



AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

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

AGENDA ITEM 4

June 19, 2025

TO: Commissioners/Alternates

FROM: Julie Fitch, Executive Officer

SUBJECT: City of Irvine Request for Consistency Determination of General Plan Amendment and Zone Change for Planning Area 25 (University Research Park) - (File Nos: 00920015-PGA, 00920016-PZC) and Master Plan for 120 Academy Way

The City of Irvine is proposing a General Plan Amendment and Zone Change for Planning Area 25 (PA 25) to redesignate the Research/Industrial General Plan land use category to Multi-Use, and to change the Medical and Science zone to "3.1I Multi-Use." The project would also establish a maximum cap of 2,500 residential units within PA 25. The project site is generally bound by University Drive, MacArthur Boulevard, Bison Avenue, and California Avenue. See Attachment 1 for project location.

In addition, the City is proposing to adopt a Master Plan for a 1,233-unit multi-family residential community on a 26-acre site located in the northern portion of PA 25 at 120 Academy Way. The site is currently vacant and proposed for a 1,233-unit multi-family residential community. Buildings within the community would have a maximum height of 85 feet. Based on the ALUC submittal cover letter, dated May 29, 2025, the City intends to submit a second phase of the project at a later date, with 1,267 units, for review of compliance with the AELUP.

The proposed project requires a General Plan Amendment, Zoning Amendment, Master Plan, vesting tentative tract map, and an affordable housing plan. The project is being referred to your Commission because of the project's location within the Airport Planning Area for John Wayne Airport and because the project requires Amendments to the General Plan and Zoning Code. Those amendments are summarized below:

- A General Plan Amendment to redesignate 131 acres of land within PA 25 from Research/Industrial to Multi-Use and establish a maximum dwelling unit cap of 2,500 residential units. See Attachment 2 for General Plan Amendment exhibits. The 2,500 units

proposed in PA 25 would be reallocated from the non-focus areas identified in the 2045 General Plan housing unit buildout.

- A Zone Change to rezone land within PA 25 from 5.5 Medical and Science to 3.1I Multi-Use, establish a maximum dwelling unit cap of 2,500 residential units, add development standards, and create land use regulations for a new 3.1I Multi-Use zone. See Attachment 3 for Zone Change. The development standards for the proposed 3.1I Multi-Use designation does not include building height limits. Instead, the Zoning Change Amendment includes the following language:

“FAA height limits as determined in accordance with Part 77 of the FAA regulations”. Additionally, a footnote will be added to this height requirement, as follows: “Maximum building heights shall be subject to review and determination by the Federal Aviation Administration (FAA), under FAA Part 77. No structure shall be permitted to penetrate FAR Part 77, Obstruction – Imaginary Surfaces, or any other applicable FAA standards, including Terminal Instrument Procedures (TERPS) for John Wayne Airport, unless approved by the Airport Land Use Commission (ALUC). Development projects that include structures higher than two hundred (200) feet above existing grade shall be submitted to ALUC for review. Additionally, in compliance with Part 77, applicants proposing buildings or structures that penetrate the 100:1 Notification Surface or projects that include structures higher than 200 feet shall file a Form 7460-1, Notice of Proposed Construction or Alteration with the FAA. A copy of the FAA application shall be submitted to ALUC and the applicant shall provide the City with FAA and ALUC responses. For purposes of FAA Part 77 and ALUC, the maximum building height includes any roof mounted equipment and/or architectural details.”

- A Master Plan for the 26-acre site at 120 Academy Way, consisting of a 1,233-unit multi-family community. The project would include two six-level wrap-style buildings (Buildings 1 and 2) and one seven-level podium-style building (Building 3). Each building would be located on its own lot generally oriented toward the intersecting private drive and a centralized recreational area comprised of multiple swimming pools, a fitness center, and resident lounge. (See Attachment 4).

On May 1, 2025, the Irvine Planning Commission recommended City Council approval of the General Plan Amendment and Zone Change and approved the Master Plan contingent upon City Council approval of the General Plan Amendment and Zone Change.

May 1, 2025 Planning Commission (recommended approval)
July 8, 2025 City Council

AELUP for JWA Issues

The project has been evaluated for conflicts with respect to aircraft noise, building heights, and safety zones.

Regarding Aircraft Noise Impacts

The proposed project is located outside of the JWA 60 and 65 dBA CNEL contours (see Attachment 5); therefore, no noise attenuation measures are required.

Regarding Height Restrictions

The proposed project is located within the Notification Area (Attachment 6), and the Obstruction Imaginary Surfaces for JWA (Attachment 7). Most of the property is located within the Horizontal Surface, which would be penetrated at an elevation of 206 feet above mean sea level (AMSL). The remaining portion of the property is located within the Conical Surface, which would be penetrated at 250 feet AMSL.

The General Plan Amendment and Zone Change do not propose changes to existing height limitations, but the Master Plan proposes a maximum building height of 85 feet. Based on a site elevation of approximately 80 feet AMSL and a maximum building height of 85 feet the proposed project would not penetrate the Horizontal Surface or Conical Surface.

Although height limitations are not identified in the Irvine General Plan, height restrictions for the proposed Multi-Use zoning designation include performance standards as outlined in the AELUP. Pursuant to Section 3-37-34 of the Irvine Zoning Ordinance, the maximum building height allowed by the site's current zoning designation, 5.5 Medical and Science, is as follows:

“Buildings proposed higher than 200 feet will require application to the Federal Aviation Administration and approval by the Orange County Airport Land Use Commission.”

The subject zone change proposes to redesignate the site to 3.1I Multi-Use and establish a maximum building height for the 3.1I Multi-Use zone, as follows:

“FAA height limits as determined in accordance with Part 77 of the FAA regulations.”

Additionally, a footnote will be added to this height requirement, as follows:

“Maximum building heights shall be subject to review and determination by the Federal Aviation Administration (FAA), under FAA Part 77. No structure shall be permitted to penetrate FAR Part 77, Obstruction – Imaginary Surfaces, or any other applicable FAA standards, including Terminal Instrument Procedures (TERPS) for John Wayne Airport, unless approved by the Airport Land Use Commission (ALUC). Development projects that include structures higher than two hundred (200) feet above existing grade shall be submitted to ALUC for review. Additionally, in compliance with Part 77, applicants proposing buildings or structures that penetrate the 100:1

Notification Surface or projects that include structures higher than 200 feet shall file a Form 7460-1, Notice of Proposed Construction or Alteration with the FAA. A copy of the FAA application shall be submitted to ALUC and the applicant shall provide the City with FAA and ALUC responses. For purposes of FAA Part 77 and ALUC, the maximum building height includes any roof mounted equipment and/or architectural details.”

Regarding Safety Zones and Flight Tracks

Attachment 8 shows that the project is outside of the Safety Zones for JWA. Attachment 9 shows flight tracks in relation to the project site on three separate days in April 2025. As shown on the exhibits, there are few flights over the project site.

AELUP for Heliports

The proposed Zone Change included in the City’s April 25, 2025, and May 29, 2025, submittals to ALUC included Heliports as a conditionally permitted use in PA 25. Upon discussion with City staff, on June 5, 2025, the City emailed a revised Zoning Code Land Use Matrix eliminating Heliports as a conditionally permitted use (as shown in Attachment 3). Therefore, heliports are not proposed as part of the project; and the project has not been reviewed for consistency with the *AELUP for Heliports*.

Environmental Compliance

An Addendum to the previously certified Irvine 2045 General Plan Update Program Environmental Impact Report was prepared for the project. The 2025 Addendum provides for minor technical changes or additions that are necessary to fully analyze the proposed project and will be considered as part of the City Council’s action on the proposed project.

Conclusion

Attachment 10 to this report contains excerpts from the submittal packages received from the City of Irvine. Attachment 11 includes draft Planning Commission resolutions. The Irvine staff report to the Planning Commission can be viewed at:

irvine.granicus.com/GeneratedAgendaViewer.php?event_id=7a654e44-8643-4ebd-a656-402509610e53

The proposed project is not located within the noise contours or safety zones for JWA and would not penetrate the notification or the obstruction imaginary surfaces for JWA.

Recommendation:

That the Commission find the proposed Irvine General Plan Amendment and Zone Change for Planning Area 25 (University Research Park) - (File Nos: 00920015-PGA, 00920016-PZC) and Master Plan for 120 Academy Way consistent with the *AELUP for JWA*.

Respectfully submitted,

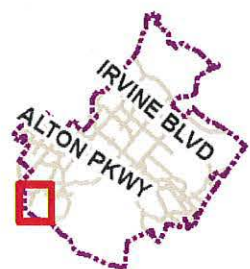
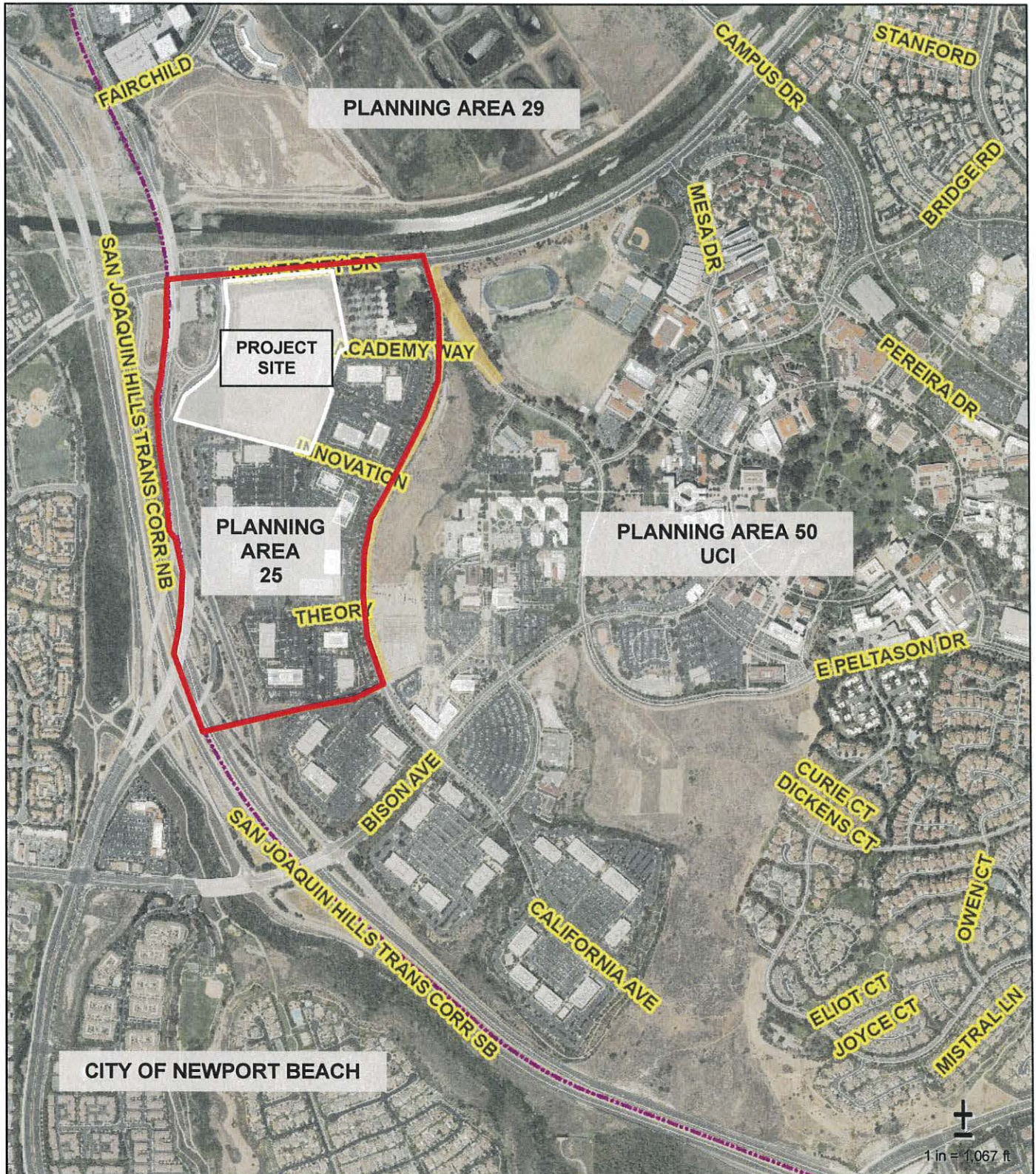


Julie Fitch
Executive Officer

Attachments:

1. Project Site Location
2. General Plan Amendment
3. Zoning Amendment
4. Master Plan Excerpts
5. JWA Noise Contours
6. Notification Area for JWA
7. JWA Obstruction Imaginary Surfaces
8. JWA Safety Zones
9. JWA Flight Tracks
10. Excerpts from Irvine ALUC Submittals
11. Draft Resolutions 25-4006, 25-4007, and 25-4009 (in part)

Vicinity Map - Planning Area 25 - University Research Park



ATTACHMENT 1



This map is a user generated static output from an internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. This map is not to be used for navigation.

Printed: January 31, 2024

TABLE A-1 MAXIMUM INTENSITY STANDARDS BY PLANNING AREA
City of Irvine General Plan Land Use Element, Supplement 9, July 2015

Planning Area Number	RESIDENTIAL							MULTI-USE ^{(2) (15)} 0-40 D.U. ⁽²¹⁾	Square Feet	INSTITUTIONAL ⁽²⁾		INDUSTRIAL		COMMERCIAL					Maximum Square Feet	ADDITIVE		Maximum With Additive Units	Maximum With Additive Sq. Ft.			
	Estate 0-1 D.U.	Low 0-5 D.U.	Med 0-10 D.U.	Med-High 0-25 D.U.	High 0-40 D.U.	High	Unallocated Residential D.U. (25)			0-40 D.U.	Public Facility Sq. Ft.	Educational Facility Sq. Ft.	Urban/Industrial ⁽²⁾ 30 D.U./ acre min.	Sq. Ft.	Sq. Ft.	Community Commercial Sq. Ft.	Neighborhood Commercial Sq. Ft.	Regional ⁽²⁾ Commercial Sq. Ft.		Regional Commercial D.U.	Commercial Recreation Sq. Ft.				Maximum D.U.(21)(11)	
25	0	0	0	0	0	0	0	2,500	1,436,170 ⁽⁴⁰⁾	0	0	0	0	0	0	0	0	0	0	2,500	1,436,170	0	50,000	2,500	1,486,170	



TABLE A-1

MAXIMUM INTENSITY STANDARDS BY PLANNING AREA GENERAL PLAN FOOTNOTES

1. Reserved
2. This designation allows a variety of land uses, including the high- density residential category.
3. Refer to Objective LU-4, Policy (a) for additional institutional category requirements. Within each planning area, actual intensity is regulated by the appropriate agencies involved. The development intensity for institutional uses is in addition to the development intensity allowed in the adopted land use category.
4. This designation provides for a variety of land uses and is based upon 63,476 AM. (peak hour), 76,173 PM (peak hour) and 812,673 ADT as the maximum intensity regulating factor (refer to the IBC database), except for Planning Area 4.
5. This designation provides for a variety of land uses, which are regulated by the Irvine Center Development Agreement for PA 33. The development intensity is derived from the Irvine Center Development Agreement adopted August 1993. The development intensity for PA 33 was determined by converting the allowable points (6,300) to gross leasable square feet and then multiplying by 1.15 to achieve a gross floor area. As such, the Irvine Center Development Agreement is estimated to allow approximately 8,388,980 square feet of gross floor area. An additional 1,514,000 square feet of gross floor area is permitted subject to the Zoning Ordinance, for a planning area total of 9,902,980 square feet. With the approval of General Plan Amendment 41359-GA (CC Reso. 03- 115) in August 2003, residential units were introduced into Planning Area 33 and accompanied by a footnote indicating that non- residential intensity must be reduced by a set amount for every residential unit built to avoid any increase in total traffic in Planning Area 33. Based on the approval 3,150 units, the maximum gross floor area is approximately 7,955,092 square feet. In addition, the footnote allows adjustments to the residential and non- residential intensity figures, pursuant to this footnote, without a requirement to file a subsequent General Plan amendment for those adjustments. The actual development intensity within PA 33 may exceed these estimates subject to the traffic provisions contained in the Development Agreement. Within Planning Area 4, this designation provides for a variety of land uses as provided by the Lower Peters Canyon Development Agreement.
6. The permitted range of dwelling units (low-high) may be less than that allowed by the available acreage. The residential intensity ranges are based on estimated gross figures and may be adjusted through technical refinements to reflect more accurate information at subsequent planning levels.
7. Within Planning Area 12, the multi-use designation allows medium high or high density residential use.
8. On September 26, 1988, the "Memorandum of Understanding Implementing Initiative Resolution 88-1" was approved, establishing a 10,600 dwelling unit cap for Planning Areas

17, 18, 22, 26 and 27. In addition, the Memorandum permits up to 800 dwelling units in lieu of commercial in Planning Area 26, for an overall cap of up to 11,400 dwelling units.

9. In Planning Area 34 within the Research/Industrial Land Use Category, the developer has the option to construct up to 63,681 square feet of Research & Development or in lieu of that, up to 126,000 square feet of mini warehouse. A limited scope traffic study will be prepared as part of the building permit application for development of mini-warehouse in excess of 63,681 square feet and up to 126,000 square feet of mini-warehouse. If this option is exercised, the City shall administratively increase the General Plan and Zoning caps for Planning Area 34 by the square footage to accommodate it.
10. The University of California controls land use authority and related regulatory activities. Dwelling unit totals are based on the University's Long-Range Development Plan.
11. Total residential Dwelling Units within Planning Area 4 shall not exceed 7,969.
12. Residential uses within Sector 11 of Planning Area 4 shall not exceed 2,830 ADT unless additional environmental documentation ensures traffic mitigation.
13. Reserved.
14. Derived from Planning Area 22 Zone Change [16868-ZC, CC Reso 95-79].
15. In Planning Area 15, a total of 30,593 square feet of Recreational Use has been allocated to 20 Lake, which is designated at Recreation, and 61,173 square feet of Institutional Use has been allocated to a site designated as High Density.

With regards to additive square footage, a total of 50,526 square feet of Institutional Uses have been allocated equally to two sites designated as High Density Residential and located at 4445 Alton Parkway and 23 Lake Street designated as High Density Residential. Additionally, 5,939 square feet of Institutional Uses have been allocated to a site designated as Multi-Use and located at 5010 Barranca Parkway. This square footage is considered additive and is not included in the Planning Area 15 total intensity caps.

16. Maximum Square Footages for Multi-Use

Non-Residential Conversions: The "Heritage Fields Project 2012 General Plan Amendment and Zone Change Traffic Analysis, approved November 26, 2013, or subsequent traffic analysis amending those assumptions, analyzed 1,318,200 square feet of Multi-Use (Office) in Planning Area 51. If any other non-residential land uses within 8.1 TTOD zoning district are proposed in-lieu of Multi-Use (Office), the square footage may be adjusted accordingly within the General Plan Table A-1 without the need for a General Plan Amendment.

17. The 1,233,000 square feet in Institutional/Public Facilities in Planning Area 51 includes 122,500 square feet for Orange County Transit Authority facilities; 300,000 square feet for County of Orange facilities; 263,000 square feet for warehousing for homeless providers; 468,000 square feet of institutional uses; 26,000 square feet of sports park; and 53,500 square feet of remote airport terminal.

18. In order to develop at the maximum intensities for Planning Area 51, the property owner has entered into a development agreement, (recorded on July 12, 2005), which requires the dedication of land and the development or funding of infrastructure improvements in excess of the City's standard requirements, and the commitment to long-term maintenance of public facilities. This agreement was amended by the Amended and Restated Development Agreement adopted pursuant to City Council Ordinance 09-09.
19. To the extent that residential units are built in PA 33, within the 4.7C Urban Commercial District, a corresponding reduction in the allowable non-residential intensity shall occur in terms of equivalent traffic generated. The actual amount of reduction in non-residential intensity will be based upon a conversion rate of 648 square feet of non-residential intensity per dwelling unit (as established in the traffic analysis "City of Irvine Spectrum 1 Traffic Analysis" July 2003). Revisions to the non-residential and residential intensity figures for PA 33 (consistent with this note) are authorized without the need for a subsequent general plan amendment.
20. Reserved
21. ~~Reserved. Maximum dwelling units within the Multi-Use designation of Planning Area 25 shall be inclusive of density bonus units.~~
22. ~~Reserved. To the extent that residential units are built in Planning Area 25, 521,747 square feet of non-residential intensity will be removed. Revisions to the non-residential figures for PA 25 (consistent with this note) are authorized without the need for a subsequent general plan amendment.~~
23. Development Agreement 00310468-PDA vested certain entitlements for the Park Place development (collectively, the "Vested Park Place Entitlements"). The Vested Park Place Entitlements include the right to allocate the maximum permitted intensity of development within Park Place among the various permitted and conditionally permitted uses utilizing the development points system set forth in Section V.E.-736.5 of the 1989 Zoning Code (the "1989 Point System"). The maximum intensity limits for Planning Area 36 allow for up to 3,450 dwelling units within Park Place subject to an overall intensity limit 8,567,880 total points under the 1989 Point System which have been allocated to Park Place under the Vested Park Place Entitlements. To the extent that the 3,450 maximum unit entitlement is not developed at Park Place, non-residential uses may be developed at Park Place by utilizing unused points under the 1989 Point System. Total construction within Park Place shall not exceed any of the following intensity limits: 3,450 residential dwelling units and 8,567,880 points under the 1989 Point System.
24. Reserved
25. Unallocated dwelling units represent those units remaining in a Planning Area that may be built anywhere in the same Planning Area. These units are within the maximum development intensity for the Planning Area; and, therefore placement of unallocated units into any residential category within the planning area for purposes of development is determined to be consistent with the General Plan and Zoning Code with regard to intensity allocation only, provided that placement is otherwise consistent with site

specific zoning regulations and that any potential environmental impacts are adequately addressed, including traffic impacts, pursuant to CEQA. Additionally, unallocated units in Planning Area 4 cannot be transferred between sectors per an existing development agreement.

26. On July 12, 2005, the City and Heritage Fields LLC executed the Great Park Development Agreement that vested Heritage Fields' right to develop 3,625 base units in Planning Areas 30 and 51 (now referred to as Planning Area 51 with the 2012 General Plan Amendment and Zone Change). The November 6, 2008, Planning Commission approval of the Master Affordable Housing Plan and the Density Bonus Application granted the right to develop 1,269 density bonus units in Planning Areas 30 and 51 (now referred to as Planning Area 51 with the 2012 General Plan Amendment and Zone Change). The City Council later approved the Density Bonus Agreement on August 9, 2009, regarding the implementation of the 1,269 density bonus units. The 2012 General Plan Amendment and Zone Change increase the maximum number of base units to 7,037 (3,625 plus 3,412) and the maximum number of density bonus units to 2,463 (1,269 plus 1,194) for a maximum of 9,500 units.
27. Density Bonus units granted pursuant to state law.
28. The development intensity allocated to 8.1A equates to 175,000 square feet of office use and 325,000 square feet of Research and Development use with a post-2030 trip limit of 5,115 average daily trips, 506 am peak hour trips and 509 pm peak hour trips based on NITM land use rates. To the degree residential units, up to a maximum of 790 dwelling units, or other uses are built in 8.1A, a corresponding reduction in the allowable Office and/or Research and Development intensity shall occur in terms of equivalent traffic generation based on a.m. peak, p.m. peak, and average daily trips. The actual amount of reduction will be based on land use based traffic generation rates, and using an average trip generation rate (10.73 ADT, 0.98 am peak hour trips and 0.94 pm peak hour trips per 1,000 square feet of office use and 9.96 ADT, 1.03 am peak hour trips and 1.06 pm peak hour trips per 1,000 square feet of research and development use) for Office and/or Research and Development intensity and the applicable rates for any proposed non-office use, as determined by the Director of Community Development.
29. The IBC Vision Plan, adopted by City Council in July 2010, assumed a theoretical total of 2,038 density bonus units. This total is based on 655 total density bonus units existing, under construction, approved, or in process at the time of Vision Plan adoption, plus an additional 1,383 potential density bonus units based on the maximum allowed pursuant to state law for the 3,950 potential base units identified to reach the 15,000 base unit cap at the time of Vision Plan approval. The minimum required density is 30 units per acre.

The Maximum Allowable Square Footage within Planning Area 36 can adjust upward or downward based upon the mix of land uses and is not considered a development cap as is the case in other planning areas. This estimated number can be adjusted as needed by City Staff if the resulting Planning Area development intensity is within the Planning Area Development Intensity Value budget. Land uses may be changed to any permitted or conditionally permitted use within the corresponding zoning district, with the established development intensity values.

Unallocated dwelling units represent those units remaining in a Planning Area that may be built anywhere in the same Planning Area. These units are within the maximum development intensity for the Planning Area; and, therefore placement of Unallocated dwelling units into any residential category within the planning area for purposes of development is determined to be consistent with the General Plan and Zoning Code with regard to intensity allocation only, provided that placement is otherwise consistent with site specific zoning regulations and that any potential environmental impacts are adequately addressed, including traffic impacts, pursuant to CEQA.

TABLE A-2 NON-REGULATORY MAXIMUM INTENSITY STANDARDS: LAND USE ACREAGE BY PLANNING AREA
City of Irvine General Plan Land Use Element, Supplement 9, July 2015

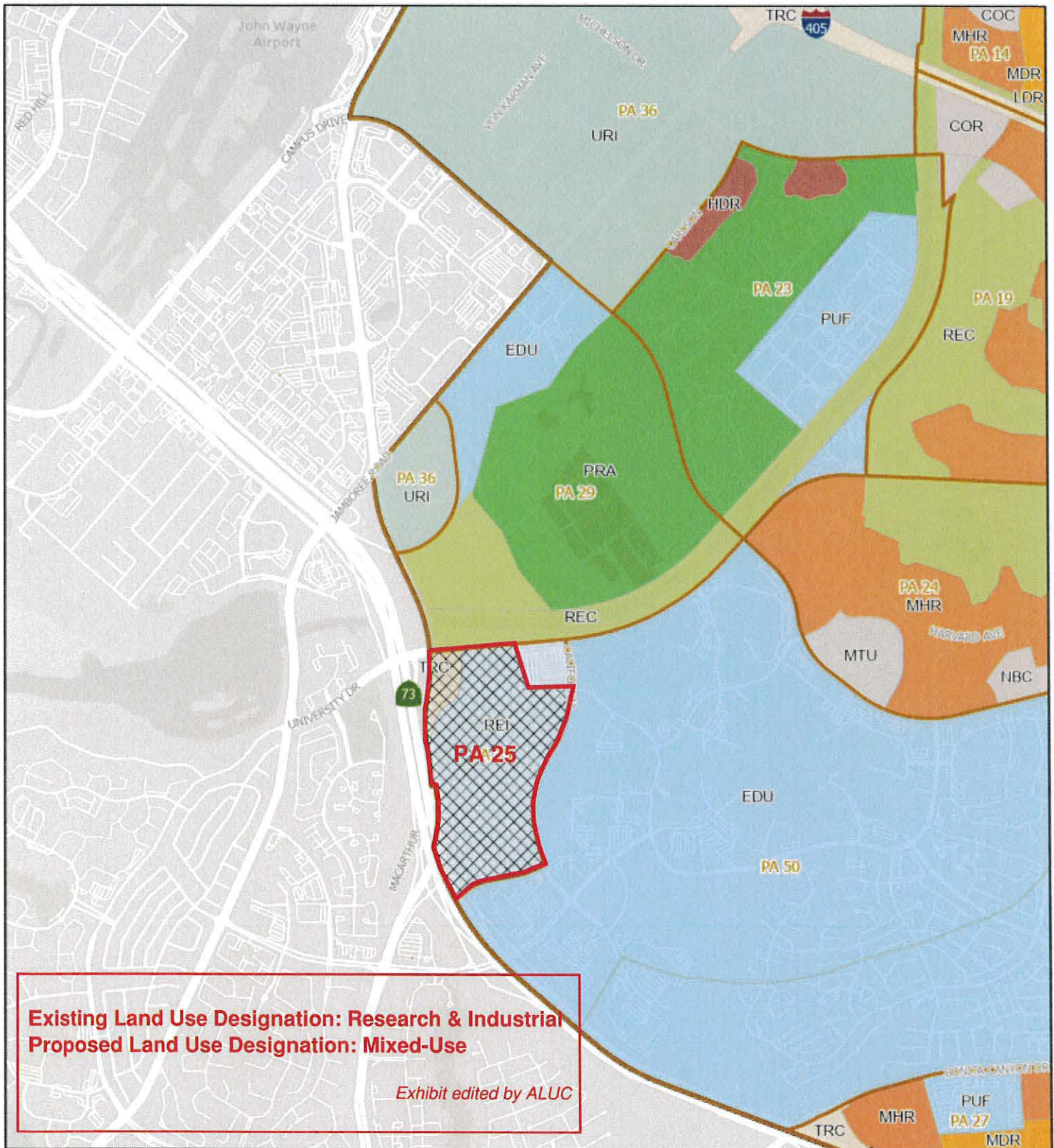
Planning Area Number	CONSERVATION/OPEN SPACE				RESIDENTIAL					MULTI-USE		COMMERCIAL			INDUSTRIAL		INSTITUTIONAL		MILITARY	GREAT PARK	Total Acres	Planning Area Number
	Agri-culture	Preservation	Recreation	Water Bodies	Estate Res.	Low Res.	Med. Res.	Mod.-High Res.	High Res.		Neighborhood	Community	Com-mercial Recreation	Regional	Urban Industrial	Research/Industrial	Educational Facilities	Public Facilities				
25	0	0	0	0	0	0	0	0	0	131	0	0	0	0	0	393	0	0	0	0	131	25
TOTAL	709	11,022	2,959	206	1,046	3,109	8,429	2,675	208	612	150	867	60	545	2,764	3,023	2,083	366	36	4,519	45,388	

TABLE A-1-1 2045 GENERAL PLAN HOUSING UNIT BUILDOUT
Residential and Residential-Mixed Use Overlay

Focus Area 1	50+ D.U.	Additive D.U.	D.U. Max	D.U. max with additive
PA 19 (1)				
PA36				
Total Focus Area 1			15,000	
Focus Area 2	50+ DU	Additive D.U.	D.U. Max	D.U. max with additive
PA 12 (2)				
PA13				
PA31				
PA32				
PA 33				
Total Focus Area 2			26,607	
Focus Area 3	50+ DU	Additive D.U.	D.U. Max	D.U. max with additive
PA 51 (Focus Area 3)				
Total Focus Area 3			5,252	
Non-Focus Area (3)	DU	Additive D.U.	D.U. Max	D.U. max with additive
PA 25			2,500	
Total Non-Focus Area			6,036	
Total			55,395	
Unbuilt Units (IRWD Site and Market Place Site)(4)			2,261	
Overall Total			57,656 (5)	
FOOTNOTES				
1. Does not include the Rancho San Joaquin Golf Course or Racquet Club of Irvine.				
2. Spectrum 7 portion only.				
3. Dwelling Units and density ranges within non-focus areas require further analysis under the discretionary review process.				
4. Dwelling units within the IRWD and Market Place are part of the former General Plan, but remain unbuilt.				
5. The new units reflected in this table are in addition to (a) the development intensities allowed by Table A-1 dated July 2014 and (b) all duly approved additive units.				



General Plan Land Use



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4/16/2025

0 0.25 0.5 Miles



Project Site

Land Use

- Agriculture
- Preservation
- Recreation
- Water Bodies
- Estate Density Residential
- Low Density Residential
- Medium Density Residential
- Medium High Density Residential

- High Density Residential
- Multi Use
- Great Park
- Neighborhood Commercial
- Community Commercial
- Vehicle Related Commercial
- Commercial Recreation
- Regional Commercial
- Retail Office
- Freeway/Toll ROW
- Lifelong Learning District
- Trail & transit Oriented Development

- Research & Industrial
- Medical and Science
- Institutional-Educational
- Institutional-Public Facility
- Military
- Freeway/Toll ROW
- Lifelong Learning District
- Trail & transit Oriented Development

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.



ATTACHMENT 3

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	3.1 Multi-Use
Accessory use	P
Agriculture	p ³
Alternative health care provider	p ⁸
Ambulance service	C ⁸⁶
Apiary	•
Arcade, game	C ⁸⁶
Bar, tavern, cocktail lounge	C ⁸⁶
Boarding house	•
Cannabis testing laboratories	▲p ¹¹¹
Caretaker's quarters	▲p ¹¹¹
Car wash	C ⁸⁶
Cemetery/mausoleum/crematory	•
Child care center	C
Churches (and other places of religious worship)	C ³⁸
Commercial recreation (under 1,500 square feet), nonresidential districts	⁸⁶ /C ¹¹¹
Commercial recreation (over 1,500 square feet)	C ⁸⁶
Community facility	C
Composting facility	•
Concrete recycling facilities	•
Conference/convention facility	C ⁸⁷
Congregate care facility	C
Convalescent home	C
Convenience or liquor store	C ⁸⁶
Cottage Food Operations	P
Dairy, commercial	•
Department store	p ^{86/112}
Domestic animal care facility	C ^{16/45/112}
Drive-thru	C ⁸⁶
Emergency shelter	•
Environmental learning center	•
Equipment rental	C ^{85/111}
Escort bureau/introductory service	•
Financial institution (except drive-thru)	p ⁸⁶
Financial institution, drive-thru	C ⁸⁶
Fortunetelling	•
Fraternal and service club	C ⁸⁶
Funeral home/mortuary	C ⁸⁶
Gas station/fuel dispenser	C ⁸⁶
Golf course/driving range	•
Government facility	C
Greenhouse	•
Hazardous waste facility	•
Health club	C ⁸⁶

Created: 2024-12-12 12:59:07 [EST]

(Supp. No. 13)

Heliport	•
Home care	P
Home finding information center	•
Home occupation permit	P
Hospital, including medical offices/ dental walk-in	C ¹¹¹
Hotel, extended stay	•
Hotel, motel	C ¹¹¹
Industry, service	p ^{85/111}
Information center	p ⁸⁶
Kennel	•
Large collection facility	•
Library	P
Maintenance facilities and structures	•
Manufactured structure permit (up to two years)	P
Manufactured structure (over two years)	C
Manufacturing, heavy	•
Manufacturing, light	p ¹¹¹
Market	p ⁸⁶
Massage establishment and related business	C
Materials recovery facility	•
Mining and processing	•
Mini warehouse	C ⁶⁴
Model home sales complex	p ⁸⁵ p ¹¹²
Office, administrative, business, professional	P
Office, design professional	•
Office, headquarter	p ^{85/111}
Office, medical	P
Outdoor sales	C ⁸⁶
Outdoor storage	C ^{86/112}
Outdoor vendor	P
Packing plant for agriculture products	•
Park	P
Parking structure	•
Public park facility	p ¹³
Pushcart permit	P
Recreational vehicle storage, private	C ^{86/89/112}
Recreational vehicle storage, public	C ^{86/89/112}
Research and development	p ⁸⁷
Residential, accessory dwelling unit	P
Residential care facility	C
Residential shelter	p ¹¹²
Residential, nonprofit/ institutional	•
Residential, attached	C ^{16/86/113}
Residential, single-family detached	C ⁸⁶ C ¹¹²
Restaurant	p ⁸⁶
Restaurant, "Type 47" ABC License	C ⁸⁶
Restaurant, fast-food (drive-thru)	C ⁸⁶

RECEIVED
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Restaurant, fast-food (except drive-thru)	p ⁸⁶
Retail and/or service business, general (except drive-thru)	p ⁸⁶
Retail and/or service business, general (drive-thru)	•
Retail business, accessory	P
Retail business, home improvement related	p ^{86/112}
Reverse vending machine permit	P
School, commercial	p ⁹⁰
School, private	C ³⁸
School, public	P
School, vocational	•
Senior housing	C ¹¹²
Sexually-oriented business	•
Small collection facility	C ^{86/112}
Sober living facilities	p ^{65/112}
Solid waste transfer station	•
Stable, private	•
Stable, public	•
State veterans cemetery	•
Supermarket	p ^{86/112}
Supportive housing, large	C ¹¹²
Supportive housing, small	P
Transitional housing, large	C ¹¹²
Transitional housing, small	P
Truck terminal	•
Utility building and facility	C
Vehicle assembly	•
Vehicle body repair, paint or restoration	•
Vehicle impound yard	•
Vehicle leasing and rental	•
Vehicle repair	C ^{86/112}
Vehicle sales	•
Vehicle storage	•
Vehicle wrecking yard	•
Veterinary service, domestic	p ⁸⁶
Veterinary service, livestock	•
Warehouse and sales outlet	p ^{85/111}
Warehousing, storage and distribution	▲p ¹¹¹
Wireless communication facility	p ⁷⁴

ZONING ORDINANCE LAND USE

MATRIX-ENDNOTES

¹ All agricultural uses are prohibited on the frontal slopes of Quail Hill within Planning Area 16, except cattle grazing.

² Prior to open space dedication to a public agency.

³ Interim use.

⁴ 4.2A: Prohibited (Walnut Village).

⁵ Uses in 4.2C ("Old Town Irvine"), subject to provisions of the Historic Overlay District. See Chapter 5-5.

⁶ Permitted only in Planning Areas 12, 13, 17, 31, 32, 34, 35, 40.

⁷ Permitted only in 5.5B Jamboree Business Center, East; 5.5C Planning Area 17; 5.5D Irvine Spectrum 8, if located 225 feet or more from the Jeffrey Open Space Trail; and 5.5A Irvine Spectrum 6.

⁸ This land use generates traffic trips the same as office, administrative in the Irvine Business Complex and in the remainder of the City.

⁹ Reserved.

¹⁰ Only in 1.3A (Planning Area 12), otherwise prohibited.

¹¹ 4.2B: Conditional.

¹² 4.1C: Prohibited (Rancho San Joaquin).

¹³ Only in public parks.

¹⁴ Only in conjunction with a health club and/or hotel/motel.

¹⁵ Only in conjunction with a health club.

¹⁶ 3.1A: Prohibited (University Town Center).

¹⁷ 3.1B: 31.0—51.0 dwelling units per acre (Westpark).

¹⁸ 4.1A: Freestanding restaurants: Conditional (Northwood).

¹⁹ 4.1B: Conditional (Northwood).

²⁰ Only in 1.2B (Planning Area 27), otherwise prohibited.

²¹ 4.2B: Prohibited.

²² 4.1B: Prohibited (Northwood).

²³ 4.2A: Only with auto parts sales, otherwise prohibited (Walnut Village).

²⁴ Agricultural products, only.

²⁵ Permitted only in Planning Areas 12, 13, 32, 34, 35.

²⁶ 5.4A: Prohibited.

²⁷ Only in Planning Areas 23 and 51.

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- ²⁸ Only In 4.3B (Planning Area 13), 4.3D (Planning Area 34), and 4.3 (Planning Area 35), otherwise prohibited.
- ²⁹ Office trip generation rates apply to this use. Consult Section 9-36-8.B.3 (IBC General Land Uses) for more information.
- ³⁰ Industrial trip generation rates apply to this use. Consult Section 9-36-8.B.3 (IBC General Land Uses) for more information.
- ³¹ Retail trip generation rates apply to this use. Consult Section 9-36-8.B.3 (IBC General Land Uses) for more information.
- ³² Lodging trip generation rates apply to this use. Consult Section 9-36-8.B.3 (IBC General Land Uses) for more information.
- ³³ Residential trip generation rates apply to this use. Consult Section 9-36-8.B.3 (IBC General Land Uses) for more information.
- ³⁴ Zoning Potential trip generation rates apply to this use. Consult Section 9-36-8.B.3 (IBC General Land Uses) for more information.
- ³⁵ This use is designated "Undefined" for trip budgeting purposes. Consult Section 9-36-8.B.3 (IBC General Land Uses) for more information.
- ³⁶ This use is assumed to have no traffic generation for trip budgeting purposes. Consult Section 9-36-8.B.3 (IBC General Land Uses) for more information.
- ³⁷ Incidental offices in conjunction with permitted or conditionally permitted uses may occupy up to 50% of a parcel or site.
- ³⁸ A church, commercial and 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 (CUP). However, churches with permanent child care or private school activities to be located in zoning districts 5.1, 5.2 and 5.4 shall be subject to a conditional use permit.
- ³⁹ 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 (CUP).
- ⁴⁰ A conditional use permit is not required for this land use.
- ⁴¹ All proposed non-classroom related activities on school sites (as defined by California State law) shall require a conditional use permit (CUP) subject to the review of the appropriate approval body as cited in Chapter 2-9.
- ⁴² Conditionally permitted in Planning Areas 12 only.
- ⁴³ Reserved.
- ⁴⁴ Reserved.
- ⁴⁵ 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.
- ⁴⁶ Prohibited in Planning Area 51.
- ⁴⁷ Conditionally permitted in Planning Area 51.
- ⁴⁸ Permitted in Planning Area 51.
- ⁴⁹ May be permanent in Planning Area 51 only.

⁵⁰ Not use Permitted in Planning Area 51.

⁵¹ 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.

⁵² Conditionally permitted within Planning Area 51 Development Districts 1, 2, 3, and 6 only.

⁵³ Permitted in PA 51 Development Districts 2 and 3 only.

⁵⁴ Reserved.

⁵⁵ Manufacturing, storage, handling, and distribution of munitions, explosives, petrochemicals, or gasoline and related petroleum products, are prohibited within the Browning and G.C.A. Corridors except that nothing herein shall prohibit underground storage of petrochemicals or gasoline and related petroleum products incidental to a permitted use. See special development requirement #14 in Section 9-10-7 for further clarification and exhibits.

⁵⁶ Any auditorium, amphitheater, and assembly halls with seating capacity for more than 1,500 persons shall be prohibited within the Browning and G.C.A. Corridors. See special development requirement #14 in Section 9-10-7 for further clarification and exhibits.

⁵⁷ Conditionally permitted in zoning district 5.5A only (Planning Area).

⁵⁸ 4.2L: Permitted in Planning Area 17.

⁵⁹ 4.2M: Conditionally Permitted in Planning Area 17.

⁶⁰ 4.2M: Prohibited in Planning Area 17.

⁶¹ Only in 5.5B Jamboree Business Center East, 5.5C Planning Area 17, and 5.5A Spectrum 6.

⁶² 5.5C: Permitted in Planning Area 17; 5.5D Irvine Spectrum 8; 5.5E Planning Area 9; and 5.5F Planning Area 6.

⁶³ Only in 5.5B Jamboree Center East, and 5.5C Planning Area 17.

⁶⁴ A conditional use permit for a miniwarehouse in the 3.1D (Woodbridge) Multi-Use district and 3.1G (Northwood) Multi-Use district shall require review and approval by the Planning Commission.

⁶⁵ All certified sober living facilities shall be subject to County certification guidelines.

⁶⁶ 1.4A: Conditionally permitted in Planning Area 16 only.

⁶⁷ 5.5E and 5.5F if located on a parcel more than 200 feet from a street intervening between residential and Medical and Science uses. If less than 200 feet, conditionally permitted.

⁶⁸ Permitted only in 5.5B Jamboree Business Center, East; 5.5C Planning Area 17; and 5.5D Irvine Spectrum 8, if located 225 feet or more from the Jeffrey Open Space Spine.

⁶⁹ Prohibited in 5.5E and 5.5F.

⁷⁰ Prohibited in 5.5B Jamboree Business Center, East.

⁷¹ Prohibited in 5.5B Jamboree Business Center, East; 5.5E and 5.5F.

⁷² Prohibited in 5.5B Jamboree Business Center, East; conditionally permitted in 5.5D Irvine Spectrum 8, if located 225 feet or more from the Jeffrey Open Space Spine.

⁷³ Any "Bar, Tavern Cocktail Lounge" proposing to locate within the same building as a residential use shall be subject to the conditional use permit procedures contained in Zoning Code Chapter 2-9.

⁷⁴ A wireless communication facility, depending on the proposed type of antenna, may be permitted in any zoning district through wireless communication facility permit, a minor conditional use permit or a major conditional use permit as indicated in the table provided in Section 2-37.5-3.

⁷⁵ Only in 4.2C: Planning Area 13; 4.2E: Planning Area 34; 4.2E: Planning Area 35; and 4.2E: Planning Area 10, otherwise, prohibited.

⁷⁶ 4.2N: Drive-thru permitted subject to Master Plan.

⁷⁷ 4.2N: Permitted subject to Master Plan.

⁷⁸ 4.2L: Drive-thru permitted; 4.2N and 4.2O: Permitted subject to Master Plan.

⁷⁹ Permitted in 4.2L, 4.2M, 4.2N and 4.2O only.

⁸⁰ Miniwarehouse trip generation rates apply to this use. Consult Section 9-36-8.B.3 (IBC General Land Uses) for more information.

⁸¹ A financial institution located in an existing building which meets all the general development standards, including parking, will not require a conditional use permit and no traffic study will be required.

⁸² Only in 8.1A.

⁸³ In conjunction with demolition, removal and recovery of existing buildings, structures and landscaping associated with the former military use of the property.

⁸⁴ Only within agriculture area.

⁸⁵ 3.1E only.

⁸⁶ Prohibited in 3.1F.

⁸⁷ 3.1H and 3.1I only.

⁸⁸ Permitted in 3.1H.

⁸⁹ Prohibited in 3.1H.

⁹⁰ Conditionally permitted in 3.1H.

⁹¹ 4.2O: Subject to Master Plan.

⁹² 4.2O: Prohibited use.

⁹³ Permitted only in Planning Areas 17, 32, 24, and 35.

⁹⁴ 4.2C Prohibited.

⁹⁵ Prohibited in 5.5B Jamboree Business Center, East; Prohibited in 5.5F.

⁹⁶ 2.1A only.

⁹⁷ "Residential Not For Profit" in 5.5G PA 17 only.

⁹⁸ Cannabis testing laboratories are not allowed in the coastal zone or within the IBC Residential Overlay Area.

⁹⁹ Cannabis testing laboratories are not allowed within 600 feet of schools or residences.

¹⁰⁰ If within restaurant.

¹⁰¹ Only allowed in 2.4B University Town Center.

¹⁰² Permitted only in 4.2E Jamboree Business Center; see special development requirements.

¹⁰³ Permitted only in 5.4B.

¹⁰⁴ Prohibited in 5.5F.

¹⁰⁵ 5.5G Planning Area 17 only.

¹⁰⁶ Conditional Permitted; Prohibited in 2.1A.

¹⁰⁷ Traffic Study may be required.

¹⁰⁸ 4.2E: Jamboree Business Center only; see special development requirements.

¹⁰⁹ 4.2D.

¹¹⁰ In conjunction with construction and operation of a veterans memorial park and cemetery only.

¹¹¹ 3.1I only.

¹¹² Prohibited in 3.1I.

¹¹³ Permitted use in 3.1I (subject to master plan approval).

^T A traffic study is required for this use, see Section 9-36-11 for additional information. Traffic study requirement may be waived if project does not meet minimum traffic generation threshold specified in traffic study guidelines.

(Code 1976, § V.E-3002; Ord. No. 92-3, 4-14-92; Ord. No. 92-20, § 6, 11-10-92; Ord. No. 93-14, § 3, 10-12-93; Ord. No. 94-10, § 2, 7-12-94; Ord. No. 94-7, § 3, 6-14-94; Ord. No. 95-3, § 3A, 4-25-95; Ord. No. 95-4, § 1, 5-9-95; Ord. No. 95-8, § 3, 7-11-95; Ord. No. 96-2, § 2, 1-23-96; Ord. No. 96-18, § 4, 12-10-96; Ord. No. 97-05, 5-13-97; Ord. No. 99-10, § 3, 5-11-99; Ord. No. 99-14, § 2, 6-8-99; Ord. No. 99-21, § 4, 11-30-99; Ord. No. 00-03, § 4, 2-22-00; Ord. No. 00-11, § 3A, 10-10-00; Ord. No. 00-14, § 4A, 11-14-00; Ord. No. 01-15, § 4, 9-25-01; Ord. No. 03-02, § 4, 1-14-03; Ord. No. 03-07, § 5, 3-11-03; Ord. No. 03-13, § 9, 5-13-03; Ord. No. 03-18, § 4, 6-10-03; Ord. No. 03-29, § 3, 9-23-03; Ord. No. 03-34, § 5, 1-22-04; Ord. No. 04-04, § 5, 2-24-04; Ord. No. 05-05, § 4, 2-8-05; Ord. No. 05-12, § 6, 6-28-05; Ord. No. 05-13, § 4, 7-12-05; Ord. No. 05-16, § 2, 7-12-05; Ord. No. 05-19, § 4, 9-27-05; Ord. No. 06-18, § 4, 10-24-06; Ord. No. 07-16, § 6, 8-14-07; Ord. No. 08-06, § 5, 7-8-08; Ord. No. 08-08, § 5, 8-12-08; Ord. No. 08-12, § 3, 9-9-08; Ord. No. 09-02, § 3, 3-24-09; Ord. No. 10-03, § 3, 4-13-10; Ord. No. 10-04, § 3, 4-13-10; Ord. No. 10-07, § 9 (Exh. G), 7-27-10; Ord. No. 11-08, § 3(Exh. A), 8-23-11; Ord. No. 11-12, § 4(Exh. A), 9-13-11; Ord. No. 12-01, § 5(Exh. A), 1-24-12; Ord. No. 12-09, § 3(Exh. A), 5-22-12; Ord. No. 13-07, § 4(Exh. A), 12-10-13; Res. No. 15-86, § 3(Exh. A), 8-11-15; Ord. No. 18-01, 8(Exh. A), 2-27-18; Ord. No. 18-05, Exh. A, 4-24-18; Ord. No. 19-20, § 4(Exh. A), 12-10-19; Ord. No. 20-05, § 6, 5-12-20; Ord. No. 22-12, § 3(Exh. A), 8-9-22; Ord. No. 23-13, § 3(Exh. A), 7-11-23; Ord. No. 24-07, § 3(Exh. A), 5-28-24)

Sec. 3-37-17. 3.1 Multi-Use.

- A. *Intent.* This category corresponds to the Multi-Use land use category as defined in the General Plan. This category allows for a combination of commercial, office, residential, and institutional uses within the same project site. Information on minimum requirements for commercial floor area, office floor area, and residential dwelling units shall be provided with the concept plan, zone change, or Master Plan to ensure a mix of uses is provided.

(3.1)	Woodbridge (Planning Area 15)
(3.1A)	University Town Center (Planning Area 24)
(3.1B)	Westpark (Planning Area 14)
(3.1C)	Lower Peters Canyon ¹ (Planning Area 4)
(3.1D)	Oak Creek (Planning Area 12)
(3.1E)	Woodbury, Stonegate, Woodbury East (Planning Areas 9A, 9B, C2, and 9C1)
(3.1F)	El Camino Real (Planning Area 11)
(3.1G)	Northwood (Planning Area 8)
(3.1H)	Planning Area 40
<u>(3.1I)</u>	<u>University Research Park (Planning Area 25)</u>

- B. *Intensity standard.*

0—50.0 dwelling units per net acre.

3.1B: 0—50.0 dwelling units per net acre (Westpark).

3.1C: 12,250 ADT and 6.5—12.5 dwelling units per net acre (Lower Peters Canyon).²

3.1H: 0—50.0 dwelling units per net acre (Planning Area 40).¹²

3.1I: 40 dwelling units per net acre (minimum) (Planning Area 25).

- C. Permitted uses.³

1. Accessory use.
2. Agriculture (interim use).
3. Alternative health care provider.
4. Cannabis testing laboratory (not allowed within 600 feet of schools or residences) (3.1I only).
5. Caretaker's quarters (3.1I only).
- 6.4. Cottage food operations.
- 7.5. Department store (3.1F and 3.1I: Prohibited).
- 8.6. Financial institution (except drive-thru) (3.1F: Prohibited).
- 9.7. Home care.
- 10.8. Home occupation permit.
- 11.9. Industry, service (3.1E and 3.1I only).
- 12.10. Information center (3.1F: Prohibited).
- 13.11. Manufactured structure permit (up to two years).

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14. Manufacturing, Light (3.1I only).
- 15.12. Market (3.1F: Prohibited).
- 16.13. Model home sales complex (3.1F and 3.1I: Prohibited).
- 17.14. Office, administrative, business professional (3.1D: Prohibited).¹⁷
15. — Office, design professional (3.1E only).
- 18.16. Office, headquarters (3.1E and 3.1I only).
- 19.17. Office, medical.
- 20.18. Outdoor vendor.
- 21.19. Park.
- 22.20. Public park facility (only in public parks).
- 23.21. Pushcart.
24. Research and Development (3.1I only).
25. Residential, attached (3.1I only).⁴
- 26.22. Residential, accessory dwelling unit.
- 27.23. Residential beekeeping as an accessory use. (Only in single-family detached homes and single-family attached homes with single property ownership of the lot.)
- 28.24. Residential shelter (3.1I: Prohibited).
- 29.25. Restaurant (3.1F: Prohibited).
- 30.26. Restaurant, fast food (except drive-thru) (3.1F: Prohibited).
- 31.27. Retail and/or service business, general (except drive-thru) (3.1F: Prohibited).
- 32.28. Retail business, home improvement related (3.1F and 3.1I: Prohibited).
- 33.29. Reverse vending machine.
- 34.30. School, public.
- 35.31. Supermarket (3.1F and 3.1I: Prohibited).
- 36.32. Supportive housing—Small.¹⁴
- 37.33. Transitional housing—Small.¹⁵
- 38.34. Veterinary service domestic (3.1F: Prohibited).
- 39.35. Warehouse and sales outlet (3.1E and 3.1I only).
40. Warehousing, storage and distribution (3.1I only).
- 41.36. 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).

D. *Conditional uses.*⁴

1. Ambulance service (3.1F: Prohibited).

-
2. Arcade, game (3.1F: Prohibited).
 3. Bar, tavern, cocktail lounge (3.1F: Prohibited).
 4. Carwash (3.1F: Prohibited).
 5. Child care center.
 6. Church (and other Places of Worship).⁵
 7. Commercial recreation (equal to or under 1,500 square feet) (3.1F: Prohibited).¹⁶
 8. Commercial recreation (over 1,500 square feet) (3.1F: Prohibited).
 9. Community facility.
 10. Conference/convention facility (3.1H and 3.1I only).
 11. Congregate care facility.
 12. Convalescent home.
 13. Convenience or liquor store (3.1F: Prohibited).
 14. Domestic animal care facility¹³ (3.1A and 3.1I: Prohibited).
 15. Drive-thru (3.1F: Prohibited).
 16. Equipment rental (3.1E and 3.1I only).
 17. Financial institution, drive-thru (3.1F: Prohibited).
 18. Fraternal and service club (3.1F: Prohibited).
 19. Funeral home/mortuary (3.1F: Prohibited).
 20. Gas station/fuel dispenser (3.1F: Prohibited).
 21. Government facility.
 22. Health club (3.1F: Prohibited).
 23. Hospital (3.1I only).
 24. Hotel/motel (3.1I only).
 - 25,23. Manufactured structure (over two years).
 - 26,24. Massage establishment and related businesses.
 - 27,25. Outdoor sales (3.1F: Prohibited).
 - 28,26. Outdoor storage (3.1F and 3.1I: Prohibited).
 - 29,27. Recreational vehicle storage, private (3.1F and, 3.1H, and 3.1I: Prohibited).
 - 30,28. Recreational vehicle storage, public (3.1F and, 3.1H, and 3.1I: Prohibited).
 - 31,29. Residential, attached (3.1A and 3.1F: Prohibited) (3.1I: See permitted uses).
 - 32,30. Residential care facility.
 - 33,31. Residential, single-family detached (3.1F and 3.1I: Prohibited).
 - 34,32. Restaurant, "Type 47" ABC License operating after 12:00 a.m. (3.1F: Prohibited).
 - 35,33. Restaurant, fast food (drive-thru) (3.1F: Prohibited).
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~~36.34.~~ School, commercial (3.1H only).

~~37.35.~~ School, commercial¹⁶

~~38.36.~~ School, private.⁶

~~39.37.~~ Senior housing (3.1I: Prohibited).

~~40.38.~~ Small collection facility (3.1F and 3.1I: Prohibited).

~~41.39.~~ Supportive housing — Large (3.1I: Prohibited).

~~42.40.~~ Transitional housing — Large (3.1I: Prohibited).

~~43.41.~~ Utility building and facility.

~~44.42.~~ Vehicle repair (3.1F and 3.1I: Prohibited).

~~45.43.~~ Any other use which the Planning Commission finds consistent with the purpose and intent of this District and which is found to be compatible with adjacent planned and/or existing land uses.

E.	Minimum site size	0.25 acre (all uses except single-family detached) 2,400 square feet (single-family detached only) 3.1C: Not applicable (Lower Peters Canyon) <u>3.1I: 10,000 square feet</u>
F.	Maximum site coverage	65% 3.1 A: 50% (University Town Center) <u>3.1I: 50%. When parking structures are provided, coverage may be increased to 66%.</u>
G.	Maximum building height	70 feet 3.1B: Architectural features may be permitted to exceed maximum building heights (Westpark) 3.1C: 45 feet (Lower Peters Canyon) 3.1D: 35 feet (Oak Creek) <u>3.1I: FAA height limits as determined in accordance with part 77 of the FAA regulations¹⁸ (University Research Park)</u>
H.	Minimum site landscaping	15% 3.1C <u>and 3.1I</u> : Not applicable (Lower Peters Canyon <u>and University Research Park</u>)
<u>I.</u>	<u>Minimum open space area</u>	<u>3.1I: 5% (residential, attached only)</u>
J.	Building setbacks ⁷ from:	
	Freeways, transportation corridors	30 feet
	Major highways:	45 feet
	In nonresidential areas	3.1C: 25 feet ⁸ (Lower Peters Canyon)
	In residential areas	3.1C: 40 feet ⁹ (Lower Peters Canyon)
	Primary highways	45 feet 42 feet (3.1 D residential only, otherwise 45 feet)
	Secondary highways:	
	In nonresidential areas	45 feet
	In residential areas	35 feet

	Commuter highways and local streets:	25 feet
	Adjacent to nonresidential areas	3.1 C: 15 feet ¹⁰ (Lower Peters Canyon)
	Adjacent to residential or open space	3.1C: 40 feet or a distance equal to the height of the building, whichever is greater (Lower Peters Canyon)
	North/south San Diego Creek ROW	3.1B: 50-foot minimum parking setback with 65-foot average setback: 65-foot building setback with 75-foot average setback (Westpark)
	East/west San Diego Creek ROW	3.1B: 30 feet (Westpark)
	<u>Private drives</u>	<u>10 feet</u>
	Interior boundary if adjacent to residential uses:	
	Side <u>and rear</u> :	To be determined at time of master plan or conditional use permit review <u>When no master plan or CUP is required for a building constructed in the 3.1I Multi-Use Zone, the building setbacks shall be a minimum of 10 feet measured from the property line. If the building is adjacent to a street, the street side setbacks identified in Section 3-37-17.A shall also apply, with the more restrictive governing.</u>
	<u>Rear</u> :	<u>To be determined at time of master plan or conditional use permit review</u>
	Interior boundary if adjacent to nonresidential uses:	
	Side <u>and rear</u> :	To be determined at time of master plan or conditional use permit review
	<u>Rear</u> :	<u>To be determined at time of master plan or conditional use permit review</u>
	Building to building	10 feet 6 feet (3.1 D <u>and 3.1I</u> residential only, otherwise 10 feet)

¹ Permitted and conditional uses within Planning Area 4 (Lower Peters Canyon) are outlined in Section 9-4-4, as provided by the Lower Peters Canyon development agreement.

² All uses in 3.1C (Lower Peters Canyon) shall not generate more than 12,250 ADT unless additional environmental documentation ensures traffic mitigation.

³ Some permitted uses may have to conform to or fulfill conditions of approval imposed in conjunction with previous discretionary approvals. Additionally, a Master Plan application may need to be processed (see Chapter 2-17).

⁴ A Master Plan application may be required in-lieu of or in addition to a conditional use permit (see Chapter 2-17).

⁵ A church that proposes to locate in an existing permanent building and meets all the general development standards will require an administrative use permit (AUP).

⁶ 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 require an administrative use permit (AUP).

⁷ Exceptions to these building setback requirements (except 3.1C: Lower Peters Canyon) appear on the setback exceptions matrix in Section 3-27-2.

⁸ Unsupported roofs, sunscreens, or architectural elements serving energy or aesthetic needs may project six feet into the required setback area.

⁹ Structures of less than 20 feet in height may encroach into the required setback area no more than 20 feet and may cover no more than 50 percent of the required setback area.

¹⁰ Unsupported roofs or sunscreens may project six feet into the required setback area.

¹¹ A conditional use permit for a miniwarehouse use in the 3.1D (Woodbridge Parcel A) Multi-Use district shall require review and approval by the Planning Commission.

¹² Up to 1,309 dwelling units may be substituted for square footage in 3.1H on the basis of equivalent traffic generation as set forth in Section 9-40-7.D.

¹³ 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.

¹⁴ A conditional use permit and/or Master Plan are not required for supportive housing — small when occupying an existing, approved residential unit.

¹⁵ A conditional use permit and/or Master Plan are not required for transitional housing — small when occupying an existing, approved residential unit.

¹⁶ An administrative use permit (AUP) is required.

¹⁷ An administrative use permit (AUP) is required for online vehicle sales offices.

¹⁸ Maximum building heights shall be subject to review and determination by the Federal Aviation Administration (FAA), under FAA Part 77. No structure shall be permitted to penetrate FAR Part 77, Obstruction – Imaginary Surfaces, or any other applicable FAA standards, including Terminal Instrument Procedures (TERPS) for John Wayne Airport, unless approved by the Airport Land Use Commission (ALUC). Development projects that include structures higher than two hundred (200) feet above existing grade shall be submitted to ALUC for review. Additionally, in compliance with Part 77, applicants proposing buildings or structures that penetrate the 100:1 Notification Surface or projects that include structures higher than 200 feet shall file a Form 7460-1, Notice of Proposed Construction or Alteration with the FAA. A copy of the FAA application shall be submitted to ALUC and the applicant shall provide the City with FAA and ALUC responses. For purposes of FAA Part 77 and ALUC, the maximum building height includes any roof mounted equipment and/or architectural details.

(Code 1976, § V.E-325.3.1; Ord. No. 92-3, 4-14-92; Ord. No. 92-21, § 6, 11-24-92; Ord. No. 93-7, 6-22-93; Ord. No. 93-14, § 3, 10-12-93; Ord. No. 94-2, § 3, 2-8-94; Ord. No. 94-7, § 3, 6-14-94; Ord. No. 94-15, § 3, 12-13-94; Ord. No. 94-16, 12-13-94; Ord. No. 95-3, § 3B, 4-25-95; Ord. No. 95-4, § 1, 5-9-95; Ord. No. 95-7, § 4, 7-11-95; Ord. No. 95-8, § 3, 7-11-95; Ord. No. 95-12, § 3, 9-12-95; Ord. No. 95-16, § 2, 10-10-95; Ord. No. 96-2, § 2, 1-23-96; Ord. No. 96-18, § 4, 12-10-96; Ord. No. 97-06, § 3, 5-13-97; Ord. No. 01-04, § 5, 4-10-01; Ord. No. 01-15, § 4, 9-25-01; Ord. No. 02-09, §§ 1–7, 6-11-02; Ord. No. 05-13, § 4, 7-12-05; Ord. No. 05-16, § 2, 7-12-05; Ord. No. 07-16, § 6, 8-14-07; Ord. No. 08-06, § 5, 7-8-08; Ord. No. 08-12, § 3, 9-9-08; Ord. No. 09-02, § 3, 3-24-09; Ord. No. 10-04, § 3, 4-13-10; Res. No. 15-86, § 3(Exh. A), 8-11-15; Ord. No. 22-07, § 3(Exh. A), 5-10-22; Ord. No. 22-12, § 4(Exh. A), 8-9-22; Ord. No. 23-13, § 3(Exh. A), 7-11-23)

- ZONING ORDINANCE
Division 9 - PLANNING AREAS
CHAPTER 9-25. PLANNING AREA 25 (UNIVERSITY RESEARCH PARK)

CHAPTER 9-25. PLANNING AREA 25 (UNIVERSITY RESEARCH PARK)

Sec. 9-25-1. Land use zoning map.

(See Planning Area 25 map following Section 9-25-7.)

(Code 1976, § V.E-825.1; Ord. No. 92-3, 4-14-92; Ord. No. 95-4, 5-9-95; Ord. No. 95-12, § 3, 9-12-95; Ord. No. 95-22, § 3, 11-28-95)

Sec. 9-25-2. Introduction.

Planning Area 25 is located along the southwestern edge of the City. The site is generally bounded by University Drive to the north, open space land which is a part of the UCI campus to the east and south, and MacArthur Boulevard, Newport Coast Drive and the San Joaquin Transportation Corridor to the west.

(Code 1976, § V.E-825.2; Ord. No. 92-3, 4-14-92; Ord. No. 95-4, 5-9-95; Ord. No. 95-12, § 3, 9-12-95; Ord. No. 95-22, § 3, 11-28-95)

Sec. 9-25-3. Statistical analysis.

General Plan Category	Zoning Number	Zoning District	Building Intensity Standard			
			Maximum Regulatory Dwelling Units	Additive Dwelling Units ²	Maximum Regulatory Square Feet	Additive Square Feet ²
<u>Multi-Use:</u>						
<u>Multi-Use</u>	<u>3.1I</u>	<u>Multi-Use</u>	<u>2,500³</u>	<u>0</u>	<u>1,436,170⁴</u>	
<u>Industrial:</u>						
Research and Industrial	1.2	Development Reserve	0	0	0	50,000
	5.5	Medical and Science	0	0	1,436,170	0
Unallocated Dwelling Units ¹	n/a	n/a	0	0	0	0
PLANNING AREA TOTAL			0 <u>2,500³</u>	0	<u>1,436,170^{4.5}</u>	50,000

¹ Unallocated dwelling units represent those units remaining in a planning area that may be built anywhere in the same planning area. These units are within the maximum development intensity for the planning area; and, therefore, placement of unallocated dwelling units into any residential category within the planning area for purposes of development is determined to be consistent with the General Plan and Zoning Code with regard to intensity allocation only, provided that placement is otherwise consistent with site specific zoning regulations and that any potential environmental impacts are adequately addressed, including traffic impacts, pursuant to CEQA.

² See Section 9-0-3.C, Building Intensity Standards.

³ Maximum Regulatory Dwelling Units includes up to 416 density bonus units granted pursuant to state law, Irvine Zoning Ordinance Chapter 2-3, and Planning Commission Resolution No. 25-4007. These units are not considered additive.

⁴ To the extent any residential uses are constructed in PA 25, 521,747 square feet of non-residential intensity will be removed from the 3.1I Multi-Use zoning district. Revisions to the non-residential figures for PA 25 (consistent with this note) are authorized without the need for a subsequent general plan amendment.

^{4.5} The 50,000-square-foot National Academy of Sciences institutional site is additive to this number.

(Code 1976, § V.E-825.3; Ord. No. 92-3, 4-14-92; Ord. No. 95-4, 5-9-95; Ord. No. 95-12, § 3, 9-12-95; Ord. No. 95-22, § 3, 11-28-95; Ord. No. 12-09, § 3(Exh. A), 5-22-12)

Sec. 9-25-4. Land use regulations.

See Section 3-3-1 (Land use matrix).

(Code 1976, § V.E-825.4; Ord. No. 92-3, 4-14-92; Ord. No. 95-4, 5-9-95; Ord. No. 95-12, § 3, 9-12-95; Ord. No. 95-22, § 3, 11-28-95)

Sec. 9-25-5. Development standards.

See Chapter 3-37 (Development Standards).

(Code 1976, § V.E-825.5; Ord. No. 92-3, 4-14-92; Ord. No. 95-4, 5-9-95; Ord. No. 95-12, § 3, 9-12-95; Ord. No. 95-22, § 3, 11-28-95)

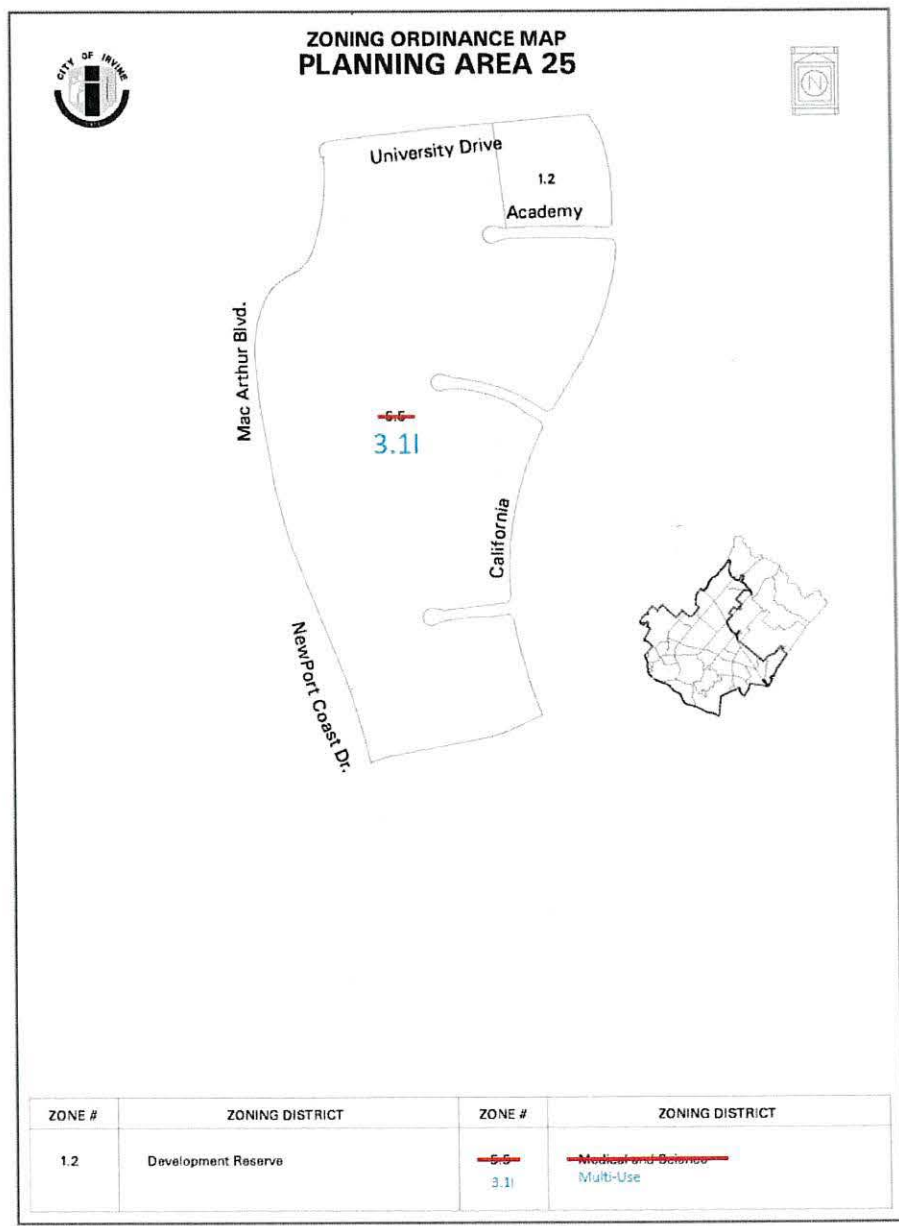
Sec. 9-25-6. Reserved.

Sec. 9-25-7. Special development requirements.

Prior to the issuance of initial building permits for the area of land known as the University Research Park, the property owner shall submit and receive approval from the Planning Commission of a Master Plan in accordance with Chapter 2-17 of the zoning ordinance. The Master Plan shall specifically address the following issues:

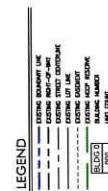
- A. Village edge landscape treatments which may include setbacks;
- B. Streetscape design which may include lighting.

(Code 1976, § V.E-825.6; Ord. No. 92-3, 4-14-92; Ord. No. 95-4, 5-9-95; Ord. No. 95-12, § 3, 9-12-95; Ord. No. 95-22, § 3, 11-28-95)



ATTACHMENT 4





URP-9
IRVINE, CALIFORNIA

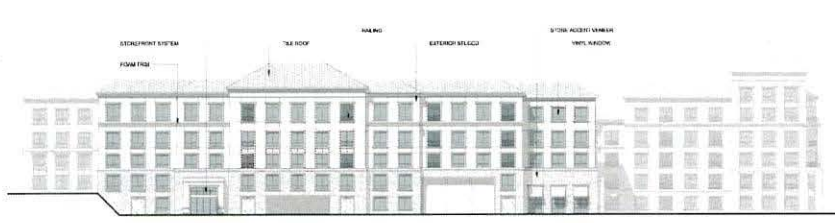


IRVINE COMPANY
APARTMENT DEVELOPMENT

NOTE: THESE DETAILS PROVIDED BY OTHERS FOR REFERENCE ONLY.

BUILDING 1 ELEVATIONS

NOT TO SCALE



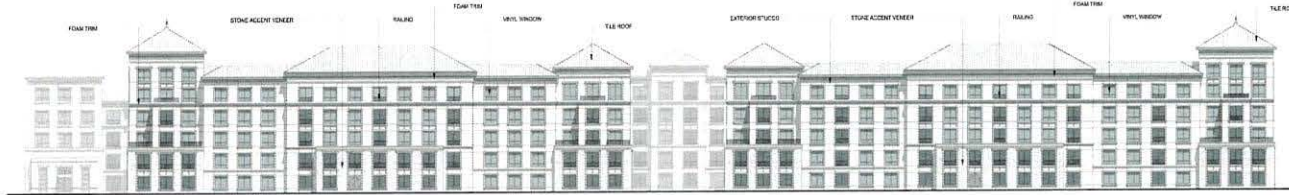
BLDG 1 - EAST



BLDG 1 - WEST



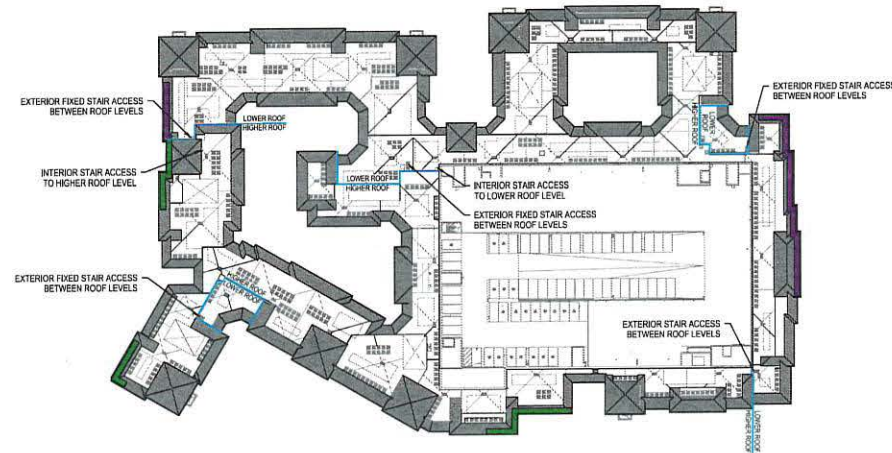
BLDG 1 - SOUTH



BLDG 1 - NORTH

BUILDING 1 ROOF PLAN

SCALE: 1" = 40'-0"



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F-1 COVER SHEET
F-2 DETAILS, NOTES AND FIRE FLOW REPORT
F-3 OVERALL FIRE MASTER PLAN SITE PLAN
F-4 FIRE MASTER PLAN LAYOUT AT GRADE - BUILDING 1
F-5 FIRE MASTER PLAN LAYOUT AT GRADE - BUILDING 2 & 3
F-6 STREET SECTIONS
F-7 BUILDING 1 ELEVATIONS
F-8 BUILDING 2 ELEVATIONS
F-9 BUILDING 3 ELEVATIONS
F-10 AMENITY BUILDING ELEVATIONS

LANDSCAPE ARCHITECT
BURTON LANDSCAPE ARCHITECTURE
301 S. GERRARD AVENUE
SOLANA BEACH, CA 92085
P: (954) 794-7204

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FUSCOE
ENGINEERING
10700 Van Nuys Blvd, Suite 100
Van Nuys, California 91411
TEL: (818) 709-1111 FAX: (818) 709-1112
www.fuscoe.com

ARCHITECTURAL RENDERING
MVE
PARTNERS
24000 ARLING STREET
RANCHO MESA VIEJO, CA 92684
OFFICE: (949) 454-8111

DESIGNED BY
firesafe
24000 ARLING STREET
RANCHO MESA VIEJO, CA 92684
OFFICE: (949) 454-8111

DESIGNED BY
IRVINE COMPANY
APARTMENT COMMUNITIES
160 NEWPORT CENTER DRIVE
NEWPORT BEACH, CA 92660-7511

DESIGNED BY
FIRE MASTER PLAN
BUILDING 1 ELEVATIONS
UCRP-9
100 UNIVERSITY
IRVINE, CA 92613
ORANGE COUNTY FIRE AUTHORITY

DATE
01/05/2024
REV
F-7

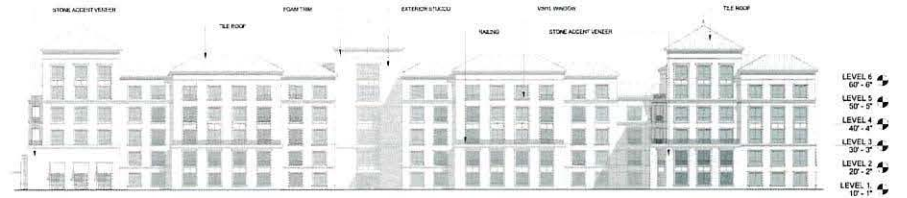
NOTE: THESE DETAILS PROVIDED BY OTHERS FOR REFERENCE ONLY.

BUILDING 2 ELEVATIONS

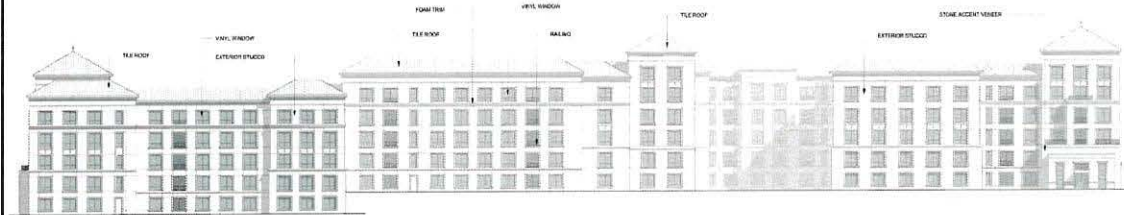
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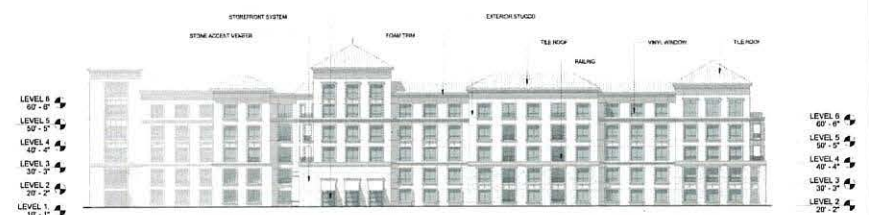
BLDG 2 - EAST



BLDG 2 - NORTH



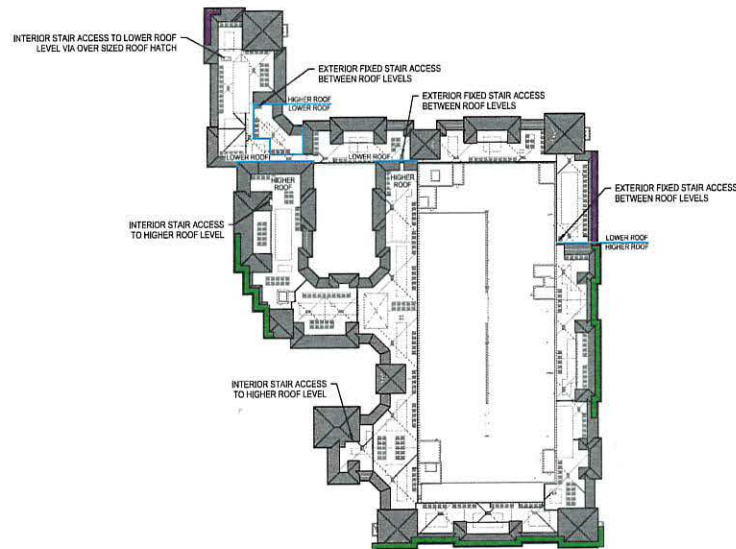
BLDG 2 - WEST



BLDG 2 - SOUTH

BUILDING 2 ROOF PLAN

SCALE: 1" = 40'-0"



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- F-4 FIRE MASTER PLAN LAYOUT AT GRADE - BUILDING 1
- F-5 FIRE MASTER PLAN LAYOUT AT GRADE - BUILDINGS 2 & 3
- F-6 STREET SECTION
- F-7 BUILDING 1 ELEVATIONS
- F-8 BUILDING 2 ELEVATIONS
- F-9 BUILDING 3 ELEVATIONS
- F-10 AMENITY BUILDING ELEVATIONS

LANDSCAPE ARCHITECT
BURTON LANDSCAPE ARCHITECTURE
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SOLANA BEACH, CA 92075
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FUSCOE ENGINEERING
1870 Van Norman, Suite 100
Irvine, California 92614
P: (949) 454-7000 F: (949) 454-7005
www.fuscoe.com

ARCHITECTURE FIRM
MVE PARTNERS

DESIGNER
firesafe
2500 ARBOSO STREET
RANCHO MESA VIEJO, CA 92683
OFFICE: (949) 454-7000

OWNER
IRVINE COMPANY
APARTMENT COMMUNITIES
340 NEWPORT CENTER DRIVE
NEWPORT BEACH, CA 92660-7711

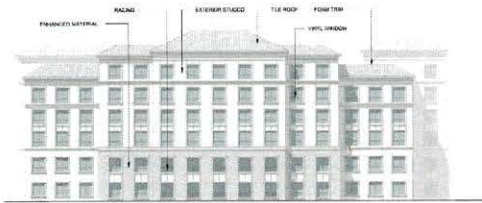
FIRE MASTER PLAN
BUILDING 2 ELEVATIONS
UCIRP-9
100 ACADAMY WAY
IRVINE, CA 92614
ORANGE COUNTY FIRE AUTHORITY

DATE: 01/03/2024
SHEET: **F-8**

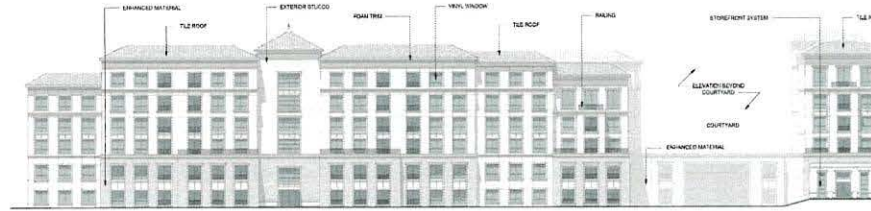
NOTE: THESE DETAILS PROVIDED BY OTHERS FOR REFERENCE ONLY.

BUILDING 3 ELEVATIONS

NOT TO SCALE



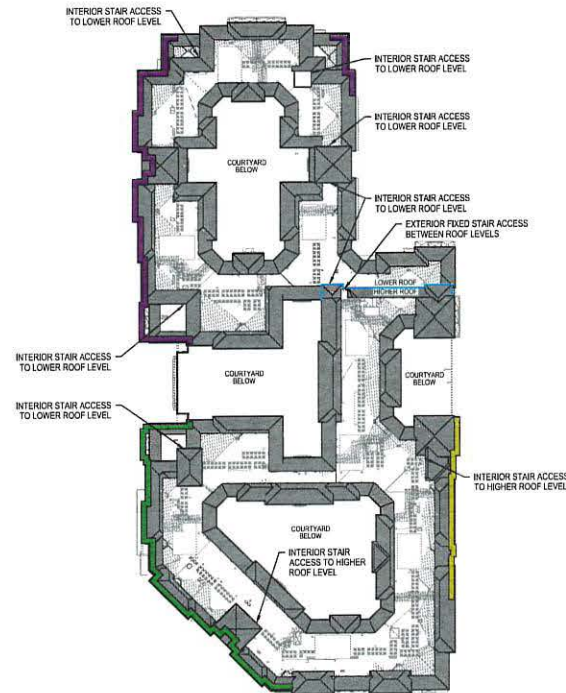
BLDG 3 - NORTH



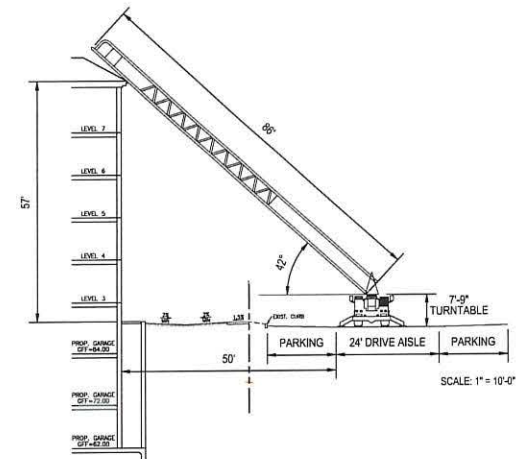
BLDG 3 - WEST

BUILDING 3 ROOF PLAN

SCALE: 1" = 40'-0"



BUILDING 3 PERFORMANCE BASED AERIAL TRUCK LADDER ACCESS DETAIL



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LANDSCAPE ARCHITECT
BURTON LANDSCAPE ARCHITECTURE
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DATE PREPARED
FUSCOE
ENGINEERING
10206 Van Nuys, Suite 100
Van Nuys, California 91411
Tel: 818.741.1000 Fax: 818.741.1001
www.fuscoee.com

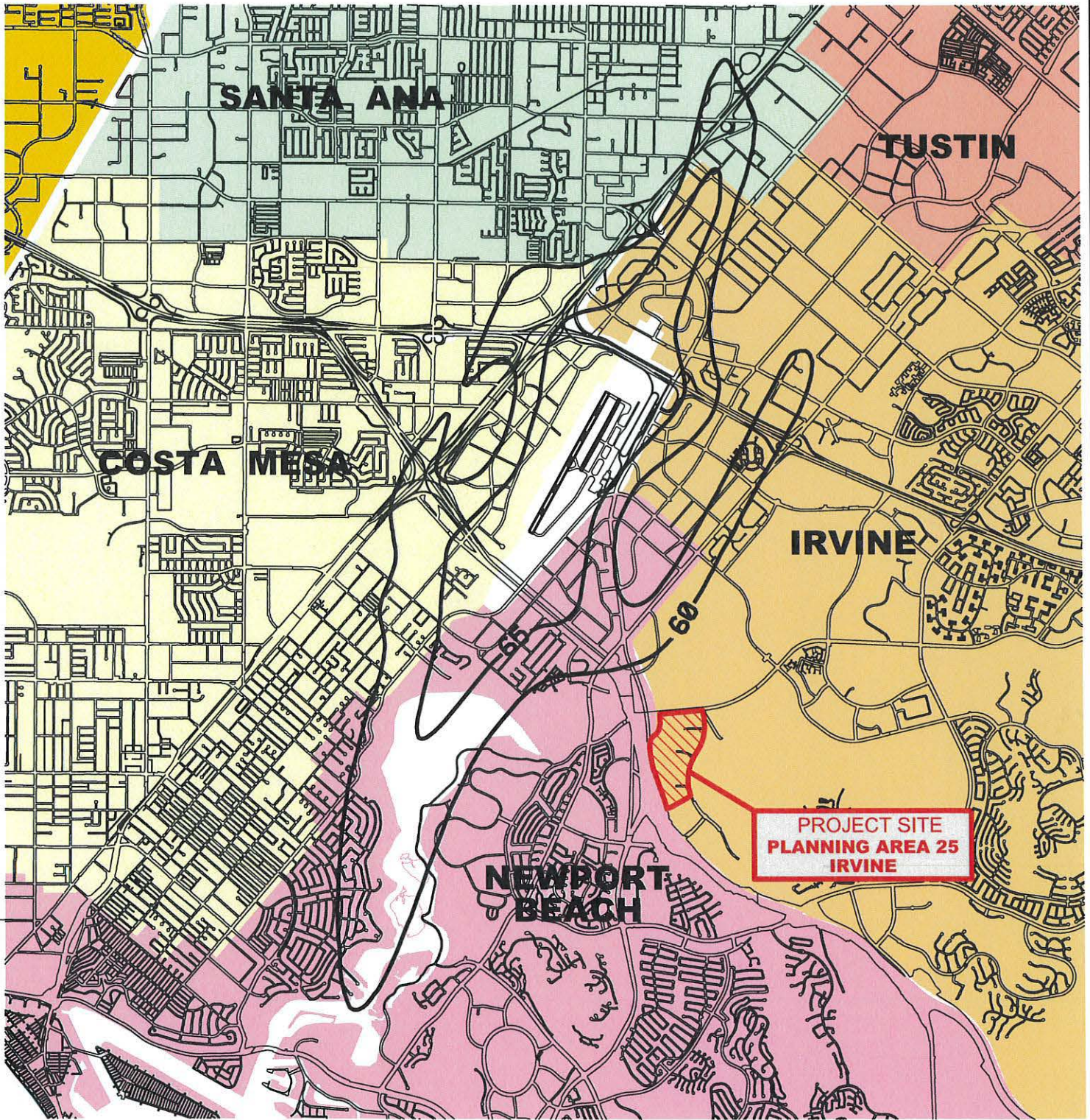
ARCHITECTURAL FIRM
MVE
+ PARTNERS

DESIGNED BY
firesafe
PLANNING, LLC
2650 ARBORET STREET
RANCHO MESA, CA 92054
OFFICE: (951) 260-0001

NOTED BY
IRVINE COMPANY
APARTMENT COMMUNITIES
140 NEWPORT CENTER DRIVE
NEWPORT BEACH, CA 92660-7711

DATE
01/03/2024
F-9
ORANGE COUNTY FIRE AUTHORITY

The use of these plans and specifications shall be restricted to the original work for which they were prepared and no other use is intended. Any other use without the express consent of the architect is prohibited. The architect shall not be responsible for any errors or omissions in these plans and specifications.



Note: County Unincorporated areas are shown in white.

John Wayne Airport Impact Zones

LEGEND

- 65— CNEL CONTOUR
- RUNWAY PROTECTION ZONE
- CITY BOUNDARIES
- AIRPORT BOUNDARIES



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

CERTIFICATION

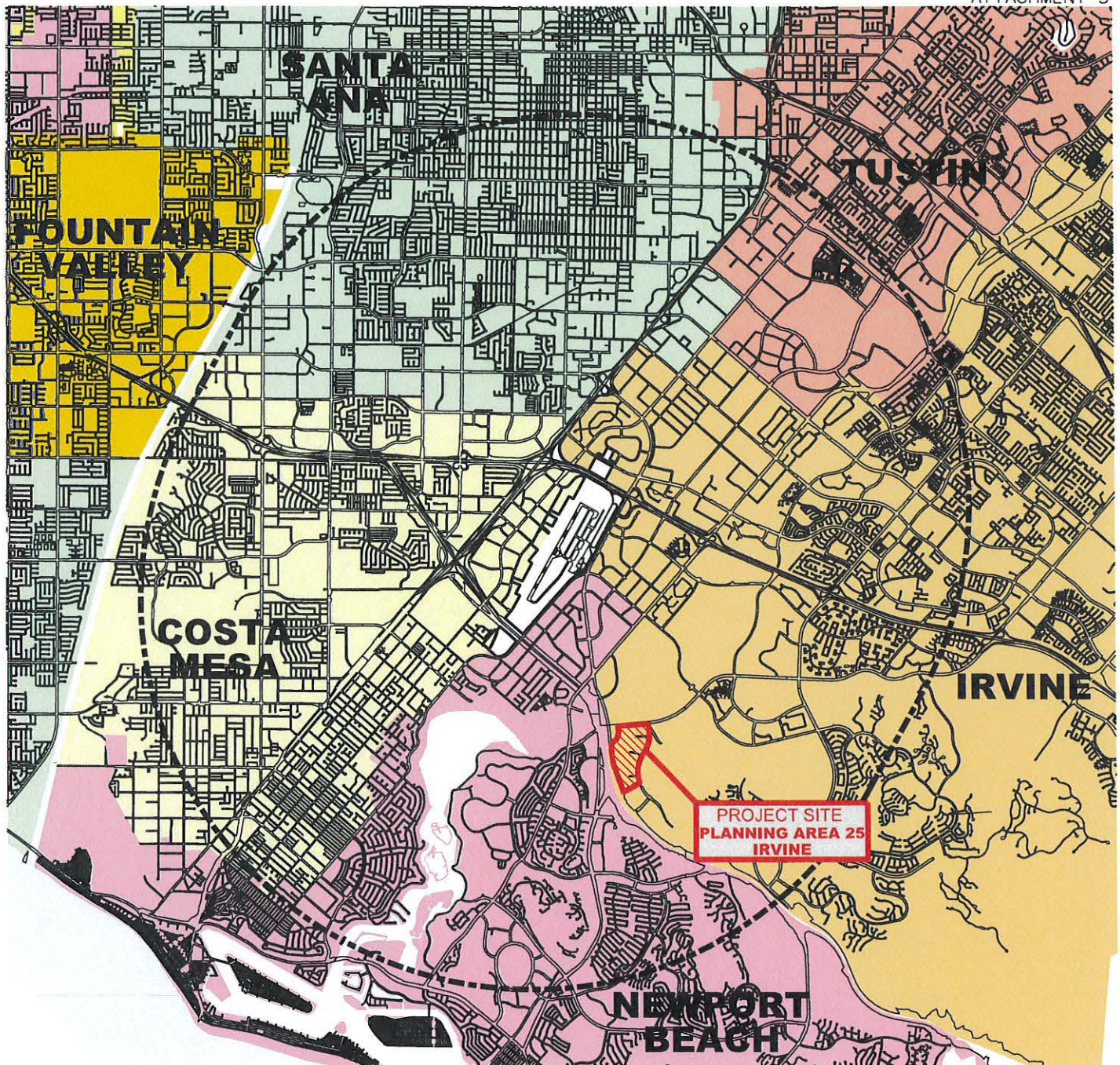
ATTACHMENT 5

Commission for Orange County

Date

AELUP Notification Area for JWA

ATTACHMENT 3



Note: County Unincorporated areas are shown in white.

FAR PART 77

Notification Area for John Wayne Airport: 20,000' Radius at 100:1 Slope

LEGEND

- 20,000' Radius
- CITY BOUNDARIES
- AIRPORT BOUNDARIES

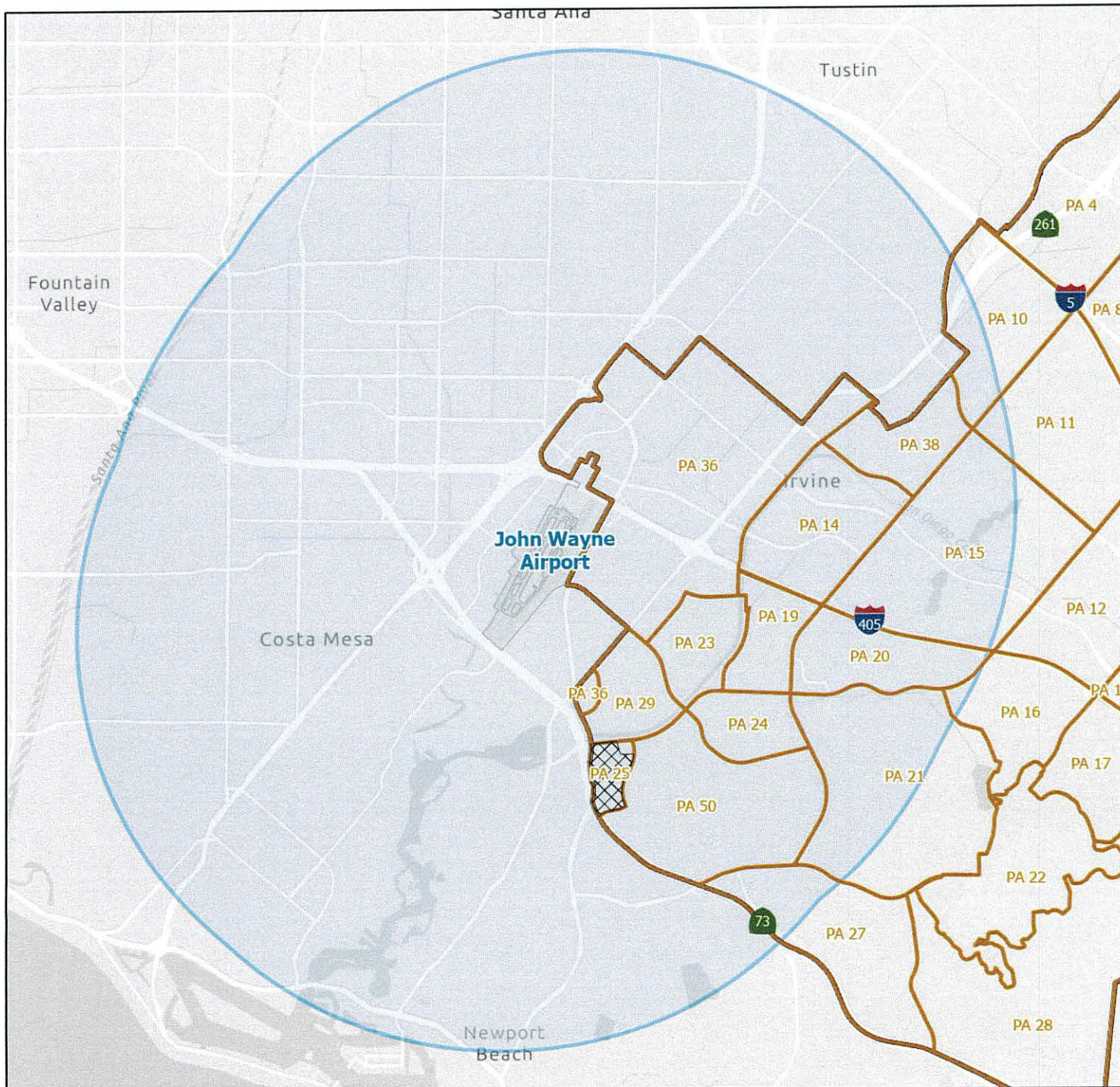


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Scale in Feet

CERTIFICATION



ATTACHMENT 6

Date



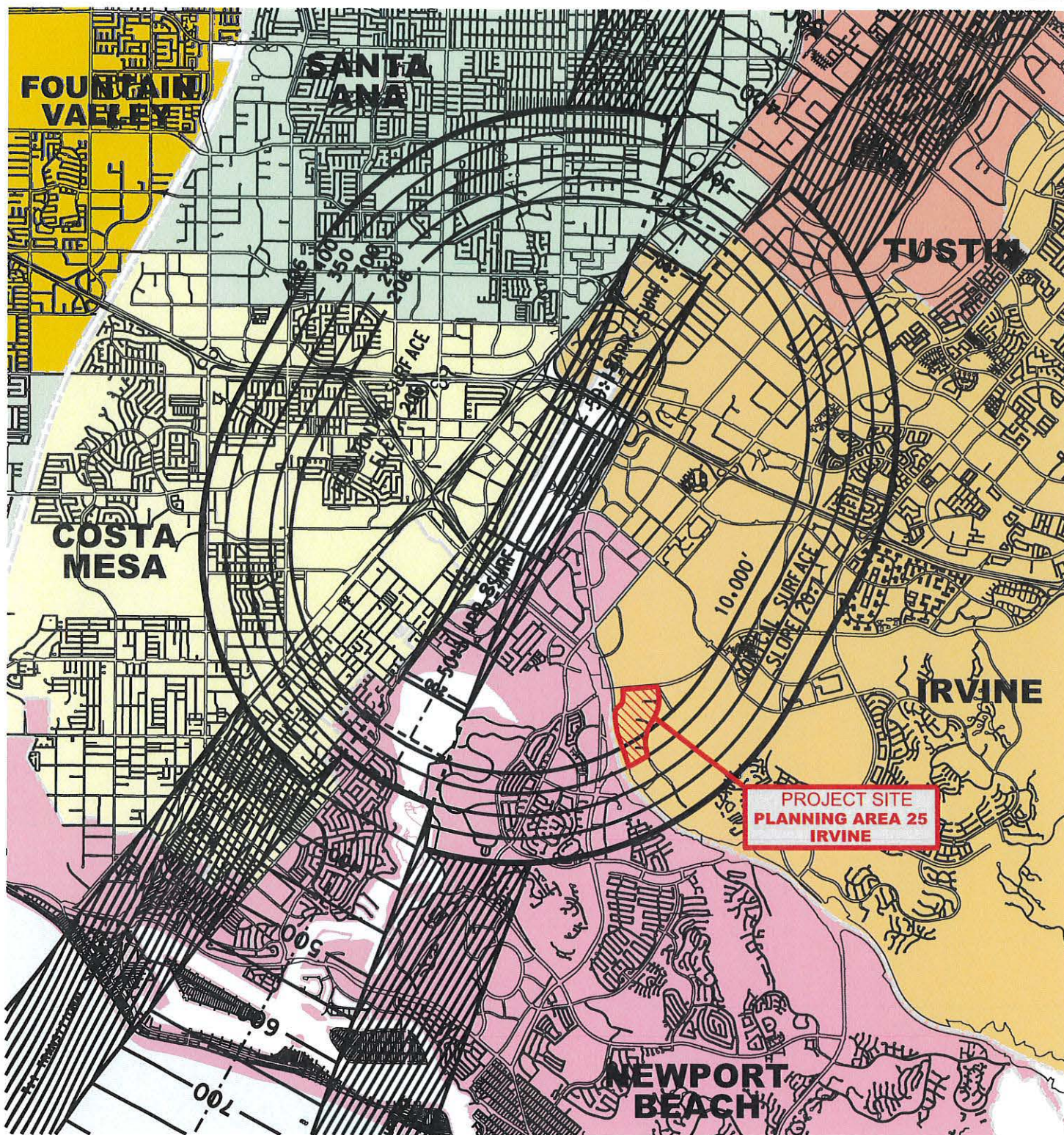
Airport Notification Area (20,000' Radius)



-  Airport Notification Area
-  Project Site

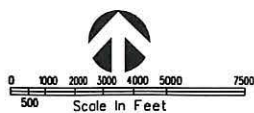


0 1 2 Miles



Note: County Unincorporated areas are shown in white.

FAR PART 77 John Wayne Airport Obstruction Imaginary Surfaces



LEGEND

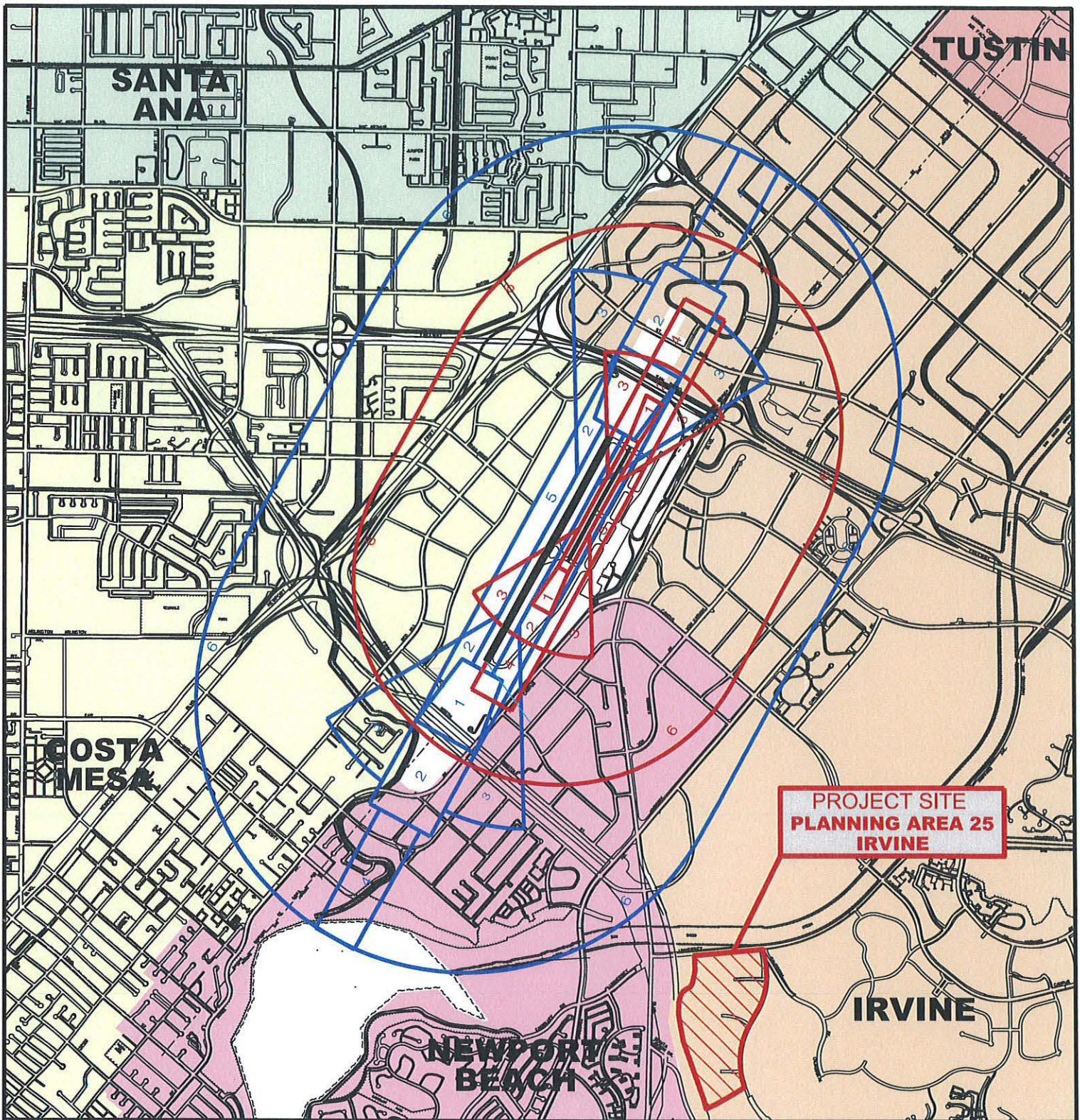
- CITY BOUNDARIES
- AIRPORT BOUNDARIES

CERTIFICATION

ATTACHMENT 7

Commission for Orange County

Date



John Wayne Airport Safety Zone Reference Map

LEGEND

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



SAFETY COMPATIBILITY ZONES FOR RUNWAY 2L & 20R (A MEDIUM GENERAL AVIATION RUNWAYS AS DESCRIBED IN THE CALIFORNIA AIRPORT LAND USE PLANNING HANDBOOK, JANUARY 2002 EDITION)



SAFETY COMPATIBILITY ZONES FOR RUNWAY 2R & 20L (A SHORT GENERAL AVIATION RUNWAYS AS DESCRIBED IN THE CALIFORNIA AIRPORT LAND USE PLANNING HANDBOOK, JANUARY 2002 EDITION)

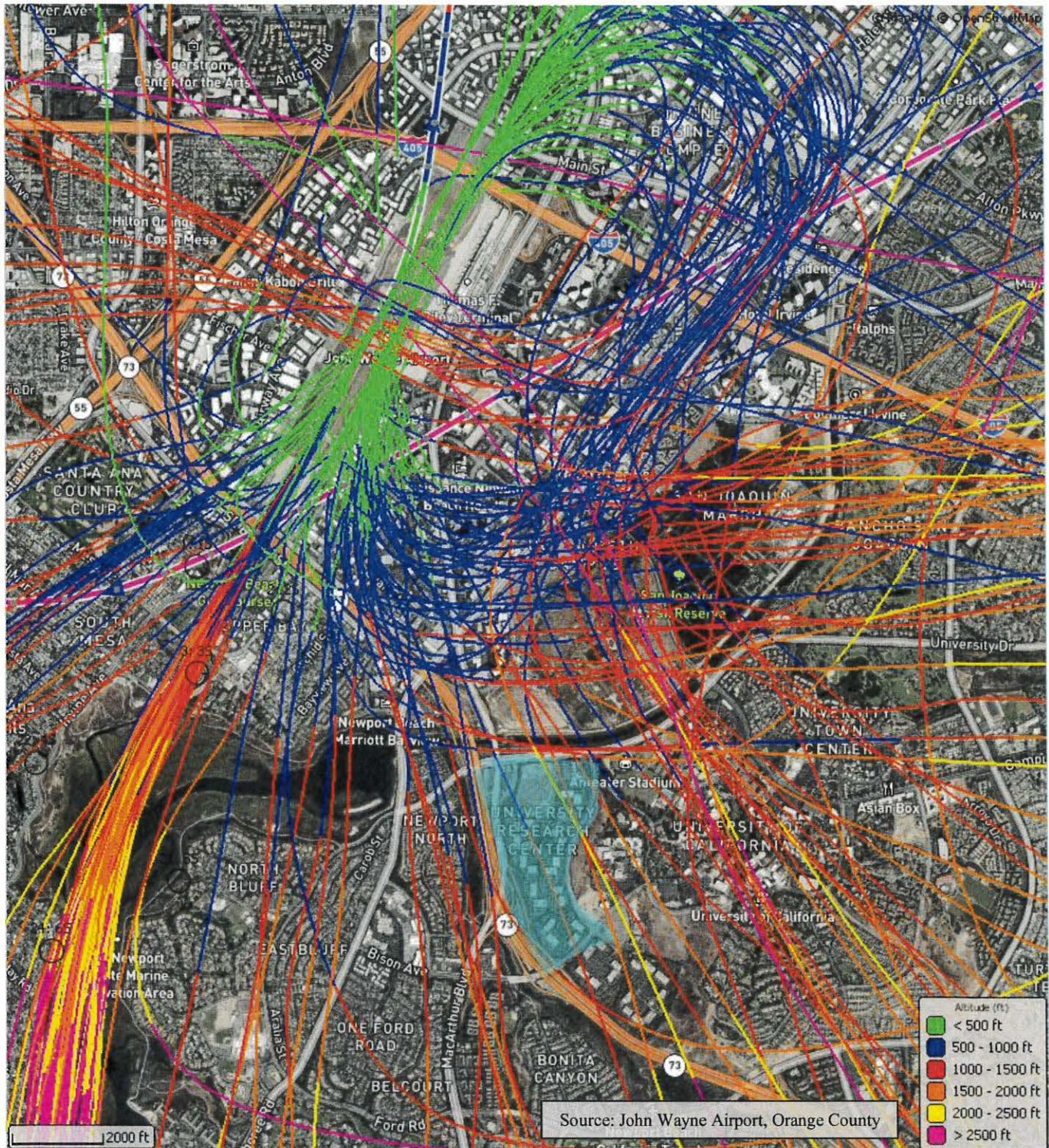


Scale in Feet
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CERTIFICATION

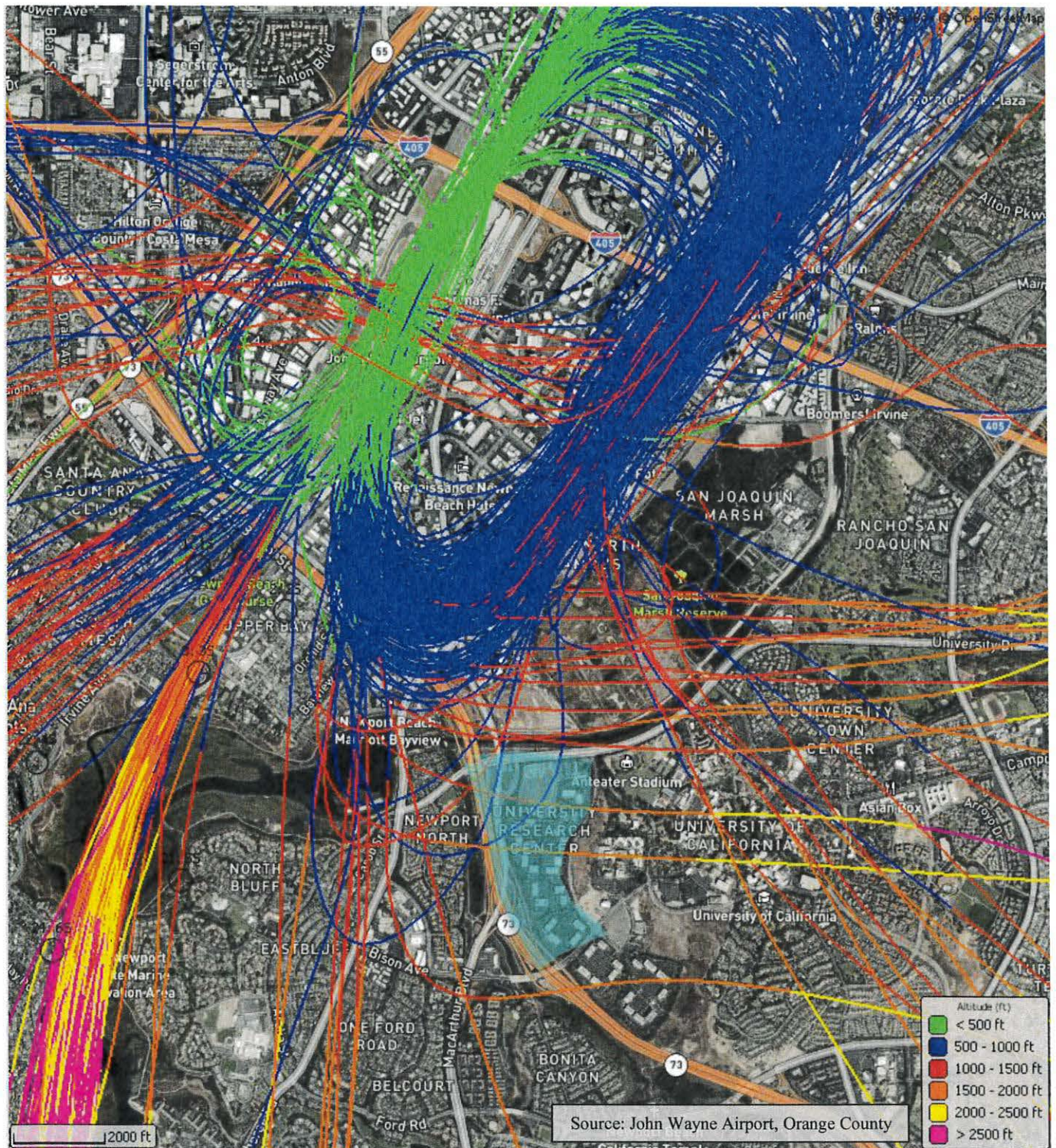
Approved by the Airport Land Use Commission for Orange County
ATTACHMENT 8

Date _____



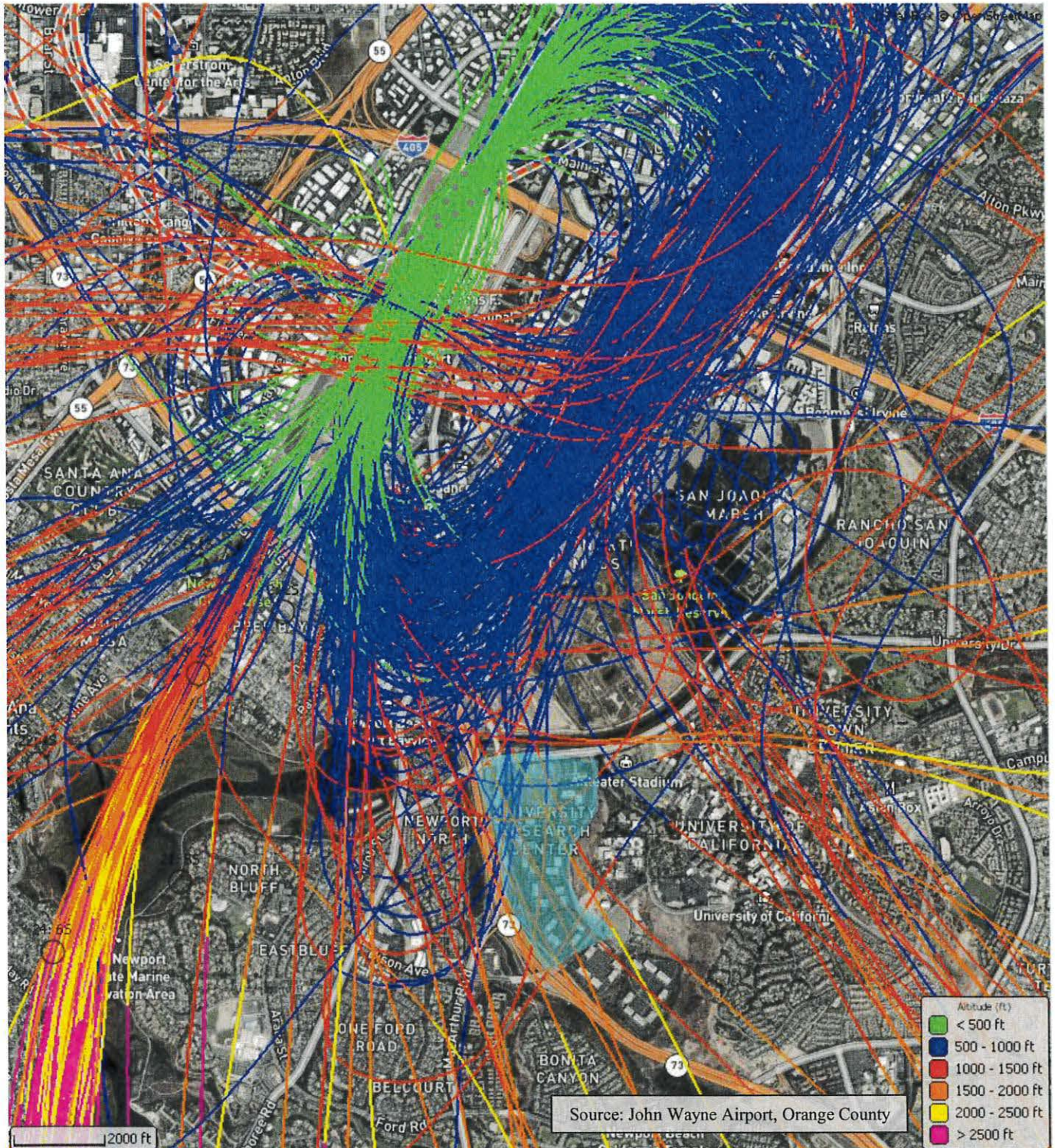


JWA Flight Tracks
Irvine - Planning Area 25
Tuesday, April 15, 2025





JWA Flight Tracks
Irvine - Planning Area 25
Thursday, April 17, 2025





May 29, 2025

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



Subject: Airport Land Use Commission (ALUC) **Submittal:** General Plan Amendment, Zone Change, and Master Plan for Residential Development within Planning Area 25 (University Research Park) in the City of Irvine (File Nos: 00920015-PGA, 00920016-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 a general plan amendment and associated zone change to establish a maximum dwelling unit cap of 2,500 units within Planning Area 25 (referred to herein as the "project"). As requested by ALUC staff via a letter received on May 8, 2025, and pursuant to Public Utilities Code Section 21676 (b), the City hereby submits a revised Planning Area 25 Residential Project Submittal Form and Checklist to ALUC for review and consideration at the meeting scheduled for June 19, 2025.

Irvine Company filed a general plan amendment and zone change to redesignate and rezone land in the Research/Industrial General Plan land use category and 5.5 Medical and Science zone of Planning Area 25 to Multi-Use and 3.1I Multi-Use, respectively, while proposing to establish a maximum 2,500-residential-unit cap in Planning Area 25. These applications would update text, tables, and graphics to reflect changes in land use and zoning, introduce residential units, and modify development standards and land use regulations for the 3.1I Multi-Use zone in Planning Area 25. A master plan, vesting tentative tract map, and affordable housing plan have also been filed for the project. Together, these applications facilitate the first phase of residential development in Planning Area 25, of a 1,233-unit multi-family residential community located on a vacant 26.4-acre lot at 120 Academy Way. Buildings within the proposed multi-family residential community will have a maximum height of 85 feet. The second phase, proposing 1,267 additional units, will be submitted at a later date through separate development applications and reviewed for compliance with the AELUP and proposed 3.1I Multi-Use zoning designation development standards.

The project is not proposing any changes to existing height limitations; rather, it further clarifies FAA regulations. Although height limitations are not identified in the Irvine

General Plan, inclusion of the height restrictions discussed below for the proposed 3.1I Multi-Use zoning designation effectively illustrate how performance standards outlined in the AELUP are incorporated into the City's planning, zoning, and development processes.

Pursuant to Section 3-37-34 of the Irvine Zoning Ordinance, the maximum building height allowed by the site's current zoning designation, 5.5 Medical and Science, is as follows: "Buildings proposed higher than 200 feet will require application to the Federal Aviation Administration and approval by the Orange County Airport Land Use Commission". The subject zone change proposes to redesignate the site to 3.1I Multi-Use and establish a maximum building height for the 3.1I Multi-Use zone, as follows: "FAA height limits as determined in accordance with Part 77 of the FAA regulations". Additionally, a footnote will be added to this height requirement, as follows: "Maximum building heights shall be subject to review and determination by the Federal Aviation Administration (FAA), under FAA Part 77. No structure shall be permitted to penetrate FAR Part 77, Obstruction – Imaginary Surfaces, or any other applicable FAA standards, including Terminal Instrument Procedures (TERPS) for John Wayne Airport, unless approved by the Airport Land Use Commission (ALUC). Development projects that include structures higher than two hundred (200) feet above existing grade shall be submitted to ALUC for review. Additionally, in compliance with Part 77, applicants proposing buildings or structures that penetrate the 100:1 Notification Surface or projects that include structures higher than 200 feet shall file a Form 7460-1, Notice of Proposed Construction or Alteration with the FAA. A copy of the FAA application shall be submitted to ALUC and the applicant shall provide the City with FAA and ALUC responses. For purposes of FAA Part 77 and ALUC, the maximum building height includes any roof mounted equipment and/or architectural details".

The Planning Commission held a public hearing on May 1, 2025, recommending City Council approval of the General Plan amendment and zone change, and approving the associated master plan, tentative tract map, and elements of the affordable housing plan. However, approval of the master plan is contingent upon City Council approval of the associated project applications. The City Council will conduct a public hearing on July 8, 2025, to consider the project.

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 949-724-7519 or via e-mail at ermartin@cityofirvine.org.

Sincerely,



Eric Martin
Senior Planner

Enclosures: ALUC Submittal Package
ALUC Exhibit 1a: Draft General Plan Amendment

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: Revised Noise Contour Map
ALUC Exhibit 5: Airport Safety Zones Map
ALUC Exhibit 6: Obstruction Imaginary Surfaces Map
ALUC Exhibit 7: City of Irvine 2045 General Plan Update Program
Environmental Impact Report Mitigation Monitoring
and Reporting Program as documented in the *April
2025 Addendum to the City of Irvine 2045 General
Plan Update Final Program Environmental Impact
Report*
ALUC Exhibit 8: Master Plan Project Plans

ec: Stephanie Frady, Director of Community Development
Marika Poynter, Chief of Planning and Policy
Alyssa Matheus, Planning Manager
Chris Chung, Principal Planner
File Nos: 00920015-PGA and 00920016-PZC



April 24, 2025

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



Subject: Airport Land Use Commission (ALUC) Submittal: General Plan Amendment and Zone Change for Residential Development within Planning Area 25 (University Research Park) in the City of Irvine (File Nos: 00920015-PGA and 00920016-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 a general plan amendment and associated zone change to establish a maximum dwelling unit cap of 2,500 units within Planning Area 25 (referred to herein as the "project"). Pursuant to Public Utilities Code Section 21676 (b), the City hereby submits the Vista Point Residential Project Submittal Form and Checklist to ALUC for review and consideration at the meeting scheduled for May 15, 2025.

Irvine Company filed a general plan amendment and zone change to redesignate and rezone land in the Research/Industrial General Plan land use category and 5.5 Medical and Science zone of Planning Area 25 to Multi-Use and 3.1I Multi-Use, respectively, while proposing to establish a maximum 2,500-residential-unit cap in Planning Area 25. These applications would update text, tables, and graphics to reflect changes in land use and zoning, introduce residential units, and modify development standards and land use regulations for the 3.1I Multi-Use zone in Planning Area 25.

A master plan, vesting tentative tract map, and affordable housing plan have also been filed and are concurrently being reviewed. Together, these applications facilitate the development of a 1,233-unit multi-family residential community located on a vacant 26.4-acre lot at 120 Academy Way in Planning Area 25.

A public hearing on the project will be held by the Planning Commission May 1, 2025, during which the Planning Commission will make a recommendation to the City Council for the associated general plan amendment and zone change applications. The outcome of this public hearing will be conveyed to ALUC prior to or at its meeting held on May 15, 2025.

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 949-724-7519 or via e-mail at ermartin@cityofirvine.org.

Sincerely,

Eric Martin
Senior Planner

Enclosures: ALUC Submittal Package

ALUC Exhibit 1a: Draft General Plan Amendment
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: City of Irvine 2045 General Plan Update Program
Environmental Impact Report Mitigation Monitoring
and Reporting Program as documented in the *April
2025 Addendum to the City of Irvine 2045 General
Plan Update Final Program Environmental Impact
Report*

cc: Stephanie Frady, Director of Community Development
Marika Poynter, Chief of Planning and Policy
Alyssa Matheus, Planning Manager
File Nos: 00920015-PGA and 00920016-PZC

Heliport	<u>C¹¹¹</u>
Home care	P
Home finding information center	•
Home occupation permit	P
Hospital, including medical offices/ dental walk-in	<u>C¹¹¹</u>
Hotel, extended stay	•
Hotel, motel	<u>C¹¹¹</u>
Industry, service	p ⁸⁵ / <u>111</u>
Information center	p ⁸⁶
Kennel	•
Large collection facility	•
Library	P
Maintenance facilities and structures	•
Manufactured structure permit (up to two years)	P
Manufactured structure (over two years)	C
Manufacturing, heavy	•
Manufacturing, light	<u>p¹¹¹</u>
Market	p ⁸⁶
Massage establishment and related business	C
Materials recovery facility	•
Mining and processing	•
Mini warehouse	C ⁶⁴
Model home sales complex	<u>p⁸⁵p¹¹²</u>
Office, administrative, business, professional	P
Office, design professional	•
Office, headquarter	p ⁸⁵ / <u>111</u>
Office, medical	P
Outdoor sales	C ⁸⁶
Outdoor storage	C ⁸⁶ / <u>112</u>
Outdoor vendor	P
Packing plant for agriculture products	•
Park	P
Parking structure	•
Public park facility	p ¹³
Pushcart permit	P
Recreational vehicle storage, private	C ^{86/89} / <u>112</u>
Recreational vehicle storage, public	C ^{86/89} / <u>112</u>
Research and development	p ⁸⁷
Residential, accessory dwelling unit	P
Residential care facility	C
Residential shelter	<u>p¹¹²</u>
Residential, nonprofit/ institutional	•
Residential, attached	C ^{16/86} / <u>113</u>
Residential, single-family detached	<u>C⁸⁶C¹¹²</u>
Restaurant	p ⁸⁶
Restaurant, "Type 47" ABC License	C ⁸⁶
Restaurant, fast-food (drive-thru)	C ⁸⁶

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¹⁰³ Permitted only in 5.4B.

¹⁰⁴ Prohibited in 5.5F.

¹⁰⁵ 5.5G Planning Area 17 only.

¹⁰⁶ Conditional Permitted; Prohibited in 2.1A.

¹⁰⁷ Traffic Study may be required.

¹⁰⁸ 4.2E: Jamboree Business Center only; see special development requirements.

¹⁰⁹ 4.2D.

¹¹⁰ In conjunction with construction and operation of a veterans memorial park and cemetery only.

¹¹¹ 3.1I only.

¹¹² Prohibited in 3.1I.

¹¹³ Permitted use in 3.1I (subject to master plan approval).

^T A traffic study is required for this use, see Section 9-36-11 for additional information. Traffic study requirement may be waived if project does not meet minimum traffic generation threshold specified in traffic study guidelines.

(Code 1976, § V.E-3002; Ord. No. 92-3, 4-14-92; Ord. No. 92-20, § 6, 11-10-92; Ord. No. 93-14, § 3, 10-12-93; Ord. No. 94-10, § 2, 7-12-94; Ord. No. 94-7, § 3, 6-14-94; Ord. No. 95-3, § 3A, 4-25-95; Ord. No. 95-4, § 1, 5-9-95; Ord. No. 95-8, § 3, 7-11-95; Ord. No. 96-2, § 2, 1-23-96; Ord. No. 96-18, § 4, 12-10-96; Ord. No. 97-05, 5-13-97; Ord. No. 99-10, § 3, 5-11-99; Ord. No. 99-14, § 2, 6-8-99; Ord. No. 99-21, § 4, 11-30-99; Ord. No. 00-03, § 4, 2-22-00; Ord. No. 00-11, § 3.A, 10-10-00; Ord. No. 00-14, § 4.A, 11-14-00; Ord. No. 01-15, § 4, 9-25-01; Ord. No. 03-02, § 4, 1-14-03; Ord. No. 03-07, § 5, 3-11-03; Ord. No. 03-13, § 9, 5-13-03; Ord. No. 03-18, § 4, 6-10-03; Ord. No. 03-29, § 3, 9-23-03; Ord. No. 03-34, § 5, 1-22-04; Ord. No. 04-04, § 5, 2-24-04; Ord. No. 05-05, § 4, 2-8-05; Ord. No. 05-12, § 6, 6-28-05; Ord. No. 05-13, § 4, 7-12-05; Ord. No. 05-16, § 2, 7-12-05; Ord. No. 05-19, § 4, 9-27-05; Ord. No. 06-18, § 4, 10-24-06; Ord. No. 07-16, § 6, 8-14-07; Ord. No. 08-06, § 5, 7-8-08; Ord. No. 08-08, § 5, 8-12-08; Ord. No. 08-12, § 3, 9-9-08; Ord. No. 09-02, § 3, 3-24-09; Ord. No. 10-03, § 3, 4-13-10; Ord. No. 10-04, § 3, 4-13-10; Ord. No. 10-07, § 9 (Exh. G), 7-27-10; Ord. No. 11-08, § 3(Exh. A), 8-23-11; Ord. No. 11-12, § 4(Exh. A), 9-13-11; Ord. No. 12-01, § 5(Exh. A), 1-24-12; Ord. No. 12-09, § 3(Exh. A), 5-22-12; Ord. No. 13-07, § 4(Exh. A), 12-10-13; Res. No. 15-86, § 3(Exh. A), 8-11-15; Ord. No. 18-01, 8(Exh. A), 2-27-18; Ord. No. 18-05, Exh. A, 4-24-18; Ord. No. 19-20, § 4(Exh. A), 12-10-19; Ord. No. 20-05, § 6, 5-12-20; Ord. No. 22-12, § 3(Exh. A), 8-9-22; Ord. No. 23-13, § 3(Exh. A), 7-11-23; Ord. No. 24-07, § 3(Exh. A), 5-28-24)

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APR 25 2025
AIRPORT LAND USE COMMISSION



AIRPORT LAND USE COMMISSION FOR ORANGE COUNTY

SUBMITTAL FORM: GENERAL PLAN • SPECIFIC PLAN • ZONING CODE

1. Name of City or County: Irvine
2. Contact Information - Name/Title Eric Martin, Senior Planner
Agency: City of Irvine Community Development, Planning Services
Address: 1 Civic Center Plaza, Irvine, CA 92606
Phone/email: 949-724-7519 / ermartin@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: Land Use Element
5. Scheduled date of Planning Commission Choose month. Public Hearing: 5/1/2025
6. Tentative date of City Council/Board of Supervisors Public Hearing: 6/10/2025
7. Requested date of ALUC Review May 15.
Complete submittals must be received by the first day of the month to be considered for the next meeting date.
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 FAA regulations height and proposed FAA regulations height maximum heights allowed.

SUBMITTAL CHECKLIST: General Plan • Specific Plan • Zoning Code

- ☒ Cover letter on City/County letterhead.
- ☒ Completed Submittal Form.
- ☒ Link to existing Click or tap here to enter text. and proposed <https://www.cityofirvine.org/community-development/current-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.
Click or tap here to enter text.
- ☒ 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.
- ☒ Provide information regarding CEQA compliance.

*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*

SUBMITTAL INFORMATION

1. **Name of City or County:** City of Irvine
2. **Contact Information:**
Name/Title: Eric Martin, Senior Planner
Agency: City of Irvine, Community Development Department
Address: 1 Civic Center Plaza, Irvine, CA 92606
Phone/Email: 949-724-7519 / ermartin@cityofirvine.org
3. **Airport Planning Area:** John Wayne Airport
4. **General Plan Amendment (File No. 00920015-PGA) to the General Plan Land Use Element:** <https://www.cityofirvine.org/community-development/current-general-plan>

Project Location:

Planning Area 25 (University Research Park) is located along the southwestern edge of the City. It is generally bounded by University Drive to the north, the University of California Irvine (UCI) campus open space to the east and south, and MacArthur Boulevard, Newport Coast Drive, and the San Joaquin Transportation Corridor (State Route 73) to the west.

A proposed residential development would occur on a vacant 26.4-acre lot at 120 Academy Way, generally located west of Academy Way, south of University Drive, and east of MacArthur Blvd at the northwest corner of Planning Area 25. Surrounding properties are also designated Research/Industrial and zoned 5.5 Medical and Science in Planning Area 25 and 6.1 Institutional in Planning Area 50 (UCI). Open space in Planning Area 29 (UCI- North Campus) is located north of the site across University Drive and the City of Newport Beach is to the west across SR-73.

General Plan Amendment Description:

Planning Area 25 has a maximum approved development intensity of 1,436,170 square feet for non-residential uses. Land within Planning Area 25 is designated Research/Industrial in the General Plan Land Use Element and zoned 5.5 Medical and Science, both of which are not conducive to, or supportive of, residential development. As such, Irvine Company has filed a general plan amendment to redesignate land in the Research/Industrial General Plan of Planning Area 25 to Multi-Use, while proposing to establish a maximum 2,500-residential-unit cap in Planning Area 25. A master plan, vesting tentative tract map, and affordable housing plan have also been filed and are concurrently being reviewed. Together, these applications facilitate the development of a 1,233-unit multi-family residential community located on a vacant 26.4-acre lot at 120 Academy Way in Planning Area 25.

As mentioned, the redesignation of 131 acres of land is needed to allow residential uses within Planning Area 25. As such, the proposed general plan amendment would revise the General Plan Land Use Map to redesignate Planning Area 25 land from Research/Industrial to Multi-Use. Updates to regulatory and non-regulatory tables reflecting this change would then be required and are discussed below.

Maximum development intensity caps and land acreage for each planning area are assigned to land use categories within Tables A-1 and A-2, respectively, in the General Plan Land Use

Element. Table A-1 would be revised to establish a 2,500 dwelling unit cap and transfer 1,436,170 square feet of non-residential development intensity to the Multi-Use category, while explaining that upon construction of residential units rather than previously entitled non-residential intensity, the remaining 521,747 square feet of development intensity would be removed from Planning Area 25. Table A-2 would be revised to transfer 131 acres from the Research/Industrial land use designation to the Multi-Use designation.

A new Land Use Plan to accommodate up to 57,656 housing units is included in the recently adopted and certified 2045 Irvine General Plan. In alignment with the General Plan and the 2021-2029 Housing Element, Table A-1-1 assigns these units to planning areas located within three focus areas or non-focus areas. Since Planning Area 25 is considered a non-focus area, Table A-1-1 would be revised to assign 2,500 units to the planning area with a corresponding reduction assigning a maximum of 6,036 units to the remaining non-focus areas.

5. **Scheduled date of Planning Commission:** May 1, 2025
6. **Tentative date of City Council Public Hearing:** July 8, 2025

The Planning Commission held a public hearing on May 1, 2025, recommending City Council approval of the General Plan amendment and zone change, and approving the associated master plan, tentative tract map, and elements of the affordable housing plan. However, approval of the master plan is contingent upon City Council approval of the associated project applications. The City Council will conduct a public hearing on June 24, 2025, to consider the project.

7. **Requested date of ALUC Review:** June 19, 2025
8. **Yes, the project proposes a change of land use within the airport notification/planning area.** Refer to Exhibits 1a and 2 for the land use map included as part of the project, which reflect the redesignation of land within Planning Area 25 to Multi-Use.
9. **No, it is not located in the 60 CNEL or 65 CNEL noise contours** (*Exhibit 4, Noise Contour Map*).
10. **General Plan Mitigation Measures**

Noise Mitigation Measures

Refer to the City of Irvine 2045 General Plan Update Program Environmental Impact Report Mitigation Monitoring and Reporting Program as documented in the April 2025 Addendum to the City of Irvine 2045 General Plan Update Final Program Environmental Impact Report the Mitigation Monitoring and Reporting Program (MMRP) for a list of noise-related mitigation measures that will apply to the project (*Exhibit 7*). 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.

11. Is the Project within the Runway Protection Zone (RPZ), Clear Zone (CZ), or Airport Safety Zones of the affected airport? No, Planning Area 25 is not located within the Runway Protection Zone (RPZ), Clear Zone (CZ), or Airport Safety Zones (*Exhibit 5, Airport Safety Zones Map*).

12. **Does the item submitted propose a change of land use within the Obstruction Imaginary Surfaces?** Yes, certain areas within Planning Area 25 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 identifies the project site.
13. **Existing and proposed height restrictions are subject to Federal Aviation Administration (FAA) regulations and are not being changed. Further information regarding height restrictions required by the Irvine Zoning Ordinance and General Plan are provided below.**

Irvine Zoning Ordinance

Pursuant to Section 3-37-34 of the Irvine Zoning Ordinance, the maximum building height allowed by the site's current zoning designation, 5.5 Medical and Science, is as follows: "Buildings proposed higher than 200 feet will require application to the Federal Aviation Administration and approval by the Orange County Airport Land Use Commission". The subject zone change proposes to redesignate the site to 3.1I Multi-Use and establish a maximum building height for the 3.1I Multi-Use zone, as follows: "FAA height limits as determined in accordance with Part 77 of the FAA regulations". Additionally, a footnote will be added to this height requirement, as follows: "Maximum building heights shall be subject to review and determination by the Federal Aviation Administration (FAA), under FAA Part 77. No structure shall be permitted to penetrate FAR Part 77, Obstruction – Imaginary Surfaces, or any other applicable FAA standards, including Terminal Instrument Procedures (TERPS) for John Wayne Airport, unless approved by the Airport Land Use Commission (ALUC). Development projects that include structures higher than two hundred (200) feet above existing grade shall be submitted to ALUC for review. Additionally, in compliance with Part 77, applicants proposing buildings or structures that penetrate the 100:1 Notification Surface or projects that include structures higher than 200 feet shall file a Form 7460-1, Notice of Proposed Construction or Alteration with the FAA. A copy of the FAA application shall be submitted to ALUC and the applicant shall provide the City with FAA and ALUC responses. For purposes of FAA Part 77 and ALUC, the maximum building height includes any roof mounted equipment and/or architectural details".

General Plan

Although height limitations are not identified in the Irvine General Plan, inclusion of the above height restrictions within the proposed 3.1I Multi-Use zoning designation effectively illustrates how performance standards outlined in the AELUP are incorporated into the City's planning, zoning, and development processes.

14. **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 allow residential uses on sites previously designated for non-residential uses within Planning Area 25. The northern portion of PA 25 is approximately 1.5 miles southeast of John Wayne Airport, and as shown in Exhibit 4, Noise Contour Map, the project site is not within the noise contours and would not be subject to excessive noise from John

Wayne Airport. Consistent with the conclusion of the General Plan for implementing residential projects that are not within the John Wayne Airport noise contours, the proposed project would not expose people residing within the project area to excessive noise levels related to air travel. Adherence with the noise requirements of the AELUP, the identified Mitigation Measures (Exhibit 7), and associated FAA requirements would ensure that future development would not expose residents to excessive aircraft noise levels.

The previously identified Mitigation Measures NOI-1 and NOI-2 would apply to future development facilitated by the proposed general plan amendment. These developments 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, as required by the Irvine Zoning Ordinance. Additionally, policies contained in the General Plan Noise Element, under Goal 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. The proposed general plan amendment is not modifying these policies and future projects facilitated by this amendment would continue to be required to comply with all relevant policies in the General Plan with respect to noise.

Safety Compatibility and Height Restrictions

Future development within Planning Area 25 facilitated by this general plan amendment would be subject to the adopted land use restrictions, which provide development limitations to minimize potential incidents of off-airport accidents to persons and property on the ground, including height restrictions. The proposed land use map and zoning designation within this planning area includes airport safety FAA Regulation height limitations, and new residential projects within the Multi-Use land use category and 3.1 Multi-Use zone within Planning Area 25 would adhere to this requirement. Additionally, future development would be subject to applicable notification requirements under the Irvine Zoning Ordinance, 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 AELUP safety and noise compatibility standards for John Wayne Airport would avoid safety hazards for future development near John Wayne Airport. The General Plan Noise Element also includes objectives and policies addressing aircraft noise that future projects facilitated by this amendment would adhere to through project design features or compliance with the identified Mitigation Measures. 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 identified Mitigation Measures 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.

**ALUC IRVINE PLANNING AREA 25 ZONE CHANGE
SUBMITTAL ENCLOSURE**



AIRPORT LAND USE COMMISSION FOR ORANGE COUNTY

SUBMITTAL FORM: GENERAL PLAN • SPECIFIC PLAN • ZONING CODE

1. Name of City or County: Irvine
2. Contact Information - Name/Title Eric Martin, Senior Planner
Agency: City of Irvine Community Development, Planning Services
Address: 1 Civic Center Plaza, Irvine, CA 92606
Phone/email: 949-724-7519 / ermartin@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 Change
Name of General Plan Element, Specific Plan or Planned Community: Click or tap here to enter text.
5. Scheduled date of Planning Commission Choose month. Public Hearing: 5/1/2025
6. Tentative date of City Council/Board of Supervisors Public Hearing: 6/10/2025
7. Requested date of ALUC Review May 15.
Complete submittals must be received by the first day of the month to be considered for the next meeting date.
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13. Please indicate current FAA regulations height and proposed FAA regulations height maximum heights allowed.

SUBMITTAL CHECKLIST: General Plan • Specific Plan • Zoning Code

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- ☒ Link to existing Click or tap here to enter text. and proposed <https://library.municode.com/ca/irvine/codes/zoning> 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.
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- ☒ 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.
Click or tap here to enter text.
- ☒ 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.
- ☒ Provide information regarding CEQA compliance.

*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*

SUBMITTAL INFORMATION

1. **Name of City or County:** City of Irvine
2. **Contact Information:**
Name/Title: Eric Martin, Senior Planner
Agency: City of Irvine, Community Development Department
Address: 1 Civic Center Plaza, Irvine, CA 92606
Phone/Email: 949-724-7519 / ermartin@cityofirvine.org
3. **Airport Planning Area:** John Wayne Airport (JWA)
4. **Zone Change (File No. 00920016-PZC) to the Irvine Zoning Ordinance:**
<https://library.municode.com/ca/irvine/codes/zoning>

Project Location:

Planning Area 25 (University Research Park) is located along the southwestern edge of the City. It is generally bounded by University Drive to the north, University of California Irvine (UCI) campus open space to the east and south, and MacArthur Boulevard, Newport Coast Drive, and the San Joaquin Transportation Corridor (State Route 73) to the west. As mentioned, a proposed residential development would occur on a vacant 26.4-acre lot at 120 Academy Way, generally located west of Academy Way, south of University Drive, and east of MacArthur Blvd at the northwest corner of Planning Area 25. Surrounding properties are also designated Research/Industrial and zoned 5.5 Medical and Science in Planning Area 25 and 6.1 Institutional in Planning Area 50 (UCI). Open space in Planning Area 29 (UCI- North Campus) is located north of the site across University Drive and the City of Newport Beach is to the west across SR-73.

Zone Change Description:

Planning Area 25 has a maximum approved development intensity of 1,436,170 square feet for non-residential uses. Land within Planning Area 25 is designated Research/Industrial in the General Plan Land Use Element and zoned 5.5 Medical and Science, both of which are not conducive to, or supportive of, residential development. As such, Irvine Company has filed a zone change to rezone land in the 5.5 Medical and Science zone to 3.1I Multi-Use, while proposing to establish a maximum 2,500-residential-unit cap in Planning Area 25. A master plan, vesting tentative tract map, and affordable housing plan have also been filed and are concurrently being reviewed. Together, these applications facilitate the development of a 1,233-unit multi-family residential community located on a vacant 26.4-acre lot at 120 Academy Way in Planning Area 25.

Amendments to the Irvine Zoning Ordinance are proposed to ensure consistency with the general plan amendment request (*Exhibit 1a*) and allow residential development in Planning Area 25. Proposed changes to Sections 3-3-1, 3-37-17, and Chapter 9-25 of the Irvine Zoning Ordinance are included as *Exhibit 1b* and summarized, as follows:

- Revise the zoning map and district to rezone all land located in the 5.5 Medical and Science zoning district of Planning Area 25 to 3.1I Multi-Use;
- Revise Chapter 9-25, *Planning Area 25 (University Research Park)*, adding 2,500 maximum regulatory dwelling units in the 3.1I Multi-Use zoning district, transfer 1,436,170

maximum regulatory square feet from the 5.5 Medical and Science zoning district to the 3.1I Multi-Use zoning district. Consistent with the GPA request, a footnote stating 521,747 square feet of non-residential intensity would be removed when residential units are constructed is included;

- Revise Section 3-37-17, 3.1 *Multi-Use*, to include the 3.1I University Research Park (Planning Area 25) zoning district and its corresponding intensity standards, permitted uses, conditional uses, and other specifications. The proposed revisions reflect land use regulations applicable to the existing uses in the 5.5 Medical and Science Zoning District; and
- Amend various text, tables, and exhibits in the Zoning Ordinance as necessary in support of the proposed Zone Change and for consistency with the Zoning Ordinance.

5. **Scheduled date of Planning Commission:** May 1, 2025

6. **Tentative date of City Council Public Hearing:** July 8, 2025

The Planning Commission held a public hearing on May 1, 2025, recommending City Council approval of the General Plan amendment and zone change, and approving the associated master plan, tentative tract map, and elements of the affordable housing plan. However, approval of the master plan is contingent upon City Council approval of the associated project applications. The City Council will conduct a public hearing on June 24, 2025, to consider the project.

7. **Requested date of ALUC Review:** June 19, 2025

8. **Yes, the project proposes a change of land use within the airport notification/planning area.** Refer to *Exhibits 1b and 2*, which reflects the rezoning of land within Planning Area 25 from 5.5 Medical and Science to 3.1I Multi-Use.

9. **No, it is not located in the 60 CNEL or 65 CNEL noise contours** (*Exhibit 4, Noise Contour Map*).

10. **General Plan Mitigation Measures**

Noise Mitigation Measures

Refer to the City of Irvine 2045 General Plan Update Program Environmental Impact Report Mitigation Monitoring and Reporting Program as documented in the April 2025 Addendum to the City of Irvine 2045 General Plan Update Final Program Environmental Impact Report the Mitigation Monitoring and Reporting Program (MMRP) for a list of noise-related mitigation measures that will apply to the project (*Exhibit 7*). 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 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.

11. Is the Project within the Runway Protection Zone (RPZ), Clear Zone (CZ), or Airport Safety Zones of the affected airport? No, Planning Area 25 is not located within the Runway Protection Zone (RPZ), Clear Zone (CZ), or Airport Safety Zones (*Exhibit 5, Airport Safety Zones Map*).

12. **Does the item submitted propose a change of land use within the Obstruction Imaginary Surfaces?** Yes, certain areas within Planning Area 25 are within the Obstruction Imaginary Surfaces and would be affected by the project (*Exhibit 6, Obstruction Imaginary Surfaces*). Refer to *Exhibits 1b and 2* for the land use map included as part of the project, which identifies the project site.
13. **Existing and proposed height restrictions are subject to Federal Aviation Administration (FAA) regulations. Further information regarding height restrictions required by the Irvine Zoning Ordinance and General Plan are provided below.**

Irvine Zoning Ordinance

Pursuant to Section 3-37-34 of the Irvine Zoning Ordinance, the maximum building height allowed by the site's current zoning designation, 5.5 Medical and Science, is as follows: "Buildings proposed higher than 200 feet will require application to the Federal Aviation Administration and approval by the Orange County Airport Land Use Commission". The subject zone change proposes to redesignate the site to 3.1I Multi-Use and establish a maximum building height for the 3.1I Multi-Use zone, as follows: "FAA height limits as determined in accordance with Part 77 of the FAA regulations". Additionally, a footnote will be added to this height requirement, as follows: "Maximum building heights shall be subject to review and determination by the Federal Aviation Administration (FAA), under FAA Part 77. No structure shall be permitted to penetrate FAR Part 77, Obstruction – Imaginary Surfaces, or any other applicable FAA standards, including Terminal Instrument Procedures (TERPS) for John Wayne Airport, unless approved by the Airport Land Use Commission (ALUC). Development projects that include structures higher than two hundred (200) feet above existing grade shall be submitted to ALUC for review. Additionally, in compliance with Part 77, applicants proposing buildings or structures that penetrate the 100:1 Notification Surface or projects that include structures higher than 200 feet shall file a Form 7460-1, Notice of Proposed Construction or Alteration with the FAA. A copy of the FAA application shall be submitted to ALUC and the applicant shall provide the City with FAA and ALUC responses. For purposes of FAA Part 77 and ALUC, the maximum building height includes any roof mounted equipment and/or architectural details".

General Plan

Although height limitations are not identified in the Irvine General Plan, inclusion of the above height restrictions within the proposed 3.1I Multi-Use zoning designation effectively illustrate how performance standards outlined in the AELUP are incorporated into the City's planning, zoning, and development processes.

14. **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 allow residential uses on sites previously designated for non-residential uses within Planning Area 25. The northern portion of PA 25 is approximately 1.5 miles southeast of John Wayne Airport, and as shown in *Exhibit 4, Noise Contour Map*, the project

site is not within the noise contours and would not be subject to excessive noise from John Wayne Airport. Consistent with the conclusion of the General Plan for implementing residential projects that are not within the John Wayne Airport noise contours, the proposed project would not expose people residing within the project area to excessive noise levels related to air travel. Adherence with the noise requirements of the AELUP, the identified Mitigation Measures (*Exhibit 7*), and associated FAA requirements would ensure that future development would not expose residents to excessive aircraft noise levels.

The previously identified Mitigation Measures NOI-1 and NOI-2 would apply to future development facilitated by the proposed zone change. These developments 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, as required by the Irvine Zoning Ordinance. Additionally, policies contained in the General Plan Noise Element, under Goal 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. The proposed zone change is not modifying these policies and future projects facilitated by this amendment would continue to be required to comply with all relevant policies in the General Plan with respect to noise.

Safety Compatibility and Height Restrictions

Future development within Planning Area 25 facilitated by this zone change would be subject to the adopted land use restrictions, which provide development limitations to minimize potential incidents of off-airport accidents to persons and property on the ground, including height restrictions. The proposed land use map and zoning designation within this planning area includes airport safety FAA Regulation height limitations, and new residential projects within the Multi-Use land use category and 3.1 Multi-Use zone within Planning Area 25 would adhere to this requirement. Additionally, future development would be subject to applicable notification requirements under the Irvine Zoning Ordinance, 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 AELUP safety and noise compatibility standards for John Wayne Airport would avoid safety hazards for future development near John Wayne Airport. The General Plan Noise Element also includes objectives and policies addressing aircraft noise that future projects facilitated by this zone change would adhere to through project design features or compliance with the identified Mitigation Measures. 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 identified Mitigation Measures 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.

PLANNING COMMISSION RESOLUTION NO. 25-4006

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF IRVINE, CALIFORNIA, RECOMMENDING CITY COUNCIL APPROVAL OF GENERAL PLAN AMENDMENT 00920015-PGA TO REDESIGNATE 131 ACRES OF LAND WITHIN PLANNING AREA 25 FROM RESEARCH/INDUSTRIAL TO MULTI-USE ON THE GENERAL PLAN LAND USE MAP AND AMEND GENERAL PLAN LAND USE ELEMENT TABLES A-1, A-1-1, AND A-2 TO ESTABLISH A MAXIMUM DWELLING UNIT CAP OF 2,500 RESIDENTIAL UNITS FOR PLANNING AREA 25 (UNIVERSITY RESEARCH PARK); FILED BY IRVINE COMPANY

WHEREAS, the City of Irvine has adopted a General Plan which, among other things, assigns various land use designations to properties across the City and establishes maximum development intensity caps to these land uses to ensure balanced and harmonious land use patterns consistent with the capacity of infrastructure to support these land uses; and

WHEREAS, the Land Use Map within the Land Use Element of the General Plan memorializes the land use designations for properties across the City; and

WHEREAS, Table A-1 of the Land Use Element memorializes the maximum development intensity caps for each planning area of the City, organized by land use category; and

WHEREAS, Table A-1 of the Land Use Element includes zero residential units in the Multi-Use land use category and includes 1,436,170 square feet of non-residential square footage in the Research/Industrial land use category of Planning Area 25; and

WHEREAS, the Land Use Element identifies three primary focus areas for potential change and new growth in the City, with the total long-term growth potential within these focus areas estimated to be 46,859 units and 8,536 units for areas outside of the focus areas, for a maximum development potential of 57,656 units; and

WHEREAS, Table A-1-1 of the Land Use Element memorializes the maximum dwelling unit buildout for focus and non-focus areas of the City, organized by planning area, and includes 8,536 units in non-focus areas, including Planning Area 25; and

WHEREAS, Table A-2 of the Land Use Element memorializes land use acreage by planning area and identifies 131 acres dedicated to the Research/Industrial land use category for Planning Area 25; and

ATTACHMENT 11

WHEREAS, the "project site" for the planned residential development includes 131 acres of land designated Research/Industrial in the General Plan and zoned 5.5 Medical and Science located within Planning Area 25, which is located along the southwestern edge of the City and is generally bounded by University Drive to the north, UCI campus open space to the east and south, and MacArthur Boulevard, Newport Coast Drive, and the San Joaquin Transportation Corridor (State Route 73) to the west; and

WHEREAS, the Land Use Map within the Land Use Element assigns the Research/Industrial land use designation to the project site; and

WHEREAS, to effectuate planned residential development in Planning Area 25, Irvine Company filed an application for General Plan Amendment 00920015-PGA to amend the General Plan Land Use Map and Land Use Element Tables A-1, A-1-1, and A-2 as follows:

- A. Revise the General Plan Land Use Map to amend the land use designation for the project site in Planning Area 25 from Research/Industrial to Multi-Use;
- B. Revise General Plan Land Use Element Table A-1 to establish a 2,500 dwelling unit cap and transfer 1,436,170 square feet of non-residential development intensity to the Multi-Use category, noting that if any residential units are constructed in Planning Area 25, 521,747 square feet of non-residential square footage will be administratively removed;
- C. Revise General Plan Land Use Element Table A-2 to transfer 131 acres from the Research/Industrial land use designation to the Multi-Use designation; and
- D. Revise General Plan Land Use Element Table A-1-1 to assign 2,500 units to Planning Area 25 and reduce the number of remaining units allocated for development in Non-Focus Areas from 8,536 units to 6,036 units; and

WHEREAS, Irvine Company proposes to subdivide and develop a vacant lot, the "development project site", located at 120 Academy Way, into a 1,233-unit, multi-family residential community. Associated applications for the project are concurrently being processed through a master plan (File No. 00925661-PMP), vesting tentative tract map (VTTM No. 19355; File No. 00948648-PTT), and development agreement (File No. 00948649-PDA); and

WHEREAS, Section 2-38-1(B) of the Irvine Zoning Ordinance allows the concurrent processing of applications filed with a General Plan amendment; and

WHEREAS, the General Plan amendment is consistent with and implements the associated zone change application (File No. 00920016-PZC) that would rezone land within Planning Area 25 from 5.5 Medical and Science to 3.11 Multi-Use and amend the text of Section 3-3-1, Section 3-37-17, and Chapter 9-25 of the Irvine Zoning Ordinance to allow up to 2,500 dwelling units within the planning area and establish development standards and land use regulations relative to residential development and permitted uses; and

WHEREAS, a development agreement (File No. 00948649-PDA) is associated with this General Plan amendment and establishes public benefits and affordable housing opportunities associated with the development of up to 2,500 residential units in Planning Area 25; and

WHEREAS, on March 14, 2023, the Irvine City Council approved the Memorandum of Understanding ("2023 MOU") with Irvine Company associated with the future residential development of 4,500 housing units over six project sites. Subsequently, a Supplement to the 2023 MOU was approved allowing the addition of the proposed project, of up to 2,500 units in Planning Area 25; and

WHEREAS, because the development project site is included in the 2023 MOU as a supplemental site, it is held to the same requirements and standards – including the provision of increased levels of residential affordability and a public benefit payment – as are required for the original MOU projects; and

WHEREAS, City Council Resolution 87-108 requires that a scoping session be conducted for a General Plan amendment application. A scoping session provides awareness of the application to the community and gives the City Council an opportunity to offer input on matters that should be studied in conjunction with the application; and

WHEREAS, on March 12, 2024, a scoping session for General Plan Amendment 00920015-PGA was conducted by the City Council and staff was given the go ahead to continue processing the proposed amendment; and

WHEREAS, General Plan Amendment 00920015-PGA is a "project" as defined by the California Environmental Quality Act (CEQA); and

WHEREAS, in August 2024, the Irvine City Council approved the City of Irvine 2045 General Plan Update Final Program Environmental Impact Report, the "General Plan Program EIR", (EIR) [State Clearinghouse (SCH) No. 2023070463] which includes the project site; and

WHEREAS, in April 2025, an Addendum to the General Plan Program EIR was prepared to analyze the proposed General Plan amendment and associated applications, which would result in the establishment of a 2,500-residential-unit cap for Planning Area 25 and facilitate development of a 1,233-unit residential multi-family residential community and future development of the remaining 1,267 residential units; and

WHEREAS, in April 2025, a Traffic Study was completed that analyzed impacts of the proposed project at intersections and roadway segments in the vicinity of the project site, and evaluated the City's Transportation Design Procedures (TDPs) at project access locations; and

WHEREAS, on April 23, 2025, the Subdivision Committee recommended Planning Commission approval of VTTM No. 19355 (File No. 00948648-PTT) to subdivide

approximately 26.4 gross acres into three numbered lots for residential purposes, one lettered lot for private street purposes, and one lettered lot for habitat reserve area that would facilitate construction of a 1,233-unit residential development at 120 Academy Way; and

WHEREAS, on April 29, 2025, the Transportation Commission will have considered the Traffic Study prepared for the project with recommended conditions of approval related to street improvements and a determination by City staff that the Traffic Study is consistent with the City's adopted performance criteria, thresholds of significance, and General Plan standards; and

WHEREAS, the decision of the Transportation Commission at a public meeting held on April 29, 2025, will be conveyed to the Planning Commission at and/or prior to the duly noticed public hearing for this General Plan amendment and associated applications; and

WHEREAS, on April 10, 2025, notice of the May 1, 2025, Planning Commission public hearing was published in the *Irvine World News*, was mailed to interested parties, property owners, and tenants within 500 feet of the project site, and was posted at designated City bulletin boards; and

WHEREAS, the Planning Commission of the City of Irvine considered information presented by the applicant, the Community Development Department, and other interested parties at a public hearing held May 1, 2025.

NOW, THEREFORE, the Planning Commission of the City of Irvine DOES HEREBY RESOLVE as follows:

SECTION 1. That the above recitals are true and correct and are incorporated herein.

SECTION 2. An Addendum to the City of Irvine 2045 General Plan Program EIR (SCH No. 2023070463), was prepared in April 2025 pursuant to Section 15164 of the CEQA Guidelines and concluded that the proposed project does not create any new impacts that were not previously considered and does not intensify any impacts previously identified, and, therefore, will not have a significant effect on the environment.

SECTION 3. Pursuant to Section 15162 of the CEQA Guidelines, the following has been determined:

- A. There are no substantial changes from the project that will require major revisions to the General Plan Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- B. Substantial changes have not occurred in the circumstances under which the project is being undertaken that will require major revisions of the General Plan

Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects

- C. There is no new information of substantial importance not known at the time the General Plan Program EIR was certified that shows any of the following:
1. The project will have one or more significant effects not discussed in the General Plan Program EIR.
 2. Significant effects previously examined would be substantially more severe than shown in the in the General Plan Program EIR
 3. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.
 4. Mitigation measures or alternatives which are considerably different from those analyzed in the General Plan Program EIR that would substantially reduce one or more significant effects on the environment, but the proposed project proponents decline to adopt the mitigation measure or alternative.

SECTION 4. Pursuant to Section 15164 of the CEQA Guidelines, this project is covered by the previously certified General Plan Program EIR and the April 2025 Addendum, which serves as the EIR for the project. The effects of the project were examined in the General Plan Program EIR and all feasible mitigation measures and alternatives developed in the certified EIR are incorporated into this project. Based on public testimony and independent judgment, the City Council determines that no new mitigation measures be required. The Addendum to the General Plan Program EIR is adequate to serve as the environmental clearance for this project in satisfaction of the requirements of CEQA.

SECTION 5. Pursuant to Fish and Game Code Section 7.11.4(C), all required Fish and Game filing fees have been paid subsequent to certification of the GPU Program EIR (SCH No. 2023070463).

SECTION 6. The Planning Commission hereby makes the findings required by Section 2-11-8 of the Irvine Zoning Ordinance to recommend approval of General Plan Amendment 00920015-PGA as follows:

- A. The proposed General Plan amendment is consistent with other elements of the City's General Plan pursuant to Government Code Section 65300.5.

The proposed amendment to the General Plan consisting of redesignation of land from Research/Industrial to Multi-Use and revisions to Land Use Element Tables A-1, A-1-1, and A-2 are consistent with other elements of Irvine's General Plan, which address matters such as circulation, housing, noise, safety, parks, and recreation. The proposed amendments are consistent with the General Plan, as they facilitate development of 2,500 dwelling units in Planning Area 25 that were

previously anticipated and environmentally assessed as part of the 2045 General Plan Update, which accommodates up to 57,656 housing units citywide. The proposed amendments further the City's progress toward meeting its housing needs outlined in the Housing Element in a manner that balances development intensity with harmonious land use patterns while ensuring that infrastructure and municipal services are available to serve the development.

The proposed General Plan amendment facilitates infill residential development that would also be consistent with applicable policies of Irvine's General Plan with respect to open space, transportation, recreation, and housing since the additional residential units will be located in an urbanized area of the City that is compatible with and supportive of residential development due to its proximity to major employment centers, retail shopping centers, and UCI. Additionally, this allocation of residential units in Planning Area 25 would be adequately served by nearby land uses such as schools, parks, and retail centers. The General Plan amendment will increase the City's housing stock and there is adequate infrastructure available to serve the project site, as it will be in a developed area served by existing utilities and roadways. Lastly, permitted land uses will be complementary to existing nearby land uses in terms of density and design. Therefore, pursuant to Section 65300.5 of the State Government Code, this amendment is consistent with the other elements of the Irvine General Plan.

- B. The proposed General Plan amendment, if applicable, responds to changes in state and/or federal law pursuant to Section 65300.9 of the State Government Code.

This General Plan amendment was not initiated in response to changes in state and/or federal law. As such, this finding does not apply.

- C. The proposed General Plan amendment has been referred to the County of Orange and any adjacent cities abutting or affected by the proposed action and any other federal agency whose operations or lands may be affected by the proposed decision pursuant to Government Code Section 65352.

Residential development facilitated by approval of this General Plan amendment is adjacent to the City of Newport Beach across the San Joaquin Transportation Corridor (SR-73) and is surrounded by office, research and development (R&D), and institutional uses. This amendment was referred to the County of Orange and the City of Newport Beach and was reviewed via the April 2025 Addendum to the 2045 City of Irvine General Plan EIR that determined it will have no substantive impact on any land owned or operated by adjacent cities or any other federal agencies. Moreover, a Traffic Study was prepared and determined that no significant impacts to adjacent intersections and roadways would result based on the City's adopted performance criteria and with the incorporation of proposed improvements, including a new traffic signal located at the California Avenue and Innovation Drive intersection.

- D. The proposed General Plan amendment will not be detrimental to the public health, safety, and welfare of the community.

The proposed General Plan amendment would not be detrimental to the public's health, safety, and welfare because its approval would facilitate future construction of residential units located in an urbanized area of the City near major employment centers, retail shopping centers, and UCI. The future site of development would be supported by and compatible with other nearby land uses such as schools, open space, office, and R&D uses. Introducing residential units within Planning Area 25 was evaluated and found to be within infrastructure capacities of the roadway network upon implementation of proposed traffic improvements and utility service systems including electricity, gas, water, and sewer. In supporting infill development, the City is preserving open space, not contributing to sprawl, and increasing its housing stock (both market rate and affordable) to meet market demands in a way that complements nearby development without detracting from the quality of life that currently exists.

Future residential development facilitated by this General Plan amendment will be required to comply with all applicable subdivision, building and safety, noise, and other related codes and ordinances, thereby ensuring protection of the community's health, safety, and welfare. Additionally, separate master plans, to be reviewed by the Planning Commission, are required for the development of parcels in the proposed 3.1I Multi-Use zoning district, which would include a separate evaluation to confirm all projects are in the best interest of the public's health and safety. Additionally, this project is covered by the previously certified Irvine 2045 General Plan Update Program Environmental Impact Report (EIR) and the April 2025 EIR Addendum, which together serve as the environmental analysis for the proposed project. The April 2025 Addendum concluded no new significant impacts would result from the development of the project nor are there any substantial increases in the severity of environmental impacts identified in the previous environmental documentation, and the impacts would be the same as or similar to the impacts resulting from the previously approved development evaluated in the previous environmental documentation. Therefore, the proposed General Plan amendment is in the best interest of the public health, safety, and welfare of the community.

SECTION 7. That the Secretary to the Planning Commission of the City of Irvine shall certify to the passage and adoption of this resolution and enter it into the book of original resolutions.

SECTION 8. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this resolution is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, then such decision shall not affect the validity of the remaining portions of this resolution. The Planning Commission of the City of Irvine hereby declares that the Planning Commission would have adopted this resolution, and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof,

irrespective of the fact that anyone or more sections, subsections, sub-divisions, sentences, clauses, phrases, or portions thereof be declared unconstitutional, invalid, or ineffective.

NOW, THEREFORE, based on the above findings, the Planning Commission of the City of Irvine DOES HEREBY RECOMMEND City Council approval of General Plan Amendment 00920015-PGA to redesignate land within Planning Area 25 from Research/Industrial to Multi-Use in the General Plan Land Use Map and amend General Plan Land Use Element Tables A-1, A-1-1, and A-2, as shown in Exhibit A, attached hereto.

PASSED AND ADOPTED by the Planning Commission of the City of Irvine at a regular meeting held on the 1st day of May 2025, by the following vote:

AYES 0 COMMISSIONERS:

NOES 0 COMMISSIONERS:

ABSENT 0 COMMISSIONERS:

ABSTAIN 0 COMMISSIONERS:

CHAIR OF THE PLANNING COMMISSION
FOR THE CITY OF IRVINE

SECRETARY OF THE PLANNING
COMMISSION FOR THE CITY OF IRVINE

PLANNING COMMISSION RESOLUTION NO. 25-4007

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF IRVINE, CALIFORNIA, RECOMMENDING CITY COUNCIL APPROVAL OF ZONE CHANGE 00920016-PZC TO REZONE LAND WITHIN PLANNING AREA 25 FROM 5.5 MEDICAL AND SCIENCE TO 3.1I MULTI-USE AND AMEND SECTIONS 3-3-1, 3-37-17, AND CHAPTER 9-25 OF THE IRVINE ZONING ORDINANCE TO ESTABLISH A MAXIMUM RESIDENTIAL UNIT CAP OF 2,500 DWELLING UNITS, ADD DEVELOPMENT STANDARDS RELATIVE TO RESIDENTIAL DEVELOPMENT, AND CREATE LAND USE REGULATIONS FOR THE 3.1I MULTI-USE ZONE WITHIN PLANNING AREA 25 (UNIVERSITY RESEARCH PARK); FILED BY IRVINE COMPANY

WHEREAS, the City of Irvine has adopted the Irvine Zoning Ordinance which establishes intensity standards for residential and non-residential development by zoning district for each planning area in the City and specifies development standards for each zoning district; and

WHEREAS, to effectuate planned residential development in Planning Area 25, Irvine Company filed an application for Zone Change 00920016-PZC to amend specific sections of the Irvine Zoning Ordinance as follows:

- A. Specific to Planning Area 25, revise the zoning map and district to rezone all land located in the 5.5 Medical and Science zoning district to 3.1I Multi-Use;
- B. Revise Section 3-37-17, *3.1 Multi-Use*, to include the 3.1I University Research Park (Planning Area 25) zoning district and its corresponding intensity standards, permitted uses, conditionally permitted uses, and other specifications. The proposed revisions would reflect land use regulations applicable to the existing uses in the 5.5 Medical and Science zoning district;
- C. Revise Chapter 9-25, *Planning Area 25 (University Research Park)*, adding 2,500 dwelling units in the 3.1I Multi-Use zoning district and transferring 1,436,170 square feet from the 5.5 Medical and Science zoning district to the 3.1I Multi-Use zoning district. Consistent with an associated General Plan amendment request (File No. 00920015-PGA), a footnote is included stating 521,747 square feet of non-residential intensity would be removed from the planning area upon completion of construction of the residential units; and
- D. Amend text, tables, and exhibits as necessary in support of the proposed zone change and for consistency between the various sections of the Zoning Ordinance; and

WHEREAS, the "project site" for the planned residential development includes all land zoned 5.5 Medical and Science and designated Research/Industrial in the General

Plan located within Planning Area 25, which is located along the southwestern edge of the City and is generally bounded by University Drive to the north, UCI campus open space to the east and south, and MacArthur Boulevard, Newport Coast Drive, and the San Joaquin Transportation Corridor (State Route 73) to the west; and

WHEREAS, the project site measures approximately 131 acres within Planning Area 25, including property located at 120 Academy Way (APN: 455-241-09); and

WHEREAS, Irvine Company proposes to subdivide and develop a 26.4-acre vacant lot, the “development project site”, located at 120 Academy Way, into a 1,233-unit multi-family residential community. Associated applications for the project are concurrently being processed and include a master plan (File No. 00925661-PMP), vesting tentative tract map (VTTM No. 19355; File No. 00948648-PTT), and development agreement (File No. 00948649-PDA); and

WHEREAS, Section 2-38-1(B) of the Irvine Zoning Ordinance allows the concurrent processing of applications filed with a zone change request; and

WHEREAS, the zone change is consistent with and implements the associated General Plan amendment application (File No. 00920015-PGA) to redesignate 131 acres of land within Planning Area 25 from Research/Industrial to Multi-Use on the General Plan Land Use Map and amend Land Use Element Tables A-1, A-1-1, and A-2 to establish a maximum dwelling unit cap of 2,500 residential units for Planning Area 25; and

WHEREAS, a development Agreement (File No. 00948649-PDA) is associated with this zone change application and establishes public benefits and affordable housing opportunities associated with the development of up to 2,500 residential units within Planning Area 25; and

WHEREAS, on March 14, 2023, the Irvine City Council approved the Memorandum of Understanding (“2023 MOU”) with Irvine Company associated with the future residential development of 4,500 housing units over six project sites. Subsequently, a Supplement to the 2023 MOU was approved allowing the addition of the proposed project, of up to 2,500 units in Planning Area 25; and

WHEREAS, because the development project site is included in the 2023 MOU as a supplemental site it is held to the same requirements and standards – including the provision of increased levels of residential affordability and a public benefit payment – as are required for the original MOU projects; and

WHEREAS, Zone Change 00920016-PZC is a “project” as defined by the California Environmental Quality Act (CEQA); and

WHEREAS, in August 2024, the Irvine City Council approved the City of Irvine 2045 General Plan Update Final Program Environmental Impact Report, the “General Plan

Program EIR" [State Clearinghouse (SCH) No. 2023070463] which overlays the project site; and

WHEREAS, in April 2025, an Addendum to the General Plan Program EIR was prepared to analyze the proposed zone change and associated applications, which would result in the establishment of a 2,500-residential-unit cap for the planning area and facilitate development of a 1,233-unit multi-family residential community and future development of the remaining 1,267 residential units; and

WHEREAS, a Traffic Study was completed in April 2025 that analyzed impacts of the proposed project at intersections and roadway segments in the vicinity of the project site, and evaluated the City's Transportation Design Procedures (TDPs) at project access locations; and

WHEREAS, on April 23, 2025, the Subdivision Committee recommended Planning Commission approval of VTTM No. 19355 (File No. 00948648-PTT) to subdivide approximately 26.4 gross acres into three numbered lots for residential purposes, one lettered lot for private street purposes, and one lettered lot for habitat reserve area that would facilitate construction of a 1,233-unit residential development at 120 Academy Way; and

WHEREAS, on April 29, 2025, the Transportation Commission will have considered the Traffic Study prepared for the project with recommended conditions of approval related to traffic improvements and a determination by City staff that the Traffic Study is consistent with the City's adopted performance criteria, thresholds of significance, and General Plan standards; and

WHEREAS, the decision of the Transportation Commission at a public meeting held on April 29, 2025, will be conveyed to the Planning Commission at and/or prior to the duly noticed public hearing for this zone change request and associated applications; and

WHEREAS, on April 10, 2025 notice of the May 1, 2025, Planning Commission public hearing was published in the *Irvine World News*, was mailed to interested parties, property owners, and tenants within 500 feet of the project site, and was posted at designated City bulletin boards; and

WHEREAS, the Planning Commission of the City of Irvine considered information presented by the applicant, the Community Development Department, and other interested parties at a public hearing held May 1, 2025.

NOW, THEREFORE, the Planning Commission of the City of Irvine DOES HEREBY RESOLVE as follows:

SECTION 1. That the above recitals are true and correct and are incorporated

herein.

SECTION 2. An Addendum to the General Plan Program EIR (SCH No. 2023070463), was prepared in April 2025 pursuant to Section 15164 of the CEQA Guidelines and concluded that the proposed project does not create any new impacts that were not previously considered and does not intensify any impacts previously identified, and, therefore, will not have a significant effect on the environment.

SECTION 3. Pursuant to Section 15162 of the CEQA Guidelines, the following has been determined:

- A. There are no substantial changes from the project that will require major revisions to the General Plan Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- B. Substantial changes have not occurred in the circumstances under which the project is being undertaken that will require major revisions of the General Plan Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects
- C. There is no new information of substantial importance not known at the time the General Plan Program EIR was certified that shows any of the following:
 - 1. The project will have one or more significant effects not discussed in the General Plan Program EIR.
 - 2. Significant effects previously examined would be substantially more severe than shown in the in the General Plan Program EIR
 - 3. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.
 - 4. Mitigation measures or alternatives which are considerably different from those analyzed in the General Plan Program EIR that would substantially reduce one or more significant effects on the environment, but the proposed project proponents decline to adopt the mitigation measure or alternative.

SECTION 4. Pursuant to Section 15164 of the CEQA Guidelines, this project is covered by the previously certified General Plan Program EIR and the April 2025 Addendum, which serves as the EIR for the proposed project. The effects of the project were examined in the General Plan Program EIR and all feasible mitigation measures and alternatives developed in the certified EIR are incorporated into this project. Based on public testimony and independent judgment, the City Council determines that no new mitigation measures be required. The Addendum to the General Plan Program EIR is adequate to serve as the environmental clearance for this project in satisfaction of the requirements of CEQA.

SECTION 5. Pursuant to Fish and Game Code Section 7.11.4(C), all required Fish and Game filing fees have been paid subsequent to certification of the Program EIR (SCH No. 2023070463).

SECTION 6. The Planning Commission hereby makes the findings required by Section 2-38-7 of the Irvine Zoning Ordinance to recommend approval of Zone Change 00920016-PZC as follows:

A. The proposed zone change is consistent with the City of Irvine General Plan.

The proposed zone change would rezone land within Planning Area 25 from 5.5 Medical and Science to 3.1I Multi-Use and amend the Irvine Zoning Ordinance to allow up to 2,500 dwelling units within Planning Area 25. These changes are consistent with the General Plan, as amended through General Plan Amendment 00920015-PGA, because they align with and are supportive of the request to redesignate land within Planning Area 25 from Research/Industrial to Multi-Use in the General Plan Land Use Map and establish a maximum dwelling unit cap of 2,500 residential units for the planning area. Proposed changes to the Zoning Ordinance are consistent with the General Plan, as they would facilitate development of up to 2,500 dwelling units in Planning Area 25 that were previously anticipated and environmentally assessed through the 2045 General Plan Update, which accommodates up to 57,656 housing units citywide. In doing so, the proposed zone change furthers the City's progress toward meeting its housing needs outlined in the Housing Element in a manner that balances development intensity with harmonious land use patterns while ensuring that infrastructure and municipal services are available to serve the development.

The zone change facilitates infill residential development that is consistent with applicable policies of Irvine's General Plan with respect to open space, transportation, recreation, and housing since the additional residential units will be located in an urbanized area of the City that is compatible with and supportive of residential development due to its proximity to major employment centers, retail shopping centers, and UCI. This zone change will increase the City's housing stock and will allow future development adjacent to existing office, research and development, and institutional uses. As such and with the incorporation of traffic improvements, vehicle trips originating from the associated or future development can be accommodated within the existing circulation network capacity. The development area can be serviced without upgrading downstream infrastructure capacity, while establishing a residential use that is complementary to nearby land uses in terms of density and design. Therefore, the proposed zone change is consistent with the general plan, as amended through General Plan Amendment 00920015-PGA.

- B. The proposed zone change is consistent with any applicable concept plan.

There is no concept plan for Planning Area 25 or the development project site. Therefore, this finding does not apply.

- C. The proposed zone change meets all the requirements set forth within Division 8 for the dedication of permanent open space through a specified phased implementation program for affected planning areas and zoning districts.

The proposed zone change complies with all requirements set forth within Section 8-5 pertaining to the dedication of permanent open space through a phased dedication implementation program, which has already been fulfilled for Planning Area 25

- D. The proposed zone change is in the best interest of the public health, safety, and welfare of the community.

Introducing residential units in the 3.11 Multi-Use zoning district of Planning Area 25 will provide housing within a fully integrated community that is situated near major employment centers, retail shopping centers and UCI, thereby contributing toward jobs and housing balance in this area of the City. Planning Area 25 consists of and is surrounded by a mixture of open space, office, research and development, school, and institutional uses, all of which support the need for residential units. Constructing housing units in Planning Area 25 was evaluated and found to be within infrastructure capacities of the roadway network upon implementation of proposed traffic improvements and utility service systems including electricity, gas, water, and sewer. By supporting infill development, the City is preserving open space, not contributing to sprawl, and increasing its housing stock (both market rate and affordable) to meet market demand in a way that complements nearby development without detracting from the quality of life that currently exists.

Future residential development facilitated by this zone change will be required to comply with all applicable subdivision, building and safety, noise, and other related codes and ordinances, thereby ensuring protection of the community's health, safety, and welfare. Additionally, separate master plans, to be reviewed by the Planning Commission, are required for the development of parcels in the 3.11 Multi-Use zoning district, which would include a separate evaluation to confirm all projects are in the best interest of the public's health and safety. Additionally, this project is covered by the previously certified Irvine 2045 General Plan Update Program EIR and the April 2025 EIR Addendum, which together serve as the environmental analysis for the proposed project. The April 2025 Addendum concluded no new significant impacts would result from the development of the project nor are there any substantial increases in the severity of environmental impacts identified in the previous environmental documentation, and the impacts

would be the same as or similar to the impacts resulting from the previously approved development evaluated in the previous environmental documentation. Therefore, the proposed zone change is in the best interest of the public health, safety, and welfare of the community.

- E. Based upon information available at the time of approval, adequate sewer and water lines, utilities, sewage treatment capacity, drainage facilities, police protection, fire protection/emergency medical care, vehicular circulation and school facilities will be available to serve the area affected by the proposed Zone Change when development occurs.

Existing sewer and water lines, utilities, sewage treatment capacity, and drainage facilities have adequate capacity to accommodate the new units, therefore, new facilities will not be required to be constructed. Roads, police protection, fire protection/emergency medical care, and school facilities are already available and will be able to accommodate the increased demands to serve the provision of up to 2,500 additional residential units in Planning Area 25 upon implementation of a new traffic signal located at the California Avenue and Innovation Drive intersection.

- F. If the proposed zone change affects land located within the coastal zone, the proposed zone change will comply with the provisions of the land use plan of the certified local coastal program.

The City has a small area of land within the Irvine Business Complex (Planning Area 36) that is located in the coastal zone. The proposed zone change, which would impact an area within Planning Area 25, is located several miles away from the coastal zone. As such, this finding does not apply.

SECTION 7. That the Secretary to the Planning Commission of the City of Irvine shall certify to the passage and adoption of this resolution and enter it into the book of original resolutions.

SECTION 8. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this resolution is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, then such decision shall not affect the validity of the remaining portions of this resolution. The Planning Commission of the City of Irvine hereby declares that the Planning Commission would have adopted this resolution, and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that anyone or more sections, subsections, sub-divisions, sentences, clauses, phrases, or portions thereof be declared unconstitutional, invalid, or ineffective.

NOW, THEREFORE, based on the above findings, the Planning Commission of the City of Irvine DOES HEREBY RECOMMEND City Council approval of Zone Change

00920016-PZC to rezone land located in the 5.5 Medical and Science zone within Planning Area 25 (University Research Park) to 3.1I Multi-Use and amend Sections 3-3-1, 3-37-17, and Chapter 9-25 of the Irvine Zoning Ordinance, as shown in Exhibit A, attached hereto.

PASSED AND ADOPTED by the Planning Commission of the City of Irvine at a regular meeting held on the 1st day of May 2025, by the following vote:

AYES 0 COMMISSIONERS:

NOES 0 COMMISSIONERS:

ABSENT 0 COMMISSIONERS:

ABSTAIN 0 COMMISSIONERS:

CHAIR OF THE PLANNING
COMMISSION FOR THE CITY OF IRVINE

SECRETARY OF THE PLANNING
COMMISSION FOR THE CITY OF IRVINE

PLANNING COMMISSION RESOLUTION NO. 25-4009

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF IRVINE, CALIFORNIA, APPROVING MASTER PLAN 00925661-PMP WITH AN AFFORDABLE HOUSING PLAN FOR THE DEVELOPMENT OF A 1,233-UNIT MULTI-FAMILY RESIDENTIAL COMMUNITY, LOCATED AT 120 ACADEMY WAY, WITHIN PLANNING AREA 25 (UNIVERSITY RESEARCH PARK); FILED BY IRVINE COMPANY

WHEREAS, Irvine Company filed a master plan application (File No. 00925661-PMP) to allow the development of a 1,233-unit multi-family residential community on a 26.4-acre vacant site in Planning Area 25 (University Research Park); and

WHEREAS, the project site is located at 120 Academy Way (APN: 455-241-09), which is located west of California Avenue, north of Innovation Drive, and southeast of the intersection of the MacArthur Boulevard northbound ramp and University Drive; and

WHEREAS, Section 2-38-1(B) of the Irvine Zoning Ordinance allows the concurrent processing of applications filed with a General Plan amendment or zone change request; and

WHEREAS, applications associated with a 1,233-unit multi-family residential community located at 120 Academy Way are concurrently being processed and include a General Plan amendment (File No. 00920015-PGA), zone change (File No. 00920016-PZC), vesting tentative tract map (VTTM No. 19355; File No. 00948648-PTT), and development agreement (File No. 00948649-PDA); and

WHEREAS, a development agreement (File No. 00948649-PDA) is associated with this master plan application and establishes public benefits and affordable housing opportunities associated with the development of up to 2,500 residential units in Planning Area 25; and

WHEREAS, upon approval and effectuation of General Plan Amendment 00920015-PGA by the City Council, the project site will have a land use designation of Multi-Use and there will be adequate residential development intensity assigned to Planning Area 25 to support the proposed 1,233 dwelling units; and

WHEREAS, upon approval and effectuation of Zone Change 00920016-PZC by the City Council, the project site will have an underlying zoning district of 3.1I Multi-Use and the maximum 2,500-dwelling-unit cap for Planning Area 25 will accommodate the proposed units; and

WHEREAS, upon approval and effectuation of General Plan Amendment 00920015-PGA, Zone Change 00920016-PZC, and Development Agreement 00948649-

PDA by the City Council, the project will be consistent with the City's General Plan and Zoning Ordinance; and

WHEREAS, the Planning Commission is the recommending body and the City Council is the final decision-maker for the associated General Plan amendment, zone change, and development agreement applications; and

WHEREAS, on March 14, 2023, the City Council approved the Memorandum of Understanding ("2023 MOU") associated with future residential development of 4,500 housing units over six project sites. Subsequently, a Supplement to the 2023 MOU was approved allowing the addition of the proposed project, of up to 2,500 units in Planning Area 25; and

WHEREAS, because the development project site is included in the 2023 MOU as a supplemental site, it is held to the same requirements and standards – including the provision of increased levels of residential affordability and a public benefit payment – as are required for the original MOU projects; and

WHEREAS, per the 2023 MOU and in accordance with Chapter 2-3 of the Irvine Zoning Ordinance, the affordable housing plan for this residential project shall be comprised of the development agreement, density bonus housing agreement, regulatory agreement, and all applicable provisions of the MOU; and

WHEREAS, the Planning Commission is the decision-making body for the density bonus and regulatory agreements portion of the affordable housing plan; and

WHEREAS, the total "base units" being proposed by this master plan application is 1,028 dwelling units and the other 205 units are considered to be "density bonus units"; and

WHEREAS, consistent with the MOU and in furtherance of Chapter 2-3 of the Irvine Zoning Ordinance, the affordable housing plan provides for 206 of the base units (20%) in the housing development to be set aside for very low and moderate income households; and

WHEREAS, consistent with Section 4.4.1 of the MOU, Irvine Company will provide 5% of the project's base units as affordable to very low income households on-site, 10% of the base units as affordable to moderate income households on-site, and 5% of the base units as affordable to moderate income households will be located off-site at another residential development; and

WHEREAS, pursuant to Section 4.4.1 of the MOU, all on-site very low income units and all moderate income units shall remain affordable for 75 years; and

WHEREAS, consistent with the proposed affordable housing plan, State Density Bonus Law, and Government Code Section 65915, this master plan application requests

a 20% density bonus based upon the provision of 5% of the base units in the housing development for very-low income households; and

WHEREAS, a total of 52 units provided on-site are to be designated as affordable housing for very-low income households as defined in California Health and Safety Code Section 50093 and at an affordable housing cost as defined in Section 50053 for rental housing; and

WHEREAS, a total of 102 units provided on-site are to be designated as affordable housing for moderate income households, as defined in Chapter 2-3 of the Zoning Ordinance; and

WHEREAS, a total of 52 units will provided offsite at another residential development and will be designated as affordable housing for moderate income households as defined in Chapter 2-3 of the Zoning Ordinance; and

WHEREAS, pursuant to State Density Bonus Law, the applicant is entitled to waivers and one incentive/concession; and

WHEREAS, the MOU approved a concession that allowed included project sites to be exempt from Section 5-5-1004, *Park Dedication*, of the Irvine Municipal Code; and

WHEREAS, pursuant to State Density Bonus Law, the applicant has requested a waiver of a development standard in the Irvine Zoning Ordinance, as follows: reduction of the minimum dimensions for parking spaces, to be instead consistent with the City's long-term or full size parking space dimensions within parking structures for office uses in non-residential planning areas; and

WHEREAS, the Planning Commission has the authority to approve waivers of development standards and one concession/incentive for the proposed project; and

WHEREAS, Master Plan 00925661-PMP is a "project" as defined by the California Environmental Quality Act (CEQA); and

WHEREAS, in August 2024, the Irvine City Council approved the City of Irvine 2045 General Plan Update Final Program Environmental Impact Report, the "General Plan Program EIR" [State Clearinghouse (SCH) No. 2023070463] which overlays the project site; and

WHEREAS, in April 2025, an Addendum to the General Plan Program EIR was prepared to analyze the proposed master plan and associated applications, which would result in the establishment of a 2,500-residential-unit cap for the planning area and facilitate development of a 1,233-unit residential multi-family residential community and future development of the remaining 1,267 residential units; and

WHEREAS, a Traffic Study was completed in April 2025 that analyzed impacts of the proposed project at intersections and roadway segments in the vicinity of the project site, and evaluated the City's Transportation Design Procedures (TDPs) at project access locations; and

WHEREAS, on April 23, 2025, the Subdivision Committee recommended Planning Commission approval of VTTM No. 19355 (File No. 00948648-PTT) to subdivide approximately 26.4 gross acres into three numbered lots for residential purposes, one lettered lot for private street purposes, and one lettered lot for habitat reserve area that would facilitate construction of a 1,233-unit residential development at 120 Academy Way; and

WHEREAS, on April 29, 2025, the Transportation Commission will have considered the Traffic Study prepared for the project with recommended conditions of approval related to street improvements and a determination by City staff that the Traffic Study is consistent with the City's adopted performance criteria, thresholds of significance, and General Plan standards; and

WHEREAS, the decision of the Transportation Commission at a public meeting held on April 29, 2025, will be conveyed to the Planning Commission at and/or prior to the duly noticed public hearing for this master plan request and associated applications; and

WHEREAS, on April 10, 2025, notice of the May 1, 2025, Planning Commission public hearing was published in the *Irvine World News*, was mailed to interested parties, property owners, and tenants within 500 feet of the project site, and was posted at designated City bulletin boards; and

WHEREAS, the Planning Commission of the City of Irvine considered information presented by the applicant, the Community Development Department, and other interested parties at a public hearing held May 1, 2025.

NOW, THEREFORE, the Planning Commission of the City of Irvine DOES HEREBY RESOLVE as follows:

SECTION 1. That the above recitals are true and correct and incorporated herein.

SECTION 2. An Addendum to the City of Irvine 2045 General Plan Program EIR (SCH No. 2023070463) was prepared in April 2025 pursuant to Section 15164 of the CEQA Guidelines and concluded that the proposed project does not create any new impacts that were not previously considered and does not intensify any impacts previously identified, and, therefore, will not have a significant effect on the environment.

SECTION 3. Pursuant to Section 15162 of the CEQA Guidelines, the following has been determined:

- A. There are no substantial changes from the project that will require major revisions to the General Plan Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- B. Substantial changes have not occurred in the circumstances under which the project is being undertaken that will require major revisions of the General Plan Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- C. There is no new information of substantial importance not known at the time the General Plan Program EIR was certified that shows any of the following:
 - 1. The project will have one or more significant effects not discussed in the General Plan Program EIR.
 - 2. Significant effects previously examined would be substantially more severe than shown in the in the General Plan Program EIR.
 - 3. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.
 - 4. Mitigation measures or alternatives which are considerably different from those analyzed in the General Plan Program EIR that would substantially reduce one or more significant effects on the environment, but the proposed project proponents decline to adopt the mitigation measure or alternative.

SECTION 4. Pursuant to Section 15164 of the CEQA Guidelines, this project is covered by the previously certified General Plan Program EIR and the April 2025 Addendum, which serves as the EIR for the proposed project. The effects of the project were examined in the General Plan Program EIR and all feasible mitigation measures and alternatives developed in the certified EIR are incorporated into this project. Based on public testimony and independent judgment, the Planning Commission determines that no new mitigation measures be required. The Addendum to the General Plan Program EIR is adequate to serve as the environmental clearance for this project in satisfaction of the requirements of CEQA.

SECTION 5. Pursuant to Fish and Game Code Section 7.11.4(C), all required Fish and Game filing fees have been paid subsequent to certification of the General Plan Program EIR (SCH No. 2023070463).

SECTION 6. The findings required by state law regarding justification of citywide, village-wide and project specific development fees for public facilities as a result of this project approval have been met as follows:

- A. Citywide fees for public facilities are collected in conjunction with the issuance of building permits for development projects and consist of the following:
 - 1. Foothill/Eastern or San Joaquin Hills Transportation Corridor Area of Benefit Charges.

2. Development surcharge fees to recover wear and tear costs from construction site traffic.
 3. A systems development charge.
- B. Resolutions have been adopted by the Irvine City Council which establish the connection between the development projects and the public improvements based on the following nexus:
1. The area of benefit charges for the transportation corridors are based on the assumption that future state and federal revenues are projected to be inadequate to construct said transportation corridors in a timely manner; and that future development should pay a share of the cost of implementing new transportation corridors to ensure that the transportation system will be adequate to serve said development and that this share of the corridor costs should be proportional to the traffic generated by the development.
 2. The impact of construction vehicles using City streets causes wear and tear which significantly reduces the life of the surface of City streets beyond normally expected use and the cost of impacted wear and tear on City streets should be borne by the development projects which create the impact. The wearing surface on City streets is reduced by 50% by commercial/industrial construction traffic which causes significant increases on City maintenance costs.
 3. The implementation of a systems development charge provides a predictable and equitable funding source for capital improvements by requiring development projects to "buy into" the pre-existing City infrastructure so that the impact of new growth on existing improvements will be borne equitably by new development.
- C. All of the citywide fees identified in this section are based on this project's proportional share of the cost of the improvement as identified in the appropriate City Council resolution.
- D. The following nexus between the project-specific public facilities and the development project have been identified:
1. The purposes of the fees have been identified.
 2. There is a reasonable relationship between the need for public facilities and the type of development for which the fee is imposed.
 3. There is a reasonable relationship between the amount of the fees and the costs of the public facilities attributable to the development on which the fee is based.

SECTION 7. Irvine Company shall provide that 206 of the base units in the housing development shall be restricted at affordable rental prices, pursuant to Section 8 below and subject to adjustment if the applicant constructs less than the maximum number of

units permitted. The MOU requires that the units remain affordable for a minimum of 75 years.

SECTION 8. The on-site provision of 5% of the base units as affordable to very low income households entitles the project to a 20% density bonus. Application of this density bonus percentage to the project results in the development of 1,028 base units and 205 density bonus units. Of the 1,028 base units, a minimum of 52 units (5%) will be affordable to very low income households and 154 units (15%) will be affordable to moderate income households, 52 (5%) of which will be provided off-site at another residential development.

SECTION 9. The Director of Community Development is hereby authorized to implement the affordable housing plan for the residential project, contingent upon City Council approval and effectuation of the development agreement (File No. 00948648-PDA), and take all actions necessary to effectuate the housing development.

SECTION 10. The findings required to be made by the Planning Commission for approval of a master plan, as set forth in Section 2-17-7 of the Irvine Zoning Ordinance, are hereby made as follows:

A. The proposed master plan is consistent with the City's General Plan.

The master plan is consistent with and implements the Irvine General Plan as amended through General Plan amendment (File No. 00920015-PGA), which will redesignate the project site from Research/Industrial to Multi-Use and establish a 2,500-unit development intensity cap for Planning Area 25. The proposed project is consistent with the General Plan, as it allows development of 1,233 dwelling units in Planning Area 25 that were previously anticipated and environmentally assessed through the 2045 General Plan to accommodate up to 57,656 housing units citywide. In doing so, the proposed master plan furthers the City's progress toward meeting its housing needs, as outlined in the Housing Element, in a manner that balances development intensity with harmonious land use patterns while ensuring that infrastructure and municipal services are available to serve the development.

The proposed infill residential development project will be consistent with applicable policies of Irvine's General Plan with respect to land use, open space, transportation, recreation, and housing, as it will be located in an urbanized area of the City that is compatible with and supportive of residential development due to its proximity to major employment centers, retail shopping centers, and the University of California, Irvine (UCI). The Multi-Use land use designation is intended to allow a variety of land uses and intensities, typically including medium- to high-density residential, commercial, institutional, and office uses. The project is proposing a medium-density multi-family residential development at the project site, in accordance with the uses anticipated within the land use category. Additionally, the proposed residential community would be adequately served by nearby land uses such as schools, parks, and retail centers.

This master plan will increase the City's housing stock and there is adequate infrastructure available to serve the project site, as it will be located in a developed area served by existing utilities and roadways. A Traffic Study was prepared and determined that no significant impacts to adjacent intersections and roadways would result based on the City's adopted performance criteria and with the incorporation of proposed improvements, including a new traffic signal located at the California Avenue and Innovation Drive intersection. Lastly, the use will be complementary to existing nearby land uses in terms of density and design. As such, the master plan is consistent with the General Plan, contingent upon approval and effectuation of General Plan Amendment 00920015-PGA.

B. The proposed master plan is consistent with the City's Zoning Ordinance.

The proposed master plan will be consistent with the Irvine Zoning Ordinance, as amended through Zone Change 00920016-PZC, which would rezone the project site from 5.5 Medical and Science to 3.11 Multi-Use, establish a 2,500-unit cap for Planning Area 25, and modify development standards relative to residential development and land use regulations relative to permitted uses. The master plan has been designed to ensure that all on-site buildings comply with applicable development standards, including site size, site coverage, setbacks and lot coverage. Upon approval of a Density Bonus waiver for reduced parking space dimensions, the project would comply with parking requirements. The 3.11 Multi-Use zone is intended to allow a variety of land uses and intensities, typically including medium- to high-density residential, commercial, institutional, and office uses. The project is proposing a medium-density multi-family residential development at the project site, which is an allowable and compatible land use.

Consistent with the MOU and in furtherance of Chapter 2-3 of the Irvine Zoning Ordinance, the affordable housing plan associated with this master plan provides for 206 units in the development to be set aside for very low and moderate income households. Therefore, the master plan would be consistent with the Irvine Zoning Ordinance, contingent upon approval and effectuation of Zone Change 00920016-PZC.

C. The proposed master plan is in the best interests of the health, safety, and welfare of the community.

The proposed master plan would not be detrimental to the public's health, safety, and welfare because its approval would facilitate future construction of residential units located in an urbanized area of the City near major employment centers, retail shopping centers, and UCI, thereby providing housing that contributes toward a harmonious balance of jobs and housing in the area. The project site would also be supported by and compatible with other nearby land uses such as schools, open space, office, and R&D uses. Consistent with the MOU and exceeding Chapter 2-3 of the Irvine Zoning Ordinance requirements, the affordable housing

plan associated with this master plan provides for 206 units in the development to be set aside for very low and moderate income households.

The 1,233-unit multi-family residential community proposed by this master plan was evaluated and found to be within infrastructure capacities of the roadway network upon implementation of proposed traffic improvements and utility service systems including electricity, gas, water, and sewer. In supporting infill development, the City is preserving open space, not contributing to sprawl, and increasing its housing stock (both market rate and affordable) to meet market demand in a way that complements nearby development without detracting from the quality of life that currently exists. Additionally, the proposed project will comply with all applicable subdivision, building and safety, noise, and other related codes and ordinances, thereby ensuring protection of the community's health, safety, and welfare. Lastly, this project is covered by the previously certified Irvine 2045 General Plan Update Program EIR and the April 2025 EIR Addendum, which together serve as the environmental analysis for the proposed project. The April 2025 Addendum concluded no new significant impacts would result from the development of the project nor are there any substantial increases in the severity of environmental impacts identified in the previous environmental documentation, and the impacts would be the same as or similar to the impacts resulting from the previously approved development evaluated in the previous environmental documentation. Therefore, the proposed master plan is in the best interest of the public health, safety, and welfare of the community.

- D. The proposed master plan complies with all requirements set forth within Section 8-5 pertaining to the dedication of permanent open space through a phased dedication implementation program for affected planning areas and zoning districts.

The proposed master plan complies with all requirements set forth within Section 8-5 pertaining to the dedication of permanent open space through a phased dedication implementation program, which has already been fulfilled.

- E. If the proposed master plan affects land located within the coastal zone, the proposed Master Plan will comply with the provisions of the land use plan of the Certified Local Coastal Program.

The City has a small area of land within the Irvine Business Complex (Planning Area 36) that is in the coastal zone. The proposed master plan project site, located in Planning Area 25, is located several miles away from the coastal zone. As such, this finding does not apply.

- F. In Planning Area 30, the proposed master plan provides for compatibility between existing and future uses within the City of Irvine, to the extent those uses are known.

Planning Area 30 was incorporated into Planning Area 51 in 2013 with the approval of General Plan Amendment 00537028-PGA and Zone Change 00537029-PZC.

The project site is located in Planning Area 25, which is not located within the area formerly designated as Planning Area 30. Therefore, this finding does not apply.

SECTION 11. That the Secretary to the Planning Commission of the City of Irvine shall certify to the passage and adoption of this resolution and enter it into the book of original resolutions.

SECTION 12. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this resolution is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, then such decision shall not affect the validity of the remaining portions of this resolution. The Planning Commission of the City of Irvine hereby declares that the Planning Commission would have adopted this resolution, and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that anyone or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared unconstitutional, invalid, or ineffective.

NOW, THEREFORE, based on the above findings, the Planning Commission of the City of Irvine DOES HEREBY APPROVE Master Plan 00925661-PMP with an affordable housing plan, comprised of a Density Bonus Agreement and Regulatory Agreement, subject to all applicable Plans, Programs, and Policies (PPP), Project Design Features (PDF), Regulatory Requirements, and Mitigation Measures (MM) as identified in the Irvine 2045 General Plan Final Environmental Impact Report (SCH No. 2023070463) and April 2025 Addendum, and subject to the following conditions:

PRIOR TO THE ISSUANCE OF PRELIMINARY OR PRECISE GRADING PERMITS

Standard Condition 2.1

PUBLIC / PRIVATE IMPROVEMENTS

Prior to the issuance of preliminary or precise grading permits, the applicant shall construct or enter into an agreement and post security, in a form and amount acceptable to the City Engineer, guaranteeing the construction of the following public and/or private improvements, marked with "X" and listed below, in conformance with City's standards and Capital Improvement Policy. Items not required in conjunction with this project are marked "n/a".

- X a. Street improvements including, but not limited to, pavement, curb and gutter, medians, sidewalks, drive approaches, street lighting, and signing and striping as follows:
 - 1. Sidewalks along both sides of the extension of Academy Way and Innovation Drive
- X b. Traffic signal systems, interconnect and other traffic control and management devices such as:
 - 1. Implementation of new traffic signal at California Avenue and Innovation Drive.
- X c. Storm drain facilities

PASSED AND ADOPTED by the Planning Commission of the City of Irvine at a regular meeting held on the 1st of May 2025, by the following vote:

AYES 0 COMMISSIONERS:

NOES 0 COMMISSIONERS:

ABSENT 0 COMMISSIONERS:

ABSTAIN 0 COMMISSIONERS:

Unless an appeal is filed prior to the expiration of the 15-day appeal period at 5 p.m. on Friday, May 16, 2025, this approval shall become effective 30 days after the second reading of the Ordinance adopting Zone Change 00920016-PZC.

CHAIR OF THE PLANNING COMMISSION
FOR THE CITY OF IRVINE

SECRETARY OF THE PLANNING
COMMISSION FOR THE CITY OF IRVINE