



# AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

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## AGENDA ITEM 1

June 20, 2024

**TO:** Commissioners/Alternates

**FROM:** Julie Fitch, Interim Executive Officer

**SUBJECT:** City of Irvine 2045 General Plan Update and Associated Zone Change (File Nos: 00921398-PGA and 00832948)

### Background

In January 2022, the City of Irvine submitted its 2021-2029 Housing Element Update for a consistency review. The City's RHNA allocation was 23,610 housing units, including 6,396 for low/very low-income, 4,235 for low-income, 4,308 for moderate-income and 8,671 for above-moderate income households for the 2021 to 2029 planning period. The Update identified "opportunity" sites to accommodate the required 23,610 new residential units, plus buffer sites, for a total of 57,657 units, to meet the RHNA requirements.

Twenty-one of the new sites that were identified in the Update were located in the Irvine Business Complex (IBC) area and within the 60 dBA CNEL contour for JWA. Six were partially or entirely within the 65 dBA CNEL contour, and one was also partially within the 70 dBA CNEL contour. (See Attachment 1). On January 20, 2022, your Commission found the City of Irvine 2021-2029 Housing Element Update inconsistent with the *AELUP for JWA*. On May 10, 2022, the City overruled ALUC and adopted the Housing Element.

### Current Project

The 2045 General Plan Update includes adjustments to all existing General Plan elements, except for the Housing Element which has been certified and adopted. It involves a comprehensive update and reorganization to the existing General Plan, which was last comprehensively updated in 2000. The proposed update would support the City's RHNA allocation, address statutory changes related to each element, and would be consistent with previous City Council direction to address climate adaptation and resiliency through the incorporation of a new optional Environmental Protection and Climate Action (EPCA) element.

The proposed 2045 General Plan Update would serve to accommodate the 57,656 residential units established in the 2021-2029 Housing Element through the introduction of a Residential and Residential Mixed-Use Development overlay district which is within the Notification Area for John Wayne Airport (See Attachment 2). The overlay would promote higher density residential and residential mixed-use in three focus areas.

Focus Area 1 would consist of the Greater Irvine Business Complex (IBC) Area. This focus area includes Planning Area 36 (Irvine Business Complex) and Planning Area 19 (Rancho San Joaquin). The project proposes to increase the total number of residential units permitted in the Greater IBC Area by an additional 15,000 residential units. This area is within the Planning/Notification Area for John Wayne Airport.

Focus Area 2 is the Greater Spectrum Area where there would be an increase to the residential intensity by an additional 26,607 residential units; and Focus Area 3 is the Great Park Neighborhood Transit Village Area where there would be an increase to the residential intensity by an additional 5,252 residential units. Focus Areas 2 and 3 are outside of the JWA Planning/Notification Area. The project would also allow for the development of an additional 8,536 new units throughout the City, and 2,261 units associated with recently approved housing projects. In total, the project would accommodate up to 57,656 units.

Updates to the Land Use Map would add a Residential and Residential Mixed-Use (RRMU) Overlay over the three focus areas. In addition, a zoning code change is proposed to add the Residential and Residential Mixed-Use overlay to the Zoning Code. This would allow all existing land use designations to remain in place with the option for residential or residential mixed-use development on nonresidential properties.

The City of Irvine held a public hearing for the project at the May 16, 2024, Planning Commission meeting. The Planning Commission made a motion to recommend approval of the project and certification of the associated environmental document to City Council. This motion failed by a 2-2-1 vote. A subsequent motion was made to forward the project to the City Council for their review and consideration without providing a recommendation on the project.

May 16, 2024 Planning Commission (referred to City Council without recommendation)  
July 23, 2024 City Council

### **RELUP for JWA Issues**

#### **Regarding Aircraft Noise Impacts:**

Almost half of Focus Area 1 is within the 60, 65, or 70 dBA CNEL contours. The current Irvine Noise Element includes Objective F-1 Mobile Noise, Policy (b) which states: "Prohibit residential development within the 65 CNEL of aircraft noise contours." The 2045 General Plan Update would eliminate that objective. See Attachment 3 for the JWA noise contours, and Attachment 4

for the proposed Noise Element policies and objectives. *AELUP for JWA Section 3.2.3 Noise Impact Zone 1 – High Impact 65 dB and above*, states “Noise impact in this zone is sufficient to warrant restrictions on residential uses and to require sound attenuation measures on other uses. The ALUC does not support residential development within the 65 dB CNEL noise contour.”

### **Regarding Height Restrictions:**

The project proposes to allow residential uses throughout the IBC area which is within the Federal Aviation Regulation (FAR) Part 77 Obstruction Imaginary Surfaces for JWA. This includes sites within the horizontal, conical, and transitional surfaces as shown in Attachment 5. The building height restrictions range from 35 feet for residential uses to “Federal Aviation Administration (FAA) height limits as determined by Part 77 of the Federal Aviation Regulations (FAR).” See Attachment 6 for the City’s height restrictions. No changes to maximum heights are proposed.

### **Regarding Flight Tracks and Safety Zones**

The proposed Residential and Residential Mixed-Use overlay for Focus Area 1 includes parcels within Safety Zone 2 (Inner Approach/Departure Zone), Safety Zone 3 (Inner Turning Zone), Safety Zone 4 (Outer Approach/Departure Zone) and Safety Zone 6 (Traffic Pattern Zone). According to the California Airport Land Use Planning Handbook (Handbook), all residential uses should be avoided (except for infill development) in Safety Zone 2; limited to very low densities in Safety Zone 3; limited to low density in Safety Zone 4, and could be allowed in Safety Zone 6, but noise and overflight should be considered. See Attachment 7 for the JWA Safety Zones and Attachment 8 for information provided in the Handbook.

The JWA Noise Office provided flight track exhibits for the City of Irvine on three days in May 2024. As shown on the exhibits, the flights are directly over much of the IBC area, at an altitude of less than 500 feet in many locations. Locating residential uses in this area would put future residents at risk for near-runway accidents. (See Attachment 9).

### **Regarding Heliports:**

No changes to heliports are proposed as part of the Update, therefore, consistency with the *AELUP for Heliports* was not evaluated. Proposals for new heliports must be submitted through the City to the ALUC for review and action pursuant to Public Utilities Code Section 21661.5 and must comply with the State permit procedure provided by law and with all conditions of approval imposed or recommended by FAA, by the ALUC for Orange County and by Caltrans/Division of Aeronautics.

### **Environmental Compliance**

A Program EIR was prepared for the project and will be considered as part of the City Council’s action on the proposed project. ALUC staff provided comments on the Notice of Preparation (NOP) of the Program EIR on August 21, 2023. (See Attachment 10).

## **Conclusion**

Attachment 11 to this report contains excerpts from the submittal package received from the City of Irvine. The City of Irvine staff report to the Planning Commission, along with a project description is included in Attachment 12. The entire Planning Commission staff report with attachments can be viewed at: [irvine.granicus.com/GeneratedAgendaViewer.php?event\\_id=2386](http://irvine.granicus.com/GeneratedAgendaViewer.php?event_id=2386).

ALUC staff has reviewed the City of Irvine 2045 General Plan Update and Associated Zone Change (File Nos: 00921398-PGA and 00832948) for compliance with the *AELUP for JWA* including review of noise, height restrictions, safety and overflight. The recommendation below is based on the project's introduction of residential uses within the 65 dBA and 70 dBA CNEL noise contours, Safety Zones 2, 3, 4, and 6, overflight areas, and under the primary approach corridor for JWA.

## **Recommendation:**

That the Commission find the proposed City of Irvine 2045 General Plan Update and Associated Zone Change (File Nos: 00921398-PGA and 00832948) inconsistent with the *AELUP for JWA* per:

1. Section 2.1.1 Aircraft Noise, that the “aircraft noise emanating from airports may be incompatible with general welfare of the inhabitants within the vicinity of an airport.”
2. Section 2.1.2 Safety Compatibility Zones, in which “the purpose of these zones is to support the continued use and operation of an airport by establishing compatibility and safety standards to promote air navigational safety and to reduce potential safety hazards for persons living, working or recreating near JWA.”
3. Section 2.1.4, and PUC Section 21674, which state that the Commission is charged by PUC Section 21674(a) “to assist local agencies in ensuring compatible land uses in the vicinity of ...existing airports to the extent that the land in the vicinity of those airports is not already devoted to incompatible uses,” and PUC Section 21674(b) “to coordinate planning at the state, regional and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety and welfare.”
4. 3.2.1 General Policy of the *AELUP* which states that the General Land Use policy of the Airport Land Use Commission for Orange County shall be “Within the boundaries of the *AELUP*, any land use may be found to be Inconsistent with the *AELUP* which... places people so that they are affected adversely by aircraft noise...”

Respectfully submitted,



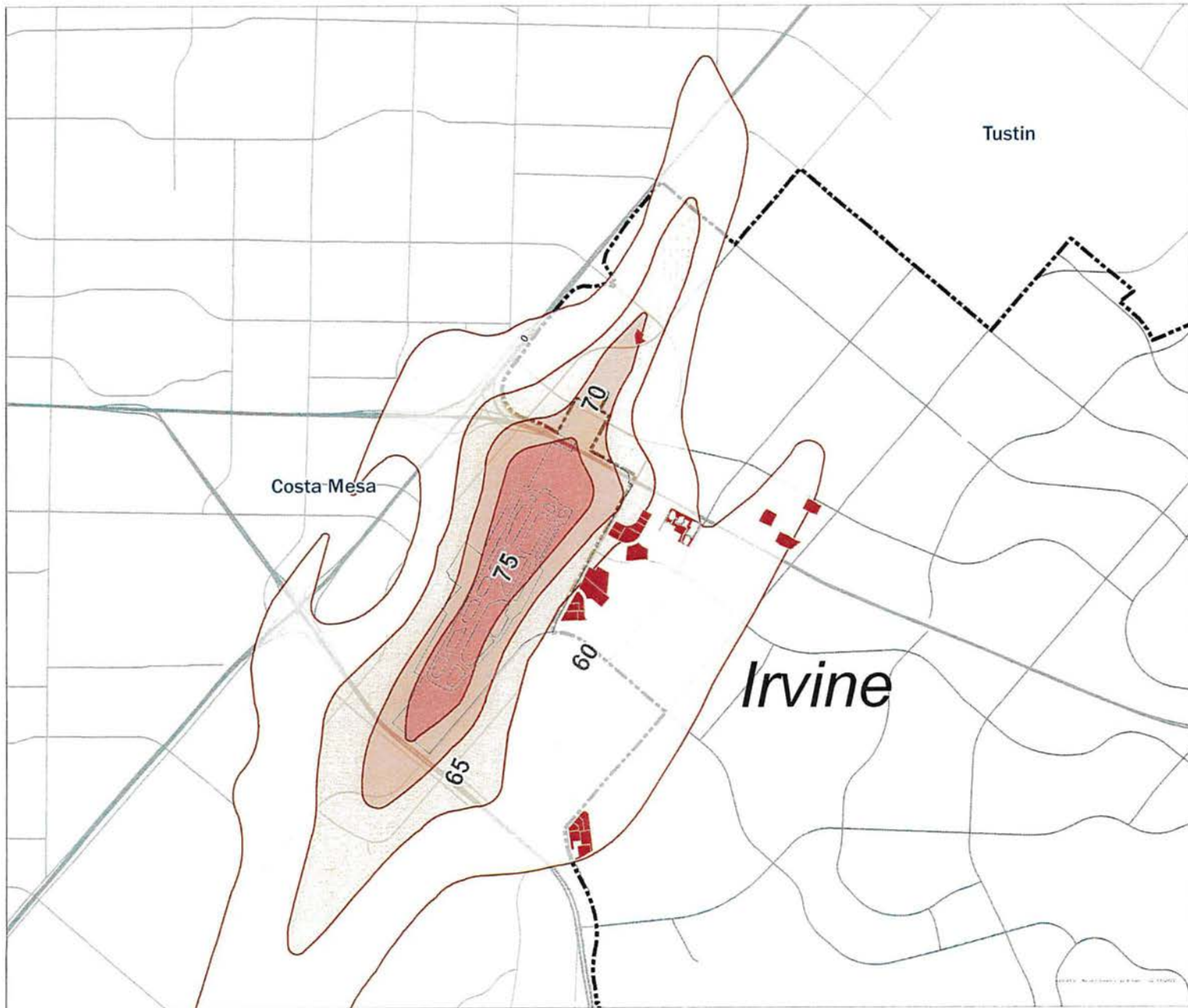
Julie Fitch  
Interim Executive Officer

Attachments:

1. Housing Element Sites in Noise Contours
2. JWA Notification Area
3. JWA Noise Contours
4. Draft Noise Policies
5. Obstruction Imaginary Surfaces
6. Irvine Height Restrictions
7. JWA Safety Zones
8. Caltrans Safety Zone Information
9. JWA Noise Office Flight Tracks
10. ALUC Comment Letter on NOP of Program EIR
11. Excerpts from City of Irvine Submittal Package
12. Irvine 5/16/2024 Planning Commission Staff Report and Selected Attachments

# JOHN WAYNE AIRPORT NOISE IMPACT ZONES

**ATTACHMENT 1**

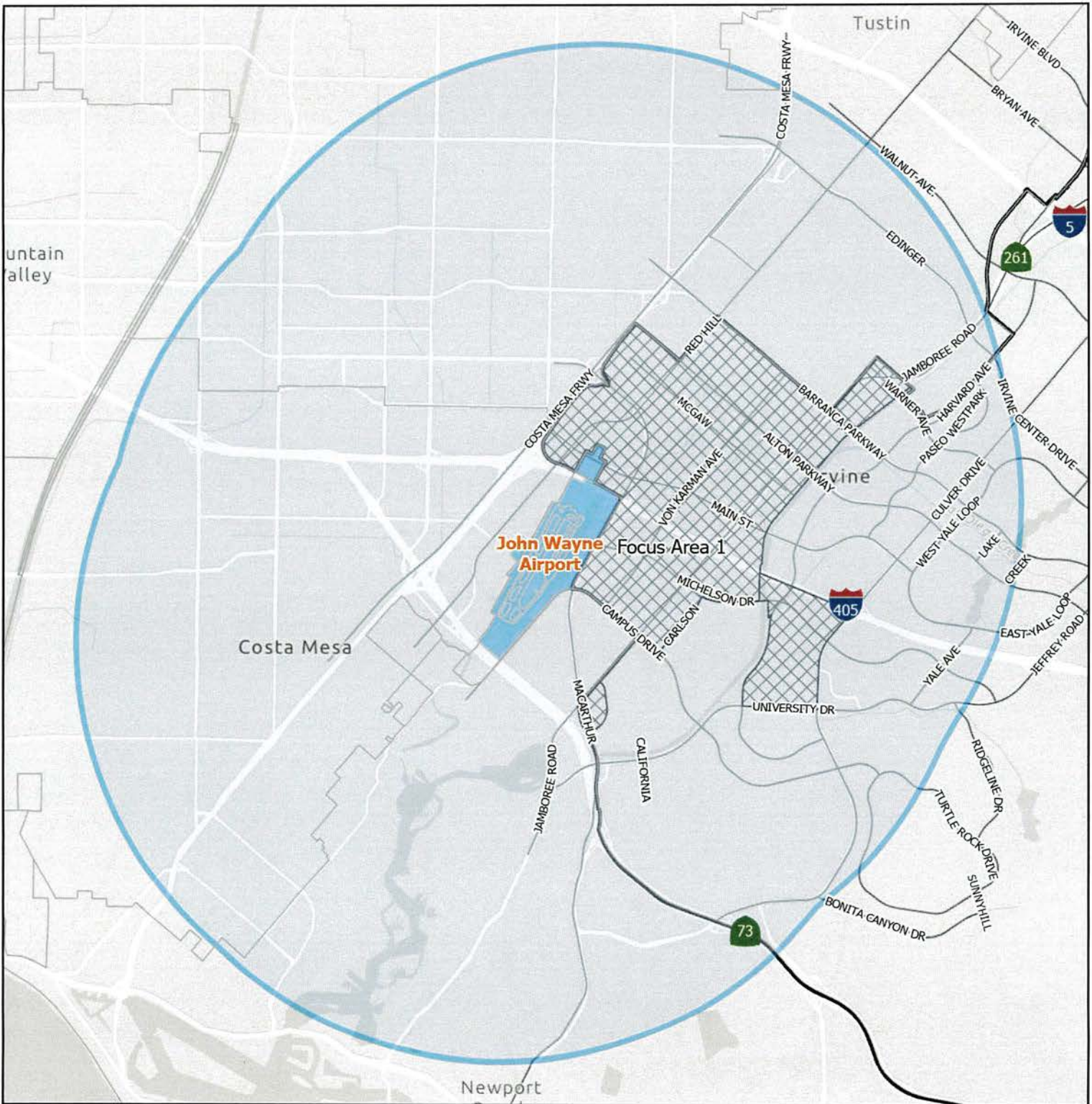


- Preliminary Housing Element Sites
- City Boundary
- CNEL CONTOUR

All sites are preliminary and have been identified consistent with the Site Inventory Guidelines developed by the California Department of Housing and Community Development (HCD) for Housing Element development. The Housing Element does NOT approve any housing project on the preliminary site. That will occur during the subsequent General Plan Update and Zoning Ordinance Update and all new housing projects will be evaluated through the applicable review process.

2021-2029 Draft Housing Element Sites Located in JWA Noise Contours as Submitted to ALUC in January 2022

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# Airport Notification Area (20,000' Radius)



## ATTACHMENT 2

The project includes a General Plan Amendment and Zone Change to allow a new Residential and Residential Mixed-Use Overlay over Focus Area 1 consistent with goals set forth in the Housing Element that was approved by the City of Irvine and certified by the California Department of Housing and Community Development in 2022. The project does NOT contemplate or include the construction of any specific development projects within Focus Area 1, but rather would allow for the future development of residential and residential mixed-use projects under the proposed overlay.

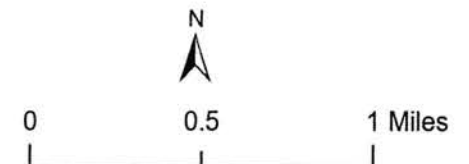


# Airport Noise Impact Zones

# ATTACHMENT 3



The project includes a General Plan Amendment and Zone Change to allow a new Residential and Residential Mixed-Use Overlay over Focus Area 1, consistent with goals set forth in the Housing Element that was approved by the City of Irvine and certified by the California Department of Housing and Community Development in 2022. The project does NOT contemplate or include the construction of any specific development projects within Focus Area 1, but rather would allow for the future development of residential and residential mixed-use projects under the proposed overlay.





## Goal 1. Noise Control Through Land Use Planning and Design



City of Irvine Building and Safety Inspection Services

**Objective N-1. Maintain healthy and safe noise environments consistent with the standards in Table 1 through site design and location.**

**Policies:**

*Policy (a):* Require all plans submitted for development review to demonstrate whether the plan area is located within an existing or future Noise Element noise contour, including vehicle, rail, and aircraft noise contours.

*Policy (b):* Avoid new residential development within the 65 dBA CNEL contour for aircraft, roadway, or rail noise unless “normally compatible” exterior noise standards can be maintained in private open spaces, and interior noise standards can be achieved through building design.

*Policy (c):* 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. Require proposed development projects located in areas that are not “clearly compatible” to demonstrate the incorporation of adequate noise attenuation techniques to achieve compatible interior noise levels.

*Policy (d):* Require noise attenuation for private usable outdoor spaces (backyards and single-family housing developments, and balconies or recreation areas in multifamily housing developments) in all developments where projected exterior noise levels exceed “normally compatible” exterior noise standards.

*Policy (e):* Require the following Single Event Noise Standard for noise-sensitive land uses within the 60 CNEL of aircraft and railroad noise sources:

- The maximum interior noise levels of the loudest 10% of single noise events [L<sub>max</sub>(10)] shall not exceed 65 dBA between 7 a.m. and 7 p.m. nor 55 dBA between 7 p.m. and 7 a.m. for typical occupancy. Noise monitoring conducted to determine maximum single-event noise must include representative aircraft operation.

*Policy (f):* Require noise studies conducted per Policy (c) to identify all the measures necessary to reduce noise levels to meet the interior and exterior noise compatibility standards (Table 1) and Single Event Noise Standard (Policy (N-1e)), as applicable.

*Policy (g):* Consider conditioning noise-sensitive land uses such as hospitals, libraries, churches, and schools located in areas not “clearly compatible” to demonstrate how exterior noise exposure would be minimized, such as building orientation, shielding, or limiting outdoor programs.

*Policy (h):* Require that mixed-use and multi-family residential developments demonstrate noise compatibility between uses. Structures will adequately isolate noise between adjacent uses through features such as orientation, window, and building insulation, or separation of common walls. Nuisance noise areas such as loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noise sources will be located away from the residential portion of the development when physically feasible.



City of Irvine Inspection Team

*Policy (i):* Require that new development plans demonstrate that implementation would maintain clearly or normally compatible noise levels at existing receptors. In areas where existing ambient noise levels exceed acceptable noise criteria, require that the project demonstrates that implementation would not result in a more than 3 dBA CNEL change in ambient conditions, including from project-generated vehicle noise sources.

#### IMPLEMENTATION MEASURES:

- Conduct comprehensive noise impact assessments for proposed development projects to evaluate potential noise sources and their impact on surrounding areas. Use predictive modeling and noise mapping techniques to assess noise levels at different locations and identify attenuation measures to ensure compliance with noise standards.
- Prioritize site selection for new development projects in areas with lower ambient noise levels and minimal exposure to noise sources, such as heavy traffic or industrial activities. Consider proximity to noise-sensitive land uses, such as residential areas, schools, hospitals, and parks, when siting new developments.
- Establish noise buffer zones or green spaces between noise-generating activities and noise-sensitive land uses to reduce the transmission of noise and protect vulnerable populations. Designate setbacks or open space corridors to create natural barriers that absorb or deflect noise away from sensitive receptors.
- Orient buildings and structures to minimize exposure to noise sources and maximize natural sound attenuation. Design building layouts and configurations to create quiet zones or shield noise-sensitive areas from adjacent noise sources, such as roads, railways, or industrial facilities.
- Incorporate sound-absorbing materials, insulation, and architectural features into building design and construction to reduce indoor noise levels and enhance occupant comfort. Utilize noise-reducing

technologies, such as double-glazed windows, soundproofing walls, and resilient flooring, to reduce noise intrusion from external sources.

- Implement traffic calming measures, such as speed limits, traffic calming devices, and road design modifications, to reduce vehicle-related noise emissions and enhance pedestrian safety. Design access routes and circulation patterns to minimize noise impacts on adjacent properties and improve traffic flow efficiency.
- Utilize landscaping and vegetation strategies to create natural barriers and absorb sound waves, reducing the transmission of noise between land uses. Plant trees, shrubs, and hedges strategically to create green buffers and enhance visual screening while providing habitat and aesthetic benefits.
- Engage with local communities, stakeholders, and residents early in the planning and design process to solicit input, address concerns, and build consensus around noise reduction strategies.
- Implement monitoring programs to assess compliance with noise standards and evaluate the effectiveness of noise reduction measures over time. Conduct regular inspections, noise surveys, and performance evaluations to verify compliance with approved plans and address any non-compliance issues promptly.



Noise mitigation through vegetation.  
Source: Trees for Energy Conservation

## Goal 2. Stationary Noise Sources

Objective N-2. Reduce noise from non-transportation sources such that City residents are not exposed to stationary noise levels that exceed City Noise Ordinance standards.

### Policies

*Policy (a):* Require any new construction to meet the City Noise Ordinance standards. The project applicant will be required to submit construction-related noise reduction strategies for review and approval prior to the issuance of grading permits.

*Policy (b):* Require project applicants to depict, on any appropriate development application review (including, but not limited to, zone change, subdivisions, conditional use permit, site plan, and building plans), any potential noise sources known at the time of submittal and reduction measures that ensure these noise sources meet the City Noise Ordinance standards. Such sources include, but are not limited to, the following:

- Truck pickup and loading areas.
- Mechanical and electrical equipment such as air conditioning, swimming pool pumps and filters, and spa pumps.
- Exterior nuisances such as speaker boxes and outdoor public address systems.

*Policy (c):* Limit the hours of operation for portions of parks and active recreation uses adjacent to residential areas to daytime hours to minimize disturbance to residents.

*Policy (d):* Require outdoor events with amplified noise to implement best management practices to reduce nuisance noise exposure.



UCI Homecoming Celebration  
Source: University of California, Irvine

### IMPLEMENTATION MEASURES:

- Review and, if necessary, revise existing City noise ordinances to ensure they are comprehensive, up-to-date, and aligned with current noise standards and best practices.
- Regularly monitor sources of excessive noise and ensure compliance with noise ordinance standards. Deploy noise monitoring equipment strategically in areas with high noise levels and prioritize enforcement efforts based on complaints, noise hotspots, and potential health impacts.
- Launch public awareness campaigns to educate residents, businesses, and property owners about the importance of reducing noise pollution and complying with noise ordinance regulations. Provide information on common sources of noise, the health effects of excessive noise exposure, and tips for reducing noise at the source.
- Encourage the adoption of noise reduction measures by businesses, industries, and construction sites to reduce noise emissions. This may include installing sound barriers, acoustic insulation, noise-reducing equipment, or implementing noise control measures during construction activities.
- Integrate noise considerations into land use planning and zoning regulations to prevent incompatible land uses and minimize potential conflicts between noise-sensitive and noise-generating activities. Designate quiet zones or buffer areas between residential neighborhoods and noise-generating facilities, such as industrial zones or entertainment venues.
- Engage with local communities, neighborhood associations, businesses, and other stakeholders to gather input and feedback on noise concerns and potential reduction measures. Foster dialogue and collaboration to develop tailored solutions that address specific community needs and preferences.
- Invest in research and development of innovative technologies for noise reduction, such as noise-absorbing materials, quiet machinery, and noise-canceling devices. Provide incentives or grants to encourage the adoption of these technologies by businesses and industries.
- Collect and analyze data on noise levels, complaints, and enforcement actions to track progress toward noise reduction goals and identify emerging trends or areas requiring additional attention. Use this information to refine noise management strategies and allocate resources effectively.
- Collaborate with other governmental agencies, non-profit organizations, academic institutions, and industry stakeholders to leverage resources, expertise, and best practices in noise abatement efforts.

### Goal 3. Noise Abatement

Objective N-3. Achieve maximum efficiency in noise abatement efforts through establishing minimum standards, intergovernmental coordination, and public information programs.

Policies:

*Policy (a):* Coordinate efforts to reduce noise impacts with appropriate public and government agencies, such as aircraft and transit regulatory agencies.

*Policy (b):* Monitor federal and state legislation and programs that will reduce noise in Irvine.

*Policy (c):* Use appropriate enforcement agency to enforce the appropriate noise standards in the state's motor vehicle code and other state and federal legislation for mobile noise sources, including regulation of illegal or faulty exhaust systems, and excessive speed laws.

*Policy (d):* Update highway/railroad noise levels (Table 2) whenever the City's Irvine Traffic Analysis Model (ITAM) has been significantly changed.

*Policy (e):* Seek the cooperation of aircraft regulatory agencies in the modification and selection of flight paths that will reduce noise impacts on residential and other noise-sensitive areas.

*Policy (f):* Ensure that any proposal to update aircraft noise contours used by the City of Irvine for planning analysis is submitted, before adoption by the City, to the Airport Land Use Commission.

*Policy (g):* Minimize the use of noise barriers to reduce noise exposure. Consider other attenuation strategies, such as alternative development siting, soundproofing sensitive receptors, building orientation and setbacks, providing buffer areas or landscape berms, modifying source operating hours, modifying roadway design, or utilizing quieter pavement strategies, as applicable, prior to proposing noise barrier installation.

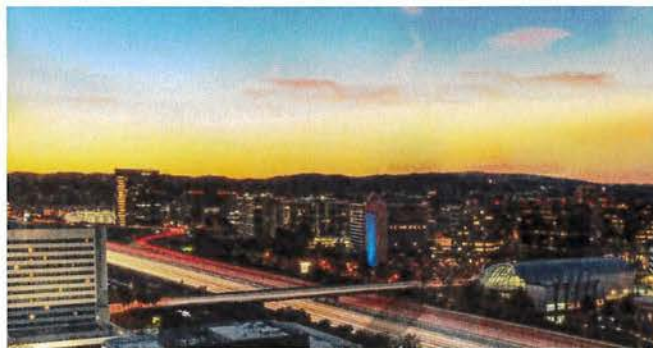


City of Irvine Police cruiser

*Policy (h):* Consider the following in the design of new highways and streets to minimize noise exposure:

- **Alignment:** The three-dimensional position of the road, as it relates to distance from sensitive receptors.
- **Barriers:** Any solid material that shields a receiver from a given source of noise. Types of barriers include walls, berms, hills, and intervening structures.
- **Lateral separation:** The horizontal distance between the road and a receiver, which may position an alignment to maximize the distance to the receiver.
- **Vertical profile:** The path of a roadway in the vertical direction, either below-grade (depressed), above-grade (elevated), or at-grade relative to areas adjacent to the road. Generally, traffic noise levels along depressed roadways are substantially lower than those along roadways that are at grade.

*Policy (i):* Examine the existing and projected future noise environment when considering amendments to the City's circulation system. Conduct a noise study to determine whether the project would increase ambient noise levels by more than 3 dBA or cause noise levels to exceed acceptable noise standards for adjacent designated land use categories. If so, implement project features, such as the installation of upgraded windows, to achieve acceptable interior noise standards (Table 1) at affected receptors. For federally funded roadway construction projects, the applicable sound limits shall be the Federal Highway Administration Standards.



*Policy (j):* Reduce noise impacts from mobile sources by encouraging the use of alternative modes of transportation. (See Circulation Element)

*Policy (k):* Participate in cooperative efforts with transit authorities, including the Orange County Transit Authority, to fund and construct grade separations through residential areas of the City, considering all potential funding sources.

*Policy (l):* Disseminate public information regarding City noise regulations and programs, the health effects of high noise levels, and means of reducing such levels.

*Policy (m):* Reduce community noise levels by continuing to maintain roadways so that the paving is in good condition to reduce noise-generating cracks, bumps, and potholes.

*Policy (n):* Encourage rail operators to minimize the level of noise produced by train movements and whistle noise within the City by reducing the number of nighttime operations and improving vehicle system technology.

*Policy (o):* Limit "through truck traffic" to designated routes to minimize noise impacts to residential neighborhoods and other noise-sensitive uses (See Circulation Element).

## IMPLEMENTATION MEASURES:

- Update existing and develop new comprehensive noise regulations or standards as needed to ensure efficacy with the limits set for various sources of noise, including industrial, transportation, and recreational activities. These standards will be based on scientific research and best practices to ensure effective noise abatement.
- Foster collaboration and coordination among different levels of government (local, regional, and national) to address noise issues comprehensively. This may involve creating interagency task forces, establishing joint planning initiatives, and sharing resources for noise monitoring and enforcement.
- Launch public information campaigns to raise awareness about the impacts of noise pollution on health and well-being. Provide information on how individuals can reduce their own noise emissions and advocate for quieter communities. Utilize various communication channels such as social media, websites, community events, and educational materials to reach a broad audience.

- Conduct comprehensive noise mapping and assessment studies to identify areas with high noise exposure levels and prioritize interventions. Use advanced technologies such as Geographic Information Systems (GIS) to visualize noise data and support evidence-based decision-making.
- Engage with local communities, residents, businesses, and advocacy groups to solicit input and feedback on noise abatement priorities and strategies. Foster dialogue and collaboration to develop tailored solutions that address specific concerns and needs of different stakeholders.
- Invest in research and development of innovative noise reduction technologies and solutions for various sectors, including transportation, construction, manufacturing, and urban planning.
- Strengthen enforcement mechanisms to ensure compliance with noise regulations and standards. Implement regular monitoring programs, conduct inspections, and impose penalties for violations. Provide training and resources to enforcement agencies to enhance their capacity to address noise complaints effectively.
- Establish incentive programs to encourage businesses, industries, and individuals to invest in noise reduction measures voluntarily. Offer tax incentives, grants, or subsidies for noise abatement projects, retrofitting of noisy equipment, or adoption of sound insulation measures in buildings.
- Implement robust monitoring and evaluation systems to assess the effectiveness of noise abatement efforts over time. Track key performance indicators, such as noise levels, complaint rates, and public satisfaction, to measure progress and identify areas for improvement.



## Goal 4. Ground-Borne Vibration

Objective N-4. Minimize exposure to ground-borne vibration such that City residents are not exposed to nuisance vibration or potential building damage.

### Policies:

*Policy (a):* Coordinate with rail operators to minimize vibration exposure through routine maintenance of wheel and rail surfaces.

*Policy (b):* Require all plans submitted for development review that include the use of pile-driving and blasting during construction to consider alternative methods to minimize the potential for building damage and temporary nuisance exposure.

*Policy (c):* Require all plans submitted for development review to utilize vibration standards published by the Federal Transit Administration to evaluate the potential effects of vibration exposure from new vibration sources, such as construction, or siting of new receptors near existing vibration sources, such as rail operations.

### IMPLEMENTATION MEASURES:

- Develop and enforce regulations or guidelines specifying acceptable levels of ground-borne vibration. These regulations will be based on standards set by relevant authorities or industry best practices.
- Explore the utilization of vibration monitoring equipment at strategic locations throughout the City to continuously measure ground-borne vibration levels. This data can be used to identify problem areas and assess the effectiveness of reduction measures.

- Identify and assess sources of ground-borne vibration, such as construction activities, heavy traffic, industrial operations, or public transportation systems. Determine which sources contribute most significantly to the problem and prioritize reduction efforts accordingly.
- Implement construction techniques that minimize ground-borne vibration, such as using vibration-dampening materials, employing vibration isolation measures, or scheduling noisy activities during off-peak hours.
- Implement traffic management strategies to reduce vehicle-induced vibration, such as traffic calming measures, route optimization, or restrictions on heavy vehicles in sensitive areas.
- Explore the use of quieter vehicles, buses, and/or trains or consider retrofitting existing infrastructure with noise-reducing technologies.
- Promote building designs that incorporate measures to reduce the transmission of ground-borne vibration, such as adequate building separation, resilient building materials, or structural isolation systems.
- Raise awareness among residents, businesses, and construction companies about the impacts of ground-borne vibration and the importance of implementing reduction measures. Provide resources and guidance on how to minimize vibration emissions and protect buildings from damage.
- Invest in research and development of new technologies, materials, and techniques for reducing ground-borne vibration. Encourage innovation through grants, partnerships with academic institutions, or industry collaborations.



DRAFT



# Airport Building Obstruction Zone

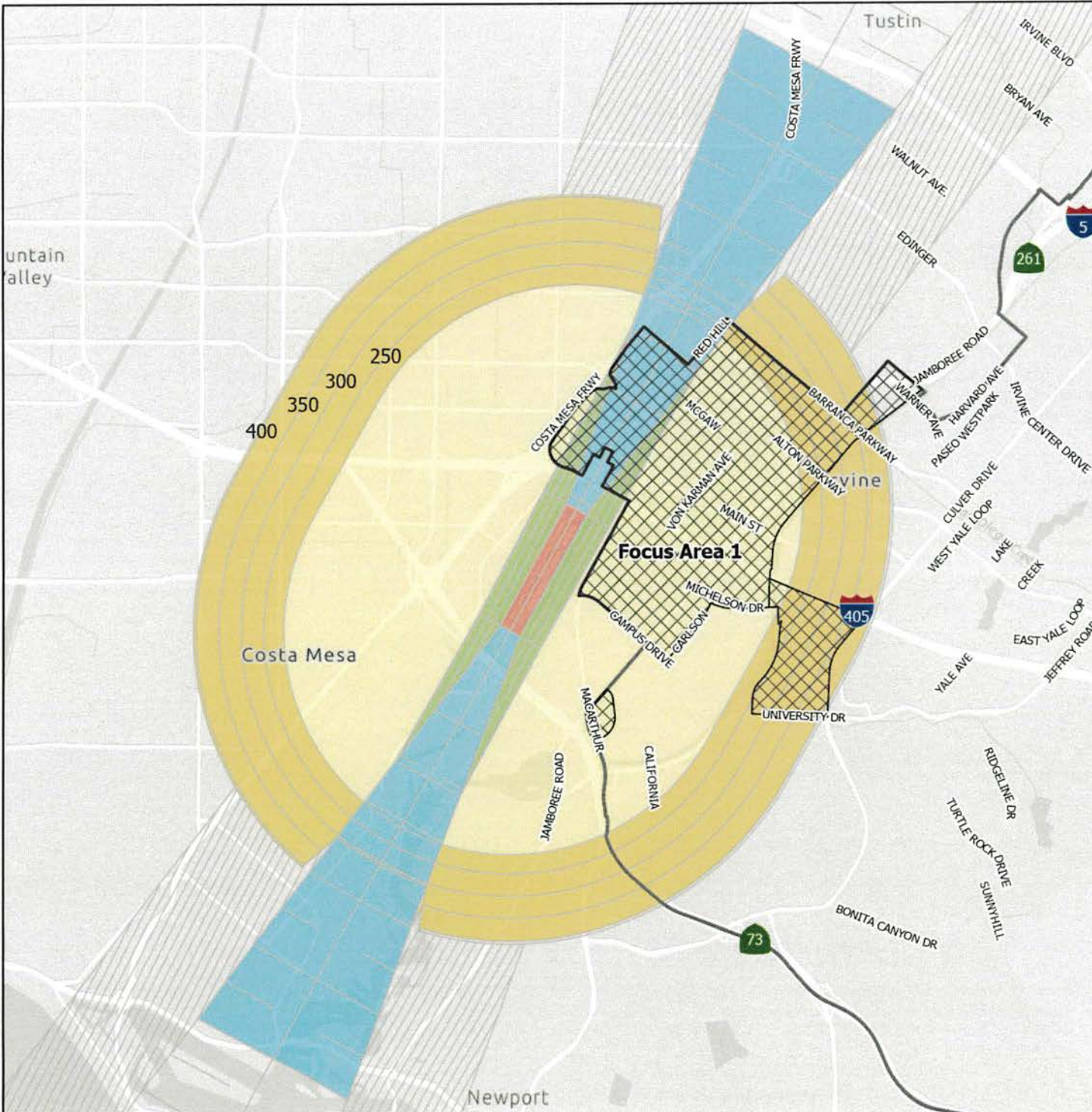


## ATTACHMENT 5

The project includes a General Plan and Zone Change to allow a new Residential Mixed-Use Overlay over consistent with goals set forth in the Element that was approved by the City of Irvine and certified by the California Department of Housing and Community Development in 2022. The project does NOT contemplate or include the construction of any specific development projects within Focus Area 1, but rather would allow for the future development of residential and residential mixed-use projects under the proposed overlay.

### Airport Surfaces

- Approach/Departure Surface - Slope 50:1 (Horizontal:Vertical)
- Conical Surface - Slope 20:1 (Horizontal:Vertical)
- Horizontal Surface - Elevation 206 Feet AMSL
- Runway - Elevation 54 Feet AMSL
- Transitional Surface - Slope 7:1 (Horizontal:Vertical)



future noise level at the site. These studies are required to identify all measures necessary to reduce noise levels to meet the City's interior and exterior noise compatibility standards and Single Event Noise Standard. Additionally, policies contained under Goal N-3, Objective N-3 relate to noise abatement of aircraft noise. Policy (a) requires the City to coordinate efforts to reduce noise impacts with appropriate public and government agencies, such as aircraft and transit regulatory agencies. Policy (e) seeks the cooperation of aircraft regulatory agencies in the modification and selection of flight paths that will reduce noise impacts on residential and other noise-sensitive areas. Policy (f) ensures any proposal to update aircraft noise contours used by the City of Irvine for planning analysis is submitted, before adoption by the City, to the ALUC. Adherence with the noise requirements of the ALUCP, the Noise Element Update policies, and associated FAA requirements would ensure that future development would not expose people to excessive aircraft noise levels.

### Safety Compatibility and Height Restrictions

Portions of Planning Areas 29 (University of California, Irvine- North Campus) and 36 (Irvine Business Complex), both of which comprise Focus Area 1, are located within the John Wayne Airport safety zones, as well as the 70 CNEL, 65 CNEL, and 60 CNEL John Wayne Airport noise contours. However, future development within these planning areas would be subject to the existing land use restrictions for each of the compatibility zones, which provide development limitations to minimize potential incidents of off-airport accidents to persons and property on the ground, including the following existing height restrictions.

#### Current Height Restrictions

##### Sec. 3-9-1. - Building height.

- a. *Applicability.* Building height restrictions apply to all buildings and structures (including antennas and flagpoles). Any project for which a notice of construction or alteration is required by the Federal Aviation Agency (FAA) under Federal Aviation Regulation (FAR) Part 77 shall be required to submit for FAA approval prior to the issuance of building permits.

#### Current Height Restrictions for Zoning Classifications within Focus Area 1

- Section 3-37-7: 1.5 Recreation  
Maximum building height: 35 feet
- Section 3-37-14: 2.3 Medium Density Residential  
Maximum building height: 35 feet <sup>7</sup>  
<sup>7</sup> In 2.3F: (Lower Peters Canyon), screened mechanical units and chimneys that do not exceed 10 percent of the roof area may extend up to 43 feet.
- Section 3-37-15: 2.4 Medium-High Density Residential  
Maximum building height: All uses except single-family detached = 50 feet  
Single-family detached= 35 feet
- Section 3-37-19: 4.1 Neighborhood Commercial  
Maximum building height: 50 feet  
4.1C: 35 feet (Rancho San Joaquin)
- Section 3-37-22: 4.4A Commercial Recreation (Rancho San Joaquin- PA 19)

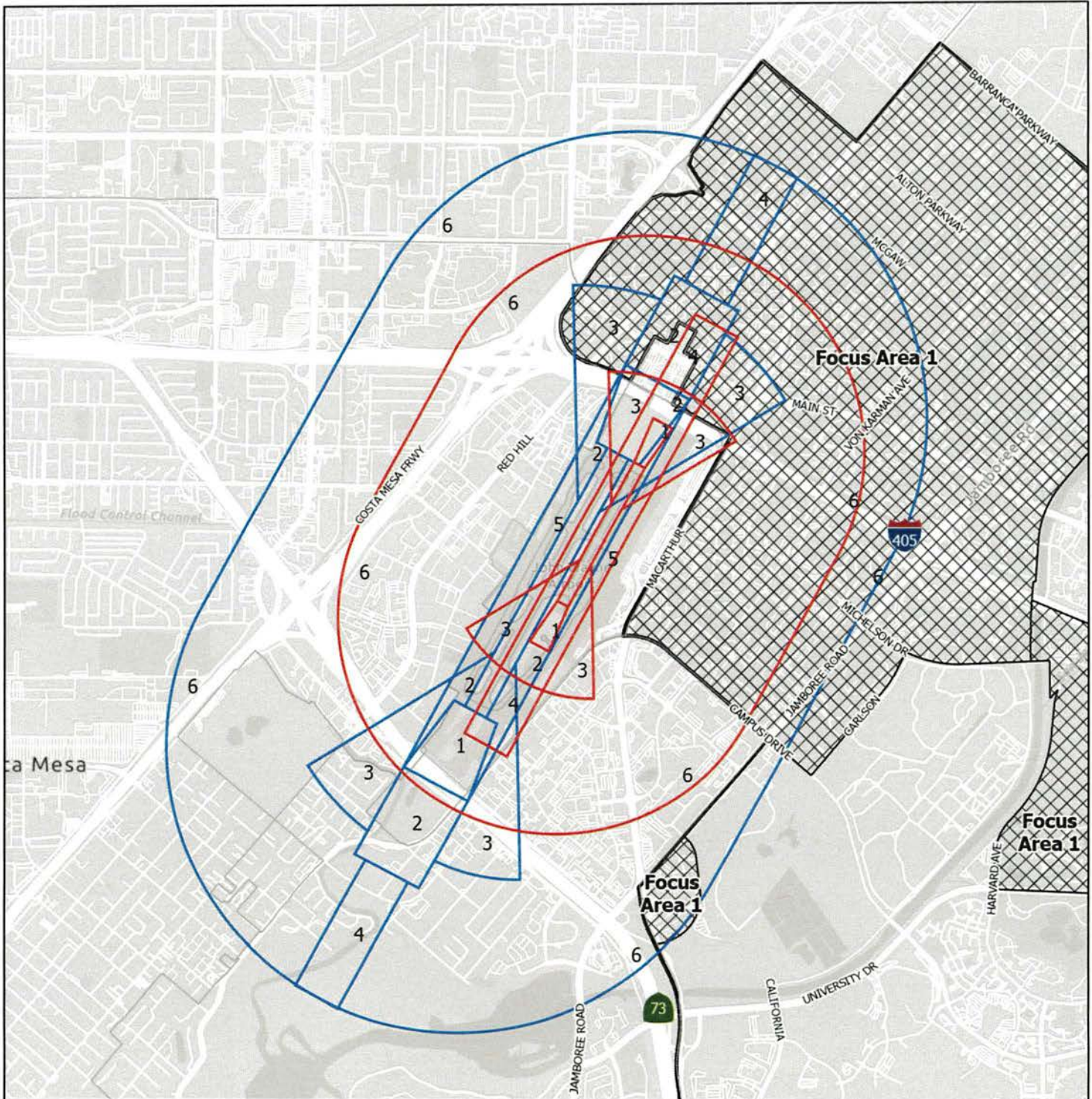
Maximum building height: 4.4A: 35 feet (Planning Area 19)

- Section 3-37-22: 4.4B Commercial Recreation  
Maximum building height: 50 feet
- Section 3-37-28.1: 5.0 IBC Mixed Use/5.0A IBC Mixed Use  
Maximum building height. FAA height limits as determined in accordance with Part 77 of the FAA regulations.
- Section 3-37-29: 5.1 IBC Multi-Use/5.1A IBC Multi-Use  
Maximum building height. FAA height limits as determined in accordance with part 77 of the FAA regulations.
- Section 3-37-31: 5.2 IBC Industrial  
Maximum building height: 35 feet. <sup>6</sup>  
<sup>6</sup> The height of equipment or machinery which is necessary to the operation of a permitted use may exceed 35 feet but may not exceed FAA height limits.
- Section 3-37-32: 5.3 IBC Industrial/5.3A IBC Industrial/5.3B IBC Industrial (Lot 2 of Parcel Map 43/6)/ 5.3C IBC Industrial/5.3D IBC Industrial (Lot 17, Tract 8018):  
Maximum building height. FAA height limits as determined in accordance with Part 77 of the FAA regulations.

#### Proposed Height Restrictions

See above. No changes proposed.

Further, the land use maps and zoning within these planning areas were developed with consideration to airport safety and Federal Aviation Administration (FAA) Regulation height limitations, and the residential and residential mixed-use overlay district developed under the project would adhere to the same requirements. Additionally, future development under the project would be subject to applicable notification requirements under the City's existing Zoning Ordinance for existing base zoning classifications, including requirements to comply with FAA Part 77, which also identifies the maximum height at which a structure would be allowed to reach in areas subject to aircraft overflight restrictions. Compliance with existing Orange County ALUCP safety and noise compatibility standards for John Wayne Airport would avoid safety hazards for future development near John Wayne Airport. The Noise Element Update also includes objectives and policies to further address aircraft noise. For example, Goal 1, Objective N-1 aims to maintain healthy and safe noise environments consistent with City Standards through site design and location and Goal 3, Objective N-3 aims to achieve maximum efficiency in noise abatement efforts through establishing minimum standards, intergovernmental coordination, and public information programs. Supporting policies outline regulations for new noise-sensitive uses within areas susceptible to high noise levels. Compliance with the updated Noise Element would support the City's goal of minimizing safety hazards associated with the airport. Therefore, the project would not worsen or exacerbate safety hazards or result in hazardous conditions related to building heights incompatible with AELUP or FAA requirements.



# Airport Safety Zones

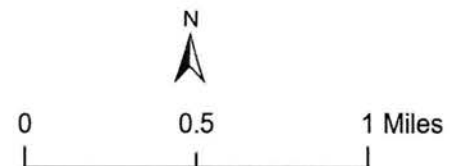


ATTACHMENT 7

The project includes a General Plan and Zone Change to allow a new Residential Mixed-Use Overlay over an existing Residential Single-Family Zone, consistent with goals set forth in the General Element that was approved by the Board of Directors and certified by the California Department of Housing and Community Development in 2022. The project does NOT contemplate or include the construction of any specific development projects within Focus Area 1, but rather would allow for the future development of residential and residential mixed-use projects under the proposed overlay.

- Safety Short Zone
- Safety Medium Zone
- City Boundary

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



**Nature of Risk**

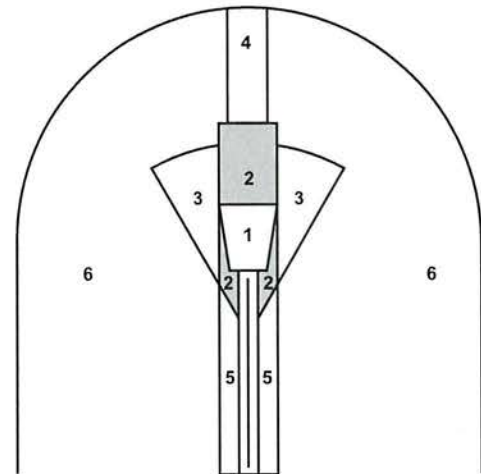
- Normal Maneuvers
  - Aircraft overflying at low altitudes on final approach and straight-out departures
- Altitude
  - Between 200 and 400 feet above runway
- Common Accident Types
  - Arrival: Similar to Zone 1, aircraft under-shooting approaches, forced short landings
  - Departure: Similar to Zone 1, emergency landing on straight-out departure
- Risk Level
  - High
  - Percentage of near-runway accidents in this zone: 8% - 22%



FINAL APPROACH

**Basic Compatibility Policies**

- Normally Allow
  - Agriculture; non-group recreational uses
  - Low-hazard materials storage, warehouses
  - Low-intensity light industrial uses; auto, aircraft, marine repair services
- Limit
  - Single-story office buildings
  - Nonresidential uses to activities that attract few people
- Avoid
  - All residential uses except as infill in developed areas
  - Multi-story uses; uses with high density or intensity
  - Shopping centers, most eating establishments
- Prohibit
  - Theaters, meeting halls and other assembly uses
  - Office buildings greater than 3 stories
  - Labor-intensive industrial uses
  - Children's schools, large daycare centers, hospitals, nursing homes
  - Stadiums, group recreational uses
  - Hazardous uses (e.g. aboveground bulk fuel storage)



Refer to Chapter 3 for dimensions.

	Maximum Residential Densities	Maximum Nonresidential Intensities	Maximum Single Acre
	Average number of dwelling units per gross acre	Average number of people per gross acre	2x the Average number of people per gross acre
Rural	See Note A	10 – 40	50 – 80
Suburban	1 per 10 - 20 ac.	40 – 60	80 – 120
Urban	0	60 – 80	120 – 160
Dense Urban	0	See Note B	See Note B

Note A: Maintain current zoning if less than density criteria for suburban setting  
 Note B: Allow infill at up to average intensity of comparable surrounding uses

**ATTACHMENT 8**

FIGURE 4C

**Safety Zone 2 – Inner Approach/Departure Zone**

**Nature of Risk**

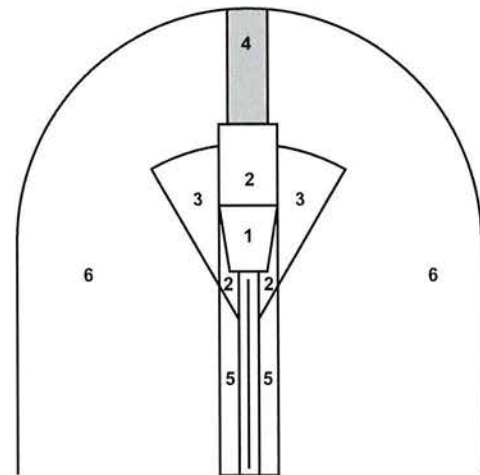
- Normal Maneuvers
  - Approaching aircraft usually at less than traffic pattern altitude. Particularly applicable for busy general aviation runways (because of elongated traffic pattern), runways with straight-in instrument approach procedures, and other runways where straight-in or straight-out flight paths are common
- Altitude
  - Less than 1,000 feet above runway
- Common Accident Types
  - Arrival: Pilot undershoots runway during an instrument approach, aircraft loses engine on approach, forced landing
  - Departure: Mechanical failure on takeoff
- Risk Level
  - Moderate
  - Percentage of near-runway accidents in this zone: 2% - 6%



LONG FINAL

**Basic Compatibility Policies**

- Normally Allow
  - Uses allowed in Zone 3
  - Restaurants, retail, industrial
- Limit
  - Residential uses to low density
- Avoid
  - High-intensity retail or office buildings
- Prohibit
  - Children's schools, large daycare centers, hospitals, nursing homes
  - Stadiums, group recreational uses
- Other Factors
  - Most low to moderate intensity uses are acceptable. Restrict assemblages of people
  - Consider potential airspace protection hazards of certain energy/industrial projects



Refer to Chapter 3 for dimensions.

	Maximum Residential Densities	Maximum Nonresidential Intensities	Maximum Single Acre
	Average number of dwelling units per gross acre	Average number of people per gross acre	3x the Average number of people per gross acre
Rural	See Note A	70 – 100	210 – 300
Suburban	1 per 2 - 5 ac.	100 – 150	300 – 450
Urban	See Note B	150 – 200	450 – 600
Dense Urban	See Note B	See Note B	See Note B

Note A: Maintain current zoning if less than density criteria for suburban setting.

Note B: Allow infill at up average density/intensity of comparable surrounding users.

FIGURE 4E

**Safety Zone 4 – Outer Approach/Departure Zone**

**Nature of Risk**

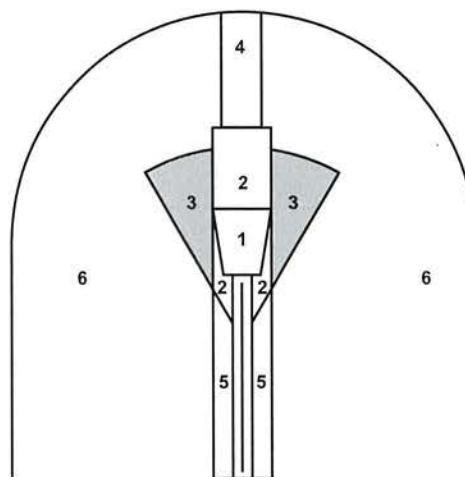
- Normal Maneuvers
  - Aircraft—especially smaller, piston-powered aircraft— turning base to final on landing approach or initiating turn to en route direction on departure
- Altitude
  - Less than 500 feet above runway, particularly on landing
- Common Accident Types
  - Arrival: Pilot overshoots turn to final and inappropriately cross controls the airplane rudder and ailerons while attempting to return to the runway alignment causing stall, spin, and uncontrolled crash
  - Departure: Mechanical failure on takeoff; low altitude gives pilot few options on emergency landing site; or, pilot attempts to return to airport and loses control during tight turn
- Risk Level
  - Moderate to high
  - Percentage of near-runway accidents in this zone: 4% - 8%



TURNING TO FINAL

**Basic Compatibility Policies**

- Normally Allow
  - Uses allowed in Zone 2
  - Greenhouses, low-hazard materials storage, mini-storage, warehouses
  - Light industrial, vehicle repair services
- Limit
  - Residential uses to very low densities
  - Office and other commercial uses to low intensities
- Avoid
  - Commercial and other nonresidential uses having higher usage intensities
  - Building with more than 3 aboveground habitable floors
  - Hazardous uses (e.g., aboveground bulk fuel storage)
- Prohibit
  - Major shopping centers, theaters, meeting halls and other assembly facilities
  - Children's schools, large daycare centers, hospitals, nursing homes
  - Stadiums, group recreational uses



Refer to Chapter 3 for dimensions.

	Maximum Residential Densities	Maximum Nonresidential Intensities	Maximum Single Acre
	Average number of dwelling units per gross acre	Average number of people per gross acre	3x the Average number of people per gross acre
Rural	See Note A	50 – 70	150 – 210
Suburban	1 per 2 - 5 ac.	70 – 100	210 – 300
Urban	See Note B	100 – 150	300 – 450
Dense Urban	See Note B	See Note B	See Note B

Note A: Maintain current zoning if less than density criteria for suburban setting.

Note B: Allow infill at up the average of surrounding residential area.

FIGURE 4D  
Safety Zone 3 – Inner Turning Zone

**Nature of Risk**

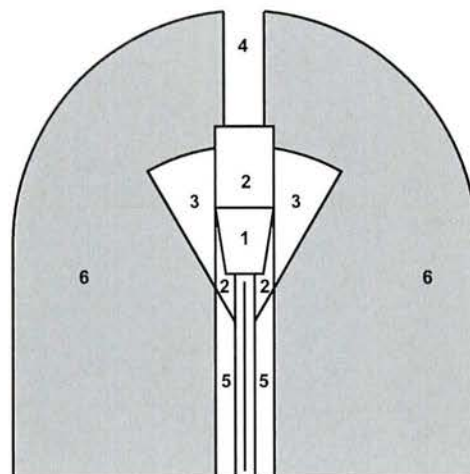
- Normal Maneuvers
  - Aircraft within a regular traffic pattern and pattern entry routes
- Altitude
  - Ranging from 1,000 to 1,500 feet above runway
- Common Accident Types
  - Arrival: Pattern accidents in proximity of airport
  - Departure: Emergency landings
- Risk Level
  - Low
  - Percentage of near-runway accidents in this zone: 18% - 29% (percentage is high because of large area encompassed)



IN TRAFFIC PATTERN

**Basic Compatibility Policies**

- Normally Allow
  - Residential uses (however, noise and overflight impacts should be considered where ambient noise levels are low)
- Limit
  - Children's schools, large day care centers, hospitals, and nursing homes
  - Processing and storage of bulk quantities of highly hazardous materials
- Avoid
  - Outdoor stadiums and similar uses with very high intensities
- Prohibit
  - None



Refer to Chapter 3 for dimensions.

	Maximum Residential Densities	Maximum Nonresidential Intensities	Maximum Single Acre
	Average number of dwelling units per gross acre	Average number of people per gross acre	4x the Average number of people per gross acre
Rural	No Limit – See Note A	150 – 200	600 – 800
Suburban	No Limit – See Note A	200 – 300	800 – 1,200
Urban	No Limit – See Note A	No Limit – See Note B	No Limit – See Note B
Dense Urban	No Limit – See Note A	No Limit – See Note B	No Limit – See Note B

Note A: Noise and overflight should be considered.

Note B: Large stadiums and similar uses should be avoided.

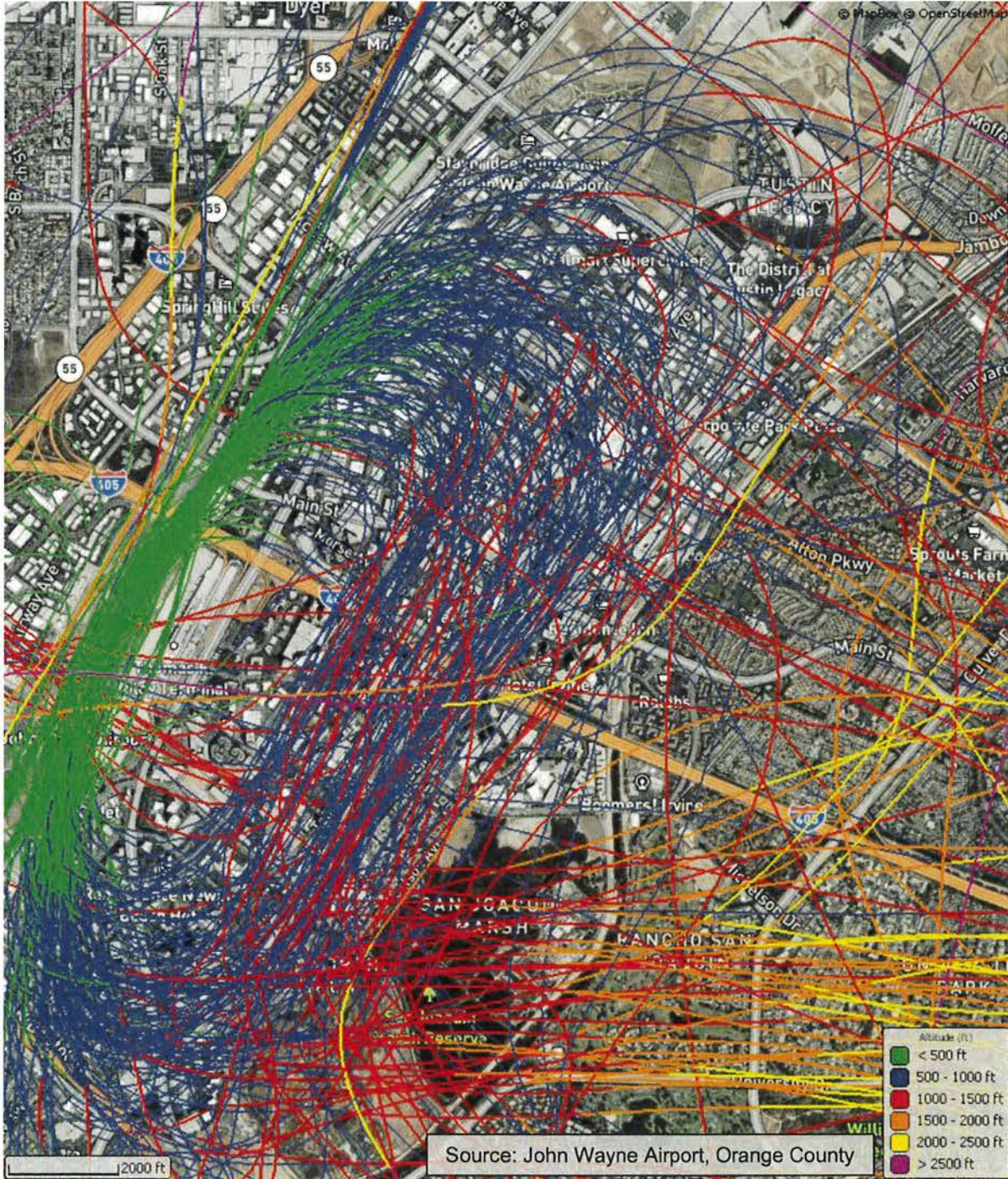
FIGURE 4G

**Safety Zone 6 – Traffic Pattern Zone**





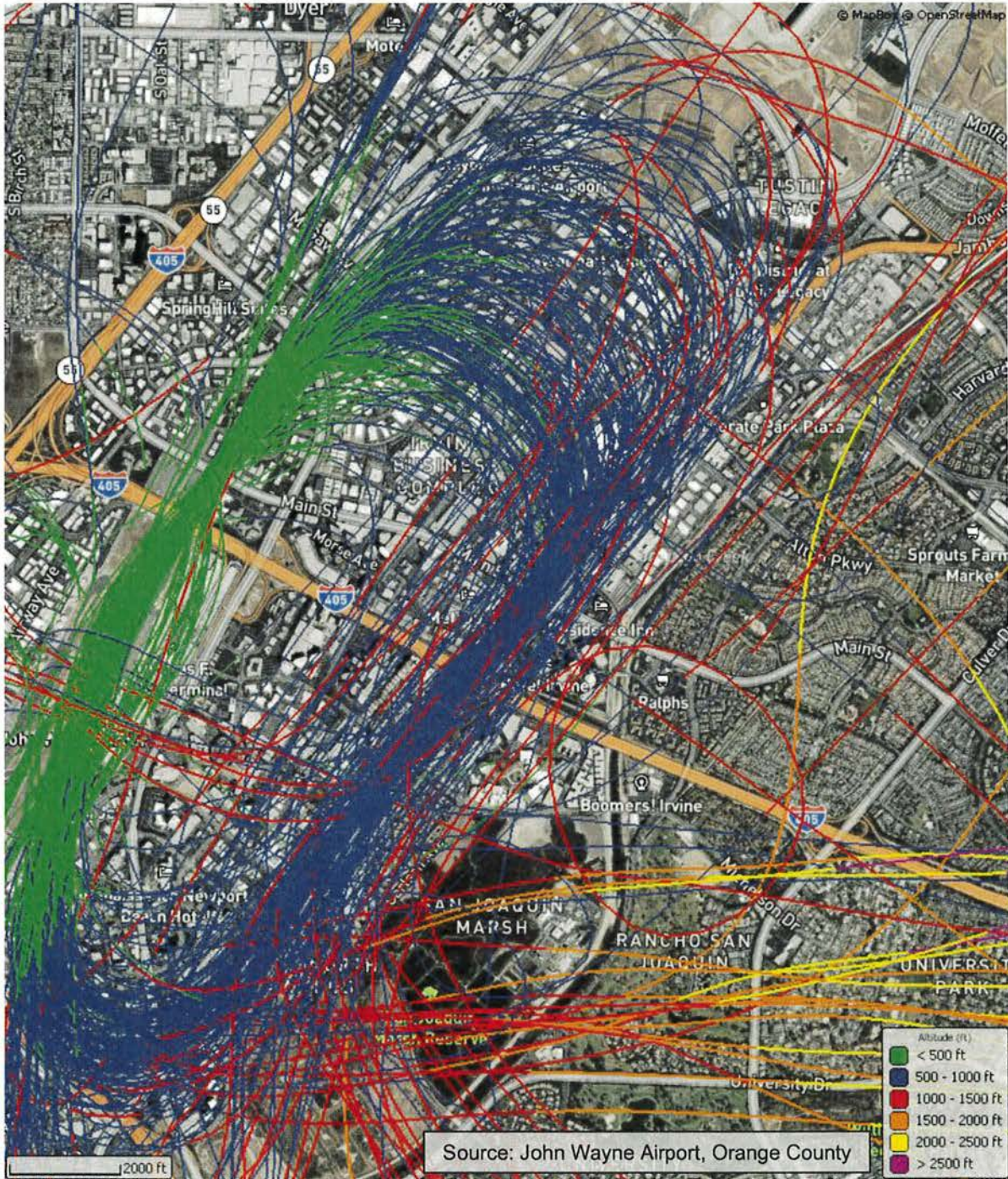
John Wayne Airport Altitude Analysis  
Saturday, May 11, 2024  
493 Operations



**ATTACHMENT 9**

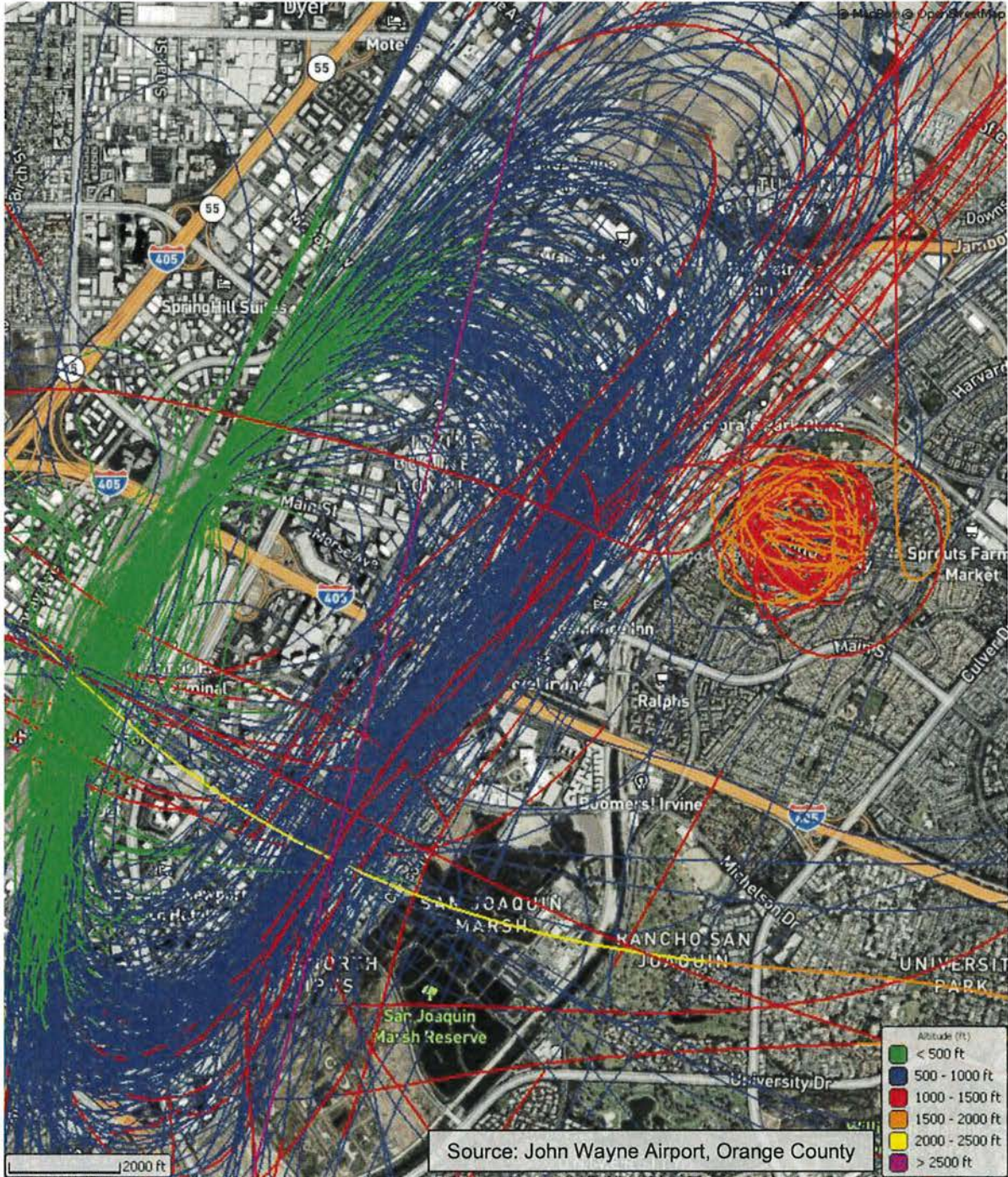


John Wayne Airport Altitude Analysis  
Tuesday, May 14, 2024  
533 Operations





John Wayne Airport Altitude Analysis  
Thursday, May 16, 2024  
640 Operations





# AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

3160 Airway Avenue • Costa Mesa, California 92626 • 949.252.5170 fax: 949.252.6012

August 21, 2023

Marika Poynter  
City of Irvine  
1 Civic Center Plaza  
Irvine, CA 92606-5207

**Subject:** Notice of Preparation of a Program EIR for the Irvine 2045 General Plan Update

Dear Ms. Poynter:

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of a Program EIR for the Irvine 2045 General Plan Update. In the context of the Airport Environs Land Use Plan for John Wayne Airport (*AELUP for JWA*), the Airport Land Use Commission for Orange County (ALUC) offers the following comments and requests consideration of these comments as you proceed with your DEIR and General Plan Update.

The City of Irvine is located within the AELUP Notification Area for JWA. The DEIR and General Plan should address height restrictions and imaginary surfaces by discussing Federal Aviation Administration (FAA) Federal Aviation Regulation (FAR) Part 77 as the criteria for determining height restrictions for projects located within the airport planning area. To ensure the safe operation of aircraft activity at JWA, structures anywhere in the JWA airport planning area should not exceed the applicable elevations defined in FAR Part 77 (Objects Affecting Navigable Air Space). The General Plan should include height policy language and a mitigation measure in the DEIR that states that no buildings will be allowed to penetrate the FAR Part 77 imaginary surfaces for JWA to ensure the protection of its airspace.

Development proposals within the City, which include the construction or alteration of structures more than 200 feet above ground level, require filing with the FAA and Airport Land Use Commission (ALUC) notification. Projects meeting this threshold must comply with procedures provided by Federal and State law, and with all conditions of approval imposed or recommended by FAA and ALUC including filing a Notice of Proposed Construction or Alteration (FAA Form 7460-1). Depending on the maximum building heights that will be allowed within the General Plan, the City may wish to consider a mitigation and condition of approval specifying this 200 feet above ground level height threshold. In addition, any project that penetrates the Notification Surface for JWA is required to file FAA Form 7460-1.

Portions of the City of Irvine fall within the 60 and 65 dB CNEL noise contours for JWA including sections of the Irvine Business Complex (Planning Area 36) located to the north and west of the Airport. ALUC does not support residential uses within the 65 dB CNEL contour. In

**ATTACHMENT 10**

accordance with the *AELUP for JWA* Section 3.2.3, all residential units within the 65 dB CNEL contour are inconsistent in this area unless it can be shown conclusively that such units are sufficiently sound attenuated for present and projected noise exposure so as not to exceed an interior standard of 45 dB CNEL.

As for residential development within the 60 dB CNEL contour, the ALUC may not find residential units incompatible in this area but would strongly recommend that residential units be limited or excluded from this area unless sufficiently sound attenuated not to exceed an interior level of 45 db. Because of the IBC proximity to airport noise, any prospective resident should be notified of the presence of aircraft overflight. We recommend that the DEIR include reference to where in the City's General Plan or Zoning Code this notification requirement can be found.

Portions of the City of Irvine are located within Safety Zones 2, 3, 4 and 6, and the primary approach corridor for JWA. The DEIR and General Plan should include a discussion of how to minimize locating residential and other noise-sensitive uses within these Safety Zones.

We also recommend that the DEIR and the General Plan Update identify if the development of heliports will be allowed within your jurisdiction. Should the development of heliports occur within your jurisdiction, proposals to develop new heliports may be submitted through the City to the ALUC for review and action pursuant to Public Utilities Code Section 21661.5. Proposed heliport projects must comply fully with the state permit procedure provided by law and with all conditions of approval imposed or recommended by FAA, by the ALUC for Orange County and by Caltrans/Division of Aeronautics.

To address consistency with the *AELUP for Heliports* we suggest adding the following language to your General Plan Update and inclusion as a mitigation measure in the DEIR:

“The City will ensure that development proposals including the construction or operation of a heliport or helistop comply fully with permit procedures under State law, including referral of the project to the ALUC by the applicant, and with all conditions of approval imposed or recommended by the Federal Aviation Administration (FAA), ALUC, and Caltrans, including the filing of a Form 7480-1 (Notice of Landing Area Proposal) with the FAA. This requirement shall be in addition to all other City development requirements.”


Section 21676 of the PUC requires that prior to the adoption or amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the Airport Land Use Commission pursuant to Section 21675, the local agency shall first refer the proposed action to the ALUC. We recommend that the City include policy in its General Plan and a mitigation measure in the DEIR that states that the City shall refer projects to the Airport Land Use Commission (ALUC) for Orange County as required by Section 21676 of the California Public Utilities Code to determine consistency of projects with the *AELUP for JWA*.

With respect to submittals, please note that the Commission requests that referrals be submitted - to the ALUC for a determination between the Planning Commission and City Council hearings. Since the ALUC meets on the third Thursday afternoon of each month, complete submittals must be received in the ALUC office by the first of the month to ensure sufficient time for review, analysis, and agendaing. A General Plan submittal form is available at:

<https://www.ocair.com/about/administration/airport-governance/commissions/airport-land-use-commission/>

A separate form should be used for each element of the General Plan that is being amended. Thank you for the opportunity to comment on this Notice of Preparation. Please contact Julie Fitch at (949) 252-5284 or via email at [jfitch@ocair.com](mailto:jfitch@ocair.com) with any questions.

Sincerely,

A handwritten signature in blue ink that reads "Lea U. Choum". The signature is fluid and cursive, with a long horizontal stroke at the end.

Lea U. Choum  
Executive Officer



May 31, 2024

Airport Land Use Commission for Orange County  
Attn: Executive Officer  
3160 Airway Avenue  
Costa Mesa, CA 92626

RECEIVED

MAY 31 2024

AIRPORT LAND USE COMMISSION

**Subject:** Amendment to the May 22<sup>nd</sup> Airport Land Use Commission (ALUC)  
**Submittal:** City of Irvine 2045 General Plan Update and associated Zone Change (File Nos: 00921398-PGA and 00832948-PZC)

Dear Executive Officer:

The City of Irvine hereby submits an amendment to the May 22<sup>nd</sup> ALUC Submittal for the 2045 General Plan Update and associated Zoning Ordinance Update (referred to herein as the "project") to be considered at the meeting scheduled for June 20, 2024.

The amendment consists of five updated exhibits that further clarify the project scope and location with respect to proposed land use changes, as well as the project location with respect to the ALUC notification area, noise contour map, airport safety zones map, and obstruction imaginary zones map.

Please confirm via email when this item has been officially added to the agenda. If you have any questions or comments regarding the enclosed submittal, please contact me at 949-724-6397 or via e-mail at [amatheus@cityofirvine.org](mailto:amatheus@cityofirvine.org).

Sincerely,

*Alyssa Matheus*

Alyssa Matheus  
Principal Planner

Enclosures: ALUC Submittal Package

ALUC Exhibit 1a: Draft General Plan Update (available online here:  
<https://www.cityofirvine.org/community-development/current-environmental-reviews>)

ALUC Exhibit 1b: Draft Zone Change

Updated ALUC Exhibit 2: Land Use Map + Airport Environs Land Use Map

Updated ALUC Exhibit 3: Notification Area/Planning Area

Updated ALUC Exhibit 4: Noise Contour Map

Updated ALUC Exhibit 5: Airport Safety Zones Map

ATTACHMENT 11

*Updated* ALUC Exhibit 6: Obstruction Imaginary Surfaces Map  
ALUC Exhibit 7: Program Environmental Impact Report Noise  
Section; Mitigation, Monitoring and Reporting  
Program; and Draft General Plan Noise  
Element

ec: Stephanie Frady, Director of Community Development  
Marika Poynter, Manager of Planning Services  
File Nos: 00921398-PGA and 00832948-PZC





May 22, 2024

Airport Land Use Commission for Orange County  
Attn: Executive Officer  
3160 Airway Avenue  
Costa Mesa, CA 92626

RECEIVED  
MAY 24 2024  
AIRPORT LAND USE COMMISSION

**Subject:** Airport Land Use Commission (ALUC) Submittal: City of Irvine 2045 General Plan Update and associated Zone Change (File Nos: 00921398-PGA and 00832948-PZC)

Dear Executive Officer:

The City of Irvine is seeking a determination of consistency with the Airport Environs Land Use Plan (AELUP) from ALUC for the adoption of the 2045 General Plan Update and associated Zoning Ordinance Update referred to herein as the "project"). Pursuant to Public Utilities Code Section 21676 (b), the City of Irvine hereby submits General Plan Submittal Form and Checklist for the 2045 General Plan Update and associated zone change (File Nos: 00921398-PGA and 00832948-PZC) to ALUC for consideration at the meeting scheduled for June 20, 2024.

Over the past seven years, the City has worked alongside the City's consultant team, the community, Planning Commission, and City Council to prepare the draft 2045 General Plan Update.

The project responds to statutory requirements regulating the scope and contents within the City's General Plan, as well as the State Department of Housing and Community Development's (HCD's) requirement to implement necessary changes to both the General Plan and Zoning Ordinance in response to the 57,656 units identified in the City's certified Housing Element (May 2022) as part of the City's Regional Housing Needs (RHNA) allocation.

The proposed General Plan Update would accommodate the 57,656 units established in the 2021-2029 certified Housing Element through the introduction of additional residential and residential mixed-use development opportunities using an overlay district to allow greater flexibility for property owners and developers. The overlay would promote residential and residential mixed-uses in three focus areas of the City. The new overlay would establish a minimum density of 50 dwelling units per acre, unless otherwise demonstrated to be infeasible to the satisfaction of the City. No changes to the existing building height restrictions are proposed. All building heights associated with future projects implemented under the project would comply with development standards

outlined in the base zoning classification identified for a subject property, which may be further regulated by Federal Aviation Administration building height regulations as prescribed by federal law and set forth in the Irvine Zoning Ordinance.

A discretionary hearing on the project was held by the Planning Commission on May 16, 2024, during which the Planning Commission made a motion to recommend approval of the project and certification of the associated environmental document to City Council. This motion failed by a 2-2-1 vote. A subsequent motion was made to forward the project to the City Council for their review and consideration without providing a recommendation on the project. This motion passed 3-1-1. As such, the City Council will consider the Planning Commission's decision to recommend denial of the project and its Program EIR at an upcoming City Council meeting anticipated to be held in July 2024.

Per the requirements of Assembly Bill 1398 (AB 1398), signed by Governor Newsom in September 2021, the City must adopt the implementing actions associated with the certified and approved Housing Element by February 2025. If the City is unable to comply with AB 1398, the City will be subject to penalties. Given the new requirements of AB 1398, the Irvine City Council is anticipated to consider the project the upcoming July 2024 hearing.

Please confirm via email when this item has been officially added to the agenda. If you have any questions or comments regarding the enclosed submittal, please contact me at 949-724-6397 or via e-mail at [amatheus@cityofirvine.org](mailto:amatheus@cityofirvine.org).

Sincerely,



Alyssa Matheus  
Principal Planner

- Enclosures: ALUC Submittal Package
- ALUC Exhibit 1a: Draft General Plan Update (available online here: <https://www.cityofirvine.org/community-development/current-environmental-reviews>)
  - ALUC Exhibit 1b: Draft Zone Change
  - ALUC Exhibit 2: Land Use Map + Airport Environs Land Use Map
  - ALUC Exhibit 3: Notification Area/Planning Area
  - ALUC Exhibit 4: Noise Contour Map
  - ALUC Exhibit 5: Airport Safety Zones Map
  - ALUC Exhibit 6: Obstruction Imaginary Surfaces Map
  - ALUC Exhibit 7: Program Environmental Impact Report Noise Section; Mitigation, Monitoring and Reporting Program; and Draft General Plan Noise Element

ec: Stephanie Frady, Director of Community Development

Marika Poynter, Manager of Planning Services  
File Nos: 00921398-PGA and 00832948-PZC



## AIRPORT LAND USE COMMISSION FOR ORANGE COUNTY

### SUBMITTAL FORM: GENERAL PLAN • SPECIFIC PLAN • ZONING CODE

1. Name of City or County: City of Irvine
2. Contact Information - Name/Title Alyssa Matheus, Principal Planner  
Agency: City of Irvine  
Address: 1 Civic Center Plaza, Irvine CA 92606  
Phone/email: 949-724-6397/ Amatheus@cityofirvine.org
3. Airport Planning Area(s):  
 John Wayne Airport    Fullerton Municipal Airport    JFTB - Los Alamitos
4. Item being submitted for review (submit each item separately): Zoning Code Amendment  
Name of General Plan Element, Specific Plan or Planned Community: Zoning Code Amendment
5. Scheduled date of Planning Commission Public Hearing: 5/16/2024
6. Tentative date of City Council/Board of Supervisors Public Hearing: 7/23/2024
7. Requested date of ALUC Review: June 20  
*(Complete submittals must be received by the first day of the month for the next meeting).*
8. Does the item submitted propose a change of land use or heights within the airport Notification/Planning Area\*?  No (skip items # 9-12).  Yes (continue below).
9. Does the item propose a change of land use within the  60 CNEL or  65 CNEL noise contours of the airport(s)\*? Please attach an exhibit showing location(s) of the proposed new uses in relation to noise contours.
10. Are noise policies or mitigation measures identified in the proposed item or elsewhere in the General Plan?  No  Yes - Please attach pages with current (and proposed if applicable) noise policies/mitigation measures highlighted.
11. Does the item submitted propose a change of land use within the Runway Protection Zone (RPZ), Clear Zone (CZ), or Airport Safety Zones of the airport\*?  No  Yes - Please attach exhibit showing location(s) of proposed uses.
12. Does the item submitted propose a change of land use within the Obstruction Imaginary Surfaces\*?  No  Yes
13. Please indicate current [see attached, no changes to height] and proposed [see attached, no changes to height] maximum heights allowed.

### SUBMITTAL CHECKLIST: General Plan · Specific Plan · Zoning Code

- Cover letter on City/County letterhead.
- Completed Submittal Form.
- Link to existing General Plan and proposed General Plan General Plan Element, Specific Plan or Zoning Code for this submittal.
- Attachment showing proposed changes to General Plan Element, Specific Plan or Zoning Code Section(s) with strikethrough/underline.
- Exhibit showing location(s) of proposed new uses within the Notification Area/Planning Area for airport(s).
- Exhibit showing location(s) of proposed new uses in relation to noise contours for airport(s).
- Exhibit showing location(s) of proposed new uses in relation to Airport Safety Zones.
- Exhibit showing location(s) of proposed new uses in relation to the Obstruction Imaginary Surfaces.
- Attachment showing current and proposed noise policies/mitigation measures.
- Explanation of how the General Plan, Specific Plan, or Zoning Code address the AELUP standards for noise impact, safety compatibility, and height restriction zones.  
See Enclosure for explanation.
- Describe height and density changes in cover letter and attach pages of General Plan, Specific Plan and/or Zoning Code where maximum heights are specified.

\*For airport planning/notification areas, noise contours, safety zones and obstruction imaginary surfaces see Appendix D of the applicable Airport Environs Land Use Plan (AELUP) at: <https://www.ocair.com/about/administration/airport-governance/commissions/airport-land-use-commission/>

Noise sensitive uses include but are not limited to community facilities such as: churches, libraries, schools, preschools, day-care centers, hospitals, and nursing/convalescent homes.

Mail or Email Submittal Form, Checklist and attachments to: Airport Land Use Commission for Orange County,  
Attn: Executive Officer, 3160 Airway Avenue, Costa Mesa, CA 92626 / Phone: (949) 252-5170  
[ALUCinfo@ocair.com](mailto:ALUCinfo@ocair.com)

**ALUC ZONE CHANGE SUBMITTAL ENCLOSURE**

## SUBMITTAL INFORMATION

1. **Name of City or County:** City of Irvine
2. **Contact Information:**  
*Name/Title:* Alyssa Matheus, Principal Planner  
*Agency:* City of Irvine, Community Development Department  
*Address:* 1 Civic Center Plaza, Irvine, CA 92606  
*Phone/Email:* (949) 724-6397 / [amatheus@cityofirvine.org](mailto:amatheus@cityofirvine.org)

3. **Airport Planning Area:** John Wayne Airport

4. **Current and Proposed Zoning Ordinance:**

Current Zoning Ordinance:

<https://library.municode.com/ca/irvine/codes/zoning?nodeId=Z00R>

Proposed Zoning Ordinance: See *Exhibit 1b, Draft Zone Change*.

5. **Description of Project:**

Under California statute (Government Code Section 65580 et seq.), jurisdictions must update their General Plan Housing Element every eight years. As prescribed by statute, the Irvine City Council adopted the 2021-2029 Housing Element in May 2022. The adopted Housing Element outlines the City's plan for achieving the City's Regional Housing Needs Assessment (RHNA) of 23,610 units, which is assigned to the City by the Southern California Association of Governments (SCAG) in accordance with State directives.

To ensure consistency with housing statute, including no-net loss and affirmatively furthering fair housing requirements, the 2021-2029 Housing Element identified adequate sites within the City to accommodate a total of 57,656 new residential units. The 57,656 units established in the Housing Element is inclusive of the RHNA as well as a "no net loss" buffer for very low- and low-income units needed to ensure the City can meet its RHNA should projects be proposed at a lower density than anticipated on sites identified in the Housing Element. Following adoption of the 2021-2029 certified Housing Element, the City is required to update the appropriate elements of the General Plan and Zoning Ordinance to accommodate the 57,656 new residential units. In accordance with State statute, all updates are required to be completed by February 15, 2025.

The proposed General Plan Update would accommodate the 57,656 units established in the 2021-2029 certified Housing Element through the introduction of additional residential and residential mixed-use development opportunities using an overlay district to allow greater flexibility for property owners and developers. The overlays would promote higher density residential and residential mixed-use in three focus areas. Descriptions of these three key focus areas are as follows:

- **Focus Area 1** would consist of the Greater Irvine Business Complex (IBC) Area. This focus area includes Planning Area 36 (Irvine Business Complex) and Planning Area 19 (Rancho San Joaquin). The project proposes to increase the total number of residential permitted in the Greater IBC Area by an additional 15,000 residential units.

- **Focus Area 2** would consist of the Greater Spectrum Area. This focus area includes Planning Area 13 (Irvine Spectrum 4), Planning Area 31 (Irvine Spectrum 6), Planning Area 32 (Irvine Spectrum 3), Planning Area 33 (Irvine Spectrum Center), and a portion of Planning Area 12 (Oak Creek)<sup>2</sup>. The project would increase the residential intensity in the Greater Spectrum Area by an additional 26,607 residential units.
- **Focus Area 3** would consist of the Great Park Neighborhood Transit Village Area. This focus area would include Planning Area 51 (Great Park Neighborhood), which is an existing mixed-use area featuring residential products at varying densities surrounding the Great Park. The project would increase the residential intensity in the Great Park Neighborhood Transit Village Area by an additional 5,252 residential units.

The project would also allow for the development of an additional 8,536 new units throughout the City and 2,261 units associated with recently approved housing projects. In total, the project would accommodate up to 57,656 units.

The project does not include any changes to existing zoning classifications. Rather, the project would introduce a Residential and Residential Mixed-Use (RRMU) Overlay that would encourage residential infill projects on nonresidential sites within the three focus areas. To adopt the proposed Overlay, the project includes a zone change application to include a new section establishing the RRMU Overlay and to revise applicable portions of the Irvine Zoning Ordinance affected by the proposed Overlay to resolve any potential inconsistencies in the language resulting from adoption of the overlay. A secondary part of the zone change includes revisions to the City's Zoning Map as required to illustrate the proposed Overlay areas.

The project specifically proposes to amend the Irvine Zoning Ordinance to reflect the following strategy aimed at encouraging residential infill projects within the three focus areas:

***Focus Areas 1 through 3 – Residential and Residential Mixed-Use Overlay***

Residential projects proposed within the three focus areas may be permitted on nonresidential properties if they include a minimum density of 50 dwelling units per acre (unless demonstrated to be infeasible to the satisfaction of the City) and comply with the City's adopted Inclusionary Housing requirements (15% affordability, minimum). Incentives may be considered for residential-serving uses, such as, but not limited to retail, restaurants, office, and community facilities that are complimentary to the residential and residential mixed-use uses and encourage the development of a proximity village.

A "Residential Incentive Program," unique to Planning Area 36 (IBC) in Focus Area 1 will be established, which will allow the City to issue development intensity values (DIVs) from a City controlled distribution system, at no cost, to an applicant of a residential or residential mixed-use project that provides a defined percentage of affordability, which exceeds the existing inclusionary provisions, as calculated by the total number of "base" units proposed. For the purposes of this requirement, "base units" refer to the maximum allowable density allowed by the zoning, prior to any density increase provided through state density bonus law. If an applicant proposes a mixed-use development, the "Residential Incentive Program" DIVs may only be utilized for the residential component of that project. Residential serving non-residential uses, including, but not limited to retail, restaurants, and qualifying community facilities, which measure 50,000 square feet or less and are proposed on-site and as part of a residential mixed-use project, shall be exempt from the DIV requirements.



Pursuant to the "Residential Incentive Program," projects shall:

- a. Provide a minimum 17% affordability\* at the following income levels:
    - 7 percent very-low income (Health and Safety Code § 50105)
    - 6 percent low income (Health and Safety Code § 50079.5, 25 Cal. Code Regs. § 6928)
    - 4 percent moderate income (Health and Safety Code § 50093) – specific workforce units (81 to 100 percent moderate)
  - b. Utilize the existing on-site DIV budget prior to requesting additional DIVs under the "Residential Incentive Program".
6. **Location of Project:** Development in the City is guided by the General Plan and Zoning Ordinance, which provide citywide and area-specific goals and policies. As such, the project location includes the entire City of Irvine.
7. **Approval schedule:** A discretionary hearing on the project was held by the Planning Commission on May 16, 2024, during which the Planning Commission made a motion to recommend approval of the project and certification of the associated environmental document to City Council. This motion failed by a 2-2-1 vote. A subsequent motion was made to forward the project to the City Council for their review and consideration without providing a recommendation on the project. The City Council hearing is anticipated to be held on July 23, 2024. Review by the ALUC is requested at the June 20, 2024, hearing.
8. **Noise**
- A. **Is the Project within the 60 CNEL Contour or the 65 CNEL Contour of the affected airport?** Yes, the project is within both the 60 CNEL Contour or the 65 CNEL Contour (*Exhibit 4, Noise Contour Map*). Refer to Exhibit 1b for the zoning map included as part of the project, which reflects the addition of the RRMU Overlay. No changes to existing land uses are proposed as part of the project.
- B. **What noise mitigation measures will be required to achieve interior standards?**

Noise Mitigation Measures

Refer to Section 4.10, Noise, of the General Plan Update Program Environmental Impact Report (EIR) and the Mitigation Monitoring and Reporting Program (MMRP) for a list of noise-related mitigation measures that will apply to the project (*Exhibit 7, Program EIR Noise Section, MMRP, and Draft General Plan Noise Element*). Text shown in underline and strikeout below indicate where changes have been proposed in the Errata including in the Final EIR for the project. If certified, these changes will be part of the Final EIR for the project and will apply to noise-related impacts. The measures are as follows:

- **NOI-1:** Prior to the issuance of building permits, site-specific exterior noise analyses that demonstrate that the project would not place residential receptors in locations where the exterior existing or future noise levels would exceed the City's noise compatibility standards shall be required as part of the review of future residential development proposals. Noise reduction measures, including but not limited to building noise barriers, increased building setbacks, speed reductions on surrounding roadways, alternative pavement surfaces, or other relevant noise attenuation measures, may be used to achieve the noise compatibility standards. Exact noise

mitigation measures and their effectiveness shall be determined by the site-specific exterior noise analyses.

- **NOI-2:** Prior to the issuance of building permits, site specific interior noise analyses demonstrating compliance with the City's interior noise compatibility standards and other applicable regulations shall be prepared for noise sensitive land uses located in areas where the exterior noise levels exceed the City's noise compatibility standards. Noise control measures, including but not limited to increasing roof, wall, window, and door sound attenuation ratings, placing HVAC in noise reducing enclosures, or designing buildings so that no windows face freeways or major roadways may be used to achieve the noise compatibility standards. Exact noise mitigation measures and their effectiveness shall be determined by the site specific exterior noise analyses.
- **NOI-3:** Prior to the issuance of a building permits, a site-specific acoustical/noise analysis of any on-site generated noise sources, including generators, mechanical equipment, and trucks, shall be prepared which identifies all noise-generating equipment, predicts noise levels at property lines from all identified equipment, and recommends mitigation to be implemented (e.g., enclosures, barriers, site orientation), to ensure compliance with the City's noise standards. Noise reduction measures shall include building noise-attenuating walls, limiting the hours of operation, or other attenuation measures. Additionally, future projects shall be required to buffer sensitive receptors from noise sources through the use of open space and other separation techniques as recommended after thorough analysis by a qualified acoustical engineer. Exact noise mitigation measures and their effectiveness shall be determined by the site specific noise analyses.
- **NOI-4:** Construction contractors shall implement the following measures for construction activities conducted in the City of Irvine. Construction plans submitted to the City shall identify these measures on demolition, grading, and construction plans submitted to the City:
  - The City of Irvine Community Development Department shall verify that grading, demolition, and/or construction plans submitted to the City include these notations prior to issuance of demolition, grading, and/or building permits.
  - Construction activity is limited to the hours: Between 7:00 AM to 7:00 PM Monday through Friday and 9:00 a.m. and 6:00 p.m. on Saturdays as prescribed in Municipal Code Section 66-8-205(A). No construction activities shall be permitted outside of these hours or on Sundays and federal holidays, except Columbus Day, unless a temporary waiver is granted by the Chief Building Official or their authorized representative.
  - During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques (e.g., improved mufflers, equipment re-design, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible.

- Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools.
- Stationary equipment, such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses.
- Stockpiling shall be located as far as feasible from nearby noise-sensitive receptors.
- Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City of Irvine Community Development Department.
- At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City.
- Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes.
- During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws.
- Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the performance standard of 80 dBA Leq. Barriers shall be constructed with a solid material that has a density of at least 4 pounds per square foot with no gaps from the ground to the top of the barrier. Barriers should be erected to the width and height necessary to maintain construction noise levels at or below the performance standard of 80 dB(A) Leq, and may use blankets and other materials to reduce noise as necessary.
- **NOI-5:** Prior to issuance of a building permit for a project requiring pile driving during construction within 135 feet of fragile structures, such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a

noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration (FTA) architectural damage thresholds (e.g., 0.12 inches per second [in/sec] peak particle velocity [PPV] for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory rollers shall be used. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.

- **NOI-6:** New residential projects (or other noise-sensitive uses) located within 200 feet of existing railroad lines shall be required to conduct a groundborne vibration and noise evaluation consistent with FTA approved methodologies.

**Noise Element Revisions**

Please also refer to the draft General Plan Noise Element for additional policies related to noise (*Exhibit 7, Program EIR Noise Section, MMRP, and Draft General Plan Noise Element*). The following outlines suggested modifications to these policies in response to feedback from the public, interested parties, the City of Irvine Transportation Commission, and City of Irvine Planning Commission. Should the City of Irvine City Council adopt the proposed project, these edits would be included in the General Plan Noise Element.

Noise Element																																																																																									
Page	Proposed Revision																																																																																								
N-7	<p>Table 1 updated to include the 'any time' column for consistency with the City's Municipal Code.</p> <p><b>Table 1. City of Irvine Municipal Code Noise Standards</b></p> <table border="1"> <thead> <tr> <th rowspan="2">Zone<sup>1</sup></th> <th rowspan="2">Time of Day</th> <th rowspan="2">Location</th> <th colspan="5">Noise Level dBA – Not to be exceeded for:</th> </tr> <tr> <th>30 Min.</th> <th>15 Min.</th> <th>5 Min.</th> <th>1 Min.</th> <th>Any Time</th> </tr> </thead> <tbody> <tr> <td rowspan="4">1</td> <td rowspan="2">7 a.m. to 10 p.m.</td> <td>Exterior</td> <td>55</td> <td>60</td> <td>65</td> <td>70</td> <td>75</td> </tr> <tr> <td>Interior</td> <td>---</td> <td>---</td> <td>55</td> <td>60</td> <td>65</td> </tr> <tr> <td rowspan="2">10 p.m. to 7 a.m.</td> <td>Exterior</td> <td>50</td> <td>55</td> <td>60</td> <td>65</td> <td>70</td> </tr> <tr> <td>Interior</td> <td>---</td> <td>---</td> <td>45</td> <td>50</td> <td>55</td> </tr> <tr> <td rowspan="2">2</td> <td rowspan="2">Anytime</td> <td>Exterior</td> <td>55</td> <td>60</td> <td>65</td> <td>70</td> <td>75</td> </tr> <tr> <td>Interior</td> <td>---</td> <td>---</td> <td>55</td> <td>60</td> <td>65</td> </tr> <tr> <td rowspan="2">3</td> <td rowspan="2">Anytime</td> <td>Exterior</td> <td>60</td> <td>65</td> <td>70</td> <td>75</td> <td>80</td> </tr> <tr> <td>Interior</td> <td>---</td> <td>---</td> <td>55</td> <td>60</td> <td>65</td> </tr> <tr> <td rowspan="2">4</td> <td rowspan="2">Anytime</td> <td>Exterior</td> <td>70</td> <td>75</td> <td>80</td> <td>85</td> <td>90</td> </tr> <tr> <td>Interior</td> <td>---</td> <td>---</td> <td>55</td> <td>60</td> <td>65</td> </tr> </tbody> </table> <p>Source: Irvine Municipal Code, Title 6, Division 8, Chapter 2, Sec. 6-8-204</p> <p><b>Land Use Zones</b>            Zone 1 - All hospitals, libraries, churches, schools, and residential properties            Zone 2 - All professional office and public institutional properties            Zone 3 - All commercial properties excluding professional office properties            Zone 4 - All industrial properties</p>							Zone <sup>1</sup>	Time of Day	Location	Noise Level dBA – Not to be exceeded for:					30 Min.	15 Min.	5 Min.	1 Min.	Any Time	1	7 a.m. to 10 p.m.	Exterior	55	60	65	70	75	Interior	---	---	55	60	65	10 p.m. to 7 a.m.	Exterior	50	55	60	65	70	Interior	---	---	45	50	55	2	Anytime	Exterior	55	60	65	70	75	Interior	---	---	55	60	65	3	Anytime	Exterior	60	65	70	75	80	Interior	---	---	55	60	65	4	Anytime	Exterior	70	75	80	85	90	Interior	---	---	55	60	65
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N-7	The noise element is related to the Land Use, Housing, Circulation, and Conservation and Open Space Elements, as discussed below.																																																																																								

9. **Is the Project within the Runway Protection Zone (RPZ), Clear Zone (CZ), or Airport Safety Zones of the affected airport?** Yes, all areas within the City are included as part of

the project, some of which are within the RPZ, CZ, and Airport Safety Zones and would be affected by the project. (*Exhibit 5, Airport Safety Zones Map*). Refer to Project Description and Exhibit 1a for the zoning map included as part of the project, which reflects the addition of the RRMU Overlay. No changes to existing land uses are proposed as part of the project.

10. **Does the item submitted propose a change of land use within the Obstruction Imaginary Surfaces?** Yes, all areas within the City are included as part of the project, some of which are within the Obstruction Imaginary Surfaces and would be affected by the project (*Exhibit 6, Obstruction Imaginary Surfaces*). Refer to Project Description and Exhibit 1a for the zoning map included as part of the project, which reflects the addition of the RRMU Overlay. No changes to existing land uses are proposed as part of the project.
11. **Existing and proposed General Plan and zoning designation:** As a citywide project, the project encompasses all existing zoning classifications throughout the City. No changes to the existing zoning classifications are proposed, but rather the project would introduce a new RRMU Overlay (described above) to the three Focus Areas (including Focus Area 1, which is further regulated by the AELUP), which would allow project applicants the option to develop nonresidential properties with residential and/or residential mixed-use projects within each of the three focus areas without the need for a zone change.

Refer to Exhibit 1b for the zoning map included as part of the project, which reflects the addition of the RRMU Overlay.

**12. Existing and proposed uses on the site and adjacent properties:**

Existing uses within and around Focus Area 1 vary and are consistent with a higher-density mixed use environment permitted by existing land use designations for this area. Generally, uses include residential, industrial, manufacturing, commercial, retail, and other similar uses.

As a citywide project, the project encompasses all existing uses throughout the City. No changes to existing uses within Focus Area 1 or to surrounding properties are proposed, but rather the project would introduce a new RRMU Overlay to the three Focus Areas, which would allow project applicants to develop nonresidential properties with residential and/or residential mixed-use projects within each of the three focus areas without the need for a General Plan Amendment.

**13. Explanation of how the General Plan, Specific Plan, or Zoning Code address the AELUP standards for noise impact, safety compatibility, and height restriction zones:**

Noise Impact

The project would expand residential and mixed-uses to sites previously designated for nonresidential uses within Focus Area 1, which includes areas within the 70 community noise equivalent level (CNEL), 65 CNEL, and 60 CNEL John Wayne Airport noise contours. Residential and other noise sensitive land uses located within the 70 CNEL, 65 CNEL, and 60 CNEL John Wayne Airport noise contours could be exposed to airport noise levels. However, the Noise Element Update contains policies under Goal N-1, Objective N-1, which require future development implemented under the project to control noise through land use planning and design. This includes development exposed to airport noise. Future development would be required to prepare noise studies 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. These studies are required to identify all measures necessary to reduce noise levels to meet the City's interior and exterior noise compatibility standards and Single Event Noise Standard. Additionally, policies contained under Goal N-3, Objective N-3 relate to noise abatement of aircraft noise. Policy (a) requires the City to coordinate efforts to reduce noise impacts with appropriate public and government agencies, such as aircraft and transit regulatory agencies. Policy (e) seeks the cooperation of aircraft regulatory agencies in the modification and selection of flight paths that will reduce noise impacts on residential and other noise-sensitive areas. Policy (f) ensures any proposal to update aircraft noise contours used by the City of Irvine for planning analysis is submitted, before adoption by the City, to the ALUC. Adherence with the noise requirements of the ALUCP, the Noise Element Update policies, and associated FAA requirements would ensure that future development would not expose people to excessive aircraft noise levels.

### Safety Compatibility and Height Restrictions

Portions of Planning Areas 29 (University of California, Irvine- North Campus) and 36 (Irvine Business Complex), both of which comprise Focus Area 1, are located within the John Wayne Airport safety zones, as well as the 70 CNEL, 65 CNEL, and 60 CNEL John Wayne Airport noise contours. However, future development within these planning areas would be subject to the existing land use restrictions for each of the compatibility zones, which provide development limitations to minimize potential incidents of off-airport accidents to persons and property on the ground, including the following existing height restrictions.

#### Current Height Restrictions

##### Sec. 3-9-1. - Building height.

- a. *Applicability.* Building height restrictions apply to all buildings and structures (including antennas and flagpoles). Any project for which a notice of construction or alteration is required by the Federal Aviation Agency (FAA) under Federal Aviation Regulation (FAR) Part 77 shall be required to submit for FAA approval prior to the issuance of building permits.

#### Current Height Restrictions for Zoning Classifications within Focus Area 1

- Section 3-37-7: 1.5 Recreation  
Maximum building height: 35 feet
- Section 3-37-14: 2.3 Medium Density Residential  
Maximum building height: 35 feet<sup>7</sup>  
<sup>7</sup> In 2.3F: (Lower Peters Canyon), screened mechanical units and chimneys that do not exceed 10 percent of the roof area may extend up to 43 feet.
- Section 3-37-15: 2.4 Medium-High Density Residential  
Maximum building height: All uses except single-family detached = 50 feet  
Single-family detached= 35 feet
- Section 3-37-19: 4.1 Neighborhood Commercial  
Maximum building height: 50 feet  
4.1C: 35 feet (Rancho San Joaquin)
- Section 3-37-22: 4.4A Commercial Recreation (Rancho San Joaquin- PA 19)

Maximum building height: 4.4A: 35 feet (Planning Area 19)

- Section 3-37-22: 4.4B Commercial Recreation  
Maximum building height: 50 feet
- Section 3-37-28.1: 5.0 IBC Mixed Use/5.0A IBC Mixed Use  
Maximum building height. FAA height limits as determined in accordance with Part 77 of the FAA regulations.
- Section 3-37-29: 5.1 IBC Multi-Use/5.1A IBC Multi-Use  
Maximum building height. FAA height limits as determined in accordance with part 77 of the FAA regulations.
- Section 3-37-31: 5.2 IBC Industrial  
Maximum building height: 35 feet. <sup>6</sup>  
<sup>6</sup> The height of equipment or machinery which is necessary to the operation of a permitted use may exceed 35 feet but may not exceed FAA height limits.
- Section 3-37-32: 5.3 IBC Industrial/5.3A IBC Industrial/5.3B IBC Industrial (Lot 2 of Parcel Map 43/6)/ 5.3C IBC Industrial/5.3D IBC Industrial (Lot 17, Tract 8018):  
Maximum building height. FAA height limits as determined in accordance with Part 77 of the FAA regulations.

#### Proposed Height Restrictions

See above. No changes proposed.

Further, the land use maps and zoning within these planning areas were developed with consideration to airport safety and Federal Aviation Administration (FAA) Regulation height limitations, and the residential and residential mixed-use overlay district developed under the project would adhere to the same requirements. Additionally, future development under the project would be subject to applicable notification requirements under the City's existing Zoning Ordinance for existing base zoning classifications, including requirements to comply with FAA Part 77, which also identifies the maximum height at which a structure would be allowed to reach in areas subject to aircraft overflight restrictions. Compliance with existing Orange County ALUCP safety and noise compatibility standards for John Wayne Airport would avoid safety hazards for future development near John Wayne Airport. The Noise Element Update also includes objectives and policies to further address aircraft noise. For example, Goal 1, Objective N-1 aims to maintain healthy and safe noise environments consistent with City Standards through site design and location and Goal 3, Objective N-3 aims to achieve maximum efficiency in noise abatement efforts through establishing minimum standards, intergovernmental coordination, and public information programs. Supporting policies outline regulations for new noise-sensitive uses within areas susceptible to high noise levels. Compliance with the updated Noise Element would support the City's goal of minimizing safety hazards associated with the airport. Therefore, the project would not worsen or exacerbate safety hazards or result in hazardous conditions related to building heights incompatible with AELUP or FAA requirements.



## AIRPORT LAND USE COMMISSION FOR ORANGE COUNTY

### SUBMITTAL FORM: GENERAL PLAN • SPECIFIC PLAN • ZONING CODE

1. Name of City or County: City of Irvine
2. Contact Information - Name/Title Alyssa Matheus, Principal Planner  
Agency: City of Irvine  
Address: 1 Civic Center Plaza, Irvine, CA 92606  
Phone/email: 949-724-6397/ Amatheus@cityofirvine.org
3. Airport Planning Area(s):  
 John Wayne Airport    Fullerton Municipal Airport    JFTB - Los Alamitos
4. Item being submitted for review (submit each item separately): **General Plan Amendment**  
Name of General Plan Element, Specific Plan or Planned Community: 2045 General Plan Update
5. Scheduled date of Planning Commission Public Hearing: 5/16/2024
6. Tentative date of City Council/Board of Supervisors Public Hearing: 7/23/2024
7. Requested date of ALUC Review: June 20  
*(Complete submittals must be received by the first day of the month for the next meeting).*
8. Does the item submitted propose a change of land use or heights within the airport Notification/Planning Area\*?    No (skip items # 9-12).    Yes (continue below).
9. Does the item propose a change of land use within the  60 CNEL or  65 CNEL noise contours of the airport(s)\*? Please attach an exhibit showing location(s) of the proposed new uses in relation to noise contours.
10. Are noise policies or mitigation measures identified in the proposed item or elsewhere in the General Plan?    No    Yes - Please attach pages with current (and proposed if applicable) noise policies/mitigation measures highlighted.
11. Does the item submitted propose a change of land use within the Runway Protection Zone (RPZ), Clear Zone (CZ), or Airport Safety Zones of the airport\*?    No    Yes - Please attach exhibit showing location(s) of proposed uses.
12. Does the item submitted propose a change of land use within the Obstruction Imaginary Surfaces\*?    No    Yes
13. Please indicate current [see attached; no changes to height] and proposed [see attached; no changes to height] maximum heights allowed.



### SUBMITTAL CHECKLIST: General Plan · Specific Plan · Zoning Code

- Cover letter on City/County letterhead.
- Completed Submittal Form.
- Link to existing General Plan and proposed General Plan General Plan Element, Specific Plan or Zoning Code for this submittal.
- Attachment showing proposed changes to General Plan Element, Specific Plan or Zoning Code Section(s) with strikethrough/underline.
- Exhibit showing location(s) of proposed new uses within the Notification Area/Planning Area for airport(s).
- Exhibit showing location(s) of proposed new uses in relation to noise contours for airport(s).
- Exhibit showing location(s) of proposed new uses in relation to Airport Safety Zones.
- Exhibit showing location(s) of proposed new uses in relation to the Obstruction Imaginary Surfaces.
- Attachment showing current and proposed noise policies/mitigation measures.
- Explanation of how the General Plan, Specific Plan, or Zoning Code address the AELUP standards for noise impact, safety compatibility, and height restriction zones.  
See Enclosure for explanation.
- Describe height and density changes in cover letter and attach pages of General Plan, Specific Plan and/or Zoning Code where maximum heights are specified.

\*For airport planning/notification areas, noise contours, safety zones and obstruction imaginary surfaces see Appendix D of the applicable Airport Environs Land Use Plan (AELUP) at: <https://www.ocair.com/about/administration/airport-governance/commissions/airport-land-use-commission/>

Noise sensitive uses include but are not limited to community facilities such as: churches, libraries, schools, preschools, day-care centers, hospitals, and nursing/convalescent homes.

Mail or Email Submittal Form, Checklist and attachments to: Airport Land Use Commission for Orange County,  
Attn: Executive Officer, 3160 Airway Avenue, Costa Mesa, CA 92626 / Phone: (949) 252-5170  
[ALUCinfo@ocair.com](mailto:ALUCinfo@ocair.com)

**ALUC GENERAL PLAN UPDATE SUBMITTAL ENCLOSURE**

## SUBMITTAL INFORMATION

1. **Name of City or County:** City of Irvine
2. **Contact Information:**  
*Name/Title:* Alyssa Matheus, Principal Planner  
*Agency:* City of Irvine, Community Development Department  
*Address:* 1 Civic Center Plaza, Irvine, CA 92606  
*Phone/Email:* (949) 724-6397 / amatheus@cityofirvine.org
3. **Airport Planning Area:** John Wayne Airport
4. **Current General Plan:** <https://www.cityofirvine.org/community-development/current-general-plan>

**Proposed General Plan Update:** <https://www.cityofirvine.org/community-development/current-environmental-reviews> (*Exhibit 1a, Draft General Plan Update, and Exhibit 2, Land Use Map/AELUP Map*)

The project involves a comprehensive update to all elements of the City's existing General Plan, except for the Housing Element, which was previously certified and adopted in May 2022. As such, strikeout/underline changes are not provided due to the comprehensive and extensive nature of the proposed changes.

5. **Description of Project:**

Proposed 2045 General Plan Update (File No: 00921398-PGA)

The City's General Plan Update involves a comprehensive update and reorganization to the existing General Plan, which was last comprehensively updated in 2000. The proposed update would support the City's Regional Housing Needs Allocation (RHNA), address statutory changes related to each element, and would be consistent with previous City Council direction to address climate adaptation and resiliency through the incorporation of a new optional Environmental Protection and Climate Action (EPCA) element.

Under California statute (Government Code Section 65580 et seq.), jurisdictions must update their General Plan Housing Element every eight years. As prescribed by statute and as previously noted, the Irvine City Council adopted the 2021-2029 Housing Element in May 2022. The adopted Housing Element outlines the City's plan for achieving the City's RHNA of 23,610 units, which is assigned to the City by the Southern California Association of Governments (SCAG) in accordance with State directives.

To ensure consistency with housing statute, including no-net loss and affirmatively furthering fair housing requirements, the 2021-2029 Housing Element identified adequate sites within the City to accommodate a total of 57,656 new residential units. The 57,656 units established in the adopted Housing Element is inclusive of the RHNA as well as a "no net loss" buffer for very low- and low-income units needed to ensure the City can meet its RHNA should projects be proposed at a lower density than anticipated on sites identified in the Housing Element. Following adoption of the 2021-2029 certified Housing Element, the City is required to update the appropriate elements of the General Plan and Zoning Ordinance to accommodate the

57,656 new residential units. In accordance with State statute, all updates are required to be completed by February 15, 2025.

The proposed General Plan Update would accommodate the 57,656 units established in the 2021-2029 certified and adopted Housing Element through the introduction of additional residential and residential mixed-use development opportunities using an overlay district to allow greater flexibility for property owners and developers. The overlay would promote higher density residential and residential mixed-use in three focus areas. Descriptions of these three key focus areas are as follows:

- **Focus Area 1** would consist of the Greater Irvine Business Complex (IBC) Area. This focus area includes Planning Area 36 (Irvine Business Complex) and Planning Area 19 (Rancho San Joaquin). The project proposes to increase the total number of residential permitted in the Greater IBC Area by an additional 15,000 residential units.
- **Focus Area 2** would consist of the Greater Spectrum Area. This focus area includes Planning Area 13 (Irvine Spectrum 4), Planning Area 31 (Irvine Spectrum 6), Planning Area 32 (Irvine Spectrum 3), Planning Area 33 (Irvine Spectrum Center), and a portion of Planning Area 12 (Oak Creek). The project would increase the residential intensity in the Greater Spectrum Area by an additional 26,607 residential units.
- **Focus Area 3** would consist of the Great Park Neighborhood Transit Village Area. This focus area would include Planning Area 51 (Great Park Neighborhood), which is an existing mixed-use area featuring residential products at varying densities surrounding the Great Park. The project would increase the residential intensity in the Great Park Neighborhood Transit Village Area by an additional 5,252 residential units.

The project would also allow for the development of an additional 8,536 new units throughout the City, and 2,261 units associated with recently approved housing projects. In total, the project would accommodate up to 57,656 units.

As part of the General Plan Update, adjustments will be made to all existing General Plan elements (excluding the certified and adopted Housing Element) to incorporate existing optional elements into existing State-mandated elements. The General Plan Update also includes a new EPCA Element. With the implemented changes, the contents of the Irvine 2045 General Plan Update would be as follows:

Table 2. Elements of the General Plan	
Required Elements	Optional Existing Elements Incorporated into Updated General Plan Elements
Land Use	<ul style="list-style-type: none"> <li>• Irvine Business Complex</li> <li>• Growth Management</li> <li>• Public Facilities and Services</li> </ul>
Circulation	<ul style="list-style-type: none"> <li>• Irvine Business Complex</li> <li>• Growth Management</li> </ul>
Conservation and Open Space	<ul style="list-style-type: none"> <li>• Cultural Resources</li> <li>• Parks and Recreation</li> </ul>
Safety	<ul style="list-style-type: none"> <li>• Seismic</li> </ul>
Noise	---
<i>Housing (Not a Part of Project)</i>	---
<b>Optional Element</b>	---
Environmental Protection and Climate Action *New Element*	<ul style="list-style-type: none"> <li>• Energy</li> <li>• Integrated Waste Management</li> </ul>

In addition to increasing the number of housing units that would be permitted throughout the City and updating the current General Plan, the project also includes analysis of non-residential land uses in the Irvine Great Park (including a botanical garden, a veteran's memorial garden, a library, a discovery center, two museums, a 65-acre central park area, an accessory restaurant use, an aquatic center, an all-wheel park, and pickleball courts), as well as the extension of the Ada roadway from its current terminus in the parking lot of the Irvine Train Station to meet the future Marine Way extension north of the railroad tracks.

The following is an overview of the updated elements included as part of the project:

- **Introduction:** provides background information and outlines the overall framework and contents of the General Plan.
- **Land Use Element:** designates the general distribution and intensity of residential, commercial, industrial, open space, public/semi-public, multi-use, and other categories of public and private land uses. The Land Use Element includes the Land Use Map, which identifies land use designations for each parcel in the City limits and sphere of influence.
  - Updates to the Land Use Map would be limited to the addition of a Residential and Residential Mixed-Use (RRMU) Overlay over the three focus areas, which would allow all existing land use designations to remain in place with the option for residential or residential mixed-use development on nonresidential properties in the three focus areas. In this manner, the Land Use Element preserves existing neighborhoods and open space by directing growth to the three focus

areas, which are urban in nature and generally well-served by multi-modal transportation options.

- Notably, the Land Use Element customizes the concept of transit-oriented development (TOD) to suit the unique character of the three focus areas (Greater IBC, Greater Spectrum Area, and Great Park). TOD permits greater residential densities, and a mix of land uses in areas that are well-served by transit. In keeping with the City's world-renowned master-planned village approach to planning, new development within the three focus areas will be encouraged to be developed in a manner that creates "proximity villages."
- Proximity villages aim to place residential areas, commercial zones, educational institutions, and recreational spaces within proximity to each other as well as incorporate multi-modal transportation options to minimize travel distances and enhance accessibility. This not only contributes to a healthier and more active lifestyle, but also reduces traffic congestion and lowers the environmental impact associated with long commutes. Placing residential areas near schools, parks, and commercial centers also encourages residents to interact, fostering a sense of belonging and shared identity. In essence, proximity-based land use planning prioritizes connectivity, sustainability, and community well-being.
- **Circulation Element:** correlates closely with the Land Use Element and identifies the general locations and extent of existing and proposed major thoroughfares, transportation routes, and alternative transportation facilities necessary to support a multi-modal transportation system. This element is intended to facilitate the mobility of people and goods throughout the City by a variety of transportation modes, with an emphasis on encouraging bicycle, pedestrian, and transit options to reduce transportation-related air emissions and support more sustainable land use strategies. The Circulation Element also addresses the relationship between the circulation network and public utilities infrastructure (water, sewer, stormwater systems, telecommunications and broadband, electricity, and natural gas lines) to minimize disruptions to the community and optimize circulation patterns in the City.
- **Conservation and Open Space Element:** addresses conservation topics including the development and use of natural resources, and protections for riparian environments; native plant and animal species; soils; agricultural land; archeological, paleontological, and historical resources; and parks, open space, and recreational resources.
- **Noise Element:** addresses noise-generating and noise-sensitive uses such as residences and schools. This element also addresses required topics related to noise, including standards and policies to protect the community from harmful and annoying effects of exposure to excessive noise levels. The Noise Element includes strategies to reduce land use conflicts that may result in exposure to unacceptable noise levels.
- **Safety Element:** provides the framework to reduce risks associated with a range of environmental and human-caused hazards that may pose a risk to life and property in Irvine. Specific hazards addressed in the Safety Element include fires, floods, geologic and seismic hazards, drought, diseases and pests, hazardous materials, and climate resiliency and adaptation.

- Government Code Section 65302 requires all cities to address climate change adaptation and resilience in the Safety Element of the General Plan and requires the Safety Element to be updated every eight years upon the next Housing Element Update. Proposed updates to the Safety Element address changes in the City that have occurred since the last General Plan Update in 2000 and addresses new State regulatory requirements.
- **Environmental Protection and Climate Action Element:** addresses the role that development patterns and community activities have on the environment and establishes a framework to achieve a sustainable and secure urban environment by reducing greenhouse gas (GHG) emissions, improving air and water quality, reducing solid waste, preserving open space and biodiversity, and encouraging sustainable land use and transportation patterns.
- **Housing Element** *(not a part of the project due to previous adoption, but a required component of the General Plan)*

A small portion of the City within Focus Area 1 is located within the coastal zone of the City of Irvine Local Coastal Plan. Allowable uses within this area include commercial, industrial, light research, and development uses. If the General Plan Update is adopted by the Irvine City Council, the City will prepare an amendment to the City's Local Coastal Program to ensure consistency between the land use updates included as part of the project and the Local Coastal Program. The Local Coastal Program amendment is required to be reviewed and processed by the California Coastal Commission, a process that would start immediately following project approval.

6. **Location of Project:** Development in the City is guided by the General Plan and Zoning Ordinance, which provide citywide and area-specific goals and policies. As such, the project location includes the entire City of Irvine.
7. **Approval schedule:** A discretionary hearing on the project was held by the Planning Commission on May 16, 2024, during which the Planning Commission made a motion to recommend approval of the project and certification of the associated environmental document to City Council. This motion failed by a 2-2-1 vote. A subsequent motion was made to forward the project to the City Council for their review and consideration without providing a recommendation on the project. The City Council hearing is anticipated to be held on July 23, 2024. Review by the ALUC is requested at the June 20, 2024, hearing.
8. **Noise**
  - A. **Is the Project within the 60 CNEL Contour or the 65 CNEL Contour of the affected airport?** Yes, the project is within both the 60 CNEL Contour or the 65 CNEL Contour (*Exhibit 4, Noise Contour Map*). Refer to Exhibits 1a and 2 for the land use map included as part of the project, which reflects the addition of the RRMU Overlay. No changes to existing land uses are proposed as part of the project.

**B. What noise mitigation measures will be required to achieve interior standards?**

Noise Mitigation Measures

Refer to Section 4.10, Noise, of the General Plan Update Program Environmental Impact Report (EIR) and the Mitigation Monitoring and Reporting Program (MMRP) for a list of noise-related mitigation measures that will apply to the project (*Exhibit 7, Program EIR Noise Section, MMRP, and Draft General Plan Noise Element*). Text shown in underline and strikethrough below indicates where changes have been proposed in the Errata included in the Final EIR for the project. If certified, these changes will be part of the Final EIR for the project and will apply to noise-related impacts. The measures are as follows:

- **NOI-1:** Prior to the issuance of building permits, site-specific exterior noise analyses that demonstrate that the project would not place residential receptors in locations where the exterior existing or future noise levels would exceed the City's noise compatibility standards shall be required as part of the review of future residential development proposals. Noise reduction measures, including but not limited to building noise barriers, increased building setbacks, speed reductions on surrounding roadways, alternative pavement surfaces, or other relevant noise attenuation measures, may be used to achieve the noise compatibility standards. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific exterior noise analyses.
- **NOI-2:** Prior to the issuance of building permits, site specific interior noise analyses demonstrating compliance with the City's interior noise compatibility standards and other applicable regulations shall be prepared for noise sensitive land uses located in areas where the exterior noise levels exceed the City's noise compatibility standards. Noise control measures, including but not limited to increasing roof, wall, window, and door sound attenuation ratings, placing HVAC in noise reducing enclosures, or designing buildings so that no windows face freeways or major roadways may be used to achieve the noise compatibility standards. Exact noise mitigation measures and their effectiveness shall be determined by the site specific exterior noise analyses.
- **NOI-3:** Prior to the issuance of a building permits, a site-specific acoustical/noise analysis of any on-site generated noise sources, including generators, mechanical equipment, and trucks, shall be prepared which identifies all noise-generating equipment, predicts noise levels at property lines from all identified equipment, and recommends mitigation to be implemented (e.g., enclosures, barriers, site orientation), to ensure compliance with the City's noise standards. Noise reduction measures shall include building noise-attenuating walls, limiting the hours of operation, or other attenuation measures. Additionally, future projects shall be required to buffer sensitive receptors from noise sources through the use of open space and other separation techniques as recommended after thorough analysis by a qualified acoustical engineer. Exact noise mitigation measures and their effectiveness shall be determined by the site specific noise analyses.
- **NOI-4:** Construction contractors shall implement the following measures for construction activities conducted in the City of Irvine. Construction plans submitted to the City shall identify these measures on demolition, grading, and construction plans submitted to the City:



- The City of Irvine Community Development Department shall verify that grading, demolition, and/or construction plans submitted to the City include these notations prior to issuance of demolition, grading, and/or building permits.
- Construction activity is limited to the hours: Between 7:00 AM to 7:00 PM Monday through Friday and 9:00 a.m. and 6:00 p.m. on Saturdays as prescribed in Municipal Code Section 66-8-205(A). No construction activities shall be permitted outside of these hours or on Sundays and federal holidays, except Columbus Day, unless a temporary waiver is granted by the Chief Building Official or their authorized representative.
- During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques (e.g., improved mufflers, equipment re-design, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible.
- Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools.
- Stationary equipment, such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses.
- Stockpiling shall be located as far as feasible from nearby noise-sensitive receptors.
- Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City of Irvine Community Development Department.
- At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City.
- Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes.
- During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use

smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws.

- Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the performance standard of 80 dBA Leq. Barriers shall be constructed with a solid material that has a density of at least 4 pounds per square foot with no gaps from the ground to the top of the barrier. Barriers should be erected to the width and height necessary to maintain construction noise levels at or below the performance standard of 80 dB(A) Leq, and may use blankets and other materials to reduce noise as necessary.
- **NOI-5:** Prior to issuance of a building permit for a project requiring pile driving during construction within 135 feet of fragile structures, such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration (FTA) architectural damage thresholds (e.g., 0.12 inches per second [in/sec] peak particle velocity [PPV] for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory rollers shall be used. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.
- **NOI-6:** New residential projects (or other noise-sensitive uses) located within 200 feet of existing railroad lines shall be required to conduct a groundborne vibration and noise evaluation consistent with FTA approved methodologies.

#### Noise Element Revisions

Please refer to the draft General Plan Noise Element for additional policies related to noise (*Exhibit 7, Program EIR Noise Section, MMRP, and Draft General Plan Noise Element*). The following table outlines suggested modifications to these policies in response to feedback from the public, interested parties, the City of Irvine Transportation Commission, and City of Irvine Planning Commission. Should the Irvine City Council adopt the proposed project, these edits would be included in the General Plan Noise Element.

Noise Element																																																																																									
Page	Proposed Revision																																																																																								
N-7	<p>Table 1 updated to include the 'any time' column for consistency with the City's Municipal Code.</p> <p><b>Table 1. City of Irvine Municipal Code Noise Standards</b></p> <table border="1"> <thead> <tr> <th rowspan="2">Zone<sup>1</sup></th> <th rowspan="2">Time of Day</th> <th rowspan="2">Location</th> <th colspan="5">Noise Level dBA – Not to be exceeded for:</th> </tr> <tr> <th>30 Min.</th> <th>15 Min.</th> <th>5 Min.</th> <th>1 Min.</th> <th>Any Time</th> </tr> </thead> <tbody> <tr> <td rowspan="4">1</td> <td rowspan="2">7 a.m. to 10 p.m.</td> <td>Exterior</td> <td>55</td> <td>60</td> <td>65</td> <td>70</td> <td>75</td> </tr> <tr> <td>Interior</td> <td>---</td> <td>---</td> <td>55</td> <td>60</td> <td>65</td> </tr> <tr> <td rowspan="2">10 p.m. to 7 a.m.</td> <td>Exterior</td> <td>50</td> <td>55</td> <td>60</td> <td>65</td> <td>70</td> </tr> <tr> <td>Interior</td> <td>---</td> <td>---</td> <td>45</td> <td>50</td> <td>55</td> </tr> <tr> <td rowspan="2">2</td> <td rowspan="2">Anytime</td> <td>Exterior</td> <td>55</td> <td>60</td> <td>65</td> <td>70</td> <td>75</td> </tr> <tr> <td>Interior</td> <td>---</td> <td>---</td> <td>55</td> <td>60</td> <td>65</td> </tr> <tr> <td rowspan="2">3</td> <td rowspan="2">Anytime</td> <td>Exterior</td> <td>60</td> <td>65</td> <td>70</td> <td>75</td> <td>80</td> </tr> <tr> <td>Interior</td> <td>---</td> <td>---</td> <td>55</td> <td>60</td> <td>65</td> </tr> <tr> <td rowspan="2">4</td> <td rowspan="2">Anytime</td> <td>Exterior</td> <td>70</td> <td>75</td> <td>80</td> <td>85</td> <td>90</td> </tr> <tr> <td>Interior</td> <td>---</td> <td>---</td> <td>55</td> <td>60</td> <td>65</td> </tr> </tbody> </table> <p>Source: Irvine Municipal Code, Title 6, Division 8, Chapter 2, Sec. 6-8-204</p> <p><b>Land Use Zones</b>            Zone 1 - All hospitals, libraries, churches, schools, and residential properties            Zone 2 - All professional office and public institutional properties            Zone 3 - All commercial properties excluding professional office properties            Zone 4 - All industrial properties</p>							Zone <sup>1</sup>	Time of Day	Location	Noise Level dBA – Not to be exceeded for:					30 Min.	15 Min.	5 Min.	1 Min.	Any Time	1	7 a.m. to 10 p.m.	Exterior	55	60	65	70	75	Interior	---	---	55	60	65	10 p.m. to 7 a.m.	Exterior	50	55	60	65	70	Interior	---	---	45	50	55	2	Anytime	Exterior	55	60	65	70	75	Interior	---	---	55	60	65	3	Anytime	Exterior	60	65	70	75	80	Interior	---	---	55	60	65	4	Anytime	Exterior	70	75	80	85	90	Interior	---	---	55	60	65
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N-7	<p>The noise element is related to the Land Use, Housing, Circulation, and Conservation and Open Space Elements, as discussed below.</p>																																																																																								

9. **Is the Project within the Runway Protection Zone (RPZ), Clear Zone (CZ), or Airport Safety Zones of the affected airport?** Yes, all areas within the City are included as part of the project, some of which are within the RPZ, CZ, and Airport Safety Zones and would be affected by the project. (*Exhibit 5, Airport Safety Zones Map*). Refer to Exhibits 1a and 2 for the land use map included as part of the project, which reflects the addition of the RRMU Overlay. No changes to existing land uses are proposed as part of the project.
10. **Does the item submitted propose a change of land use within the Obstruction Imaginary Surfaces?** Yes, all areas within the City, some of which are within the Obstruction Imaginary Surfaces and would be affected by the project (*Exhibit 6, Obstruction Imaginary Surfaces*). Refer to Exhibits 1a and 2 for the land use map included as part of the project, which reflects the addition of the RRMU Overlay. No changes to existing land uses are proposed as part of the project.
11. **Existing and proposed General Plan and zoning designation:** As a citywide project, the project encompasses all existing land use designations throughout the City. No changes to the existing land use designations are proposed, but rather the project would introduce a new RRMU Overlay (described above) to the three Focus Areas (including Focus Area 1, which is further regulated by the AELUP). The new overlay would allow project applicants the option to develop nonresidential properties with residential and/or residential mixed-use projects within each of the three focus areas without the need for a General Plan Amendment.

Refer to Exhibits 1a and 2 for the land use included as part of the project, which reflects the addition of the RRMU Overlay. No changes to existing land uses are proposed as part of the project.

**12. Existing and proposed uses on the site and adjacent properties:**

Existing uses within and around Focus Area 1 vary and are consistent with a higher-density mixed use environment permitted by existing land use designations for this area. Generally, uses include residential, industrial, manufacturing, commercial, retail, and other similar uses. As a citywide project, the project encompasses all existing uses throughout the City. No changes to existing uses within Focus Area 1 or to surrounding properties are proposed, but rather the project would introduce a new RRMU Overlay to the three Focus Areas, which would allow project applicants to develop nonresidential properties with residential and/or residential mixed-use projects within each of the three focus areas without the need for a General Plan Amendment.

**13. Explanation of how the General Plan, Specific Plan, or Zoning Code address the AELUP standards for noise impact, safety compatibility, and height restriction zones:**

Noise Impact

The project would expand residential and mixed-uses to sites previously designated for nonresidential uses within Focus Area 1, which includes areas within the 70 community noise equivalent level (CNEL), 65 CNEL, and 60 CNEL John Wayne Airport noise contours. Residential and other noise sensitive land uses located within the 70 CNEL, 65 CNEL, and 60 CNEL John Wayne Airport noise contours could be exposed to airport noise levels. However, the Noise Element Update contains policies under Goal N-1, Objective N-1, which require future development implemented under the project to control noise through land use planning and design. This includes development exposed to airport noise. Future development would be required to prepare noise studies 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. These studies are required to identify all measures necessary to reduce noise levels to meet the City's interior and exterior noise compatibility standards and Single Event Noise Standard. Additionally, policies contained under Goal N-3, Objective N-3 relate to noise abatement of aircraft noise. Policy (a) requires the City to coordinate efforts to reduce noise impacts with appropriate public and government agencies, such as aircraft and transit regulatory agencies. Policy (e) seeks the cooperation of aircraft regulatory agencies in the modification and selection of flight paths that will reduce noise impacts on residential and other noise-sensitive areas. Policy (f) ensures any proposal to update aircraft noise contours used by the City of Irvine for planning analysis is submitted, before adoption by the City, to the ALUC. Adherence with the noise requirements of the ALUCP, the Noise Element Update policies, and associated FAA requirements would ensure that future development would not expose people to excessive aircraft noise levels.

Safety Compatibility and Height Restrictions

Portions of Planning Areas 29 (University of California, Irvine- North Campus) and 36 (Irvine Business Complex), both of which comprise Focus Area 1, are located within the John Wayne Airport safety zones, as well as the 70 CNEL, 65 CNEL, and 60 CNEL John Wayne Airport noise contours. However, future development within these planning areas would be subject to the existing land use restrictions for each of the compatibility zones, which provide development limitations to minimize potential incidents of off-airport accidents to persons and property on the ground, including height restrictions. The land use maps and zoning within these planning areas were developed with consideration to airport safety and Federal Aviation Administration Regulation height limitations, and the residential and residential

mixed-use overlay districts developed under the project would adhere to the same requirements. Additionally, future development under the project would be subject to applicable notification requirements under the City's existing Zoning Ordinance for existing base zoning classifications, including requirements to comply with FAA Part 77, which also identifies the maximum height at which a structure would be allowed to reach in areas subject to aircraft overflight restrictions. Compliance with existing Orange County ALUCP safety and noise compatibility standards for John Wayne Airport would avoid safety hazards for future development near John Wayne Airport. The Noise Element Update also includes objectives and policies to further address aircraft noise. For example, Goal 1, Objective N-1 aims to maintain healthy and safe noise environments consistent with City Standards through site design and location and Goal 3, Objective N-3 aims to achieve maximum efficiency in noise abatement efforts through establishing minimum standards, intergovernmental coordination, and public information programs. Supporting policies outline regulations for new noise-sensitive uses within areas susceptible to high noise levels. Compliance with the updated Noise Element would support the City's goal of minimizing safety hazards associated with the airport. Therefore, the project would not worsen or exacerbate safety hazards or result in hazardous conditions related to building heights incompatible with AELUP or FAA requirements.



# REQUEST FOR PLANNING COMMISSION ACTION

**MEETING DATE:** MAY 16, 2024

**TITLE:** GENERAL PLAN 2045 ELEMENT UPDATE

Director of Community Development

## RECOMMENDED ACTION

- 1) Conduct the public hearing.
- 2) Provide a recommendation to the City Council as to the preferred Project Alternative.
- 3) Adopt RESOLUTION NO. 24-3952 - A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF IRVINE, CALIFORNIA, RECOMMENDING CITY COUNCIL APPROVAL OF THE COMPREHENSIVE 2045 GENERAL PLAN UPDATE (FILE NO. 00921398-PGA)
- 4) Adopt RESOLUTION NO. 24-3953 - A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF IRVINE, CALIFORNIA, RECOMMENDING CITY COUNCIL APPROVAL OF ZONE CHANGE 00832948-PZC TO AMEND CHAPTERS 1-2, 2-3, 2-17, 3-3, 3-37, AND 5-8 OF THE IRVINE ZONING ORDINANCE AND TO ADD CHAPTER 5-9 TO THE ZONING ORDINANCE TO REFLECT A NEW RESIDENTIAL AND RESIDENTIAL MIXED USE OVERLAY DISTRICT IN SUPPORT OF THE ADOPTION OF THE COMPREHENSIVE 2045 GENERAL PLAN UPDATE
- 5) Adopt RESOLUTION NO. 24-3954 - A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF IRVINE, CALIFORNIA, RECOMMENDING CITY COUNCIL CERTIFY THE FINAL ENVIRONMENTAL IMPACT REPORT AND ADOPT ENVIRONMENTAL FINDINGS, A STATEMENT OF OVERRIDING CONSIDERATIONS, AND ERRATA FOR THE COMPREHENSIVE 2045 GENERAL PLAN UPDATE AND ZONE CHANGE 00832948-PZC

## EXECUTIVE SUMMARY

The City of Irvine's (City's) current General Plan was last comprehensively updated in 2000. Jurisdictions are encouraged to update their General Plan every 20 to 25 years. In 2015, the City embarked on a multi-year process to comprehensively update its General Plan. The General Plan Update effort was delayed allowing for additional public outreach efforts and to address the 2020 Regional Housing Needs Assessment (RHNA) process. Specifically, the 2020 RHNA process required the City to adopt an updated General Plan Housing Element that would accommodate 23,620 new residential units and subsequently adopt associated amendments to the Land Use Element and other components of the current General Plan necessary to implement the City's RHNA.

The proposed General Plan Update (project) involves a comprehensive update to the City's General Plan and the text and maps within the Irvine Zoning Ordinance to ensure consistency between both regulatory documents. The proposed project is comprised of the following three components:

- The **General Plan Update** (comprised of an introduction, seven individual elements, glossary, and appendices; a Land Use Map amendment to reflect the proposed overlay [see below] (PC Attachment 2).
- The **Zone Change** (comprised of a Residential and Residential Mixed-Use Overlay section in the Zoning Ordinance and a corresponding amendment to the zoning map to reflect the proposed overlay, as well as other Zoning Ordinance edits related to the newly proposed overlay) (PC Attachments 3 and 4).
- The **Program Environmental Impact Report** (EIR) for the General Plan Update (comprised of the Program Draft EIR and Final EIR, as well as the Findings of Fact and Statement of Overriding Considerations) (PC Attachments 5, 6, and 11).

For additional detail on the General Plan Update and each of its associated components, refer to PC Attachment 1, Planning Commission Staff Report for the May 2, 2024, public meeting.

Staff recommends the Planning Commission: 1) adopt Resolution No. 24-3952 recommending City Council approval of the proposed amendment to the Irvine General Plan; 2) adopt Resolution No. 24-3953 recommending City Council approval of the proposed zone change; and 3) adopt Resolution No. 24-3954 recommending City Council certification of the project's environmental documentation (PC Attachments 9 – 11).

## **COMMISSION / BOARD / COMMITTEE RECOMMENDATION**

The proposed project was presented to the Transportation Commission April 23, 2024, wherein the Commission reviewed transportation components of the project. The Transportation Commission provided the following feedback related to the proposed Circulation Element:

- Add a bike bridge over the Interstate 5 connecting Transit Oriented Development (TOD)/Irvine Station area to other Spectrum areas.
- Revise terminology from "Commuter Cycling" to "Utilitarian Cycling."
- Add National Association of City Transportation Officials (NACTO) to the list of regulatory considerations.
- Expand language related to transit to discuss expanded connections and emphasize transit priority goals including references to expanded first and last mile.
- Include a goal that shade should be encouraged along sidewalks for pedestrians.

- Add “traffic stress” language that discusses the City’s goal in meeting a Level 1 or 2 traffic stress on City streets.
- Add language that encourages more electric bicycle charging stations citywide and encourage charging stations as part of development projects.
- Add language that expands the use of electric bicycles and possibly discuss a potential rebate program that encourages the use of electric bicycles.
- Concerns were shared regarding the expansive amount of infrastructure, particularly related to public transportation and bicycle facilities that would be required to support the potential additional residents that will likely result with new residential units proposed as part of the project.

After providing input on the Circulation Element, the Transportation Commission unanimously voted to find that the Vehicle Miles Traveled (VMT) and Level of Service Traffic Studies for the General Plan Update are consistent with the City’s performance criteria, thresholds of significance, and General Plan standards, and unanimously recommended that the Planning Commission recommend City Council approve the revised Circulation Element and certify the accompanying Program Environmental Impact Report. Additionally, the Transportation Commission recommended the Planning Commission approve the Proposed Project (rather than the Reduced Project) in light of the results of both traffic studies on a 2-1 vote, with Commissioner Wu voting against this recommendation.

The proposed project was also presented to the Planning Commission at a public meeting on May 2, 2024. The Planning Commission provided preliminary feedback regarding the proposed General Plan Update and its associated zoning amendments and Program Environmental Impact Report. Specific feedback included requests for language in the General Plan elements encouraging community gardens and the installation of trees; addressing safety issues with an expanded wireless network; requiring resident-serving uses (such as retail and restaurant uses) for higher density developments; and encouraging shade, transit, and bicycle facilities in the Circulation Element. The Planning Commission also recommended increasing the affordability levels associated with the Residential Incentive Program and asked for clarifications on the project itself.

In response to feedback provided by the Transportation Commission and Planning Commission, as well as feedback received from the public, revisions were made to the General Plan Elements, as outlined in PC Attachment 8.

## **ANALYSIS**

### Background

Under California statute (Government Code Section 65580 et seq.), jurisdictions must update their General Plan Housing Element every eight years. As prescribed by statute,



the City Council adopted the 2021-2029 Housing Element in May 2022. The adopted Housing Element outlines the City's plan for achieving the City's RHNA of 23,610 units, which is assigned to the City by the Southern California Association of Governments (SCAG) in accordance with State directives.

To ensure consistency with housing statute, including no-net loss and affirmatively furthering fair housing requirements, the 2021-2029 Housing Element identified adequate sites within the City to accommodate a total of 57,656 new residential units. The 57,656 units established in the Housing Element is inclusive of the RHNA as well as a buffer for very low- and low-income units needed to ensure the City can meet its RHNA should projects be proposed at a lower density than anticipated on sites identified in the Housing Element. Following adoption of the 2021-2029 certified Housing Element, the City is required to update the appropriate elements of the General Plan and Zoning Ordinance to accommodate the 57,656 new residential units. In accordance with State statute, all updates are required to be completed by **February 15, 2025**.

The proposed General Plan Update would accommodate the 57,656 units established in the 2021-2029 certified Housing Element through the introduction of additional residential and residential mixed-use development opportunities using an overlay zone to allow greater flexibility for property owners and developers. The overlays would promote higher density residential and residential mixed-use in three focus areas. Descriptions of these three key focus areas are as follows:

- **Focus Area 1** would consist of the Greater Irvine Business Complex (IBC) Area. This focus area includes Planning Area 36 (Irvine Business Complex) and Planning Area 19 (Rancho San Joaquin).<sup>1</sup> The project proposes to increase the total number of residential units permitted in the Greater IBC Area by an additional 15,000 residential units.
- **Focus Area 2** would consist of the Greater Spectrum Area. This focus area includes Planning Area 13 (Irvine Spectrum 4), Planning Area 31 (Irvine Spectrum 6), Planning Area 32 (Irvine Spectrum 3), Planning Area 33 (Irvine Spectrum Center), and a portion of Planning Area 12 (Oak Creek).<sup>2</sup> The project would increase the residential intensity in the Greater Spectrum Area by an additional 26,607 residential units.
- **Focus Area 3** would consist of the Great Park Neighborhood Transit Village Area. This focus area would include Planning Area 51 (Great Park Neighborhood), which is an existing mixed-use area featuring residential products at varying densities surrounding the Great Park. The project would increase the residential intensity in the Great Park Neighborhood Transit Village Area by an additional 5,252 residential units.

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<sup>1</sup> Does not include the Rancho San Joaquin Golf Course or the Irvine Racquet Club.

<sup>2</sup> Spectrum 7 only.

The project would also allow for the development of an additional 8,536 new units throughout the City and 2,261 units associated with recently approved housing projects. In total, the project would accommodate up to 57,656 units. It is important to note that the General Plan Update does not require the City to construct the units, but rather implement land use and zoning changes to allow for the construction of these units.

As part of the General Plan Update, adjustments will be made to all existing General Plan elements (excluding the Housing Element) to incorporate existing optional elements into existing State-mandated elements and to adopt a new optional Environmental Protection and Climate Action (EPCA) Element. The inclusion of the EPCA Element in the project is in response to direction provided at the November 12, 2019, City Council meeting. With the implemented changes, the contents of the Irvine 2045 General Plan Update would be as follows:

<b>Table 1. Elements of the General Plan</b>	
<b>Required Elements</b>	<b>Optional Existing Elements Incorporated into Updated General Plan Elements</b>
Land Use	<ul style="list-style-type: none"> <li>• Irvine Business Complex</li> <li>• Growth Management</li> <li>• Public Facilities and Services</li> </ul>
Circulation	<ul style="list-style-type: none"> <li>• Irvine Business Complex</li> <li>• Growth Management</li> </ul>
Conservation and Open Space	<ul style="list-style-type: none"> <li>• Cultural Resources</li> <li>• Parks and Recreation</li> </ul>
Safety	<ul style="list-style-type: none"> <li>• Seismic</li> </ul>
Noise	---
<i>Housing (Not a Part of Project)</i>	---
<b>Optional Element</b>	---
Environmental Protection and Climate Action * New Element *	<ul style="list-style-type: none"> <li>• Energy</li> <li>• Integrated Waste Management</li> </ul>

In addition to increasing the number of housing units that would be permitted throughout the City and updating the current General Plan, the project also includes and evaluates potential environmental impacts associated with non-residential land uses in the Irvine Great Park (including a botanical garden, a veteran’s memorial garden, a library, a discovery center, two museums, a 65-acre central park area, an accessory restaurant use, an aquatic center, an all-wheel park, and pickleball courts), as well as the extension of the Ada roadway from its current terminus in the parking lot of the Irvine Train Station to meet the future Marine Way extension north of the railroad tracks.

Overall, the General Plan Update involves a comprehensive update and reorganization to the existing General Plan, which was last comprehensively updated in 2000. The proposed update would support the City's RHNA allocation, address statutory changes related to each element, and would be consistent with previous City Council direction to address climate adaptation and resiliency through the incorporation of a new optional EPCA element.

### Proposed Residential and Residential Mixed-Use (RRMU) Overlay

The project does not include any changes to existing property-specific General Plan land use designations or zoning classifications. Rather, the project would introduce a Residential and Residential Mixed-Use (RRMU) Overlay that would encourage residential and residential mixed-use infill projects on non-residential sites within the three focus areas. To adopt the proposed overlay, the project includes a zone change application to include a new section establishing the RRMU Overlay and to revise the following applicable portions of the Irvine Zoning Ordinance affected by the proposed overlay to resolve any potential inconsistencies in the language resulting from its adoption: Chapter 1-2 - Definitions; Chapter 2-3 - Affordable Housing Implementation Procedure, Chapter 2-17 - Master Plan, Chapter 3-3 - Land Use Matrix; Chapter 3-37 - Zoning District Land Use Regulations and Development Standards, and Chapter 5-8 - Irvine Business Complex Residential Mixed-Use Overlay District. The newly proposed overlay would be an entirely new chapter of the Zoning Ordinance, to be titled Chapter 5-9 - Residential and Residential Mixed-Use Overlay (RRMU). A secondary part of the zone change includes revisions to the City's Zoning Map as required to illustrate the boundaries of the proposed overlay areas.

The project specifically proposes to amend the Irvine Zoning Ordinance to reflect the following strategy aimed at encouraging residential infill projects within the three focus areas.

### ***Focus Areas 1 through 3 – Residential and Residential Mixed-Use Overlay***

Residential projects proposed within the three focus areas may be permitted on non-residential properties if they include a minimum density of 50 dwelling units per acre and comply with the City's adopted Inclusionary Housing requirements (15% affordability, minimum). The overlay also requires applicants for residential and residential mixed-use developments of 250 units or more to provide accessory retail and/or resident-serving, non-residential square footage for all project sites located more than one-fourth mile from existing resident serving non-residential uses. Such requirements and incentives are aimed at encouraging the development of proximity villages consistent with the Land Use Element.

A "Residential Incentive Program," unique to Planning Area 36 (IBC) in Focus Area 1 will be established to support Program PP-H.2: "Monitor and Adjust Fees, Incentives, and

Processes” found in the 2021-2029 certified Housing Element. Within this specific area only, the City will issue development intensity values (DIVs) from a City controlled distribution system, at no cost, to an applicant of a residential or residential mixed-use project that provides a defined percentage of affordability, which exceeds the existing inclusionary provisions, as calculated by the total number of “base” units proposed. For the purposes of this requirement, “base units” refer to the maximum allowable density allowed by the zoning, prior to any density increase provided through state density bonus law. If an applicant proposes a mixed-use development, the “Residential Incentive Program” DIVs may only be utilized for the residential component of that project. Residential serving non-residential uses, including, but not limited to retail, restaurants, and qualifying community facilities, which measure 50,000 square feet or less and are proposed on-site and as part of a residential mixed-use project, shall be exempt from the DIV requirements.

Pursuant to the “Residential Incentive Program,” projects shall:

- a. Provide a minimum 17% affordability at the following income levels (alternative to the percentages required by the affordable housing ordinance):
  - 7% very-low income (Health and Safety Code § 50105)
  - 6% low income (Health and Safety Code § 50079.5, 25 Cal. Code Regs. § 6928)
  - 4% moderate income (Health and Safety Code § 50093) – for specific workforce units (81 to 100% moderate)
- b. Utilize the existing on-site DIV budget prior to requesting additional DIVs under the “Residential Incentive Program.”

For additional detail on the General Plan Update, refer to PC Attachment 1, Planning Commission Staff Report for the May 2, 2024 Public Meeting.

### Public Outreach

On April 25, 2024, notice of the May 16, 2024, Planning Commission public hearing was published in the Irvine World News and at designated City bulletin boards. To date, City staff has received three responses. A resident voiced their support of the project and provided recommendations to include stronger language in the Land Use Element to support TOD and mixed-use development, require vertical mixed-use development, reduce setbacks for TOD and mixed-use development, eliminate parking standards, and provided clarifying edits and suggested modifications to specific pages within the Land Use Element. The resident also requested information on the timing of the City’s Objective Design Standards. Another resident from the Woodbridge community voiced their support of the project and expressed similar recommendations to modify the Land Use Element to include language to require vertical mixed-use development, reduce building setbacks,

eliminate parking standards, and modify other areas of the City to allow for accessory commercial units.

An extensive public outreach campaign has been conducted over the past seven years to engage the public was conducted to supplement the feedback, input, and direction for the comprehensive update to the General Plan. Most recently, staff hosted a booth at Ciclorvine on Saturday, May 4, 2024. Staff provided visitors with information on the proposed project and invited them to attend the upcoming Planning Commission and City Council public hearings.

Refer to PC Attachment 7 for a comprehensive list of community engagement activities related to the project.

## **ENVIRONMENTAL REVIEW**

The proposed project required comprehensive environmental review in accordance with the California Environmental Quality Act (CEQA). Consistent with Section 15168 of the CEQA Guidelines, a Program Environmental Impact Report (EIR) was prepared for the project (see PC Attachment 6), which provides a programmatic analysis of the potential environmental impacts associated with the implementation of the goals, objectives, policies, actions, and projected build-out of the General Plan Update.

The public comment period on the Draft Program EIR concluded on April 29, 2024. In total, the City received 22 comments (four from State agencies, four from local agencies, and 14 from interested individuals/organizations). Comments generally suggested edits to the Circulation Element to strengthen policies and implementation measures encouraging multimodal transportation solutions, including transit and bicycle and pedestrian infrastructure; supported language encouraging TOD and mixed-use development; suggested edits to the Conservation and Open Space Element, Safety Element, and Introduction for clarity; asked for corrections to Draft Program EIR sections; asked for policy clarifications; and requested that the City prepare a Climate Action and Adaptation Plan to reduce greenhouse gas emissions.

Following the close of the Draft Program EIR comment period, staff began addressing comments on the document and prepared the Final EIR. The Final Program EIR, along with written responses addressing comments from public agencies are included as PC Attachment 6. The Final EIR and responses to comments will be provided to all commenters, will be accessible at least 10 days before certification of the Final Program EIR by the City Council, and will be posted on the City's website along with the revised General Plan Elements.

For additional detail on the Program EIR, refer to PC Attachment 1, Planning Commission Staff Report for the May 2, 2024, Public Meeting.

## **ALTERNATIVES CONSIDERED**

The Planning Commission may consider recommending approval of the proposed project or the Reduced Project Alternative, which would accommodate 42,637 new residential units, 15,019 fewer units than the project. While the number of residential units proposed under the Reduced Project Alternative would be less than the project, this alternative would still exceed the City's RHNA allocation of 23,610 units, and therefore would be consistent with applicable housing statute, including no-net loss and affirmatively furthering fair housing requirements.

Approval of an updated General Plan is required to be completed by **February 15, 2025**, as set by State statute. Should the City deny the project or not meet the February 15, 2025, deadline, the City would not comply with its adopted 2021-2029 certified Housing Element and would not meet the RHNA requirements. Failure to meet this deadline would potentially result in several consequences ranging from litigation, loss of permitting authority, loss of grants, financial penalties, court receivership, ministerial approval of housing projects, and more.

Refer to PC Attachment 1, Planning Commission Staff Report for the May 2, 2024, public meeting for additional information on Project Alternatives considered and potential consequences of failing to adopt the project by February 15, 2025.

## **FINANCIAL IMPACT**

The Community Development Department budget includes a work program for the General Plan Update. The program budget includes staff time and consultant services to research and prepare the General Plan Update. The City will also rely on reimbursement from Senate Bill 2 and Local Early Action Plan (LEAP) grants to fund a portion of the associated Housing Element Update.

**REPORT PREPARED BY:** Alyssa Matheus, Principal Planner

## **PC ATTACHMENTS**

1. Planning Commission Staff Report Dated May 2, 2024
2. General Plan Update and Strategic Implementation Plan (GPU Elements available online: <https://www.cityofirvine.org/community-development/current-environmental-reviews>)
3. Zone Change – Redlines to Division 5 of the Irvine Zoning Ordinance
4. Zoning Map Amendment
5. Draft Program Environmental Impact Report for the General Plan Update (also available online: <https://www.cityofirvine.org/community-development/current-environmental-reviews>)

6. Final Environmental Impact Report Comprised of the Errata, Response to Comments, and Mitigation Monitoring and Reporting Program
7. Community Engagement and Outreach Summary
8. Revisions to Draft General Plan Elements
9. Planning Commission Resolution No. 24-3952, Recommending City Council Approval of General Plan Amendment 00921398-PGA
10. Planning Commission Resolution No. 24-3953, Recommending City Council Approval of Zone Change 00832948-PZC
11. Planning Commission Resolution No. 24-3954, Recommending City Council Certification of the Program Environmental Impact Report (includes of the EIR Findings of Fact, and Statement of Overriding Considerations) for the General Plan Update

ec: Marika Poynter, Manager of Planning Services  
File No(s): 00921398-PGA; 00832948-PZC

## CHAPTER 1-2. DEFINITIONS

### Sec. 1-2-1. – General Definitions.

Accessory retail: The retail sale of various products (including food service) in a store or similar facility that is located within a health care, hotel, office, industrial, or residential complex. These uses include, but are not limited to, the following: pharmacies, gift shops, and food service establishments within hospitals, as well as convenience stores and food service establishments within hotel, office, industrial, and residential complexes. Accessory retail is customarily incidental to, related and clearly subordinate to a principal use established on the same parcel, or within the same tenant space/business that does not alter the principal use nor serve property other than the parcel or tenant space/business where the principal use is located. Accessory retail is not a generator of additional vehicle trips, parking needs, or adverse environmental impacts, and it occupies equal to or less than 10 percent of the area of the principal use.

Resident serving non-residential use: Essential goods and services that provide access to daily residential necessities. Examples include, but are not limited to, the following: parks and playgrounds (including dog parks), passive open space, libraries, grocery stores/farmers markets, pharmacies, hardware stores, cleaners/laundry facility, coffee shops, cafés/restaurants, health care (including medical, dental, and vision services), other uses determined by the Director of Community Development to benefit the surrounding residential neighborhood.



## CHAPTER 2-3. AFFORDABLE HOUSING IMPLEMENTATION PROCEDURE

### Sec. 2-3-4. Affordable housing requirements defined.

Income level(s): For purposes of determining compliance with the City's Housing Element, income levels are defined pursuant to the Orange County HUD median income:

- Extremely Low income as defined by state statute means persons or households earning zero percent to 30 percent of the Area Median Income (AMI), adjusted for family size;
- Very Low income as defined by state statute means persons or households earning 31 percent to 50 percent of the Area Median Income (AMI), adjusted for family size;
- Low income as defined by state statute means persons or households earning 51 percent to 80 percent of the Area Median Income (AMI), adjusted for family size; and
- Moderate income as defined by state statute means persons or households earning 81 percent to 120 percent of the Area Median Income (AMI), adjusted for family size.

Residential projects shall provide a minimum of 15 percent of their total units as affordable units, as defined in the Housing Element and herein, unless otherwise required by this chapter. The 15 percent affordable units shall be allocated in accordance with the following percentages:

- A. *Extremely Low and Very Low Income Levels, as defined in the Housing Element.* Five percent of the actual number of dwelling units shall be affordable as rental or ownership units to households earning less than 50 percent of the County median income as annually defined by the California State Department of Housing and Community Development (*Extremely Low and Very Low Income Levels* as defined in the Housing Element).
1. To the degree ownership units are provided to Very Low Income Level households, a 2:1 credit will be attributed toward the achievement of the Income II goal.
  2. To the degree Extremely Low Income Level units are provided, a 1.6:1 credit is available. However, the number of Income I units in a specific project is subject to approval by the City.
  3. To the degree three-bedroom Extremely Low and very Low Income Level units are provided, a 1.4:1 credit will be attributed toward the achievement of the Income II goal.
  4. To the degree four-bedroom Extremely Low and Very Low Income Levels units are provided, a 1.6:1 credit will be attributed toward the achievement of the very Low Income Level goal.
- B. *Low Income Level as defined by state statute means persons or households earning 51 percent to 80 percent of the Area Median Income (AMI), adjusted for family size, as defined in the Housing Element.* Five percent of the actual number of dwelling units shall be affordable as either rental or ownership units, with the emphasis on ownership units, to households earning 51 percent to 80 percent of the County median income as annually defined by the California State Department of Housing and Community Development. (Low Income Level as defined in the Housing Element).
1. To the degree ownership units are provided to Low Income Level households, a 2:1 credit will be attributed toward achievement of the Low Income Level goal.
  2. To the extent that the affordable units referenced under Section 2-3-4.A, above, are provided with the use of financial and processing incentives in excess of the five percent goal, a 2:1 credit will also be attributed toward the achievement of this goal.
  3. To the degree three-bedroom Low Income Level units are provided, a 1.4:1 credit will be attributed toward the achievement of the Low Income Level goal.

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4. To the degree four-bedroom Low Income Level units are provided, a 1.6:1 credit will be attributed toward the achievement of the Income III goal.
- C. *Combined Extremely Low, Very Low, and Low Income Levels as defined in the Housing Element (alternative to meeting Sections 2-3-4.A and B, above).* In order to allow projects to compete for County affordable housing funds and because this approach provides a greater overall level of affordability, the City will regard the following as meeting the combined affordability goals for Extremely Low, Very Low, and Low Income Levels, as set forth in Sections 2-3-4.A and 2-3-4.B of this chapter:
1. Projects which provide a minimum of 10 percent of the proposed units affordable to households earning 60 percent or less of the County median income as annually defined California State Department of Housing and Community Development.
  2. ~~The Planning Commission shall have, on a case-by-case basis, the discretion to consider and approve ratios other than the currently required five percent ratios if the Commission determines that a proposal will provide equivalent or enhanced affordability.~~
- D. *Income Level IV, as defined in the Housing Element.* Five percent of the total number of dwelling units shall be affordable as rental or ownership units, with emphasis on ownership units in projects offering ownership housing, to households earning 81 percent to 120 percent of the County median income as annually defined by the California State Department of Housing and Community Development. (Income IV as defined in the Housing Element).
- E. *Varied Affordability Levels.* The approval authority for the affordable housing plan required by this Chapter shall have, on a case-by-case basis, the discretion to consider and approve ratios other than the currently required five percent ratios if the approval authority determines that a proposal will provide equivalent or enhanced affordability.

(Ord. No. 04-15, § 3, 12-14-04; Ord. No. 07-11, § 3, 4-24-07)

### **Sec. 2-3-5. Provision of affordable units; menu option.**

- A. *Location of affordable units.*
1. Unless an applicant is qualified to utilize the menu option listed under Section 2-3-5.B, affordable units must be located within the planning area or on the site of the proposed project. Any affordable units to be developed outside of the planning area shall be proposed and identified as part of the affordable housing plan submitted for the overall development proposal. Provision of units outside of the subject planning area shall count toward the affordable housing goals of the subject planning area, not the planning area receiving the units.
  2. The affordable housing units shall be distributed to prevent a concentration of lower income households in a neighborhood that already has a disproportionately high number of lower income households. This prohibition also applies to any excessive concentration of housing provided for a single income level (e.g., an over-concentration of Extremely Low income housing in a neighborhood). However, in order to expand the applicant's opportunities to obtain financial assistance for the provision of affordable housing, a project with up to 100 percent affordability will be considered, and may be approved, by the City. A project application offering to provide affordable housing excess of the requirements set forth in this chapter, or the Housing Element, may only be denied in accordance with the terms of Government Code § 65589.5(d) .
- B. *Menu option alternatives.*
1. *Intent of menu option.* The menu option is an alternative to the on-site affordable housing requirements set forth in Sections 2-3-4 and 2-3-5.A.1 of this chapter. The menu option is designed to

provide to the City affordable housing benefits that are equal in value to the actual provision of on-site units in the quantity and quality that would otherwise be provided. Equivalent values will be determined by taking into account an applicant's ability to reasonably secure financial incentives (leveraging) for the development of affordable units.

2. *Applicability of the menu option.* An applicant may only use the menu option if the fulfillment of its affordable housing obligations under this chapter are otherwise infeasible, or if the approval authority for the affordable housing plan required by this Chapter determines that the menu option will advance the City's policies and goals related to affordable housing. The City will consider the fulfillment of affordable housing requirements set forth in Sections 2-3-4 and 2-3-5.A.1 of this chapter to be "infeasible" under the following circumstances:
  - a. The applicant proposes development in the hillside Planning Areas 1, 2, 6, 17, 18, 22, or 27 where development of affordable housing is impacted by the increased cost of development in hillside areas; or
  - b. The applicant proposes a zone change and/or General Plan amendment to change the land use designation from high, medium, or medium-high residential density to low or estate density which would bring the percentage of residential land in the planning area designated for low or estate density to 75 percent or more; or
  - c. The planning area meets all the following criteria:
    - (1) The planning area is predominately (over 75 percent of the entitlement) developed;
    - (2) The planning area does not have a City-approved affordable housing program;
    - (3) The undeveloped residential areas have a zoning designation of estate, low, and/or medium density; or
  - d. Financial or processing incentives are not available to bridge the gap of developing affordable housing within the planning area. In order to determine whether or not financial and/or processing incentives are available to bridge the gap of developing affordable housing within the project area, the applicant shall submit the following items to the Director of Community Development, who will subsequently provide a written determination regarding the project's ability to utilize the menu option: ~~(1)~~ A list of any and all other non-City sources for assistance the applicant has reviewed and a detailed explanation of why each of the other sources is not being used.
3. *Menu options.* Applicants who qualify to choose a menu option may choose from one of the following "equivalent value" options:
  - a. Convert existing market rate housing to affordable housing for a period of at least 30 years.
  - b. Extend the term of affordability for affordable units for a period of at least 40 years.
  - c. Payment of in-lieu fees.
  - d. Transfer control of units to a nonprofit housing agency.
  - e. Transfer of off-site credits for affordable units not provided on the site.
  - f. Provision of alternative housing.
  - g. Dedication of land for affordable housing.
  - h. An alternative option acceptable to the City.

An applicant may use one or more options to satisfy the affordable housing requirement.

City-approved appraisal of the land. Menu option items are designed to generate a value in furtherance of affordable housing that is equivalent or comparable to the actual value of providing such housing in the planning area as defined in Section 2-3-5.B.1.

- h. Other programs: Alternative programs which provide affordable housing in a manner not specifically described above may be considered by the City provided the requirement of Section 2-3-4 is met either through the provision of units or through the value of the alternative. Multiple credits may be allowed if such programs provide affordable housing in excess of the goals either in terms of the degree of affordability, in the amount of affordable units or both. Such programs may be approved at the discretion of the City as specified in an affordable housing implementation program. Menu option items are designed to generate a value in furtherance of affordable housing that is equivalent or comparable to the actual value of providing such housing in the planning area as defined in Section 2-3-5.B.1.

(Ord. No. 04-15, § 3, 12-14-04; Ord. No. 07-11, § 3, 4-24-07)

- B. *Processing incentives defined.* Processing incentives are any changes to existing land use policies which will increase the applicant's ability to provide affordable housing, such as modifications for setbacks or building height, fee waivers, and density bonuses granted according to Government Code regulations.

(Ord. No. 04-15, § 3, 12-14-04; Ord. No. 07-11, § 3, 4-24-07)

### **Sec. 2-3-8. Monitoring and Tenant Placement.**

~~The applicant of an affordable housing development project shall comply with the program monitoring guidelines set forth herein.~~

- A. ~~To the fullest extent permitted by law, the affordable housing plan and approvals for projects subject to this Chapter shall provide the City of Irvine with the right of first refusal over the placement of qualified tenants for the affordable units for the project in a manner which complies with City laws and policies related to the provision of affordable housing. This restriction shall be recorded in the same property covenant against the applicable parcel which secures the affordability of such units.~~
- A. —
- B. ~~The applicant shall provide the City~~ The owner of projects subject to this Chapter shall provide the City with an annual report detailing compliance with the adopted affordable housing plan for the project.
- C. ~~Failure to comply with the terms of the adopted affordable housing plan may result in revocation of a conditional use permit for the project or similar exercises of the City's enforcement powers, project entitlements or approvals and other enforcement action by the City to the extent permitted by law.~~

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## CHAPTER 2-17. MASTER PLAN

### Sec. 2-17-2. Need for Master Plan.

- A. A Master Plan shall be required for certain kinds of developments, as noted below. When both a Master Plan and conditional use permit are required for a project, the submittal of a Master Plan may be waived by the Director of Community Development, provided the conditional use permit includes all the information that would be required for a Master Plan (see Section 2-9-2).
1. Nonresidential development in the following zoning districts:
    - 3.1 Multi-Use.
    - 4.1 Neighborhood Commercial.
    - 4.2 Community Commercial.
    - 4.4 Commercial Recreation.
    - 4.5 Regional Commercial.
    - 4.6 Regional Office.
    - 4.7 Urban Commercial.
    - 4.8 Irvine Center Garden Commercial.
    - 5.5H Medical and Science.
    - 8.1 Trails and Transit Oriented Development.
  2. Residential development in the following zoning districts:
    - 2.2 Low Density Residential.
    - 2.3 Medium Density Residential.
    - 2.4 Medium-High Density Residential.
    - 2.5 High Density Residential.
    - 3.1 Multi-Use.
    - 4.9 Lower Peters Canyon Regional Commercial.
    - 5.3 IBC Residential.
    - 8.1 Trails and Transit Oriented District.
  3. All development in the Hillside Overlay District.
  4. All development in the Residential and Residential Mixed-Use Overlay District and proposing to use the provisions established in the Overlay.
- B. At the Director of Community Development's discretion, a Master Plan may be required where:
1. The project is under multiple ownership; or

- 
2. A development proposal will affect decisions on the remainder of any phased project that will not be addressed in conjunction with the development proposal alone.
- C. In addition to the above, a Master Plan shall be required for all projects located within the Irvine Business Complex (Planning Area 36) which meet any of the following criteria:
1. The site is in excess of 10 net acres in size.
  2. The Master Plan will include two or more principal uses.
  3. The site is proposed to be a receiving site for a transfer of development rights.

## CHAPTER 3-3. - LAND USE MATRIX

### Sec. 3-3-1. Land use matrix.

The following land use matrix shows the uses which are permitted, conditionally permitted, and prohibited in specific zoning districts in the City of Irvine. The land use matrix is intended to serve as a mere guide for the convenience of the user of this zoning ordinance. Where the text of this zoning ordinance differs from the land use matrix, the text shall prevail. This section 3-3-1 does not cover Planning Areas 4, 5, 33, 34, and 38. Readers should refer to See chapters 9-4, 9-5, 9-33, 9-34 and 9-38 for land use matrixes specific to each of these planning areas.

NOTE: Some permitted and conditionally permitted uses may require a master plan application; see chapter 2-17.					
P = Permitted		C = Conditionally Permitted		. = Prohibited	
Land Use	4.9 Lower Peters Cyn. Regional Commercial	5.0 IBC Mixed Use	5.1 IBC Multi-Use	5.2 IBC Industrial	5.3 IBC Residential
Retail business, home improvement related	•	p <sup>35</sup>		•	•
Reverse vending machine permit	P	p <sup>36</sup>	p <sup>36</sup>	•	P
School, commercial	P	C <sup>35/38</sup>	•	•	C <sup>103</sup>
School, private	P	C <sup>35/38</sup>	•	C <sup>35</sup>	C
School, public	P	p <sup>35</sup>	p <sup>35</sup>	p <sup>35</sup>	•
School, vocational	•	•	•	•	•
Senior housing	P	<del>C<sup>35</sup></del>	<del>C<sup>35</sup></del>	C <sup>33</sup>	<del>C<sup>35</sup></del>

## CHAPTER 3-37. - ZONING DISTRICT LAND USE REGULATIONS AND DEVELOPMENT STANDARDS

### Sec. 3-37-28.1. 5.0 IBC Mixed Use.

B. *Permitted uses.*

GLU <sup>1</sup> Category	Use
35	Accessory use
36	Agriculture (interim use)
31	Bar, tavern and cocktail lounge <sup>2</sup>
35 <sup>T</sup>	Commercial recreation (under 1,500 square feet)
31	Financial institution (except drive-thru)
35 <sup>T</sup>	Government facility
31 <sup>T</sup>	Health club
35	Home care
35	Home occupation permit
29	Information center
29	Large family day care
35	Manufactured structure permit (up to two years)
31	Market
33	Model home sales complex
29	Office, administrative, business, professional
29	Office, design professional
29	Office, headquarters
29 <sup>T</sup>	Office, medical
31	Outdoor vendor
36	Park
36	Parking structure
36	Public park facility
36	Pushcart
29	Research and development
31 <sup>T</sup>	Restaurant
31	Restaurant, fast food
31	Retail and/or service business, general (except drive-thru)
36	Reverse vending machine
35	School, commercial
35	School, private
35	School, public
<del>33</del>	<del>Senior housing</del>
31	Supermarket
29	Supportive housing—Small. <sup>10</sup>
33	Transitional housing—Small. <sup>11</sup>
29	Veterinary services, domestic
35	Wireless Communication Facility (may require a wireless communication facility permit, a minor conditional use permit, a major conditional use permit or may be prohibited,



	depending on the type of installation and the location of the installation site, pursuant to the review procedures matrix in Section 2-37.5-3).
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C. *Conditional uses.*

GLU <sup>1</sup> Category	Use
31	Arcade, game
29	Alternative health care provider <sup>12</sup>
34	Caretaker's quarters
29	Child care center
35 <sup>T</sup>	Commercial recreation (over 1,500 square feet)
35	Community facility
29 <sup>T</sup>	Conference/convention facility
30	Congregate care facility
30	Convalescent home
31 <sup>T</sup>	Convenience, liquor store
31	Domestic animal care facility <sup>9</sup>
31 <sup>T</sup>	Financial institution, drive-thru
31 <sup>T</sup>	Fraternal and service club
36	Heliport
29	Hospital
38 <sup>T</sup>	Hotel, extended stay
32	Hotel, motel
35	Manufactured structure (over two years)
31	Massage establishment and related business
31	Outdoor sales
33	Residential, attached
33	Residential care facility
33	Residential shelter
31	Restaurant, "Type 47" ABC License operating after 12:00 a.m.
<u>33</u>	<u>Senior housing<sup>13</sup></u>
30	Small collection facility
32	Single room occupancy (SRO).
29	Supportive housing — Large.
33	Transitional Housing — Large.
35	Utility building and facility

Footnotes:

<sup>T</sup> A traffic study is required for this use; see Section 9-36-11. No traffic study will be required for any use with this footnote if the use was considered as part of a traffic study prepared for any mixed-use development provided the traffic study was prepared and approved within the past 12 months. For "31T Restaurant" and "31T Restaurant, fast food," the Director of Public Works shall determine whether a traffic study approved more than 12 months ago is adequate.

<sup>1</sup> General land use (GLU) categories identify the development intensity value generation rates used for analyzing a corresponding permitted or conditional use in the IBC. See Section 9-36-8 for additional information regarding development intensity value rates for each general land use category.

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<sup>2</sup> Any "Bar, tavern, cocktail lounge" proposing to locate in the same building as a residential use shall be subject to the conditional use permit procedures contained in Zoning Code Chapter 2-9.

<sup>3</sup> This requirement shall not be construed to prevent condominium-type developments that have smaller lot sizes as long as they have a mandatory owners' association, and the land area under the jurisdiction of the owners' association meets the minimum lot size requirements.

<sup>4</sup> If useable open space, landscape or hardscape is placed over the parking structure, then that portion of the parking structure covered by these areas shall not count towards building site coverage, provided that the parking structure is designed in keeping with the architectural theme of the residential units, and is screened from off-site views either completely or with a berm having a minimum height of five feet. In any nonresidential projects which propose the use of parking structure(s), those portions of the structure which meet the following criteria shall not be counted in determining compliance with the limits on building site coverage:

- a. The roof of the structure is within five feet of the surface grade existing on the site prior to the development of the project; and
- b. The roof of the structure is, in effect, replacing the ground surface in the functions that it performs (i.e., it will be covered by such improvements as surface parking, access drives, landscaping, walkways, and plazas in a manner similar to the design that would be used if the roof were land surface); and
- c. Any portion of the parking structure that is above the existing grade is screened from off-site views.

<sup>5</sup> On-site parking shall not be permitted within 25 feet of exterior boundaries of the site.

<sup>6</sup> If the use of the adjoining parcel is residential, then the building setback may be a minimum of five feet, but in no instance shall any structure be located closer than 10 feet to another structure. Additionally, for buildings within the 5.0A IBC Mixed-Use district, and located on lots immediately adjacent to any private park, the setback may be five feet, but in no instance shall any structure be located closer than 10 feet to another structure.

<sup>7</sup> Other than the improvements noted, streetside setbacks shall be landscaped.

<sup>8</sup> For the property located at the northwest corner of Jamboree Road and Michelson Drive and designated in 5.0A IBC Mixed-Use district, the minimum setback from Michelson Drive, between Teller and Obsidian, shall be no less than 23 feet as measured from the ultimate curb face of Michelson Drive. This reduced setback shall override the applicable requirements for special landscaped street in Section 3-15-9.

<sup>9</sup> Domestic animal care facilities shall require a veterinary certificate of health and proof of current vaccinations for distemper, rabies and parvovirus. Animals may be groomed, trained, exercised, socialized and kept or boarded overnight, but not bred, sold or let for hire.

<sup>10</sup> A conditional use permit and/or Master Plan are not required for supportive housing — small proposed to occupy and existing, approved residential unit.

<sup>11</sup> A conditional use permit and/or Master Plan are not required for transitional housing — small proposed to occupy and existing, approved residential unit.

<sup>12</sup> An alternative health care provider land use locating within an existing suite(s) or building with a valid conditional use permit (CUP) for medical office which can meet all conditions of approval under the original CUP will be a permitted use and not require a CUP.

<sup>13</sup> A conditional use permit and/or Master Plan are required for senior housing.

**Sec. 3-37-29. 5.1 IBC Multi-Use.**

C. *Conditional uses.*

GLU <sup>1</sup> Category	Use
29	Ambulance service
29	Alternative health care provider <sup>14</sup>
31	Bar, tavern and cocktail lounge
34	Caretaker's quarters
31 <sup>T</sup>	Carwash
29	Child care center
35	Churches (and other Places of Worship). <sup>2</sup>
35 <sup>T</sup>	Commercial recreation (over 1,500 square feet)
35	Community facility
35	Composting facility
29 <sup>T</sup>	Conference/convention facility
30	Congregate care facility
30	Convalescent home
31 <sup>T</sup>	Convenience, liquor store
31 <sup>T</sup>	Department store
35 <sup>T</sup>	Drive-thru
31	Escort bureau/introductory service
31 <sup>T</sup>	Financial institution (except drive-thru)
31 <sup>T</sup>	Financial institution, drive-thru
31 <sup>T</sup>	Fraternal and service club
31	Funeral home, mortuary
31 <sup>T</sup>	Gas station/fuel dispenser
35 <sup>T</sup>	Government facility
31 <sup>T</sup>	Health club
36	Heliport
29	Hospital
38 <sup>T</sup>	Hotel, extended stay
32	Hotel, motel
30 <sup>T</sup>	Large collection facility
35	Manufactured structure (over two years)
30	Manufacturing, heavy
31	Massage establishment and related business
37	Miniwarehouse
29 <sup>T</sup>	Office, medical <sup>5</sup>
31	Outdoor sales
35	Outdoor storage
33	Residential, attached
31 <sup>T</sup>	Restaurant <sup>3</sup>
31 <sup>T</sup>	Restaurant, fast food (drive-thru)
31 <sup>T</sup>	Restaurant, fast food (except drive-thru)
31 <sup>T</sup>	Restaurant, "Type 47" ABC License operating after 12:00 a.m.
<u>33</u>	<u>Senior housing<sup>15</sup></u>

35	School, commercial <sup>4</sup>
35	School, private <sup>4</sup>
30	Small collection facility
35	Utility building and facility
30	Vehicle body repair, paint, or restoration
31	Vehicle leasing and rental
31	Vehicle repair
31	Vehicle sales

Footnotes:

<sup>T</sup> A traffic study is required for this use; see Section 9-36-11.

<sup>1</sup> General land use (GLU) categories identify the development intensity value rates used for analyzing a corresponding permitted or conditional use in the IBC. See Section 9-36-8 for additional information regarding development intensity value rates for each general land use category.

<sup>2</sup> A church that proposes to locate in an existing permanent building and meets all the general development standards will not require a conditional use permit (CUP). However, churches with permanent child care or private school activities shall be subject to a conditional use permit.

<sup>3</sup> A restaurant that proposes to locate in an existing building previously approved for restaurant use, and meets all the general development standards, including parking, will not require a conditional use permit.

<sup>4</sup> A commercial or private school for adults (18 years and older) that proposes to locate in an existing permanent building and meets all the general development standards will not require a conditional use permit. However, private school activities that are to be a part of a church located in this zoning district shall be subject to a conditional use permit.

<sup>5</sup> A medical office located in an existing retail development which meets all the general development standards, including parking, will not require a conditional use permit and no traffic study will be required.

<sup>6</sup> This requirement shall not be construed to prevent condominium-type developments which have smaller lot sizes as long as they have a mandatory owners' association, and the land area under the jurisdiction of the owners' association meets the minimum lot size requirements.

<sup>7</sup> In projects which include a parking structure, those portions of the structure which meet the following criteria shall not be counted in determining compliance with the limits on building site coverage:

- a. The roof of the structure is within five feet of the surface grade existing on the site prior to the development of the project; and
- b. The roof of the structure is, in effect, replacing the ground surface in the functions that it performs, i.e., it will be covered by such improvements as surface parking, access drives, landscaping, walkways, and plazas in a manner similar to the design that would be used if the roof were land surface; and
- c. Any portion of the parking structure which is above the existing grade is screened from off-site views.

<sup>8</sup> In projects which include an aboveground parking structure, the limit on building site coverage shall be determined as follows:

- a. Coverage attributable to the buildings containing the primary use of the parcel shall not exceed 50 percent; and

- 
- b. Total coverage, which includes the primary buildings(s) and the parking structure(s), shall not exceed 65 percent.

<sup>9</sup>Building streetside setbacks have been reduced for portions of Main Street, MacArthur Boulevard and Jamboree Road due to road widening projects located along these streets within the IBC. The setback for the portions of each street affected by these setback reductions are set forth and described as follows:

- a. Main Street: 12 feet.
1. Those parcels located along the north side of Main Street beginning at the Costa Mesa (I-55) Freeway extending east to the San Diego Creek Channel;
  2. Those parcels along the south side of Main Street beginning at the Costa Mesa (I-55) Freeway extending east to MacArthur Boulevard; and
  3. One parcel (Lot 5 of Tract 65/46-47) located on the southwest corner of Main Street and Jamboree Road.
- b. MacArthur Boulevard: 8 feet.
1. Those parcels located on the east side of MacArthur Boulevard beginning at Douglas and extending to the San Diego (I-405) Freeway.
- c. Jamboree Road: 15 feet.
1. Those parcels located on the east and west side of Jamboree Road beginning at Main Street and north to Alton Parkway; and
  2. Those parcels located on the west side of Jamboree Road beginning at Alton Parkway extending to the first parcel (Lot 5 of Tract 7815) on the northwest corner of Beckman and Jamboree Road.

These building streetside setbacks shall be measured from the ultimate right-of-way/property line of each parcel. Refer to appendix A and Chapter 9-36, for properties affected by the IBC roadway widening project.

The minimum special landscaped street setback may be equal to or greater than the building setback associated with those streets affected by roadway widenings.

<sup>10</sup>If the ultimate right-of-way for any street, with the exception of those portions of Main Street, MacArthur Boulevard, or Jamboree Road, as specified in footnote 9 above, is widened subsequent to June 30, 1982, then the minimum setback may be 30 feet from the right-of-way/property line. This provision shall not be construed to allow existing structures to expand by virtue of the reduced setback, except for those structures that are located on a parcel that is adjacent to those portions of Main Street, MacArthur Boulevard, or Jamboree Road and as specified in footnote 9 above.

<sup>11</sup>May be zero feet provided that the main building on the abutting lot is at zero feet, and both parcels are developed at the same time.

<sup>12</sup>Any parcel with two or more street frontages may have one interior property line with a setback of zero feet.

<sup>13</sup>Domestic animal care facilities shall require a veterinary certificate of health and proof of current vaccinations for distemper, rabies and parvovirus. Animals may be groomed, trained, exercised, socialized and kept or boarded overnight, but not bred, sold or let for hire.

<sup>14</sup>An alternative health care provider land use locating within an existing suite(s) or building with a valid conditional use permit (CUP) for medical office which can meet all conditions of approval under the original CUP will be a permitted use and not require a CUP.

<sup>15</sup> A conditional use permit and/or master plan are required for senior housing.

**Sec. 3-37-31. 5.2 IBC Industrial.**

C. *Conditional uses.*

GLU <sup>1</sup> Category	Use
36	Ambulance service
31 <sup>T</sup>	Carwash
29	Child care center
35	Churches (and other Places of Worship). <sup>2</sup>
31 <sup>T</sup>	Convenience, liquor store
35 <sup>T</sup>	Community facility
30	Composting facility
30 <sup>T</sup>	Concrete recycling facility
35 <sup>T</sup>	Drive-thru
31 <sup>T</sup>	Gas station/fuel dispenser
35 <sup>T</sup>	Government facility
30 <sup>T</sup>	Hazardous waste facility
36	Heliport
38	Hotel, extended stay
32	Hotel, motel
30 <sup>T</sup>	Large collection facility
35	Manufactured structure permit (over two years)
30	Manufacturing, heavy
30 <sup>T</sup>	Materials recovery facility
37	Miniwarehouse
31	Outdoor sales
35	Outdoor storage
31 <sup>T</sup>	Restaurant <sup>3</sup>
31 <sup>T</sup>	Restaurant (fast food, except drive-thru)
31 <sup>T</sup>	Restaurant, "Type 47" ABC License operating after 12:00 a.m.
31 <sup>T</sup>	Retail and/or service business, general (except drive-thru)
<b>33</b>	<b><u>Senior housing</u></b> <sup>12</sup>
32	Single room occupancy (SRO).
30	Small collection facility
31 <sup>T</sup>	Solid waste transfer station
30 <sup>T</sup>	Truck terminal
35	Utility building and facility
30	Vehicle body repair, paint or restoration
30	Vehicle impound yard
31	Vehicle leasing and rental
31	Vehicle sales
30	Vehicle wrecking yard
31	Warehouse and sales outlet

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Footnotes:

<sup>T</sup> A traffic study is required for this use; see Section 9-36-11.

<sup>1</sup> General land use (GLU) categories identify the development intensity values used for analyzing a corresponding permitted or conditional use in the IBC. See Section 9-36-8 for additional information regarding development intensity values for each general land use category.

<sup>2</sup> A church that proposes to locate in an existing permanent building and meets all the general development standards will not require a conditional use permit (CUP). However, churches with permanent child care or private school activities shall be subject to a conditional use permit.

<sup>3</sup> A restaurant that proposes to locate in an existing building previously approved for restaurant use, and meets all the general development standards, including parking, will not require a conditional use permit.

<sup>4</sup> This requirement shall not be construed to prevent condominium-type developments which have smaller lot sizes as long as they have a mandatory owners' association, and the land area under the jurisdiction of the owners' association meets the minimum lot size requirements.

<sup>5</sup> In projects which include a parking structure, those portions of the structure which meet the following criteria shall not be counted in determining compliance with the limits on building site coverage:

- a. The roof of the structure is within five feet of the surface grade existing on the site prior to the development of the project; and
- b. The roof of the structure is, in effect, replacing the ground surface in the functions that it performs, i.e., it will be covered by such improvements as surface parking, access drives, landscaping, walkways, and plazas in a manner similar to the design that would be used if the roof were land surface; and
- c. Any portion of the parking structure which is above the existing grade is screened from off-site views.

<sup>6</sup> The height of equipment or machinery which is necessary to the operation of a permitted use may exceed 35 feet but may not exceed FAA height limits.

<sup>7</sup> If the ultimate right-of-way for a street is widened subsequent to June 30, 1982, then the minimum setback may be 30 feet from the right-of-way/property line. This provision shall not be construed to allow existing structures to expand by virtue of the reduced setback.

<sup>8</sup> Transfer station and material recovery facility enclosure setbacks to be determined by the Planning Commission at time of CUP review.

<sup>9</sup> May be zero feet provided that the main building on the abutting lot is at zero feet, and both parcels are developed at the same time.

<sup>10</sup> Any parcel with two or more street frontages may have one interior property line with a setback of zero feet.

<sup>11</sup> Domestic animal care facilities shall require a veterinary certificate of health and proof of current vaccinations for distemper, rabies and parvovirus. Animals may be groomed, trained, exercised, socialized and kept or boarded overnight, but not bred, sold or let for hire.

<sup>12</sup> A conditional use permit and/or master plan are required for senior housing.

**Sec. 3-37-32. 5.3 IBC Residential.**

D. *Conditional uses.*

GLU <sup>1</sup> Category	Use
29	Child care center
35	Churches (and other Places of Worship). <sup>2</sup>
35	Community facility
30	Congregate care facility
30	Convalescent home
29	Information center
35	Manufactured structure (over two years)
31	Model home sales complex
30	Recreational vehicle storage, private
33	Residential, attached
29	Residential care facility
33	Residential, single-family detached
35	School, private <sup>3</sup>
33	Senior housing <sup>4,2</sup>
29	Supportive housing — Large
33	Transitional housing — Large
35	Utility building and facility

Footnotes:

<sup>1</sup> General land use (GLU) categories identify the development intensity value rates used for analyzing a corresponding permitted or conditional use in the IBC. See Section 9-36-8 for additional information regarding development intensity value rates for each general land use category.

<sup>2</sup> A church that proposes to locate in an existing permanent building and meets all the general development standards will not require a conditional use permit (CUP).

<sup>3</sup> A private school for adults (18 years and older) that proposes to locate in an existing permanent building and meets all the general development standards will not require a conditional use permit. However, private school activities that are to be a part of a church located in this zoning district shall be subject to a conditional use permit.

<sup>4</sup> This requirement shall not be construed to prevent condominium-type developments which have smaller lot sizes as long as they have a mandatory owners' association, and the land area under the jurisdiction of the owners' association meets the minimum lot size requirements.

<sup>5</sup> If usable open space, landscape or hardscape is placed over the parking structure, then that portion of the parking structure covered by these areas shall not count towards building site coverage, provided that the parking structure is designed in keeping with the architectural theme of the residential units, and is screened with a berm having a minimum height of five feet.

<sup>6</sup> If the use of the adjoining parcel is residential, then the building setback shall be a minimum of five feet, but in no instance shall any structure be located closer than 10 feet to another structure.

<sup>7</sup> On-site parking shall not be permitted within 30 feet of exterior boundaries of the site, except for the parcel (Lot 1 of Tract 13037) located on the southwest corner of Jamboree Road and Kelvin which is impacted by the IBC road widening. However, on-site parking is permitted to cross parcel lines within a site as long as a legal document is executed ensuring that the parking area will continue to function as a single entity.



<sup>8</sup> For those parcels that are located along Jamboree Road, and are impacted by the IBC roadway widening project, the building streetside setback will be reduced to 15 feet. This building streetside setback shall be measured from the new ultimate right-of-way/property line of each parcel.

<sup>9</sup> Other than the improvements noted, streetside setbacks shall be landscaped.

<sup>10</sup> A conditional use permit and/or Master Plan are not required for supportive housing — small proposed to occupy and existing, approved residential unit.

<sup>11</sup> A conditional use permit and/or Master Plan are not required for transitional housing — small proposed to occupy and existing, approved residential unit.

<sup>12</sup> A conditional use permit and/or master plan are required for senior housing.

## CHAPTER 5-8. - IRVINE BUSINESS COMPLEX RESIDENTIAL MIXED-USE OVERLAY DISTRICT

### Sec. 5-8-1. Purpose.

The Irvine Business Complex Residential and Mixed-Use (IBCRMU) Overlay District establishes districts that are intended to provide for the orderly transition of certain portions of the IBC from exclusively industrial and/or office areas into pedestrian-oriented districts that accommodate a mixture of retail, office, and residential uses, while protecting existing businesses.

This overlay district implements the following goals and objectives as defined in the [IBC Land Use](#) Element of the General Plan and corresponding IBC Design Criteria:

IBC Vision Plan goals:

- A. Protect the existing job base;
- B. Develop mixed-use cores;
- C. Provide transportation, pedestrian, and visual connectivity;
- D. Create usable outdoor areas; and
- E. Develop, safe well-designed neighborhoods.

These goals are further implemented through the following objectives:

- A. Create a walkable urban environment that encourages on-street pedestrian activity and reduces dependence on the automobile for everyday needs.
- B. Develop an urban framework to ensure the appearance, location, and scale of buildings compliment the character of the area in which they are located.
- C. Ensure compatibility between existing and proposed businesses within the IBC.
- D. Provide a mix of building types allowing variety and choice in urban living.
- E. Provide a variety of outdoor areas for both passive and active recreation as an amenity for residents and employees.
- F. Establish sustainable new urban development within the IBCRMU Overlay District.

## **CHAPTER 5-9 – RESIDENTIAL AND RESIDENTIAL MIXED-USE OVERLAY DISTRICT (RRMU)**

### **Sec. 5-9-1. – Purpose.**

The Residential and Residential Mixed-Use (RRMU) Overlay establishes three focused districts (Greater Irvine Business Complex, Greater Spectrum Area, and the Great Park Neighborhoods Transit Village District) that are intended to allow selected Planning Areas of the City identified in the City of Irvine 2021-2029 Housing Elements Site Inventory as potential areas to accommodate a portion of the City's unmet Regional Housing Needs Allocation (RHNA). Traditionally, the districts within the RRMU Overlay are zoned for non-residential uses but are areas that are optimized for the integration of residential, mixed-use, and residential serving uses due to their proximity to employment centers and transit. The RRMU Overlay would protect existing uses allowed in the Planning Areas, while also allowing residential and residential mixed-use within the Overlay, providing the greatest level of flexibility for developers and landowners.

The RRMU Overlay implements the goals and objectives as defined in the Land Use and Housing Elements of the General Plan.

### **Sec. 5-9-2. – Applicability.**

All proposed residential and residential mixed-use development/redevelopment, subdivisions, and new residential land uses within the RRMU Overlay shall comply with all applicable requirements of this chapter.

### **Sec. 5-9-3. – Regulating plan and districts.**

- A. *Purpose.* This section establishes the districts applied to property within the RRMU Overlay. The Planning Areas within the RRMU Overlay are consistent with the Land Use Element of the General Plan. The districts provide guidelines for new residential and residential mixed-use development/redevelopment within the RRMU Overlay.
- B. *Districts established.* The following districts are established for the purposes of the RRMU Overlay District and are applied to property within the Overlay boundaries. Existing current underlying zoning designations for these districts, as included in Chapters 9-12, 9-13, 9-19, 9-31, 9-32, 9-33, 9-36, and 9-51, remain unchanged.
  1. *Greater Irvine Business Complex Area RRMU Overlay District: Planning Area 36 (Irvine Business Complex) and Planning Area 19 (Rancho San Joaquin)\**

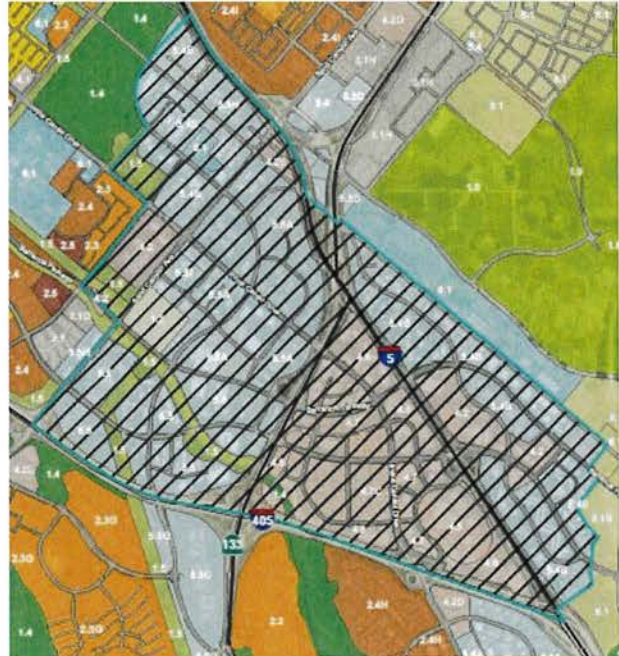
2. Greater Spectrum Area RRMU Overlay District: Spectrum 7 portion of Planning Area 12 (Oakcreek), Planning Area 13 (Irvine Spectrum 4), Planning Area 31 (Irvine Spectrum 6), Planning Area 32 (Irvine Spectrum 3), and Planning Area 33 (Irvine Spectrum Center)
3. Great Park Neighborhoods Transit Village RRMU Overlay District: Planning Area 51 (Great Park Neighborhoods)

\*Does not include the Rancho San Joaquin Golf Course or Racquet Club of Irvine.

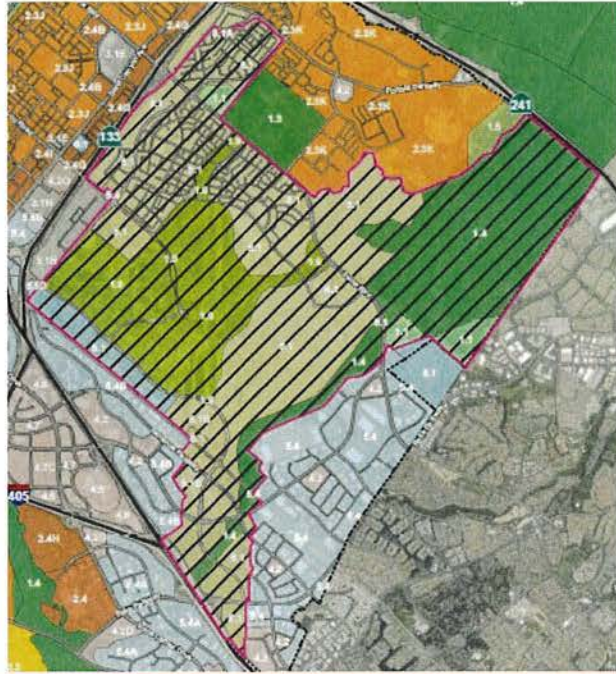
**Figure 1: Greater IBC Area RRMU Overlay District**



**Figure 2: Greater Spectrum Area RRMU Overlay District**



**Figure 3: Great Park Neighborhoods Transit Village RRMU Overlay District**



#### **Sec. 5-9-4. – Review procedure for Residential and Residential Mixed-Use Overlay**

The Planning Commission shall approve, conditionally approve, or disapprove development projects in accordance with the provisions of this chapter. In order to implement the policies of the City of Irvine for the development of projects in the RRMU Overlay, an applicant shall submit an application for a master plan per Section 2-17.

Where applicable law related to the review and approval of residential and mixed-use development projects precludes the application of certain standards or requirements of this Chapter, those standards or requirements shall not apply. Where Planning Commission review is prohibited by applicable law, the Director of Community Development or designee shall serve as the review and approval authority.

#### **Sec. 5-9-5. – Special development requirements.**

- A. Proximity Village, General Plan. The RRMU Overlay is intended for residential and residential mixed-use projects to cluster in nodes around local services and should be consistent with the proximity village City vision outlined in the General Plan. Small scattered residential projects are discouraged within the RRMU Overlay. Mixed-use is encouraged and can be vertical or horizontal in design. Residential supporting uses such as, but not limited to, retail, office, restaurants, and community facilities are encouraged. Where appropriate to the development, new, smaller, non-arterial streets within the RRMU Overlay shall encourage mobility.
- B. Density. Minimum average density of 50 dwelling units per acre. A deviation from the minimum density may be requested upon the applicant's ability to demonstrate an average density of 50 dwelling units per acre is infeasible due to the unique conditions of the project site. To the

extent permitted by applicable law, a deviation may be granted in the discretion of the approval body for projects that are able to provide a significant and specific public benefit in addition to the provision of housing and affordability as otherwise required by this Zoning Ordinance, provided that the deviation shall not result in a specific and adverse effect to health or safety. Requests for minimum density deviations shall be included with the master plan required by Section 5-9-4 of this Chapter and shall be reviewed concurrently therewith.

- C. Accessory retail. For all project sites located more than one-fourth mile from existing resident serving non-residential uses, applicants for residential and residential mixed-use developments of 250 units or more shall provide accessory retail and/or resident-serving non-residential square footage that occupies 10 percent or less than the total area of the principal use. Should accessory retail and/or resident-serving non-residential uses not be provided, applicants shall provide documentation which demonstrates the omission of is necessary to physically accommodate the minimum density required by this Chapter, or that the inclusion of accessory retail would result in a specific and adverse effect to health or safety.
- D. Compatibility standards. Uses in the RRMU Overlay shall be compatible to the fullest extent permitted by applicable law. The RRMU Overlay mixed-use environment is an urbanized area, therefore land use compatibility issues are expected to occur. Therefore, applicants for new residential and/or residential mixed-use development shall submit data and information requested by the Director of Community Development or designee, for the City to evaluate compatibility with surrounding uses with respect to issues, including, but not limited to the following:
- i. Noise.
  - ii. Odors.
  - iii. Truck traffic and deliveries.
  - iv. Hazardous materials handling/storage.
  - v. Air emissions.
  - vi. Soil/groundwater contamination.
  - vii. John Wayne Airport compatibility. (Applicable to the Greater Irvine Business Complex Area RRMU only.)
- E. Irvine Business Complex – Residential Incentive Program.
1. In the Irvine Business Complex (Planning Area 36), the IBC land use and development intensity value (DIV) database specifies the quantity, in gross square footage, dwelling units and hotel rooms as defined by the Zoning Ordinance, for all existing, approved, and zoned development in the planning area by legal parcel and according to the following general land use categories:
    - a. Office.
    - b. Industrial.
    - c. Retail.
    - d. Hotel.
    - e. Residential.

- f. Zoning Potential.
- g. Miniwarehouse.
- h. Hotel, extended stay.

2. The land use and development intensity value (DIV) database shall specify the corresponding a.m., p.m., and average daily DIVs allocated for both existing and build-out conditions for each legal parcel in the planning area. Information specific to the development intensity value database can be found in Section 9-36-8.
  
3. Pursuant to program 2021-2029 Housing Element program PP-H.2: "Monitor and Adjust Fees, Incentives, and Processes", the City will establish a "Residential Incentive Program" specific to the IBC. The City will issue DIVs from a City controlled distribution system, at no cost, for residential and/or residential mixed-use projects that provide a minimum 17% affordability for the base number of units proposed. The "Residential Incentive Program" DIVs shall only be utilized for the residential component of a mixed-use program. Residential serving non-residential uses, including but not limited to retail, restaurants, and qualifying community facilities, 50,000 square feet or less and proposed on site and as part of a residential mixed-use project shall be exempt from the DIV requirements. Pursuant to the "Residential Incentive Program", projects shall:
  - a. Provide a minimum 17% affordability at the following income levels:
    - 7% very low income (Health and Safety Code § 50105)
    - 6% low income (Health and Safety Code § 50079.5, 25 Cal. Code Regs. § 6928)
    - 4% moderate (Health and Safety Code § 50093) – specific workforce units (81 to 100% moderate)
    - These affordability levels are alternative and enhanced to the affordability levels otherwise required by Section 2-3-4 of Chapter 2-3 of this Zoning Ordinance.
  - b. Utilize on-site DIV budget prior to requesting additional DIVs under the Residential Incentive Program.
  - c. The Planning Commission would authorize approval of the Residential Incentive Program DIVs at the time of project review (master plan) and based on the recommendation from Community Development staff.
  - d. Residential Incentive Program DIVs are non-transferable and would expire with a master plan and would return to the Residential Incentive Program DIV City controlled distribution system.
  - e. Any change to the project's affordability would require additional review and may require the forfeiture of the Residential Incentive Program DIVs.
  - f. Projects that do not provide a minimum 17% affordability combined for very low, low, and workforce moderate income levels at the identified category breakdown would be required to acquire DIVs directly from a private owner/developer.
  - g. Projects that are not requesting Residential Incentive Program DIVs are required to adhere to the minimum levels of affordability generally applicable to projects in the City set forth in Section 2-3-4 Chapter 2-3 of the Zoning Ordinance.

- h. All other requirements related to the provision of affordable housing set forth in Chapter 2-3 of this Zoning Ordinance shall apply to all projects in the RRMU Overlay.

**Sec. 5-9-6. – Other standards.**

This Chapter applies concurrently with all other applicable zoning standards (including those specific to underlying districts in the Overlay as they apply to those districts). This Chapter does not modify or supersede such underlying zoning except to permit the development of residential and mixed-use projects as provided herein. Notwithstanding the foregoing, the provisions in this Chapter allowing residential and residential mixed-use in the IBC shall not supersede restrictions on development related to the John Wayne Airport and the Airport Land Use Commission, including as set forth in Section 5-8-4(C)(3) of Chapter 5-8 of this Zoning Ordinance.

If the City adopts citywide Objective Design Standards, such standards shall apply to projects throughout the City and within the RRMU Overlay. In the absence of such adopted City-wide standards, the applicable design standards from the physically closest zone permitting development at the same density and use as the development proposed shall apply to development in the RRMU Overlay.



Attachment 8:  
Revisions to Draft General Plan Update  
Elements

This following outlines changes to the Draft General Plan Update Elements that have been made to clarify, correct, or add to the proposed elements. Such changes are a result of public review comments and/or further review of the elements. Except for changes to tables and figures and the formatting of the proposed General Plan Elements, deletions are shown with ~~strikethrough~~ and additions are shown with underline.

## GENERAL PLAN ELEMENTS

The following changes are proposed to the General Plan Elements:

Global Edits	Description
All elements will be formatted to reflect a more modern design.	The reformatted elements are limited to design modifications, with all substantive text, table, and figure edits reflected in the changes enumerated below.
Figures and Maps	All figures and maps will have an increased resolution to improve their readability.

## Introduction

Page Number	Proposed Edits
I-3	In 1989, a General Plan Update was adopted to comprehensively address <del>ed</del> the City's needs for open space and incorporated a program to preserve approximately one-third of the City and sphere of influence, as open space.
I-6	Pursuant to Government Code Section 65358 <del>-.1</del> , mandatory elements to the to the General Plan generally each may only be amended up to four (4) times per calendar year, with some exceptions for certain affordable housing projects and legally mandated amendments.
I-8	John Wayne airport currently offers direct service to major cities and handles <del>seven million seven hundred thousand</del> <u>7.7 million</u> passengers annually
I-8	The Santa Ana Unified School District, Tustin Unified School District, and the Saddleback Valley Unified School District also serve the City. Additionally, Irvine is home to numerous colleges and universities, including Irvine Valley Community College, Concordia University, National University, Pepperdine Graduate Business School, Webster University, <del>University of Southern California extension facility</del> , and the University of California, Irvine.
I-9	The east-west axis along the parallel roads of Barranca Parkway and Alton Parkway feature <u>a</u> mix of recreational, commercial <del>-.1</del> and worship facilities.

## Circulation Element

Page Number	Proposed Edits
C-6	This includes recommending traffic calming measures-, promoting pedestrian and bicycle safety through dedicated infrastructure such as sidewalks and enhanced bikeway facilities, supporting Safe Routes to Schools programs to ensure safe travel for students, addressing emergency response access by designing roads for efficient emergency vehicle access, and collaborating with public safety agencies to address transportation-related safety concerns through audits, enforcement measures, and emergency response planning.
C-7	The plan's alignment with Irvine's general plan's <u>C</u> irculation <u>E</u> lement is crucial for projects to qualify for Measure M2 funding, approved by voters in 2006, which allocates half-cent sales tax revenue for transportation initiatives.
C-9	<p><u>Public Transit</u>  <u>LOSSAN Rail Corridor Agency</u>  <u>The Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) is a joint powers authority (JPA) formed in 1989 that works to increase ridership, revenue, capacity, reliability, coordination, and safety on the rail corridor between San Diego, Los Angeles, and San Luis Obispo. As required by SB 1225, and per the terms of the Inter Transfer Agreement, the LOSSAN Agency must submit an annual business plan to identify the major goals and objectives for the LOSSAN Agency's management of the Pacific Surfliner intercity passenger rail service, as well as the budget necessary to administer, market, and operate the Pacific Surfliner service during the upcoming two-year period. The business plan summarizes operations, service levels, budget, and capital improvements that have contributed to the success of the LOSSAN Business Plan service and identifies improvements to sustain and grow its success moving forward.</u></p>
C-11	Development within the Irvine Business Complex (IBC) is addressed in the <u>L</u> and <u>U</u> se <u>E</u> lement, which emphasizes sustainable development and economic vitality within the business district, focusing on circulation and transportation
C-12	John Wayne Airport (SNA) stands as one of California's busiest commercial airports. Serving as a crucial transportation hub, SNA accommodates flights from <u>over</u> seven major airlines and features 20 commercial gates alongside two smaller commuter passenger terminals. Additionally, the airport hosts two cargo airlines and supports a thriving general aviation community with nearly 500 aircraft.
C-16	Metrolink operates trains along the Los Angeles to San Diego (LOSSAN) railroad <u>corridor right-of-way</u> , including the Orange County Line and the Inland Empire-Orange County Line, offering weekday and weekend rail service.
C-17	Anteater Express: Managed by UC Irvine, the Anteater Express connects the campus with nearby neighborhoods, housing complexes, and destinations <u>like Diamond Jamboree and the Irvine Spectrum.</u>
C-21	Legend in Figure 4 modified as follows: Existing On-Street <u>Bike-Lane Shared Use Path</u>

	<u>Existing Off-Street <del>Bike Lane Shared Use Path</del></u>
C-22	Table 1: UCI Health Hospital (2024/2025)
C-26	Under the recently certified 2021-2029 6th Cycle Housing Element, the City expects to add up to 57,656 housing units.
C-26	Population and household growth, as well as commercial real estate market trends, will result in a changing and increasing need for <del>primarily retail centers.</del>
C-26	Furthermore, the increase in businesses may necessitate expanded public transit services, <del>and</del> improved connectivity, <del>and</del> to accommodate demand and promote alternative transportation modes.
C-31	Policy (j): Traffic studies completed for proposed developments shall demonstrate that the proposed circulation is adequate to accommodate traffic demand at build out of the General Plan. As part of any traffic evaluation, travel demand reduction measures shall be analyzed to determine if they can be implemented and/or provide funding towards a mitigation program in lieu of any arterial augmentation. Arterial augmentations may include, <u>but not limited to,</u> additional intersection through or turn lanes, <u>signal synchronization,</u> auxiliary lanes, or intersection grade separations.
C-31	Policy (k): Travel reduction measures and augmentation proposals shall be evaluated and approved by the Transportation Commission and <del>or if required,</del> the Planning Commission.
C-31	Develop a circulation system consistent with the Land Use Element to correctly size <u>roadways to support local and regional needs transportation systems</u> as demand and populations served grow.
C-31	<del>Ensure transportation-related revenue sources, including taxes and fees, are not used to replace private developer funding for improvements required by subdivision map conditions for any approved project.</del>
C-32	OBJECTIVE C-2: <del>Develop Maintain and enhance</del> a circulation system consistent with high standards for transportation engineering safety and with sensitivity to adjoining land uses.
C-32	Maintain and, <del>if feasible and needed,</del> increase existing levels of funding allocated for transit improvements to supplement multi-modal travel.
C-32	Develop a circulation system consistent with the Land Use Element to correctly size <del>transportation systems</del> <u>roadways to support local and regional needs</u> as demand and populations served grow.
C-32	<u>To the extent feasible and practical,</u> <del>P</del> rohibit parking on all thruways, parkways, and community collectors to increase the roadway capacity of these arterials and to support opportunities for active transportation expansion.
C-33	Support programs that promote alternative work schedules, <del>telecommuting,</del> and other methods to spread and lessen work trips to reduce peak-period congestion and VMT within the City.
C-34	Continue to create, provide, and maintain pedestrian and bicycle linkages <u>(e.g., bridge connections over freeways similar to the planned Jeffery Open Space Trail bridge connection),</u> shared paths, trails, open space, and

	activity centers that facilitate improved resident and employment access to existing and future local services (food, childcare), recreation facilities, and transit services.
C-34	Create attractive, safe, and well landscaped pedestrian environments by encouraging pedestrian paseos, <u>encouraging trees or other methods to provide shade</u> , separated sidewalks buffering pedestrians from vehicular traffic, parkways (8-foot wide), and wide sidewalks (5-foot minimum) to achieve a balanced walkable neighborhood supporting the work, live, play urban environment.
C-34	Support the proposed distinct characteristics of the IBC (e.g., streetscape design, bicycle lanes, on/off street parking) to assist in the co-existence of industrial and residential neighborhoods and balance of land uses within the community
C-34	<p><u>The following callout was added for clarity related to Policies (p) and (q): Irvine Ballot Measure "B"</u></p> <p><u>On June 5, 1990, the residents of the City approved Ballot Measure "B" which amended the General Plan for vehicular overcrossings of Yale Avenue at the AT&amp;SF railroad and the San Diego Freeway (I-405). To date, the vehicular overcrossing at the AT&amp;SF railroad has been constructed according to the following provisions of Measure "B":</u></p> <ul style="list-style-type: none"> <li><u>Between Deerfield and Edgemere, Yale is shown as a collector on the MPAH and as a commuter on the Operational Characteristics diagram. The section at the AT&amp;SF crossing provides for one vehicle lane in each direction, bicycle lanes and sidewalks.</u></li> <li><u>Yale between Winvale and Deerfield must contain noise walls so that no residences along Yale are exposed to noise in excess of City standards.</u></li> <li><u>Yale between Deerfield and Winvale must be landscaped so that off-site views of the project are mitigated to City standards.</u></li> </ul> <p><u>Policies p, q, r, s, t must remain in the General Plan unless repealed by a Citywide vote. Implementing actions associated with policies p, q, r, s, t have been completed. However, they are required to remain in the General Plan due to a voter initiative, Measure B.</u></p>
C-34	<p><u><b>Policy (r):</b> Construct noise walls (where needed) on Yale Avenue between Deerfield and Winvale so that no residences along Yale Avenue between Irvine Center Drive and Walnut Avenue are exposed to noise levels in excess of City standards.</u></p> <p><u><b>Policy (s):</b> Landscape Yale Avenue between Deerfield and Winvale such that off site views of the project are mitigated to City standards.</u></p> <p><u><b>Policy (t):</b> Install traffic signals at the intersection of Yale and Deerfield prior to opening Yale Avenue between Deerfield and Winvale.</u></p>
C-34	<del>Introduce additional local streets within and between existing parcels to support</del> <u>Where possible, enhance connectivity within and between existing</u>


	<u>parcels through street and access patterns</u> and utilize smaller blocks to improve vehicular and emergency (fire and police) access, trash pick-up, access to parking areas and increase pedestrian mobility
C-35	OBJECTIVE C-3. <u>Establish-Maintain and enhance a-the</u> pedestrian circulation system to support and encourage walking as a mode of transportation.
C-35	Implement pedestrian and cyclist infrastructure and enhancements to existing facilities, including sidewalks, crosswalks, bike <u>lanes, bicycle parking and storage, electric bicycle charging facilities (where feasible),</u> and multi-use paths, to promote safe and accessible active transportation options <u>throughout the City, with a specific emphasis on the Irvine Business Complex and Irvine Spectrum areas.</u>
C-36	Implement pedestrian-friendly design standards and guidelines in the planning, design, and construction of new developments, streetscapes, and public spaces to prioritize pedestrian safety and comfort, <u>including using trees and other facilities that provide shade.</u>
C-36	Develop a pedestrian circulation plan that outlines priority areas for pedestrian infrastructure improvements, such as sidewalk expansions, crosswalk enhancements, pedestrian bridges, <u>pedestrian priority signals at crosswalks,</u> and wayfinding signage.
C-36	Designate suggested routes to schools and establish school zones with reduced speed limits, enhanced signage, and <u>crosswalk roadway</u> improvements to protect children walking or biking to school
C-37	OBJECTIVE C-4. Plan, provide, <del>and</del> maintain, <u>and enhance</u> a comprehensive bicycle network that encourages increased use of bicycles <u>for commuters and recreational purposes.</u>
C-37	Policy (b): Accommodate cyclists of all levels of experience and provide for both recreation and functional transportation when designing shared use pathways.
C-38	Install bicycle infrastructure improvements, such as enhanced bike lanes, bike paths, <u>bike parking and storage, bike maintenance/repair tools and kits along bike routes,</u> protected bikeways, and bike boulevards, to enhance safety and convenience for bicyclists.
C-38	Implement bicycle-friendly design standards and guidelines in the planning, design, and construction of new roadways, developments, and transportation projects to integrate bicycle facilities seamlessly into the transportation system. <u>For example, explore preventing vehicle parking in bicycle lanes.</u>
C-38	Implement bicycle-friendly design standards and guidelines in the planning, design, and construction of <u>new</u> roadways, <u>projects, and</u> developments <u>and transportation projects</u> to integrate bicycle facilities seamlessly into the transportation system.
C-39	Policy (d): Provide secure and convenient bicycle parking facilities, such as bike racks, bike <u>parking and storage lockers,</u> and bike shelters, at key destinations, including transit stops, commercial centers, parks, and employment hubs, to encourage cycling as a viable transportation option and support active commuting.

C-40	Utilize the Strategic Active Transportation Plan <u>and Sustainable Mobility Plan</u> to guide the planning, design, and implementation of pedestrian and bicycle infrastructure projects, prioritize investments in active transportation facilities, and establish performance metrics to track progress towards active transportation goals.
	Support regional transit initiatives, such as transit expansion projects <u>(which may include bus rapid transit and/or light rail where feasible)</u> , service enhancements, and fare integration programs, to improve connectivity, increase ridership, and promote sustainable transportation options within the region.
C-43	Provide <del>direct and</del> convenient pedestrian access from the interior of planning areas to public transit stops.
C-43	Conduct regular meetings <del>and workshops</del> to discuss the performance of existing transit routes, identify areas for improvement, and plan future enhancements.
C-46	Objective C-11. <u>Ensure-Continue to ensure</u> that transportation planning efforts are aligned with land use and design strategies to create compact, walkable, and transit-oriented developments that minimize automobile dependency, reduce greenhouse gas emissions, and enhance the overall quality of life for residents and visitors.

**Land Use Element**

Page Number	Proposed Edits
LU-3	In 1893, ranch operations began shifting to field crops such as lima beans, <u>wheat</u> , olives, and citrus orchards.
LU-5	The Greater Irvine Business Complex Area features direct access to the Tustin Transportation Center (Metrolink and Orange County Transportation Authority transit service) through the iShuttle, <u>and</u> has direct access to Interstate 405, State Route 73, and State Route 55.
LU-8	Other school districts that serve Irvine residents include the Santa Ana Unified School District, Saddleback Valley <u>Unified School District</u> , and the Tustin Unified School District. A modified form of TOD may be suitable for the Greater Spectrum Area, which is accessible to the Irvine <u>Station Transportation Center</u> (ITC—Metrolink, Amtrak, and OCTA transit service)
LU-14	Circulation Element: C-1, C-2, C-3, C-4, C-5, C-6, C-7, C-8, C-9, C-10, C-11, C-12, C-13, <u>C-14, C-15, C-16.</u>
LU-14	Housing Element: HE-A, HE-B, HE-C, HE-D, HE-F, HE-G, HE-H, <u>HE-I</u> , HE-L, HE-M
LU-24	Population and household growth, as well <u>as</u> commercial real estate market trends, will result in a changing and increasing need for primarily retail centers, with some demand for industrial and little demand for office.
LU-24	Neighborhood and private parks are evenly dispersed across the City, while community parks such as Bill Barber Park and Heritage Park, along with regional- <u>servicing</u> parks like Mason Park and the Great Park
LU-31	<u>CoStar's August 2023 Industrial Submarket Report for Irvine (Orange County) detailed r</u> Real estate and market data/forecasts indicate <u>ing that</u> the demand for industrial space is <u>projected</u> at <u>approximately</u> 800,000 square feet <u>across-in-both</u> Focus Areas <u>2 4</u> and <u>3 2</u> .
LU-32	<u>Per a 2024 Economic Analysis conducted by the City's consultant, Harris &amp; Associates, R</u> esidential development is anticipated to generate a demand for an estimated total 7,473,228 square feet of retail space.
LU-39	Definition: Land or water that is essentially unimproved for the purposes of management and natural resources, production, <u>of</u> preservation or enhancement of resources,
LU-40	Total: 45,207.4 <u>46</u> Grand Total: 47,229.6 <u>46</u>
LU-41	Focus Area 1 – Irvine Business Complex (Planning Areas 36 and 19 <sup>1</sup> ) Focus Area 2 – Greater Irvine Spectrum Area (Planning Areas 12 ( <u>Spectrum 7 portion only</u> ), 13, 31, 32, and 33) Focus Area 3 – The Great Park Area (Planning Area 51)  <u><sup>1</sup>Does not include the Rancho San Joaquin Golf Course or Racquet Club of Irvine</u>
LU-43	<b>Figure 4. General Plan Update</b> has been modified to reflect the following totals: Focus Area 1 – 15,000 units Focus Area 2— <u>26,607</u> <u>20,000</u> units Focus Area 3 – <u>5,252</u> <u>14,000</u> units
LU-44	The proposed residential overlay will increase the total number of residential units permitted in the IBC by an additional 15,000. <u>This increase will allow for a maximum of 30,000 units in the IBC.</u>



LU-44	Private developments are currently subject to the regulations of the <u>existing</u> IBC Residential Mixed Use (RMU) Overlay Zone.
LU-45	<b>Focus Area 1. Land Use Designations.</b>
	<div data-bbox="370 340 928 802" style="text-align: center;">  </div> <p data-bbox="402 856 906 1201" style="text-align: center;"> <b>Neighborhood Retail Commercial</b> - Commercial centers that provide local neighborhood convenience shopping opportunities such as grocery, dry cleaners and restaurants that are typically anchored by a grocery store. These centers are primarily frequented by local residents. </p>
LU-48	The Greater Spectrum Area incorporates three non-residential planning areas (13, 31, and 32) that are located adjacent to the Irvine Spectrum Center area, a key employment center located near the Irvine <del>Station Transportation Center (ITC—</del> Metrolink, Amtrak, and OCTA transit service).
LU-48	<b>Focus Area 2. Land Use Designation</b> (table) General plan land use designation for 1.2 Development Reserve changed to " <u>Educational Facility</u> " from " <del>Development Reserve</del> "
LU-49	<b>Focus Area 2. Land Use Designation</b> (table) General plan land use designation for 4.6 Retail Office changed to "Regional Commercial" from Retail Office
LU-49	<b>Focus Area 2. Land Use Designation</b> (table) General plan land use designation for 4.7 Urban Commercial change to " <u>Regional Commercial</u> " from " <del>Urban Commercial</del> "
LU-49	<b>Focus Area 2. Land Use Designation</b> (table) General plan land use designation for 4.8 Irvine Center Garden Commercial changed to " <u>Regional Commercial</u> " from " <del>Irvine Center Garden Commercial</del> "
LU-48-49	<b>Focus Area 2. Land Use Designation</b> has been modified as follows:

Designation	Zoning District	Min. Site Size	Max. Site Coverage	Max Bldg. Height	Summary of Use
Development Reserve	1.2 – Development Reserve	5 acres	10%	35 ft.	Future development in the City of Irvine General Plan generally established for agriculture and other low-intensity uses. Allows very limited development to occur prior to establishing a planning-area-wide concept and specific zoning, provided that the development is consistent with the agricultural or open space character.
Preservation	1.4 - Preservation	10 acres <sup>6</sup>	10% <sup>6</sup>	35 ft.	Protection and maintenance of natural resources. Passive public recreation activities subject to City approval.
Recreation	1.5 Recreation	10 acres	10%	35 ft.	Lands suitable for active recreational opportunities and activities for public use and enjoyment. Recreation (Area 1.5) is distinguished from Preservation (Area 1.4) by more intense recreational uses and by their manicured appearance and improved facilities. Additionally, recreation areas do not necessarily require maintenance of natural resources.
Community Commercial	4.2 - Community Commercial	4 acres	50%	70 ft. <sup>7</sup>	Uses intended to serve the needs of the community at large, including the industrial and business areas. Automobile service, retail, professional/administrative offices, commercial recreation facilities, service businesses, and similar types of uses are allowed under this designation. Research and development uses are conditionally permissible if compatible with surrounding land uses.
Designation	Zoning District	Min. Site Size	Max. Site Coverage	Max Bldg. Height	Summary of Use

	Regional Commercial	4.5 - Regional Commercial	TBD	50%	50 ft. <sup>9</sup>	Uses intended to serve a broad population base. Businesses in this designation provide a wider array of services such as major department stores, specialty shops, professional offices, hotels, and motels, and institutional and government uses. This mix of uses, combined with convenient access to many modes of transportation, also can accommodate the inclusion of high-density residential development.
	Retail Office	4.6 Retail Office	Similar to Regional Commercial I – Refer to Irvine Zoning Ordinance.	Similar to Regional Commercial I – Refer to Irvine Zoning Ordinance.	Determined at Master Plan or conditional use permit review.	Primarily an extension of the regional commercial uses in the Regional Commercial category and similar commercial uses.
	Urban Commercial	4.7 Urban Commercial	10,000 sq. ft.	Non-residential uses: 12-20 stories – 60 to 100%; Residential uses – up to 20 stories – 80% <sup>10</sup>	Determined at Master Plan or conditional use permit review.	Allows retail and office commercial uses and conditionally permits residential use in an urban, high-intensity setting.
	Irvine Center Garden Commercial	4.8 Irvine Center Garden Commercial	10,000 sq. ft.	Up to 100%	Determined at Master Plan or conditional use permit review.	Allows the same uses as the Urban Commercial category, but the design of the commercial areas will be much less intense. Setbacks will be greater and allowable height will be less than in the Urban Commercial category.
	Research/Industrial	5.4 - General Industrial	0.67 acre	50%	200 ft + <sup>1</sup>	Manufacturing, research and development, storage, and distribution of materials or products; administrative, professional, and business offices associated with manufacturing uses; and employee-oriented retail services.
		5.5 - Medical and Science	10,000 sq. ft.	50 – 66% <sup>3</sup>	45 – 200 ft <sup>2</sup>	
	Educational Facility	<u>5.4 - General Industrial</u>	<u>0.67 acre</u>	<u>50%</u>	<u>200 ft +<sup>1</sup></u>	<u>Manufacturing, research and development, storage, and distribution of materials or products; administrative, professional, and business offices associated with</u>

						<u>manufacturing uses; and employee-oriented retail services.</u>
		6.1 - Institutional	0.25 acre	50%	50 ft. <sup>8</sup>	Public and private schools and support facilities from kindergarten through college/university levels. Dormitory uses associated with college/university facilities are allowed under this designation. While the location and size of public educational facilities are the responsibility of the various school districts, the City cooperates in reserving the necessary land to accommodate future facilities.
LU-52	<b><u>Zoning Focus Area 2 Map</u></b> Map to be updated to identify multiple zoning districts for areas with the following APNs: 58505109 – currently 1.4 but will also reflect 4.8 58505108 – currently 1.4 but will also reflect 4.8 46608101 – currently 1.5 but will also reflect 5.5					
LU-53	These units are expected to be higher-density products located near or adjacent to the Irvine <u>Station Transportation Center</u> .					
LU-52	<b><u>Table 3. 2045 Housing Unit Buildout</u></b> PA 19 (Rancho San Joaquin) <sup>1</sup> PA 12 (Oak Creek) <sup>2</sup>  <sup>1</sup> <u>Does not include the Rancho San Joaquin Golf Course or Racquet Club of Irvine</u> <sup>2</sup> <u>Spectrum 7 portion only</u>					
LU-68	Policy (a): <del>Allow for</del> <u>Encourage</u> mixed-use cores of higher-density commercial and residential development.					
LU-70	Policy (e): Provide parking solutions that are incentives for creative site planning and neighborhood design <u>where feasible (e.g., underground parking, joint use parking agreements, waivers of parking standards, automated parking systems, parking management systems, etc.)</u>					
LU-73	Implement crime prevention through environmental design (CPTED) principles in neighborhood planning and development ( <u>residential and non-residential</u> ), such as designing streetscapes, parks, and public spaces to enhance natural surveillance, minimize blind spots, and discourage criminal activity, fostering a sense of security and social cohesion among residents.					
LU-73	<del>Promote the creation of</del> <u>Maintain</u> neighborhood watch programs, community policing initiatives, and other collaborative efforts between residents, law enforcement agencies, and local government to address safety concerns, reduce crime rates, and build trust and rapport within neighborhoods.					

LU-74	Policy (a)-: Contribute fees to a new community park within or adjacent to Focus Areas 1 and 2 that will serve new residents and provides a variety of amenities <u>or, for Focus Area 2, provide linkage(s) to the Great Park which provides community park opportunities for multiple nearby planning areas.</u>
LU-74	Policy (e): <del>Require</del> <u>Encourage</u> additional private open space in the form of patios, courtyards, and balconies for new residential projects.
LU-75	<del>Conduct site assessments and feasibility studies to identify suitable locations and opportunities for the creation of urban plazas, small parks, or open and green spaces within Focus Areas 1 and 2, considering factors such as site accessibility, proximity to transit corridors, land availability, and community needs and preferences.</del>
LU-78	<del>The City will access information from HCD and other State agencies to identify grant application opportunities for affordable housing. When grant opportunities are known, the City will reach out to developer stakeholders to identify projects and/or opportunities to include in grant applications. The City will apply or support a minimum of three (3) grant applications each year. The goal of this program would be to increase the amount of funding available for affordable housing projects, which require public subsidies to be built. Disclaimer: completing the tasks and activities referenced in this program will be dependent upon available local, state, and federal funding sources</del>
LU-79	<del>Periodically evaluate the City's public facility standards to refine levels of service, definitions of convenience to users, and reinforcement of community identity.</del>
LU-79	Pursue landscape maintenance agreements with local educational <u>agencies</u> and other public agencies to increase the availability of recreation fields to the community.

### Conservation and Open Space Element

Page Number	Proposed Revision
COS-6	This element <del>identified</del> <u>identifies</u> objectives, policies, and programs dedicated to integrating open resource and conservation considerations into City decisions.
COS-6	<del>The NCCP/HCP is a comprehensive, long-term strategy aimed at conserving and managing habitats and species within a specific geographic area, often through collaborative efforts between governmental bodies, private landholders, and various stakeholders. By balancing conservation with sustainable development, these plans employ a range of strategies and regulations to safeguard biodiversity while addressing human needs.</del> The NCCP/HCP is a comprehensive, long-term <u>multi-party conservation and development plan and associated permit from the federal and state wildlife regulatory agencies under both the state and federal Endangered Species Acts, to which the City is a permit holder and is responsible for maintaining its enrolled lands compliant with the terms, conditions, and obligations of the permit and Implementation Act. Most of the City's Open Space Preserve (except for a section of Quail Hill) is enrolled in the NCCP/HCP.</u>
COS-8	Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) – The City of Irvine, in alignment with the Conservation and

	<p>Open Space Element of the General Plan and deed restrictions for Preservation Areas, has committed to safeguarding <u>6,665 acres in</u> the Irvine Open Space Preserve under the California Natural Community Conservation Planning (NCCP) Act of 1991. The NCCP/HCP is a comprehensive, long-term <u>multi-party conservation and development plan and associated permit from the federal and state wildlife regulatory agencies under both the state and federal Endangered Species Acts, to which the City is a permit holder and is responsible for maintaining its enrolled lands compliant with the terms, conditions, and obligations of the permit and Implementation Act. Most of the City's Open Space Preserve (except for a section of Quail Hill) is enrolled in the NCCP/HCP. The Natural Communities Coalition (NCC) is the primary coordinating entity for NCCP/HCP implementation. As a permit holder, the City has a permanent seat on the NCC board. The NCCP/HCP requires "no net loss of habitat value over time" as the standard of care for lands enrolled in the Open Space Preserve. Refer to Figure 3. Biological Resources and NCCP Areas for a depiction of open space areas subject to the NCCP/HCP. This comprehensive approach, administered by the California Department of Fish and Wildlife, goes beyond the California and Federal Endangered Species Acts to preserve biological diversity statewide. As a participant in the NCCP/HCP Implementation Agreement for the Central and Coastal Subregion, the City collaborates with various entities to balance habitat protection and management with development, granting permission for community development in exchange for the permanent protection and responsible management of the preserve.</u></p>
COS-6	<p>The <u>implementation of the</u> detailed Recreation and Resource Management Plans for the southern and northern portions of the Irvine Open Space Preserve, approved by the Natural Communities Coalition, California Department of Fish and Wildlife, and U.S. Fish and Wildlife Service, are annually reviewed through an Annual Work Plan and Progress Report, ensuring consistency and assessing the impact of public access and infrastructure on target species and habitats.</p>
COS-10	<p>The San Joaquin Wildlife Sanctuary, which abuts the IBC, offers ten miles of trails for walkers, jogger, <u>and</u> bikers.</p>
COS-12	<p>Approved by City Council in late 2023, the study will explore the feasibility of constructing a bridge over Jamboree in the northern part of the IBC, creating additional connectivity for pedestrians to access and move throughout the IBC, separated <u>form from</u> vehicular traffic.</p>
COS-17	<p><u>Limestone Canyon Regional Park and Whiting Ranch Regional Parks – These regional parks are connected to Irvine via the wildlife corridor/open space. Collectively spanning over 4,000 acres, these parks encompass riparian and oak woodland canyons, grassland hills, and slopes featuring coastal sage scrub and chaparral. As integral parts of the Irvine Open Space Preserve, both parks adhere to management plans that govern their preservation and utilization. Noteworthy for housing critical habitat for target species, biodiversity, including significant oak woodlands, and sensitive species habitat, these parks also serve as vital links to the Cleveland National Forest. Scenic rock formations, including the Red Rock Canyon and the Sinks, enhance the parks' landscape. Intermittent streams such as Borrego Creek, Serrano Creek, Santiago Creek, Agua Chinon</u></p>

	<del>Creek, and others meander through the park and contribute to the abundance of plant, riparian, and wildlife species in these natural areas.</del>		
COS-17	<b>Shady Canyon, Bommer Canyon, and Quail Hill</b> - Irvine's southern boundary features three expansive natural regions—Quail Hill, Shady Canyon, and Bommer Canyon—all within the Orange County Central/Coastal Subregion Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) area. These spaces provide extensive natural landscapes, with trails for hiking, walking, and cycling, and diverse native flora and fauna. <del>Potential wildlife corridors are in the works for Shady Canyon and Bommer Canyon, which will facilitate wildlife movement through Laguna Canyon.</del> These regions harbor various habitats and species, some of which are afforded protection under the NCCP/HCP for the Irvine Preserve.		
COS-18	Update Figure 3 to show Great Park Wildlife Corridor		
COS-21	Table 1-add the following: <table border="1" data-bbox="440 787 1105 831"> <tr> <td><u>Reservoir</u></td> <td><u>Siphon and Rattlesnake</u></td> </tr> </table>	<u>Reservoir</u>	<u>Siphon and Rattlesnake</u>
<u>Reservoir</u>	<u>Siphon and Rattlesnake</u>		
COS-30	These areas often fall under designations such as Eucalyptus Windrows, Sand Canyon Oak Trees, and NCCP Habitat Reserve, as identified in Figure 3. Biological Resources and NCCP Areas.		
COS-32	Soil <u>composition</u> is key in <u>determining the types of habitats and</u> supporting diverse plant and animal life found in open spaces within the City, preventing erosion that can degrade open spaces and impact recreational use, sustaining water resources, and preserving cultural and historical resources. <u>Therefore, soil type distribution is a major component of planning related to the Conservation and Open Space Element.</u>		
COS-35	Table 4. Examples of Notable Visual Resources in Irvine provides <u>s</u> examples of notable visual resources in Irvin.		
COS-35	<del>An illustration of such a significant outcropping is "The Sinks" in Limestone Canyon.</del>		
COS-37	Figure 12. Existing Parks and Open Spaces provides <u>s</u> a visual of these resources. Open Space - Across its developmental trajectory, Irvine has prioritized the conservation of its natural assets and wildlife habitats. Presently, Irvine encompasses over <u>6,665 6,500</u> acres of wetlands, oak woodlands, grasslands, and coastal sage scrub. While a significant portion of the City's open space are <u>not open for daily self-guided access due to the sensitive habitat conditions under the NCCP/HCP, while other areas are open for daily access, areas that do not have daily self-guided access are nevertheless currently open for monthly Wilderness Access Days conducted by the City, as well as frequent volunteer docent-led hiking, biking, equestrian, and special subject activities and programs.</u> <del>limits public access, certain preserves either permit visitor use or are strategically designed as trail corridors to promote engagement.</del> Key open space areas in Irvine encompass the Jeffrey Open Space Trail, Southern Open Space Preserve, Northern Open Space Preserve, and Turtle Rock Open Space.		

COS-42	<p>The Gateway Preserve spans approximately 7<del>1100</del> acres, extending from the planned endpoint of Jeffrey Road in the south to the State Route 241 Toll Road in the north, encompassing the residential village of Orchard Hills to the west. <u>Gateway Preserve will be a regional Open Space resource in the North of Irvine, similar to Bommer Canyon and Cattle Camp in the South and will offer the potential to connect to broader open space areas such as Limestone Canyon and the Cleveland National Forest subject to the access policies and programs of those areas not owned by the City. This expansive area is designated to serve as a central hub for both active and passive recreation. The envisioned plans include the creation of miles of new hiking and biking trails, the preservation of native landscapes, and habitat mitigation efforts.</u></p> <p><del>Upon completion, the Gateway Preserve will emerge as a central hub for outdoor enthusiasts, offering opportunities for hiking, biking, and overall enjoyment of nature. Positioned as an entry point—a gateway—to the expansive 20,000-acre Northern Open Space Preserve, it will seamlessly connect with Limestone Canyon, Black Star Canyon, and extend into the vast Cleveland National Forest. Nestled adjacent to residential neighborhoods, the Native Seed Farm, and some of the region's flourishing avocado fields, the location promises a diverse array of outdoor experiences for both residents and visitors.</del></p>
COS-48	<p>Irvine can create a well-rounded and inclusive recreational environment that aligns with the diverse interests <del>and</del> of its residents.</p>
COS-52	<p>These objectives are reinforced by Executive Orders issued by the Governor's Office in 2005 and 2015 targeting reducing greenhouse gas emissions to 80% below 1990 levels by 2050 (S-3-05) and 40% below 1990 levels by 2030 (B-30-15)</p>
COS-55	<p>Objective COS-2: <u>Effectively-Continue to effectively</u> implement the Natural Communities Conservation Plan/Habitat Conservation Plan (NCCP/HCP) agreement and program to achieve comprehensive conservation goals, including the preservation and management of diverse species and habitats across the designated area, ensuring long-term ecological sustainability and biodiversity conservation.</p>
COS-56	<p><b>Policy (f):</b> Encourage and avoid adverse impacts to <u>viable</u> wildlife movement corridors connecting the Santa Ana Mountains to the coast open space areas of Bommer and Shady Canyons, Laguna Coast Wilderness Park, and Crystal Cove State Park.</p>
COS-59	<p>Objective COS-5: <u>Safeguard-Continue to safeguard</u> and conserve large, contiguous areas housing significant and diverse hazards and resources, ensuring their preservation and maintenance to mitigate environmental risks and support ecological sustainability within the City's conservation and open space framework.</p>
COS-59	<p>Conduct regular surveys and assessments of archaeological, historical, and paleontological resources within the eCity's boundaries to identify significant sites and resources worthy of preservation.</p>
COS-60	<p><b>Policy (f):</b> Explore the possibility and feasibility of joint-use agreements or other similar concepts to develop and maintain large regional wilderness</p>



	areas/parks in preservation areas such as the Lomas Ridge and Bommer and Shady Canyon areas <u>with adjacent public landowners and managers.</u>
COS-61	Objective COS-6: <del>Develop and m</del> <u>Maintain a</u> <del>and enhance the City's</del> network of parks and recreational areas that provide a variety of recreational opportunities, and which link and integrate other conservation and open space areas into the land use fabric of the City.
COS-61	<b>Policy (m):</b> Encourage special linkages for wildlife corridors, when feasible, <u>viable</u> , and suitable, within the City and sphere of influence as well as in non NCCP/HCP Reserve areas containing “target and identified species.”
COS-62	Purchase and improve park and recreation facilities consistent with the availability of capital improvement funds. <del>City of Irvine K-6 Parks and Recreation Element General Plan.</del>
COS-62	Adopt guidelines to permit the leasing of public parkland for use by private enterprises for commercial recreational purposes.
COS-62	Require that applications <del>for requiring</del> subdivision maps <u>under the Subdivision Map Act</u> for residential development include a park program which identifies the following: <ul style="list-style-type: none"> <li>• Adaptability of the land for park and recreation use.</li> <li>• Suitability of proposed facilities to meet the recreation needs of residents the park is to serve.</li> <li>• Responsible agency and costs of maintenance.</li> <li>• Location of the park or facilities for convenient access to housing, school, and employment centers.</li> </ul>
COS-63	Pursue <u>and maintain</u> joint use agreements with the Irvine and Tustin Unified School District and other educational entities.
COS-65	Objective COS-8: Higher density neighborhoods need parks and urban space to offset building intensity and provide space for informal activities. The vision is to <del>create</del> <u>continue to develop</u> a system of new public parks, urban plazas, open spaces, and private or public recreation areas that are interconnected by streets, bikeways, and trails. Well-crafted and programmed public space encourages people gathering and neighborhood events.

COS-65	<p><del>Develop educational programs and outreach initiatives to promote the benefits of agriculture and encourage landowners to preserve farmland through conservation easements, land trusts, and other voluntary agreements.</del></p> <p><del>Provide technical assistance and resources to farmers to improve agricultural practices, enhance soil fertility, and increase crop yields, ensuring the long-term viability of agricultural operations in undeveloped areas.</del></p> <p><del>Collaborate with local agricultural organizations, cooperatives, and associations to advocate for policies that protect farmland from urban encroachment and preserve agricultural heritage in the community.</del></p>
COS-68	<p><b>Policy (d):</b> Balance access to open space for outdoor passive and active recreation with conservation needs <u>consistent with City's Open Space management obligations and permit conditions such as the NCCP/HCP.</u></p>

## Environmental Protection and Climate Action Element

Page Number	Proposed Revision
EPCA-7	Exploration of the City's current conditions helps lay the foundation for crafting strategies that resonate with the unique needs and aspirations of residents, informing targeted and inclusive environmental initiatives and ensuring that climate actions are effective and reflective of the City's values.
EPCA-8	The City of Irvine has a varied transportation network, including buses, <del>light rail</del> , trains, bike paths, and pedestrian walkways, facilitated through partnerships with the Orange County Transportation Authority (OCTA), Amtrak, iShuttle, and Spectrumotion, a free rideshare association offering commutes to the Irvine Spectrum area.
EPCA-8	Additionally, the City hosts regional campuses for universities like Brandman University, California State Fullerton, Pepperdine, <del>University of Southern California (USC)</del> , and the University of La Verne, as well as the UC Irvine School of Law and Western State College of Law.
EPCA-18	The county operates a Household Hazardous Materials Collection Center at the City <del>of Irvine Corporate</del> Yard in Planning Area 12 (Oakcreek).
EPCA-23	Objective EPCA-1: <del>Ensure Provide</del> equitable environmental protection <del>and climate action</del> for all communities in Irvine by addressing disparities and promoting inclusivity in sustainability initiatives, policymaking, and resource allocation.
EPCA-24	Policy (f-): In alignment with the Noise Element objectives and policies, <del>enforce existing noise ordinances and regulations effectively and implement measures to address non-compliance and mitigate sources of excessive noise, including areas disproportionately affected by noise pollution. guarantee the equitable distribution of noise-reducing infrastructure across all neighborhoods, including those facing disparities in noise exposure, and enforce existing noise ordinances and regulations effectively, implementing measures to address non-compliance and mitigate sources of excessive noise, including areas disproportionately affected by noise pollution.</del>
EPCA-24	Policy (g): In alignment with state law and the Housing Element objectives and policies, <del>guarantee establish</del> resources and mitigation measures <del>are in place</del> to address risk of displacement and housing mobility disparities that may be prevalent in those communities who are disadvantaged.
EPCA-24	<del>Require Continue to require</del> developers submitting projects subject to the discretionary review process to analyze potential pollution risks and mitigation strategies.
EPCA-24	<del>Establish a Continue process to</del> review process for sidewalk, transit stop, and bike lane construction projects to verify compliance with ADA standards.
EPCA-24	Perform an annual assessment of the execution of the objectives, policies, and implementation measures outlined in this element to monitor advancements, sharing progress assessment with disadvantaged and/or environmental justice communities, <del>and</del> inviting residents and businesses

	from these communities to participate in progress discussions and offer their insights and recommendations.
EPCA -25	Offer technical assistance and guidance to homeowners applying for funding <u>for repairs and enhancements to combat environmental health risks</u> to ensure they understand eligibility requirements and application procedures.
EPCA-25	Partner with local contractors and service providers to facilitate repair and enhancement <u>of residential and non-residential</u> projects efficiently and effectively.
EPCA-25	<del>Host public meetings and workshops inviting residents and businesses from disadvantaged communities to participate in discussions and provide feedback on the progress assessment.</del>
EPCA-25	Establish a review process for sidewalk, transit stop, <u>curb ramps</u> , and bike lane construction projects to verify compliance with ADA standards.
EPCA-26	<del>Establish</del> <u>Continue to enforce</u> energy efficiency standards and requirements for new construction and existing buildings to reduce energy consumption and emissions <u>in keeping with State requirements</u> .
EPCA-26	Policy (a)-: <u>Support-Promote</u> the adoption of low-emission and alternative fuel vehicles through incentives, rebates, and infrastructure development.
EPCA-27	Regularly <del>monitor</del> <u>review SCAQMD monitoring</u> and report on key air quality indicators, such as particulate matter (PM), nitrogen oxides (NOx), volatile organic compounds (VOCs), and ozone levels.
EPCA-27	Policy (a): <u>Continue to i</u> Implement measures to prevent and control pollution from various sources, including industrial discharges, stormwater runoff, agricultural activities, and wastewater treatment plants.
EPCA-27	Policy (b): <u>Continue to p</u> Protect and restore natural waterways, wetlands, and riparian habitats to improve water quality, enhance biodiversity, and mitigate the impacts of urbanization and land development.
EPCA-27	Policy (d): <u>Continue to p</u> Promote water conservation practices and sustainable water use behaviors among residents, businesses, and municipal operations to reduce water consumption and minimize strain on water resources.
EPCA-27	<u>Sand</u> Canyon Reservoir. Source: Irvine Ranch Water District
EPCA-28	Policy (a)-: <del>Through</del> <u>Continue, through</u> the efforts of CalGreen (California Green Building Standards Code), <del>establish and</del> enforce energy efficiency standards and building codes for new construction and major renovations to improve the energy performance of buildings and reduce energy demand.
	Policy (b): <u>Continue to r</u> Require energy-efficient building design, insulation, HVAC systems, lighting, and appliances to minimize energy consumption and lower utility costs for residents and businesses.
	Policy (c): <u>Continue to p</u> Promote the adoption of renewable energy systems, such as solar photovoltaic (PV) panels, wind turbines, and

	geothermal heat pumps, to generate clean and sustainable electricity for onsite consumption or grid injection.
	Policy (e): <del>Continue to i</del> Implement energy conservation programs and public awareness campaigns to educate residents and businesses about the importance of energy conservation, energy-saving practices, and behavioral changes to reduce energy waste.
	Policy (f): <del>Continue to m</del> Monitor federal, state, regional, and other local governments, utility companies, Irvine Ranch Water District (IRWD), and other private and public agencies energy programs. Obtain information and technical assistance for energy programs and implement federal and state energy programs.
EPCA-28	Policy (e): <del>Continue to i</del> Implement water-efficient landscaping standards, irrigation technology upgrades, and leak detection programs to optimize water use and reduce wastage.
EPCA-29	<del>Consider establishing a City energy service/coordinator with adequate support</del> <del>Ensure adequate staff</del> to promote, implement, and administer the Energy implementation measures.
EPCA-29	<del>Minimize</del> <del>Reduce</del> waste generation, promote sustainable waste management practices, and maximize resource recovery in Irvine.
EPCA-31	Goal 9: Preserve and enhance <u>natural</u> open spaces, <del>natural</del> -habitats, and biodiversity in Irvine.
EPCA-32	Policy (a): Align efforts to preserve <u>natural</u> open space and biodiversity with goals, objectives, policies, and measures in the Conservation and Open Space Element.
EPCA-32	Policy (b)-: Identify, designate, and protect critical open space areas, including <u>nature</u> parks, natural reserves, wildlife corridors, and greenways, to maintain biodiversity, protect natural resources, and enhance the quality of life for residents.
EPCA-32	Policy (c)-: Establish regulations, ordinances, and land use policies to safeguard <u>natural</u> open spaces from development pressures, habitat fragmentation, and encroachment, while promoting compatible land uses and sustainable stewardship practices.
EPCA-33	Goal 10: <del>Promote</del> <del>Continue to promote</del> sustainable land use practices in Irvine.
EPCA-33	Policy (a)-: <del>Encourage</del> <del>Continue to encourage</del> mixed-use development patterns that minimize urban sprawl, reduce vehicle miles traveled, and support walkable neighborhoods, transit-oriented developments, and vibrant urban centers.
EPCA-33	Policy (b)-: <del>Establish</del> <del>Continue to enforce and update</del> zoning regulations, design standards, and development incentives to promote infill development, higher residential densities, and diverse land uses that

	enhance accessibility, connectivity, and livability for residents of all ages, incomes, and abilities.
EPCA-34	Ventana Spur Bridge
EPCA-35	<del>Promote Low-Emission and Electric Vehicles:</del> Establish EV-friendly policies and regulations, such as streamlined permitting processes, dedicated parking spaces, and EV-ready building codes, to facilitate the installation of EV charging infrastructure in new developments and existing buildings

**Noise Element**

Page Number	Proposed Revision																																																																																		
N-7	<p>Table 1 updated to include the 'any time' column for consistency with the City's Municipal Code.</p> <p><b>Table 1. City of Irvine Municipal Code Noise Standards</b></p> <table border="1" data-bbox="472 426 1369 707"> <thead> <tr> <th rowspan="2">Zone<sup>1</sup></th> <th rowspan="2">Time of Day</th> <th rowspan="2">Location</th> <th colspan="5">Noise Level dBA – Not to be exceeded for:</th> </tr> <tr> <th>30 Min.</th> <th>15 Min.</th> <th>5 Min.</th> <th>1 Min.</th> <th>Any Time</th> </tr> </thead> <tbody> <tr> <td rowspan="4">1</td> <td rowspan="2">7 a.m. to 10 p.m.</td> <td>Exterior</td> <td>55</td> <td>60</td> <td>65</td> <td>70</td> <td>75</td> </tr> <tr> <td>Interior</td> <td>---</td> <td>---</td> <td>55</td> <td>60</td> <td>65</td> </tr> <tr> <td rowspan="2">10 p.m. to 7 a.m.</td> <td>Exterior</td> <td>50</td> <td>55</td> <td>60</td> <td>65</td> <td>70</td> </tr> <tr> <td>Interior</td> <td>---</td> <td>---</td> <td>45</td> <td>50</td> <td>55</td> </tr> <tr> <td rowspan="2">2</td> <td rowspan="2">Anytime</td> <td>Exterior</td> <td>55</td> <td>60</td> <td>65</td> <td>70</td> <td>75</td> </tr> <tr> <td>Interior</td> <td>---</td> <td>---</td> <td>55</td> <td>60</td> <td>65</td> </tr> <tr> <td rowspan="2">3</td> <td rowspan="2">Anytime</td> <td>Exterior</td> <td>60</td> <td>65</td> <td>70</td> <td>75</td> <td>80</td> </tr> <tr> <td>Interior</td> <td>---</td> <td>---</td> <td>55</td> <td>60</td> <td>65</td> </tr> <tr> <td rowspan="2">4</td> <td rowspan="2">Anytime</td> <td>Exterior</td> <td>70</td> <td>75</td> <td>80</td> <td>85</td> <td>90</td> </tr> <tr> <td>Interior</td> <td>---</td> <td>---</td> <td>55</td> <td>60</td> <td>65</td> </tr> </tbody> </table> <p>Source: Irvine Municipal Code, Title 6, Division 8, Chapter 2, Sec. 6-8-204</p> <p><b>Land Use Zones</b>            Zone 1 - All hospitals, libraries, churches, schools, and residential properties            Zone 2 - All professional office and public institutional properties            Zone 3 - All commercial properties excluding professional office properties            Zone 4 - All industrial properties</p>	Zone <sup>1</sup>	Time of Day	Location	Noise Level dBA – Not to be exceeded for:					30 Min.	15 Min.	5 Min.	1 Min.	Any Time	1	7 a.m. to 10 p.m.	Exterior	55	60	65	70	75	Interior	---	---	55	60	65	10 p.m. to 7 a.m.	Exterior	50	55	60	65	70	Interior	---	---	45	50	55	2	Anytime	Exterior	55	60	65	70	75	Interior	---	---	55	60	65	3	Anytime	Exterior	60	65	70	75	80	Interior	---	---	55	60	65	4	Anytime	Exterior	70	75	80	85	90	Interior	---	---	55	60	65
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N-7	<p>The noise element is related to the Land Use, Housing, Circulation, and <u>Conservation and</u> Open Space Elements, as discussed below.</p>																																																																																		

## Safety Element

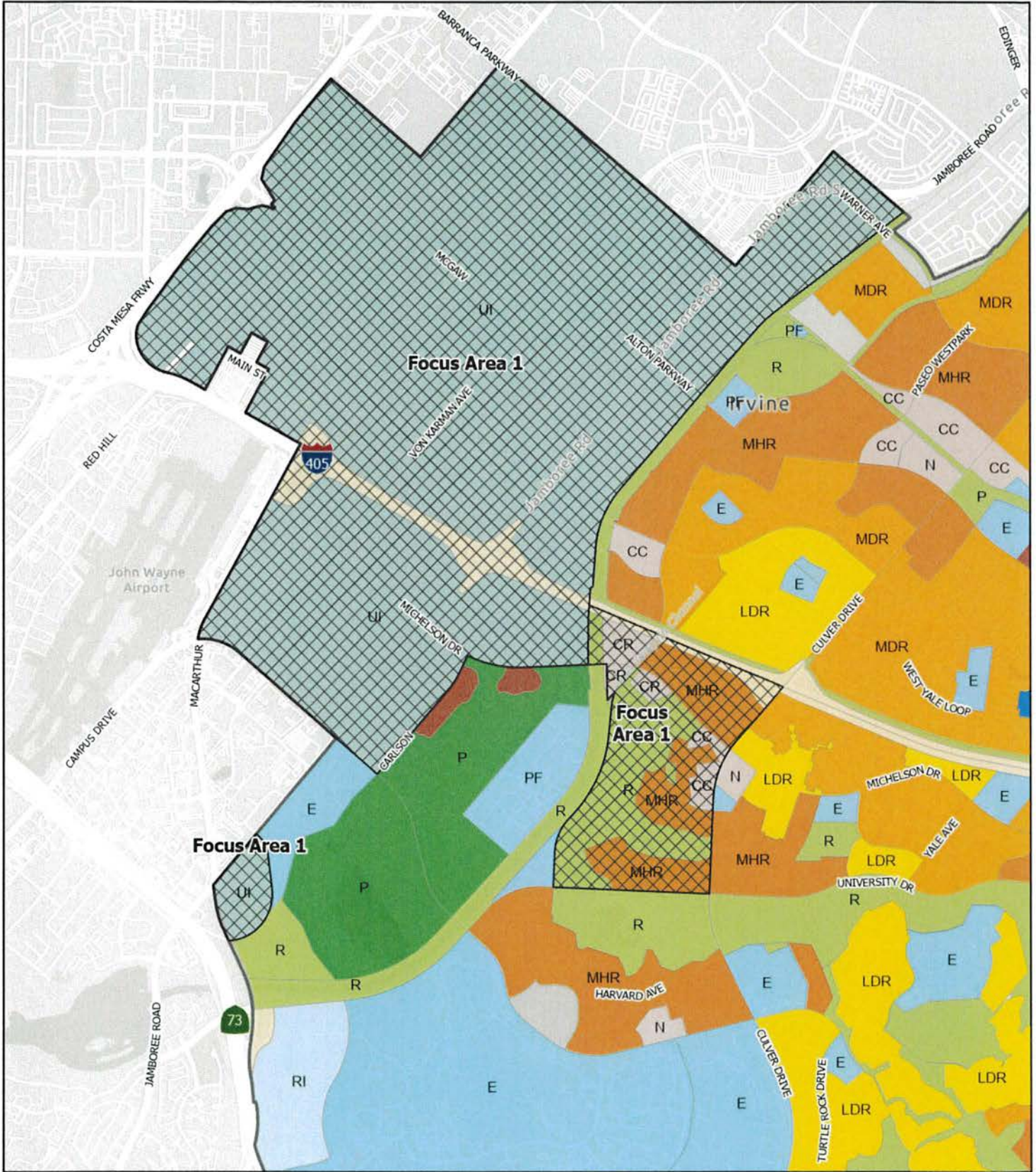
Page Number	Proposed Revision
S-6	<p>The LHMP, which was adopted in October 2020 and certified by the Federal Emergency Management Agency (FEMA) in December 2020, has been incorporated into the Safety Element in accordance with Assembly Bill (AB) 2140 (Disaster Mitigation Act of 2000). The City's LHMP identifies natural and human-induced hazards that threaten the community and provides resources, information, and strategies to reduce these threats, resulting in overall risk reduction. The LHMP also includes hazard mitigation strategies which include a comprehensive set of mitigation actions that respond to the relevant hazard situations and provide protection to residents, businesses, and community assets in Irvine.</p> <p>The LHMP for the City of Irvine planning area was developed in accordance with Disaster Mitigation Act of 2000 (Assembly Bill [AB] 2140) and followed the Federal Emergency Management Agency's (FEMA's) Local Hazard Mitigation Plan guidance. The City's LHMP incorporates a process where hazards are identified and profiled, the people and facilities at risk are analyzed, and mitigation actions are developed to reduce or eliminate hazard risk. The implementation of these mitigation actions, which include both short and long-term strategies, involve planning, policy changes, programs, projects, and other activities. The City's LHMP has been incorporated into the Safety Element:  <a href="https://online.flippingbook.com/view/792205/">https://online.flippingbook.com/view/792205/</a>.</p>
S-9	<p>The following is a summary of existing and projected future conditions for the City's highest priority hazards as identified in the 2020 LHMP, as well as hazards required to be addressed in the Safety Element by State law and the California Governor's Office of Planning and Research (OPR).</p>
S-10	<p>The City's 2020 LHMP identifies natural and human-induced hazards that threaten the community, particularly the City's physical assets (i.e., critical facilities and facilities of concern), vulnerable populations, and City services and infrastructure (e.g., utilities, transportation infrastructure). The City's critical facilities and facilities of concern as mapped in the 2020 LHMP are shown in Figure 2.</p>
S-43	<p>As identified in the 2020 LHMP, a small portion of the flood control infrastructure in the northwestern corner of the City may be influenced by future sea level rise.</p>
S-47	<p>Updated Figure 16 to identify all emergency services facilities (e.g., fire stations, police stations, City Hall, Irvine Transportation Center] within the City of Irvine.</p>
S-61	<p>Conduct regular emergency preparedness drills and training exercises for City staff <u>including the continued delivery of Community Emergency Response Team (CERT) training to City employees.</u></p>
S-61	<p>Work with local school districts to ensure that school facilities can act as evacuation sites <u>and overnight shelters</u> during major emergencies.</p>
S-61	<p>Educate City staff, residents, <u>community groups</u>, and businesses regarding appropriate actions to safeguard life and property before, during, and immediately following emergencies.</p>



S-61	Ensure residents are notified through public service announcements <del>or reverse 911</del> and <u>emergency calls alerts</u> in advance of severe weather (e.g., extreme heat) events and natural disasters. Focus on media methods that target vulnerable populations, such as elderly, sick, lower-income, <u>non-English speaking populations</u> , or persons with limited mobility to better ensure they have adequate time to prepare.
S-61	Ensure that information is accessible to persons with disabilities, <u>access</u> , and functional needs.
S-61	Educate all community members about <u>community</u> evacuation <u>zones</u> , <u>plans</u> , protocols, <u>and</u> maps <del>and procedures</del> for emergency preparedness and evacuation.
S-68	Require <del>native, fire-resistant</del> <u>drought tolerant and resilient</u> landscaping for public properties, parks, yards, and grounds.
S-70	Develop plans and protocols to provide adequate access and function for people with disabilities <u>during extreme weather events and emergencies</u> .
S-76	Conduct regular emergency preparedness drills and training exercises <u>with Orange County Fire Authority personnel</u> for City staff.



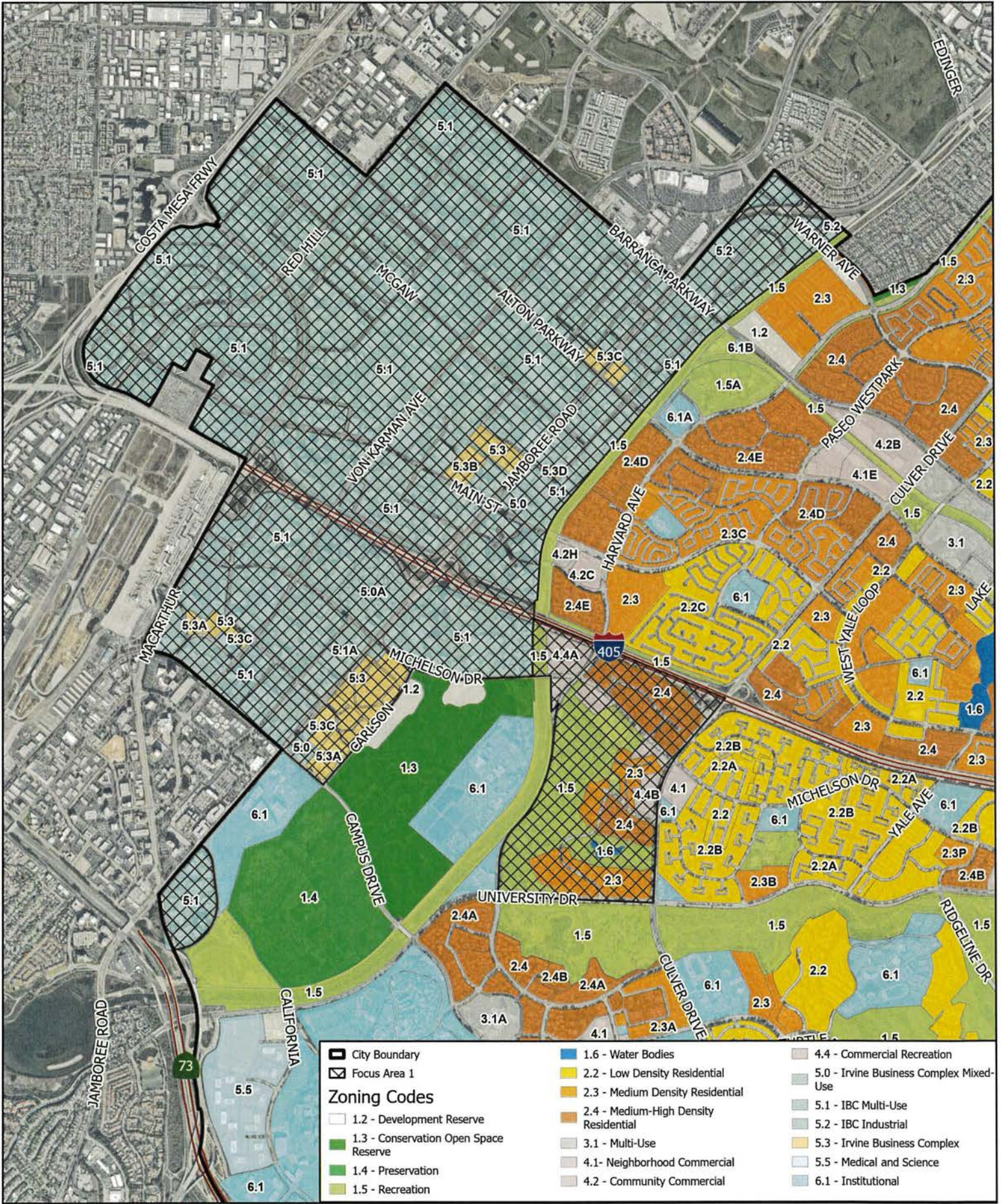
# General Plan Land Use Focus Area 1



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Land Use		Community Commercial		Institutional-Public Facility	
Agriculture	Low Density Residential	Community Commercial	Institutional-Public Facility	Military	Freeway/Toll ROW
Preservation	Medium Density Residential	Vehicle Related Commercial	Regional Commercial	Lifelong Learning District	Trail & transit Oriented Development
Recreation	Medium High Density Residential	Commercial Recreation	Retail Office	Research & Industrial	
Water Bodies	High Density Residential	Regional Commercial	Urban & Industrial	Medical and Science	
Estate Density Residential	Multi Use	Retail Office	Research & Industrial	Institutional-Educational	
	Great Park	Urban & Industrial	Medical and Science		
	Neighborhood Commercial	Research & Industrial	Institutional-Educational		





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# Zoning Focus Area 1

