant unavoidable adverse impact would result and a Statement of Overriding Considerations would be required.

### SCAG RCP Consistency Analysis

As previously noted, the 2008 SCAG RCP is an advisory document to local agencies in the Southern California region for their information and voluntary use while preparing local plans and handling local issues of regional significance. Table 5.8-2 provides an assessment of the proposed project's relationship to advisory and voluntary policies contained in various chapters of SCAG's RCP. The analysis contained in Table 5.8-2 concludes that the proposed project would be consistent with the advisory and voluntary RCP policies. Therefore, implementation of the proposed project would not result in significant land use impacts related to the RCP policies.

Table 5.8-2  
Consistency with SCAG's Regional Comprehensive Plan

SCAG Policy	Project Compliance
<b>Land Use And Housing Action Plan</b>	
<b>Policy LU-4:</b> Local governments should provide for new housing, consistent with State Housing Element law, to accommodate their share of forecast regional growth.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Policy LU-4.1:</b> Local governments should adopt and implement General Plan Housing Elements that accommodate housing needs identified through the Regional Housing Needs Assessment (RHNA) process. Affordable housing should be provided consistent with RHNA income category distributions adopted for each jurisdiction. To provide housing, especially affordable housing, jurisdictions should leverage existing State programs such as HCD's Workforce Incentive Program and density bonus law and create local incentives (e.g., housing trust funds, inclusionary zoning, tax-increment-financing districts in redevelopment areas and transit villages) and partnerships with non-governmental stakeholders.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Policy LU-5:</b> Local governments should leverage federal and State and local funds to implement the Compass Blueprint.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Policy LU-5.1:</b> All stakeholders should leverage state infrastructure bond financing, including the Department of Housing and Community Development's Transit Oriented Development program and should support legislation that will target infrastructure bond funds for regions with adopted growth visions such as the Compass Blueprint and for projects consistent with these visions.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Policy LU-5.2:</b> Subregional organizations should leverage the federal transportation planning funds available at the subregional level, to complete projects that integrate land use and transportation planning and implement Compass Blueprint principles.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Policy LU-6:</b> Local governments should consider shared regional priorities, as outlined in the Compass Blueprint, Regional Transportation Plan, and this Regional Comprehensive Plan, in determining their own development goals and drafting local plans.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Policy LU-6.1:</b> Local governments should take a comprehensive approach to updating their General Plans, keeping General Plans up-to-date and providing progress reports on updates and implementation, as required by law.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.



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## LAND USE AND PLANNING

Table 5.8-2  
Consistency with SCAG's Regional Comprehensive Plan

SCAG Policy	Project Compliance
<p><b>Policy LU-6.2:</b> Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, EnergyStar Homes, Green Point Rated Homes, and the California Green Builder Program.</p>	<p><b>Consistent:</b> The proposed project's impact on energy use is addressed in Section 5.15, <i>Global Climate Change</i>. As outlined in PPP 15-1, the City of Irvine Construction and Demolition (C&amp;D) Debris Recycling and Reuse Ordinance requires that 1) all residential projects of more than one unit, 2) nonresidential developments of 5,000 square feet or larger, and 3) nonresidential demolition/renovations with more than 10,000 square feet of building recycle or reuse a minimum of 75 percent of concrete and asphalt and 50 percent of nonhazardous debris generated. PPP 15-2 states that prior to the issuance of a building permit for residential, commercial, or office structures in the IBC, development plans are required to demonstrate that the project meets the 2008 Building and Energy Efficiency Standards (Title 24). Design strategies to meet this standard may include maximizing solar orientation for daylighting and passive heating/cooling, installing appropriate shading devices and landscaping, utilizing natural ventilation, and installing cool roofs. Other techniques include installing insulation (high R value) and radiant heat barriers, low-e window glazing, or double-paned windows. Additionally, PDF 15-13 requires that project applicants submit evidence to the satisfaction of the Director of Community Development that toilets, urinals, sinks, showers, and other water fixtures installed onsite are ultra-low-flow fixtures. Further, PDF 15-14 requires applicants to submit evidence to the satisfaction of the Director of Community Development that landscaping irrigation systems installed in the project are automated, high-efficient irrigation systems that reduce water use, such as bubbler irrigation or moisture sensors.</p>



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## LAND USE AND PLANNING

Table 5.8-2  
Consistency with SCAG's Regional Comprehensive Plan

SCAG Policy	Project Compliance
<p><b>Policy LU-6.3:</b> Local governments and subregional organizations should develop ordinances and other programs, particularly in the older, more urbanized parts of the region, which will enable and assist in the cleanup and redevelopment of brownfield sites.</p> <p><b>Policy LU-6.4:</b> Local governments and subregional organizations should develop adaptive reuse ordinances and other programs that will enable the conversion of vacant or aging commercial, office, and some industrial properties to housing and mixed-use with housing.</p>	<p><b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.</p> <p><b>Consistent:</b> The IBC Vision Plan would create two distinct districts, which include the Urban Neighborhood and Business Complex Districts. The purpose of creating different districts is to influence the pattern of development and land uses in each district. This would be achieved through a range of land uses, development types, scale of buildings, the streetscape design, and setbacks. Development in the districts would also occur as infill development. Through the IBC Vision Plan, a wide range of residential and mixed-use opportunities would be created. For example, in the Urban Neighborhood District, the neighborhoods in this district are envisioned to be primarily residential with retail, offices and restaurants allowed on the first floor.</p>
<b>Open Space and Habitat – Community Open Space Action Plan</b>	
<p><b>Policy OSC-7:</b> Local governments should prepare a Needs Assessment to determine the adequate community open space level for their areas.</p>	<p><b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.</p>
<p><b>Policy OSC-8:</b> Local governments should encourage patterns of urban development and land use, which reduce costs on infrastructure and make better use of existing facilities.</p>	<p><b>Consistent:</b> As outlined in the IBC Vision Plan, in the Urban Neighborhood District, the neighborhoods in this district are envisioned to be primarily residential with retail, offices and restaurants allowed on the first floor. By allowing residential uses to be mixed in with retail, office, and other support uses and services, the need for expanding public services and facilities would be reduced. Additionally, by allowing residences to be developed near employment opportunities, it would allow people to work and live in the same area, thus allowing optimal use of existing infrastructure and facilities and orderly expansion where necessary. Furthermore, the project area is also served by the necessary existing public facilities services, including OCTA bus lines, nearby JWA, and <b>The i Shuttle</b>.</p> <p>Please refer to Sections 5.11, <i>Public Services</i>, and 5.14, <i>Utilities and Service Systems</i>, for a further discussion of how the public services and facilities system would be able to accommodate the land uses of the proposed project.</p>
<p><b>Policy OSC-9:</b> Developers and local governments should increase the accessibility to natural areas lands for outdoor recreation.</p>	<p><b>Consistent:</b> The eastern boundary of the project area is formed by the San Diego Creek Trail, which includes a Class I (off-road) bikeway. As a part of IBC Vision Plan, a comprehensive pedestrian and bicycle linkage system would be created that would not only provide an important and convenient linkage system throughout the IBC area, but also to surrounding planning areas and land uses, including the San Diego Creek Trail. As outlined in the IBC Vision Plan, a pedestrian Creekwalk is envisioned adjacent to the San Diego Creek that would ultimately provide a trail connection to the Great Park from the IBC and the City's Civic Center (see Figure 5.1-9, <i>Conceptual Creekwalk Rendering</i>). Development of the Creekwalk would encourage the use of the bicycle as an alternative means of transportation by providing linkages throughout the IBC to the existing trail system. The Creekwalk would include a trail system that would be designed to accommodate cyclists of all levels of experience and would provide for both recreation and transportation. In addition to the on-street bicycle lanes that exist</p>

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## LAND USE AND PLANNING

Table 5.8-2  
Consistency with SCAG's Regional Comprehensive Plan

SCAG Policy	Project Compliance
	throughout the IBC area, the proposed project would expand the bicycle system through the provision of additional on-street bicycle lanes. Furthermore, as a part of the IBC Vision Plan, other trail systems would include the conversion of existing inoperative rail lines to trails and the provision of trails along existing canals.
<b>Policy OSC-10:</b> Developers and local governments should promote infill development and redevelopment to revitalize existing communities.	<b>Consistent:</b> See response to RCP Policy LU-6.4.
<b>Policy OSC-11:</b> Developers should incorporate and local governments should include land use principles, such as green building, that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms.	<b>Consistent:</b> The CEQA process ensures that plans at all levels of government consider all environmental impacts. Sections 5.2, <i>Air Quality</i> , and 5.14, <i>Utilities and Service Systems</i> , of this DEIR appropriately address the potential environmental impacts related to resource efficiency, pollution, and solid waste. As outlined in these DEIR sections, the proposed project would adhere to state and federal environmental and climate change policies to comply with strategies to eliminate pollution and reduce waste. See also response to RCP Policy LU-6.2.
<b>Policy OSC-12:</b> Developers and local governments should promote water-efficient land use and development.	<b>Consistent:</b> As outlined in PDF 15-13, applicants for new developments are required to submit evidence to the satisfaction of the Director of Community Development that toilets, urinals, sinks, showers, and other water fixtures installed onsite are ultra-low-flow fixtures. As outlined in PDF 15-14, applicants for new developments are required to submit evidence to the satisfaction of the director that landscaping irrigation systems installed in the project are automated, high-efficient irrigation systems that reduce water use, such as bubbler irrigation; low-angle, low-flow spray heads; or moisture sensors. Additionally, as outlined in PDF 15-15, if recycled water service is determined by the Irvine Ranch Water District (IRWD) to be feasible, applicants for new developments in the Irvine Business Complex shall use reclaimed water in all master landscaped areas, including multifamily, common, roadways, and park areas. Master landscapes would also be required to incorporate weather-based controllers and efficient irrigation system designs to reduce overwatering, combined with the application of a California-friendly landscape palette. Furthermore, as outlined in PPP 14-1, if recycled water service is determined by IRWD to be feasible, applicants for new water service shall be required to install onsite facilities to accommodate both potable water and recycled water service in accordance with IRWD's rules and regulations. IRWD may also require existing customers to retrofit existing onsite water service facilities to accommodate recycled water service. If IRWD does not require the use of recycled water service, the customer may obtain recycled water service upon request but only if IRWD has determined that recycled water service to the customer is feasible and authorizes such use.
<b>Policy OSC-13:</b> Developers and local governments should encourage multiple use spaces and encourage redevelopment in areas where it will provide more opportunities for recreational uses and access to natural areas close to the urban core.	<b>Consistent:</b> The provision of recreational needs is addressed in Section 5.12, <i>Recreation</i> . Neighborhood park requirements for residential projects in the IBC would be met by incorporating onsite recreational amenities such as, swimming pools, fitness centers, tot lots, and passive recreation areas for residents. Actual amenities provided in future residential developments would be determined through the City's Park Plan process. For neighborhood park requirements not met onsite, remaining neighborhood park in-lieu fees would be allocated to the general IBC neighborhood park account to be used to provide and/or improve neighborhood parks



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### LAND USE AND PLANNING

Table 5.8-2  
Consistency with SCAG's Regional Comprehensive Plan

SCAG Policy	Project Compliance
	that would be available to IBC residents. Such park fees would be required to be paid to the City prior to the issuance of the first residential building permit. Additionally, the Urban Neighborhood District would be located near areas that would offer convenient access to existing and future recreational uses, including the proposed Creekwalk and existing Sand Diego Creek Trail. Furthermore, see response to RCP Policy OSC-9.
<b>Water Action Plan</b>	
<b>Policy WA-9:</b> Developers and local governments should consider potential climate change hydrology and resultant impacts on available water supplies and reliability in the process of creating or modifying systems to manage water resources for both year-round use and ecosystem health.	<b>Consistent:</b> See response to RCP Policy OSC-12.
<b>Policy WA-10:</b> Developers and local governments should include conjunctive use as a water management strategy when feasible.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Policy WA-11:</b> Developers and local governments should encourage urban development and land uses to make greater use of existing and upgraded facilities prior to incurring new infrastructure costs.	<b>Consistent:</b> See response to RCP Policy OSC-8.
<b>Policy WA-12:</b> Developers and local governments should reduce exterior uses of water in public areas, and should promote reduced use in private homes and businesses, by shifting to drought-tolerant native landscape plants (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.	<b>Consistent:</b> See response to RCP Policy OSC-12.
<b>Policy WA-13:</b> Developers and local governments should protect and preserve vital land resources—wetlands, groundwater recharge areas, woodlands, riparian corridors, and production lands. The federal government's 'no net loss' wetlands policy should be applied to all of these land resources.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Policy WA-14:</b> Local governments should amend building codes to require dual plumbing in new construction, and provide incentives for plumbing retrofits in existing development, to enable the safe and easy use of recycled water in toilets and for landscaping.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Policy WA-15:</b> Local governments should amend ordinances as necessary to allow municipal and private outdoor use of recycled water for all parks, golf courses, and outdoor construction needs.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.

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Table 5.8-2  
Consistency with SCAG's Regional Comprehensive Plan

SCAG Policy	Project Compliance
<b>Policy WA-16:</b> Water agencies should incentivize the use of recycled water through pricing structures that make it an attractive alternative to fresh water in non-potable situations.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Policy WA-17:</b> Water agencies should reduce salinity and remove contamination in major groundwater basins to increase conjunctive use of water resources and extend groundwater storage unless specific beneficial uses for contaminated groundwater are identified.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Policy WA-18:</b> Local governments should create stable sources of funding for water and environmental stewardship and related infrastructure sustainability, including purchase and implementation of green infrastructure.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Policy WA-19:</b> Water purveyors should develop and implement tiered water pricing structures to discourage water waste and minimize polluting runoff.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Policy WA-20:</b> Local governments should use both market and regulatory incentive mechanisms to encourage 'water wise' planning and development, including streamlining and prioritizing projects that minimize water demand and improve water use efficiencies.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Policy WA-21:</b> Local governments should develop comprehensive partnership approaches to remove and prevent water impairments, replacing the existing regulatory command and control approach that has created delays and distrust.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Policy WA-22:</b> Local governments should create opportunities for pollution reduction marketing and other market-incentive water quality programs.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Policy WA-23:</b> Local governments should encourage Low Impact Development and natural spaces that reduce, treat, infiltrate and manage runoff flows caused by storms and impervious surfaces.	<b>Consistent:</b> As outlined in Section 5.7, <i>Hydrology and Water Quality</i> , project applicants would be required to comply with all local, state and federal requirements related to water quality, including the NPDES requirements established by the State Water Resources Control Board. Additionally, City Standard Subdivision Condition A.13, which is reproduced as PPP-7-3 in Section 5.7, requires project applicants to submit, and the Director of Community Development to approve, a Water Quality Management Plan (WQMP) prior to the issuance of precise grading permits. The WQMP is required to identify the BMPs that would be used on individual development sites to control predictable pollutant runoff.
<b>Policy WA-24:</b> Local governments should prevent development in flood hazard areas lacking appropriate protections, especially in alluvial fan areas.	<b>Consistent:</b> The potential impacts from flood hazards on the proposed project are analyzed in Section 5.7, <i>Hydrology and Water Quality</i> . As outlined in Section 5.7, as part of the IBC Master Drainage Study, several portions of the channels in the IBC area were found to be insufficient for containing the 100-year storm flows based on the updated Orange County Hydrology Manual methodologies, indicating that some locations may be in a Special Flood Hazard Area (SFHA). Channel improvements are recommended to provide adequate 100-year flood protections, where implementation of which is to be determined by the City of Irvine and the Orange County Flood Control District. In addition, the elevations of any proposed habitable spaces in a SFHA would be required to be placed above the 100-year flood elevations. Final elevations would be verified by FEMA. Therefore, impacts related to flood zones are considered less than significant, with improvements recommended by the IBC Master Drainage Study.
<b>Policy WA-25:</b> Local governments should implement green infrastructure and water-related green building practices through incentives and ordinances.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.



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Table 5.8-2  
Consistency with SCAG's Regional Comprehensive Plan

SCAG Policy	Project Compliance
<b>Policy WA-26:</b> Local governments should integrate water resources planning with existing greening and revitalization initiatives, such as street greening, tree planting, and conversion of impervious surfaces, to maximize benefits and share costs.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Policy WA-27:</b> Developers and local governments should maximize pervious surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. New impervious surfaces should be minimized to the greatest extent possible, including the use of in-lieu fees and off-site mitigation.	<b>Consistent:</b> The proposed project's impacts on hydrology are analyzed in Section 5.7, <i>Hydrology and Water Quality</i> . As outlined in Section 5.7, since the proposed project is a redevelopment of existing land uses, drainage patterns and conveyances would remain similar to existing conditions. The existing infrastructure and drainage channels would continue to collect runoff from the redevelopment areas, discharging to Reach 1 of San Diego Creek. New local storm drains may be constructed to improve drainage conditions at the individual project sites; however, the existing backbone storm drain system will remain, and the overall imperviousness of the IBC is not anticipated to significantly increase as compared to existing conditions, as industrial and commercial sites generally have a greater percentage of impervious surfaces in comparison to residential sites, and the area affected by land use changes generally comprises 8.7 percent of the total IBC area.
<b>Policy WA-28:</b> Local governments should maintain and update Best Management Practices for water resource planning and implementation.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Policy WA-29:</b> Local governments should coordinate with neighboring communities and watershed stakeholders to identify potential collaborative mitigation strategies at the watershed level to properly manage cumulative impacts within the watershed.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Policy WA-30:</b> Local governments should adopt MOUs and JPAs among local entities to establish participation in the leadership and governance of integrated watershed planning and implementation.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Policy WA-31:</b> Local governments should increase participation in the implementation of integrated watershed management plans, including planning effort initiated in neighboring communities that cross jurisdictional lines.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Policy WA-32:</b> Developers and local governments should pursue water management practices that avoid energy waste and create energy savings/supplies.	<b>Consistent:</b> See response to RCP Policy LU-6.2.

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SCAG Policy	Project Compliance
<p><b>Energy Action Plan</b></p> <p><b>Policy EN-8:</b> Developers and local governments should include the following land use principles that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms:</p> <ul style="list-style-type: none"> <li>Mixed-use residential and commercial development that is connected with public transportation and utilizes existing infrastructure.</li> <li>Land use and planning strategies to increase biking and walking trips.</li> </ul>	<p><b>Consistent:</b> See response to RCP Policy's OSC-8 and OSC-9.</p>
<p><b>Policy EN-9:</b> Local governments should include energy analyses in environmental documentation and general plans with the goal of conserving energy through the wise and efficient use of energy. For any identified energy impacts, appropriate mitigation measures should be developed and monitored. SCAG recommends the use of Appendix F, Energy Conservation, of the California Environmental Quality Act.</p>	<p><b>Consistent:</b> Section 5.15, <i>Global Climate Change</i>, includes a detailed energy analysis and also outlines a number of PPPs and mitigation measures that would assist in conserving energy. For example, as outlined in PPP 15-2, prior to the issuance of a building permit for residential, commercial, or office structures in the IBC, development plans for these structures are required to demonstrate that the project meets the 2008 Building and Energy Efficiency Standards (Title 24). Additionally, as outlined in PDF 15-13, applicants for new developments are required to submit evidence to the satisfaction of the Director of Community Development that toilets, urinals, sinks, showers, and other water fixtures installed onsite are ultra-low-flow fixtures.</p>
<p><b>Policy EN-10:</b> Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Energy saving measures that should be explored for new and remodeled buildings include:</p> <ul style="list-style-type: none"> <li>Using energy efficient materials in building design, construction, rehabilitation, and retrofit.</li> <li>Encouraging new development to exceed Title 24 energy efficiency requirements.</li> <li>Developing Cool Communities measures including tree planting and light-colored roofs. These measures focus on reducing ambient heat, which reduces energy consumption related to air conditioning and other cooling equipment.</li> <li>Utilizing efficient commercial/residential space and water heaters: This could include the advertisement of existing and/or development of additional incentives for energy efficient appliance purchases to reduce excess energy use and save money. Federal tax incentives are provided online.</li> <li>Encouraging landscaping that requires no additional irrigation: utilizing native, drought tolerant plants can reduce water usage up to 60 percent compared to traditional lawns.</li> <li>Encouraging combined heating and cooling (CHP), also known as cogeneration, in all buildings.</li> <li>Encouraging neighborhood energy systems, which allow communities to generate their own electricity.</li> <li>Orienting streets and buildings for best solar access.</li> <li>Encouraging buildings to obtain at least 20% of their electric load from renewable energy.</li> </ul>	<p><b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.</p>
<p><b>Policy EN-11:</b> Developers and local governments should submit projected electricity and natural gas demand calculations to the local</p>	<p><b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.</p>



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Table 5.8-2

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SCAG Policy	Project Compliance
electricity or natural gas provider, for any project anticipated to require substantial utility consumption. Any infrastructure improvements necessary for project construction should be completed according to the specifications of the energy provider.	
<b>Policy EN-12:</b> Developers and local governments should encourage that new buildings are able to incorporate solar panels in roofing and tap other renewable energy sources to offset new demand on conventional power sources.	<b>Consistent:</b> See response to RCP Policy LU-6.2.
<b>Policy EN-13:</b> Local governments should support only the use of the best available technology including monitoring, air, and water impacts for locating any nuclear waste facility.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Policy EN-14:</b> Developers and local governments should explore programs to reduce single occupancy vehicle trips such as telecommuting, ridesharing, alternative work schedules, and parking cash-outs.	<b>Consistent:</b> As outlined in the IBC Vision Plan, in the Urban Neighborhood District, the neighborhoods in this district are envisioned to be primarily residential with retail, offices and restaurants allowed on the first floor. By allowing residences to be developed near employment opportunities, it would allow people to work and live in the same area, thus allowing optimal use of existing and proposed alternative modes of transit, such as walking, bicycling, the OCTA bus lines, nearby JWA, and <b>The i Shuttle</b> . Therefore, this would help reduce the dependency on vehicles.
<b>Policy EN-15:</b> Utilities and local governments should consider the most cost-effective alternative and renewable energy generation facilities.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Policy EN-16:</b> Local governments and project implementation agencies should consider various best practices and technological improvements that can reduce the consumption of fossil fuels such as: <ul style="list-style-type: none"> <li>• Encouraging investment in transit, including electrified light rail</li> <li>• Expanding light-duty vehicle retirement programs</li> <li>• Increasing commercial vehicle fleet modernization</li> <li>• Implementing driver training module on fuel consumption</li> <li>• Replacing gasoline powered mowers with electric mowers</li> <li>• Reducing idling from construction equipment</li> <li>• Incentivizing alternative fuel vehicles and equipment</li> <li>• Developing infrastructure for alternative fueled vehicles</li> <li>• Increasing use and mileage of High Occupancy Vehicle (HOV), High Occupancy Toll (HOT) and dedicated Bus Rapid Transit (BRT) lanes</li> <li>• Implementing truck idling rule, devices, and truck-stop electrification</li> <li>• Requiring electric truck refrigerator units</li> <li>• Reducing locomotives fuel use</li> <li>• Modernizing older off-road engines and equipment</li> <li>• Implementing cold ironing at ports</li> <li>• Encouraging freight mode shift</li> <li>• Limit use and develop fleet rules for construction equipment</li> <li>• Requiring zero-emission forklifts</li> <li>• Developing landside port strategy: alternative fuels, clean engines, electrification</li> </ul>	<b>Consistent:</b> See response to RCP Policy's LU-6.2 and EN-14.
<b>Policy EN-17:</b> Utilities should consider increasing capacity of existing transmission lines, where feasible.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Policy EN-18:</b> Utilities should install and maintain California Best Available Control Technologies on all power plants at the US-	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.



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### LAND USE AND PLANNING

Table 5.8-2  
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SCAG Policy	Project Compliance
Mexico border.	
<b>Policy EN-19:</b> Subregional and local governments should explore participation in energy efficiency programs provided by their local utility such as the Ventura Regional Energy Office, South Bay Energy Savings Center, and the San Gabriel Valley Energy Wise program. These programs can offer customized incentives and public awareness campaigns to reduce energy consumption.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Air Quality Action Plan</b>	
<b>Policy AQ-5:</b> Local governments should implement control measures from local Air Quality Management Plans (AQMPs) such as accelerating the turnover of older, more polluting mobile and stationary source equipment using AB 2766 funding per the State Implementation Plan (SIP).	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Policy AQ-6:</b> Local governments should support and pursue environmentally sustainable strategies that implement and complement climate change goals and outcomes such as updating their General Plans to help address the State's AB 32 mandate. This should be consistent with state guidelines and requirements.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Policy AQ-7:</b> Local governments should develop policies that discourage the location of sensitive receptors that expose humans to adverse air quality impacts such as amending General Plans, zoning ordinances, business licensing, and related land use permitting processes to minimize human health impacts from exposure of sensitive receptors to local sources of air pollution. Jurisdictions should consider applicable guidance documents, such as ARB's Air Quality and Land Use Handbook: A Community Health Perspective and the South Coast AQMD's Guidance Document for Addressing Air Quality Issues.	<p><b>Consistent:</b> The proposed project's air quality impacts are addressed in Section 5.2, <i>Air Quality</i>. As outlined in Section 5.2, project applicants would be required to comply with PDFs 2-1 and 2-2. As outlined in PDF 2-1, based on the recommended buffer distances of the California Air Resources Board, applicants for new residential developments in the IBC are required to place residential structures outside of the recommended buffer distances to the following stationary air pollutant sources:</p> <ul style="list-style-type: none"> <li>• 1,000 feet from the truck bays of an existing distribution center that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units, or where transport refrigeration unit operations exceed 300 hours per week.</li> <li>• 1,000 feet from an existing chrome plating operation.</li> <li>• 300 feet from a dry cleaning facility using perchloroethylene using one machine and 500 feet from a dry-cleaning facility using perchloroethylene using two machines.</li> <li>• 50 feet from gas pumps in a gas-dispensing facility and 300 feet from a gas pumps in a gasoline dispensing facility with a throughput of 3.6 million gallons per year or greater.</li> </ul> <p>Additionally, PDF 2-2 requires that any new residential developments within 500 feet of I-405 install high efficiency Minimum Efficiency Reporting Value (MERV) filters of MERV 14 or better in the intake of residential ventilation systems. Heating, air conditioning and ventilation (HVAC) systems shall be installed with a fan unit power designed to force air through the MERV 14 filter.</p> <p>Furthermore, as outlined in PDF 2-3, all outdoor active-use public recreational areas associated with development projects shall be located more than 500 feet from the nearest lane of traffic on I-405.</p>
<b>Policy AQ-8:</b> Local governments should practice and promote sustainable building practices by:	See responses to individual AQ-8 policies below.
<b>Policy AQ-8.1:</b> Updating their General Plans and/or zoning ordinances to promote the use of green building practices, which include incorporating LEED design standards and utilizing energy efficient, recycled-content and locally harvested or procured	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.



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Table 5.8-2  
Consistency with SCAG's Regional Comprehensive Plan

SCAG Policy	Project Compliance
materials.	
<b>Policy AQ-8.2:</b> Developing incentive programs (e.g. density bonuses) to encourage green building and resource and energy conservation in development practices.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Policy AQ-8.3:</b> Adopting policies that strive for carbon neutrality for their own facilities and operations	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Solid Waste Action Plan</b>	
<b>Policy SW-9:</b> Local governments should update general plans to reflect solid waste sustainability issues such as waste reduction goals and programs (1996 RCP; 135).	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Policy SW-10:</b> Local governments should discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, landfills should be sited with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Policy SW-11:</b> Local governments should discourage exporting of locally generated municipal solid waste (destined for landfills) outside of the SCAG region. Disposal within the county where the waste originates should be encouraged as much as possible, when appropriate. Green technologies for long-distance transport of waste (e.g., clean engines, clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with AQMP and RTP policies should be required.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Policy SW-12:</b> Local governments should maximize waste diversion goals and practices and look for opportunities for voluntary actions to exceed the 50% waste diversion target.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Policy SW-13:</b> Local governments should build local markets for waste prevention, reduction, and recycling practices.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.

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Table 5.8-2  
Consistency with SCAG's Regional Comprehensive Plan

SCAG Policy	Project Compliance
<p><b>Policy SW-14:</b> Developers and local governments should integrate green building measures into project design and zoning including, but not limited to, those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Construction reduction measures to be explored for new and remodeled buildings include:</p> <ul style="list-style-type: none"> <li>• Reuse and minimization of construction and demolition (C&amp;D) debris and diversion of C&amp;D waste from landfills to recycling facilities.</li> <li>• An ordinance that requires the inclusion of a waste management plan that promotes maximum C&amp;D diversion.</li> <li>• Source reduction through (1) use of building materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed building materials, and (5) use of structural materials in a dual role as finish material (e.g. stained concrete flooring, unfinished ceilings, etc.).</li> <li>• Reuse of existing building structure and shell in renovation projects.</li> </ul> <p>Building lifetime waste reduction measures that should be explored for new and remodeled buildings include:</p> <ul style="list-style-type: none"> <li>• Development of indoor recycling program and space.</li> <li>• Design for deconstruction.</li> <li>• Design for flexibility through use of moveable walls, raised floors, modular furniture, moveable task lighting and other reusable components.</li> </ul>	<p><b>Consistent:</b> See response to RCP Policy's LU-6.2 and OSC-12.</p>
<p><b>Policy SW-15:</b> Local governments should develop ordinances that promote waste prevention and recycling such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and instituting ordinances to divert food waste away from landfills and toward food banks and composting facilities.</p>	<p><b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.</p>
<p><b>Policy SW-16:</b> Local governments should support environmentally friendly alternative waste management strategies such as composting, recycling, and conversion technologies.</p>	<p><b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.</p>
<p><b>Policy SW-17:</b> Developers and local governments should develop and site composting, recycling, and conversion technology facilities that are environmentally friendly and have minimum environmental and health impacts.</p>	<p><b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable. However, since this project would result in new construction that would generate solid waste, efforts have been made to recycle and reduce environmental impacts. As described in PPP 14-4, prior to the issuance of precise grading permits, the applicant shall show on the site plans the location of receptacle(s) to accumulate onsite-generated solid waste for recycling purposes. At the discretion of the Director of Community Development, the developer of a nonresidential project may be permitted to contract with a waste recycler for offsite materials recovery. In this case, the applicant must provide a letter verifying that recycling will be conducted offsite in an acceptable manner.</p>
<p><b>Policy SW-18:</b> Developers and local governments should coordinate regional approaches and strategic siting of waste management facilities.</p>	<p><b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.</p>
<p><b>Policy SW-19:</b> Developers and local governments should facilitate</p>	<p><b>Not Applicable:</b> This is not a project-specific policy and is</p>



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### LAND USE AND PLANNING

Table 5.8-2  
Consistency with SCAG's Regional Comprehensive Plan

SCAG Policy	Project Compliance
the creation of synergistic linkages between community businesses and the development of eco-industrial parks and materials exchange centers where one entity's waste stream becomes another entity's raw material by making priority funding available for projects that involve co-location of facilities.	therefore not applicable.
<b>Policy SW-20:</b> Developers and local governments should prioritize siting of new solid waste management facilities including recycling, composting, and conversion technology facilities near existing waste management or material recovery facilities.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
<b>Policy SW-21:</b> Local governments should increase education programs to increase public awareness of reuse, recycling, composting, and green building benefits and raise consumer education issues at the County and City level and if appropriate, at local school districts and education facilities.	<b>Not Applicable:</b> This is not a project-specific policy and is therefore not applicable.
Source: 2008 SCAG Regional Comprehensive Plan	

#### SCAG RTP Consistency Analysis

Table 5.8-3 provides an assessment of the proposed project's relationship to pertinent SCAG 2008 RTP goals. The analysis contained in Table 5.8-3 concludes that the proposed project would be consistent with the applicable SCAG RTP goals. Therefore, implementation of the proposed project would not result in significant land use impacts related to relevant SCAG policies, goals, and principles.

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## LAND USE AND PLANNING

Table 5.8-3

SCAG's 2008 Regional Transportation Plan Goals Consistency Analysis

RTP Goals	Project Compliance
<p><b>RTP G1:</b> Maximize mobility and accessibility for all people and goods in the region.</p> <p><b>RTP G2:</b> Ensure travel safety and reliability for all people and goods in the region.</p> <p><b>RTP G3:</b> Preserve and ensure a sustainable regional transportation system.</p> <p><b>RTP G4:</b> Maximize the productivity of our transportation system.</p>	<p><b>Consistent:</b> Development of the proposed project would ensure that mobility and accessibility for people and goods would be maximized. As a part of IBC Vision Plan, a comprehensive pedestrian and bicycle linkage system would be created that would not only provide an important and convenient linkage system throughout the IBC area, but also to surrounding open space and recreation areas and to other communities and surrounding uses. The proposed project would also expand the existing on-street bicycle system in the IBC through the provision of additional on-street bicycle lanes. Additionally, as a part of the IBC Vision Plan, other trail systems would include the conversion of existing inoperative rail lines to trails and the provision of trails along existing canals. The proposed project also involves the construction of five pedestrian bridges, which would provide much-needed pedestrian connectivity between uses along the Jamboree Road corridor. Furthermore, as outlined in Figure 3-5, <i>Proposed IBC Infrastructure Improvements</i>, the proposed project would include the completion of sidewalks throughout the IBC where gaps in the sidewalk system currently exist. The project area is also served by the OCTA bus lines and nearby JWA. Additionally, the IBC area is also served by <b>The i Shuttle</b>, which allows residents and employees to have an alternative way to commute to jobs and locations throughout the IBC. Furthermore, IBC area-wide traffic improvements are funded through the IBC fee program. Individual project developers would be required to pay all necessary and applicable fees in accordance with this fee program.</p>
<p><b>RTP G5:</b> Protect the environment, improve air quality and promote energy efficiency.</p>	<p><b>Consistent:</b> The CEQA process ensures that plans at all levels of government consider all environmental impacts. Various sections of this DEIR appropriately address the potential environmental impacts related to development of the proposed project and outline mitigation measures, PPPs, and PDFs to reduce any impacts, as applicable and feasible. For example, Sections 5.2, <i>Air Quality</i>, addresses air quality, energy and global climate impacts that would occur as a result of implementation of the proposed project, and applies mitigation measures, PPPs, and PDFs to reduce any impacts, as applicable and feasible.</p>
<p><b>RTP G6:</b> Encourage land use and growth patterns that complement our transportation investments and improves the cost-effectiveness of expenditures.</p>	<p><b>Consistent:</b> The project's proposed land uses would complement and improve the existing and proposed circulation and transportation facilities in and around the project area. For example, the land uses in the proposed districts (Urban Neighborhood and Business Complex) would be located and designed in a manner that would ensure usage of the existing and future vehicular and nonvehicular transportation systems. Additionally, as a part of individual project developments, all necessary traffic and circulation improvements would be installed and/or funded for to ensure that the City's roadways function as intended. Furthermore, the proposed project would provide for mixed-use urban cores, therefore reducing the amount of vehicle miles traveled.</p>

Source: 2008 SCAG Regional Transportation Plan



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### LAND USE AND PLANNING

#### SCAG Compass Blueprint Consistency Analysis

Table 5.8-4 provides an assessment of the proposed project's relationship to advisory SCAG Compass Blueprint principles. The analysis contained in Table 5.8-4 concludes that the proposed project would be consistent with the advisory SCAG Compass Blueprint principles. Therefore, implementation of the proposed project would not result in significant land use impacts related to the advisory SCAG policies, goals, and principals.

	<b>Compass Blueprint Principles</b>	<b>Revised Plan of Development Compliance with Principle</b>
<b>Improve Mobility for All Residents</b>		
<b>GV P1.1</b>	Encourage transportation investments and land use decisions that are mutually supportive.	<b>Consistent:</b> See response to Principle GV P1.3.
<b>GV P1.2</b>	Locate new housing near existing jobs and new jobs near existing housing.	<p><b>Consistent:</b> As outlined in the IBC Vision Plan and Overlay Zone, the housing types in the Urban Neighborhood District could include a wide range of high-quality rental and for-sale housing, including apartments, condominiums, and live-work. Because of the mixed-use nature of the proposed project and the existing array of office, industrial/warehouse, and support commercial jobs, the proposed housing units would be adjacent to or near these jobs.</p> <p>Additionally, in the Urban Neighborhood District, the neighborhoods in this district are envisioned to be primarily residential with retail, offices, and restaurants allowed on the first floor. By allowing residential uses to be mixed in with retail, office, and other support uses and services, residents would be provided with convenient and easy access to jobs that would be provided in these mixed-use developments.</p> <p>Furthermore, future residents of the proposed project would be near existing OCTA bus and <b>The i Shuttle</b> routes, thereby providing residents and employees of the IBC with a convenient and alternative way to commute to jobs and locations throughout the IBC and surrounding areas.</p> <p>The proposed project's impacts on housing and employment are discussed in Section 5.10, <i>Population and Housing</i>.</p>
<b>GV P1.3</b>	Encourage transit-oriented development.	<b>Consistent:</b> The proposed project encourages the use of public transportation that supports transit-oriented development throughout the IBC. The project's proposed land uses would complement the existing and proposed public transportation system in and around the project area. For example, the existing and proposed land uses in the districts (Urban Neighborhood and Business Complex) would be near existing OCTA bus and <b>The i Shuttle</b> routes; therefore, providing residents and employees of the IBC with a convenient and alternative way to commute to jobs and locations throughout the IBC and surrounding areas. The project area is also served by nearby JWA, which is accessible from the various IBC areas via the OCTA bus lines and <b>The i Shuttle</b> .
<b>GV P1.4</b>	Promote a variety of travel choices.	<b>Consistent:</b> See response to Policy (b) of Objective B-4 and Policy (a) of Objective B-6.

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## LAND USE AND PLANNING

Table 5.8-4  
Compass Blueprint 2% Strategy Area Principles Consistency Analysis

	Compass Blueprint Principles	Revised Plan of Development Compliance with Principle
<b>Foster Livability in All Communities</b>		
GV P2.1	Promote infill development and redevelopment to revitalize existing communities.	<b>Consistent:</b> The land uses of the proposed project would be infill development and would help to vitalize the area by providing a mix of commercial, office, and residential land uses near each other.
GV P2.2	Promote developments, which provide a mix of uses	<b>Consistent:</b> Development of the proposed project would promote a mix of uses. As outlined in the IBC Vision Plan, in the Urban Neighborhood District, the neighborhoods in this district are envisioned to be primarily residential with retail, offices and restaurants allowed on the first floor.
GV P2.3	Promote “people scaled,” walkable communities.	<b>Consistent:</b> As a part of IBC Vision Plan, a comprehensive pedestrian and bicycle linkage system would be created that would not only provide an important and convenient linkage system throughout the IBC area, but also to surrounding open space and recreation areas and to other communities and surrounding uses. Additionally, as a part of the IBC Vision Plan, other trail systems would include the conversion of existing inoperative rail lines to trails and the provision of trails along existing canals. The proposed project also involves the construction of five pedestrian bridges, which would provide much-needed pedestrian connectivity between uses along the Jamboree Road corridor. Furthermore, as outlined in Figure 3-5, <i>Proposed IBC Infrastructure Improvements</i> , the proposed project would include the completion of sidewalks throughout the IBC where gaps in the sidewalk system currently exist.
GV P2.4	Support the preservation of stable, single-family neighborhoods.	<b>Not Applicable:</b> The prominent land use in the IBC is office, with substantial amounts of industrial/warehouse uses and several acres of medium- and high-density residential use.  The IBC Vision Plan would create two distinct districts, the Urban Neighborhood and Business Complex Districts. The purpose of creating different districts is to influence the pattern of development and land uses in each district. This would be achieved through a range of land uses, development types, scale of buildings, the streetscape design, and setbacks. No single-family neighborhoods exist or would be developed in the IBC area.
<b>Enable Prosperity for All People</b>		
GV P3.1	Provide, in each community, a variety of housing types to meet the housing needs of all income levels.	<b>Consistent:</b> The General Plan Amendment of the proposed project would establish a cap of 15,000 dwelling units for the IBC area (excluding density bonus units pursuant to state law), with an offsetting reduction of nonresidential office equivalency square footage. As outlined in the IBC Vision Plan, the housing types in the IBC could include a wide range of high-quality rental and for-sale housing, including apartments, condominiums, and live-work, which would include attractive, modern, upper-end housing that would provide “move-up” opportunities for residents in the project vicinity and the City of Irvine. The proposed housing types would also accommodate a broad range of income levels and lifestyles and respond to local and regional housing needs. The proposed project’s impacts on housing are discussed in Section 5.10, <i>Population and Housing</i> .



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Table 5.8-4  
Compass Blueprint 2% Strategy Area Principles Consistency Analysis

	<b>Compass Blueprint Principles</b>	<b>Revised Plan of Development Compliance with Principle</b>
<b>GV P3.2</b>	Support educational opportunities that promote balanced growth.	<b>Not Applicable:</b> This is not a project-specific principle and is therefore not applicable.
<b>GV P3.3</b>	Ensure environmental justice regardless of race, ethnicity or income class.	<b>Consistent:</b> The proposed project strives to mitigate environmental impacts and in doing so upholds environmental justice regardless of race, ethnicity, or income class.
<b>GV P3.4</b>	Support local and state fiscal policies that encourage balanced growth.	<b>Consistent:</b> The proposed project encourages balanced growth in the IBC area through the development of mixed-use neighborhoods and strives to comply with local and state fiscal policies.
<b>GV P3.5</b>	Encourage civic engagement	<b>Consistent:</b> The proposed project promotes social and civic engagement through inclusion of mixed-use developments and recreational opportunities and facilities, which would foster community interaction. Additionally, the CEQA process and the City's entitlement review process, by their very nature, foster civic involvement and public participation.



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## LAND USE AND PLANNING

Table 5.8-4  
Compass Blueprint 2% Strategy Area Principles Consistency Analysis

	Compass Blueprint Principles	Revised Plan of Development Compliance with Principle
<b>Promote Sustainability for Future Generations</b>		
GV P4.1	Preserve rural, agricultural, recreational, and environmentally sensitive areas.	<p><b>Consistent:</b> The IBC area is currently developed with a mix of urban uses including office, industrial, commercial, and residential and is surrounded by urban uses. No areas of open space exist in the boundaries of the IBC.</p> <p>As disclosed in the proposed project's Initial Study (see Appendix B), the proposed infrastructure improvements for the project area would include a Creekwalk adjacent to the San Diego Creek. The creek contains habitat that would support sensitive species, which may include federal or state-threatened or endangered species. However, no development is proposed in the creek channel, and potential indirect impacts of development of the Creekwalk on property adjacent to the creek is anticipated to be less than significant through control of runoff per existing federal, state, and local regulations. Additionally, as disclosed in the Initial Study, no agricultural land or operations exist in project area or its vicinity.</p>
GV P4.2	Focus development in urban centers and existing cities.	<p><b>Consistent:</b> As noted above, the IBC area is currently developed with a mix of urban uses including office, industrial, commercial, and residential and is surrounded by urban uses. The proposed project would establish districts (Urban Neighborhood and Business Complex) that would allow for the development of an array of land uses in existing urban centers.</p>
GV P4.3	Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.	<p><b>Consistent:</b> The CEQA process ensures that plans at all levels of government consider all environmental impacts. Sections 5.2, <i>Air Quality</i>, and 5.14, <i>Utilities and Service Systems</i>, of this DEIR appropriately address the potential environmental impacts related to resource efficiency, pollution, and solid waste. As outlined in these DEIR sections, the proposed project would adhere to state and federal environmental and climate change policies to comply with strategies to eliminate pollution and reduce waste. See also response to RCP Policy LU-6.2.</p>
GV P4.4	Utilize "green" development techniques	<p><b>Consistent:</b> The proposed project does not in and of itself approve specific residential and nonresidential development in the IBC. However, as outlined in the IBC Vision Plan, specific residential project developments would be required to participate in the City's Residential Green Building Program. Additionally, all nonresidential development would be required to comply with the energy-efficiency requirements outlined in the most recent building code and the PPPs and PDFs outlined in Section 5.15, <i>Global Climate Change</i>. Individual project compliance with current and applicable green-building standards and techniques would be assured during the City's entitlement and building plan check review process. See also response to RCP Policy LU-6.2.</p>

Source: SCAG Compass Blueprint



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#### 5.8.4 Cumulative Impacts

The current General Plan and zoning designations for the IBC generally encourage heavy industrial uses north of Barranca Parkway and mixed-use development, including residential uses, south of Barranca Parkway. Since the early 2000s, a large number of development applications have been filed to convert existing sites in the IBC from nonresidential uses to high-density, urban-style residential and mixed-use developments, including future development projects in accordance with the IBC Vision Plan. Many of these residential and mixed-use development projects have been constructed, are under construction, or have been approved and have not yet commenced construction. Additionally, as discussed in Chapter 3, *Project Description*, several other development applications proposing residential and mixed-use development are on file with the City and are pending approval. These proposed and pending residential and mixed-use planning activities are incorporated into the assumptions for this cumulative analysis discussion.

As discussed in Chapter 3, one component of the proposed project is an Infrastructure Improvement Program and associated fee program that would require individual project applicants to pay funds to the City that could be applied toward construction of the infrastructure improvements in the IBC, including roadway and sidewalk improvements, new pedestrian bridges, the Creekwalk, and a new branch library. While the proposed project would not itself include construction of infrastructure improvements that are part of the IBC Vision Plan, future development projects in accordance with the IBC Vision Plan would be required to provide funding for future infrastructure improvements in the IBC, subject to the provisions of the fee program.

The proposed project evaluated in this DEIR would help maintain consistency with and carry out the goals, objectives, and policies of the Irvine General Plan and with the City's vision for the future of the IBC. The proposed project would also meet previous City actions by locating high-density urban housing in areas of the IBC that have recently had several parcels converted, or approved for conversion, to residential and mixed uses. As noted above, several residential projects are under construction, with several others already having been completed. After construction of the recently approved developments throughout the various areas of the IBC, the future residential and mixed-use development projects in accordance with the IBC Vision Plan would be some of several throughout the IBC. In addition, a host of existing jobs, restaurants, retail, and other support services and uses would be within walking distance of many of the future residential projects. Therefore, future conversion of nonresidential sites to residential and mixed use would create a cohesive neighborhood of high-density residential uses, thereby contributing to the development of a sustainable urban neighborhood. Furthermore, the General Plan Amendment component of the proposed project would establish a cap of 15,000 dwelling units for the IBC area (excluding density bonus units pursuant to state law), with an offsetting reduction of nonresidential office equivalency square footage.

Cumulative intensification of various land uses in the IBC has the potential to result in land use compatibility impacts related to hazards/hazardous materials, air quality, noise, and traffic. In light of the mixed-use nature of the IBC, each residential development application in the IBC is reviewed by the City of Irvine and other agencies, such as OCFA, the Irvine Police Department, and ALUC (when deemed necessary), for compatibility with surrounding land uses. Land use compatibility is determined after a complete evaluation of potential land use conflicts. Cumulatively, placing additional residential projects in the IBC after a land use compatibility analysis, as is the current practice, would provide needed housing in the IBC while still retaining the mature industrial development and its associated job base. As a result, cumulative impacts to land use and planning are not considered significant.

#### 5.8.5 Level of Significance Before Mitigation

Upon implementation of existing regulatory requirements, the following impacts would be less than significant: 5.8-1.

##### Impact 5.8-1

Given the original industrial, office, and commercial nature of the IBC area, the transition to residential land uses could potentially divide the existing industrial communities. The IBC Mixed Use Overlay Zone would create two distinct

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districts, the Urban Neighborhood and Business Complex. As described in PDF 8-2, 2-1, 2-4, and 2-5, residential development projects are subject to land use compatibility provisions outlined in the IBC Vision Plan and Overlay Zoning Code. Applicants for new sensitive land uses would be required to ensure that such uses are compatible with the existing environment and adjacent land uses. Consequently, the IBC Vision Plan would not divide the community.

#### 5.8.6 Mitigation Measures

No mitigation measures are required.

#### 5.8.7 Level of Significance After Mitigation

##### Impact 5.8-2

As described above, the proposed project was reviewed by ALUC and the City and determined to be consistent with AELUP and Caltrans health and safety standards and PDF 6-1 has been incorporated into the project. In addition, the ALUC has determined that the 2851 Alton Parkway and Martin Street Condos projects are consistent with the adopted ALUEP. However, the revised project, other pending projects, and potential future projects pursuant to the IBC Vision Plan and Overlay Zoning Code have not yet been before ALUC for a determination of consistency, as ALUC typically does not conduct such reviews until the City of Irvine Planning Commission hearings are scheduled. If ALUC determines that the proposed project as revised, or potential future projects are not found to be consistent with the AELUP, and the Irvine City Council disagrees and overrides this finding by a two-thirds vote, a significant unavoidable adverse impact would result and a Statement of Overriding Considerations would be required.



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