

## 3. *Project Description*

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### 3.1 *PROJECT LOCATION*

The approximately 2,800-acre Irvine Business Complex (IBC) comprises Planning Area 36 in the City of Irvine, in south/central Orange County, as shown on Figure 3-1, *Regional Location*. More specifically, the IBC is generally bounded by the former Tustin Marine Corps Air Station (MCAS) to the north, the San Diego Creek channel to the east, John Wayne Airport and Campus Drive to the south, and State Route 55 (SR-55) to the west, as shown on Figure 3-2, *Local Vicinity*. The San Diego Freeway (I-405) traverses the southern portion of the IBC, and the Santa Ana Freeway (I-5) is to the north and east. As shown on Figure 3-1, the IBC is bordered by the cities of Newport Beach to the south, Santa Ana and Costa Mesa to the west, and Tustin to the north. An aerial photograph of the project area is shown on Figure 3-3.

The IBC consists of a range of industrial, office, commercial, and residential uses covering approximately 2,800 acres in the western portion of the City of Irvine. Adjacent to the IBC, on the north, is the City of Tustin and the former MCAS Tustin, currently being redeveloped with residential and commercial uses as part of the Tustin Legacy Specific Plan (see Figure 3-3). A 40-acre parcel of the IBC is detached and to the south of the main IBC boundary area (see Figure 3-3), and bounded by Jamboree Road, Fairchild Road, Macarthur Boulevard, and the San Joaquin Marsh, and adjacent to the City of Newport Beach. The most prominent land use in the IBC is office, with substantial amounts of industrial/warehouse uses and 4,779 medium- and high-density residential units and 232 density bonus units for a total of 5,011 dwelling units existing within the IBC.

### 3.2 *STATEMENT OF OBJECTIVES*

The following objectives have been established for the IBC Vision Plan and Mixed Use Overlay Zoning Code and will aid decision makers in their review of the proposed project and associated environmental impacts:

- Provide for the on going development of the IBC consistent with the City's General Plan Urban and Industrial land use designations and the City's adopted Vision Plan Goals, which are:
  - Protect the existing job base.
  - Develop mixed-use cores.
  - Provide transportation, pedestrian, and visual connectivity.
  - Create usable open space.
  - Develop safe, well-designed neighborhoods.
- Provide additional housing opportunities near existing employment centers, consistent with the City's General Plan Land Use and Housing Elements.
- Provide residential uses near existing employment centers, retail and entertainment uses, and transportation facilities consistent with the goals of the Southern California Association of Governments' Regional Comprehensive Plan and Compass Blueprint.
- Provide residential development in areas of the IBC where adequate supporting uses and public services and facilities are provided, consistent with the City's General Plan Land Use Element.





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- Contribute to the development of mixed-use cores by incorporating residential, office, and commercial/retail uses into existing areas of nearby community facilities, retail goods and services, and restaurants to enhance the IBC's overall mixed-use urban character and reduce vehicle miles traveled in the South Coast Air Basin.
- Provide neighborhood-level amenities to serve the level of mixed-use development envisioned by the City's General Plan and IBC Vision Plan.
- Incorporate sustainable provisions into implementation of the IBC Vision Plan.
- Identify and pursue opportunities for open space areas that serve the recreational needs of IBC residents and employees.

#### *3.3 PROJECT CHARACTERISTICS*

"Project," as defined by the CEQA Guidelines, means "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)...enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100-65700" (Title 14 California Code of Regulations § 15378[a]).

For the purposes of this DEIR, the IBC Vision Plan and Mixed-Use Overlay Zoning Code (proposed project) is set forth in full throughout Chapter 3. The proposed project includes the General Plan amendment, Master Plan of Arterial Highways amendment, zoning and municipal code amendments, and other components identified in Section 3.3.2.1 through 3.3.2.9, and the proposed project includes subsequent development pursuant to the proposed project identified in and more fully discussed in Sections 3.3.3.1 through 3.3.3.7.

##### *3.3.1 Project Background*

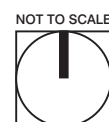
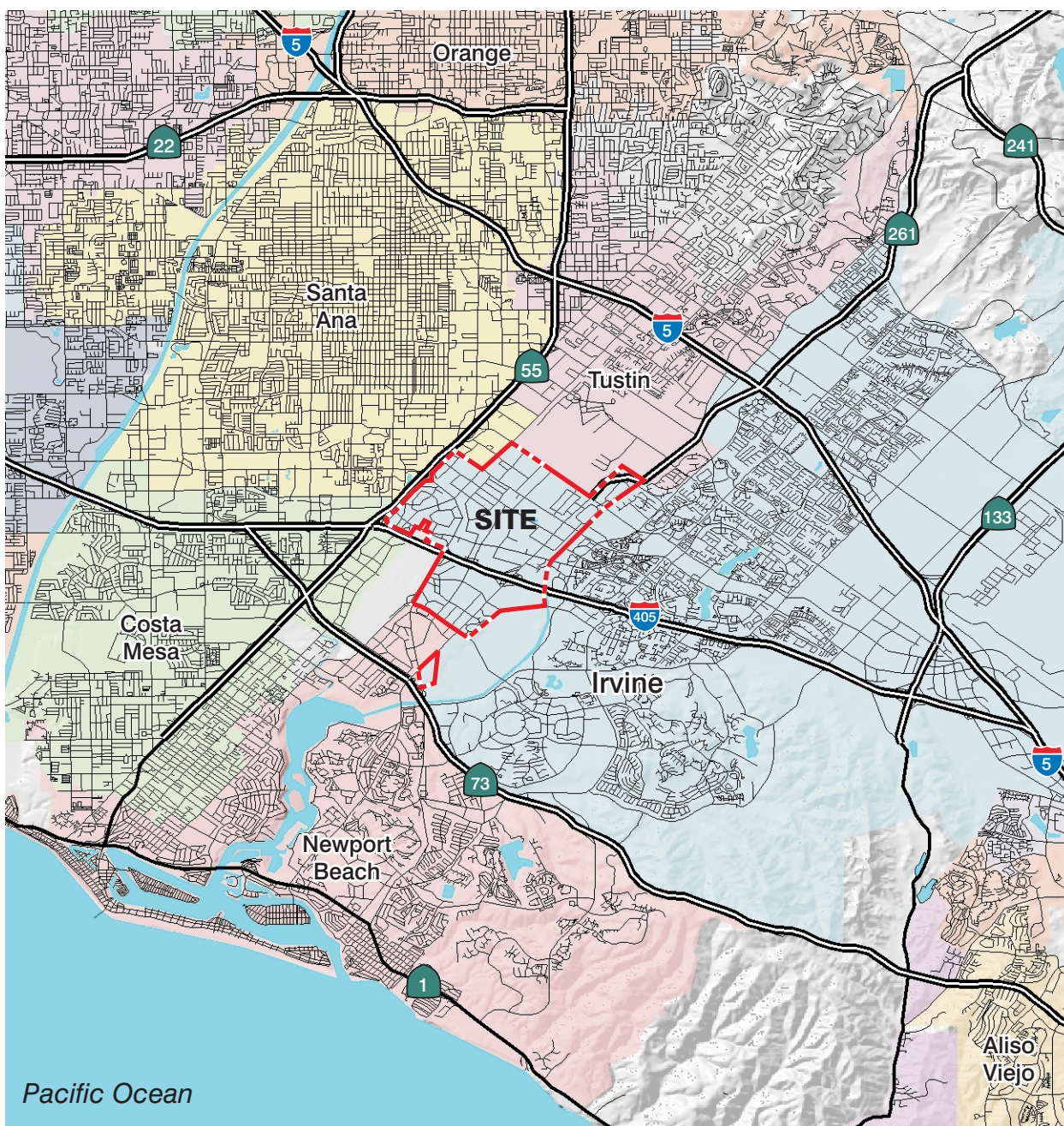
A General Plan amendment and rezoning project was approved by the City of Irvine for the IBC in 1992. As approved at that time, the IBC entitlements included 48.255 million square feet of nonresidential development and 3,571 dwelling units. The 1992 approvals also included a circulation mitigation program and revised funding program, including a fee program. The IBC was then envisioned to be the "urbanized" area in Irvine, taking advantage of the nearby John Wayne Airport to attract businesses and the synergies associated with urban development. To control development intensity and traffic volumes, the zoning provisions for the IBC established an overall development intensity cap with budgets allocated to each legal parcel. The intensity budgets were measured in units called "trips." Beyond indicating the maximum potential development intensity for a parcel, however, those trips are no longer used by the City to reflect the amount of traffic generated on a specific parcel. The City's development intensity management mechanism allowed market forces to dictate how and where development intensity would ultimately be utilized through the Transfer of Development Rights (TDR) provisions established in the Zoning Code. The Irvine Business Complex Land Use and Trip Generation Database (IBC Database) was created to track and monitor development intensities in the IBC.

The General Plan and Zoning designations for the IBC generally encourage heavy industrial uses north of Barranca Parkway, lower-intensity industrial uses west of the Armstrong Channel, and mixed-use development, including residential uses, south of Barranca Parkway. A number of development applications have been filed in the past few years (since early 2004) and continue to be filed for the reuse of sites in the IBC from nonresidential uses to high-density, urban-style residential development.



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## Regional Location





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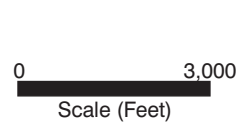
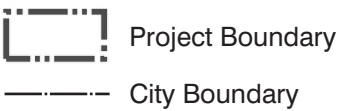
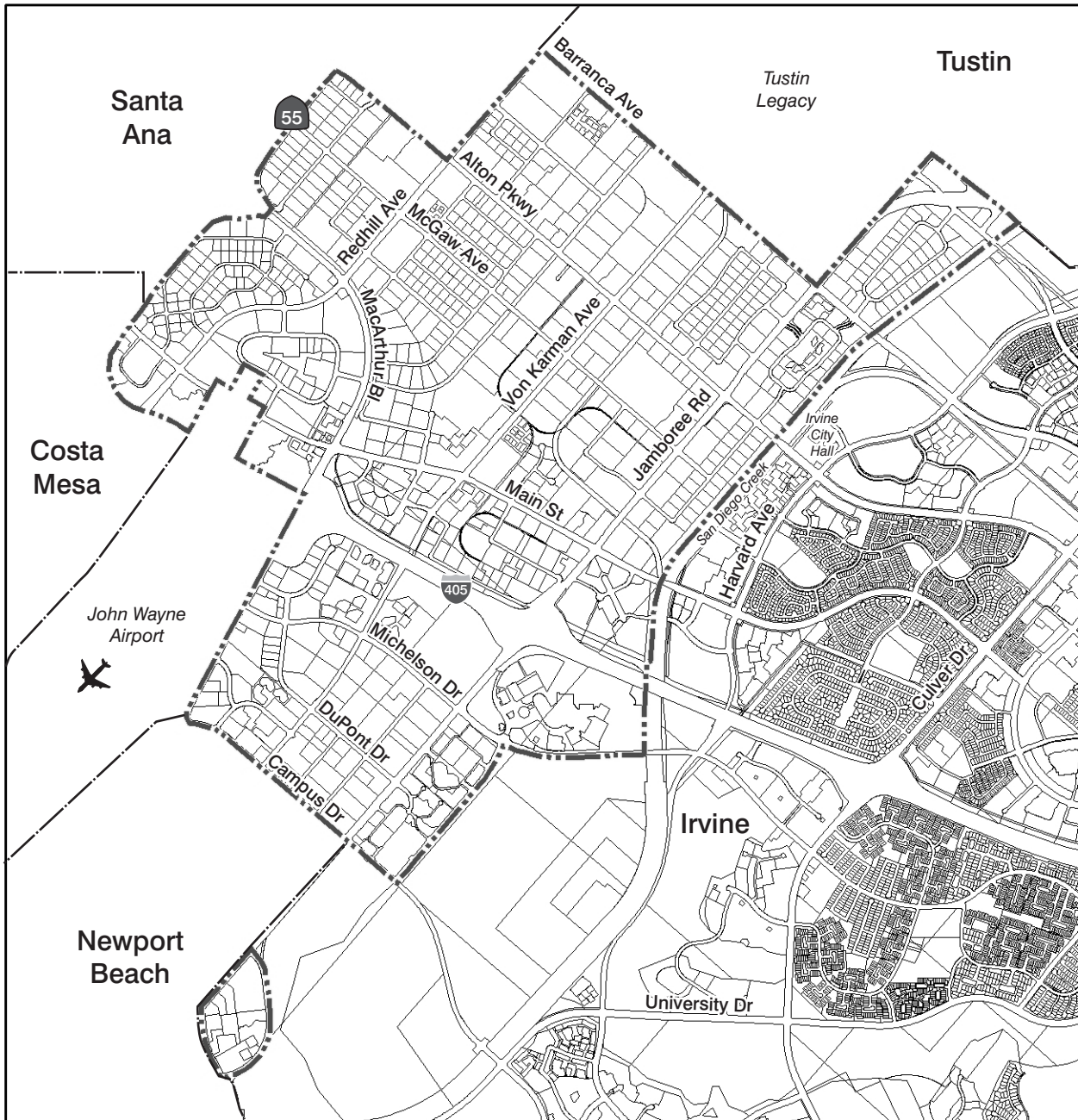
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## Local Vicinity





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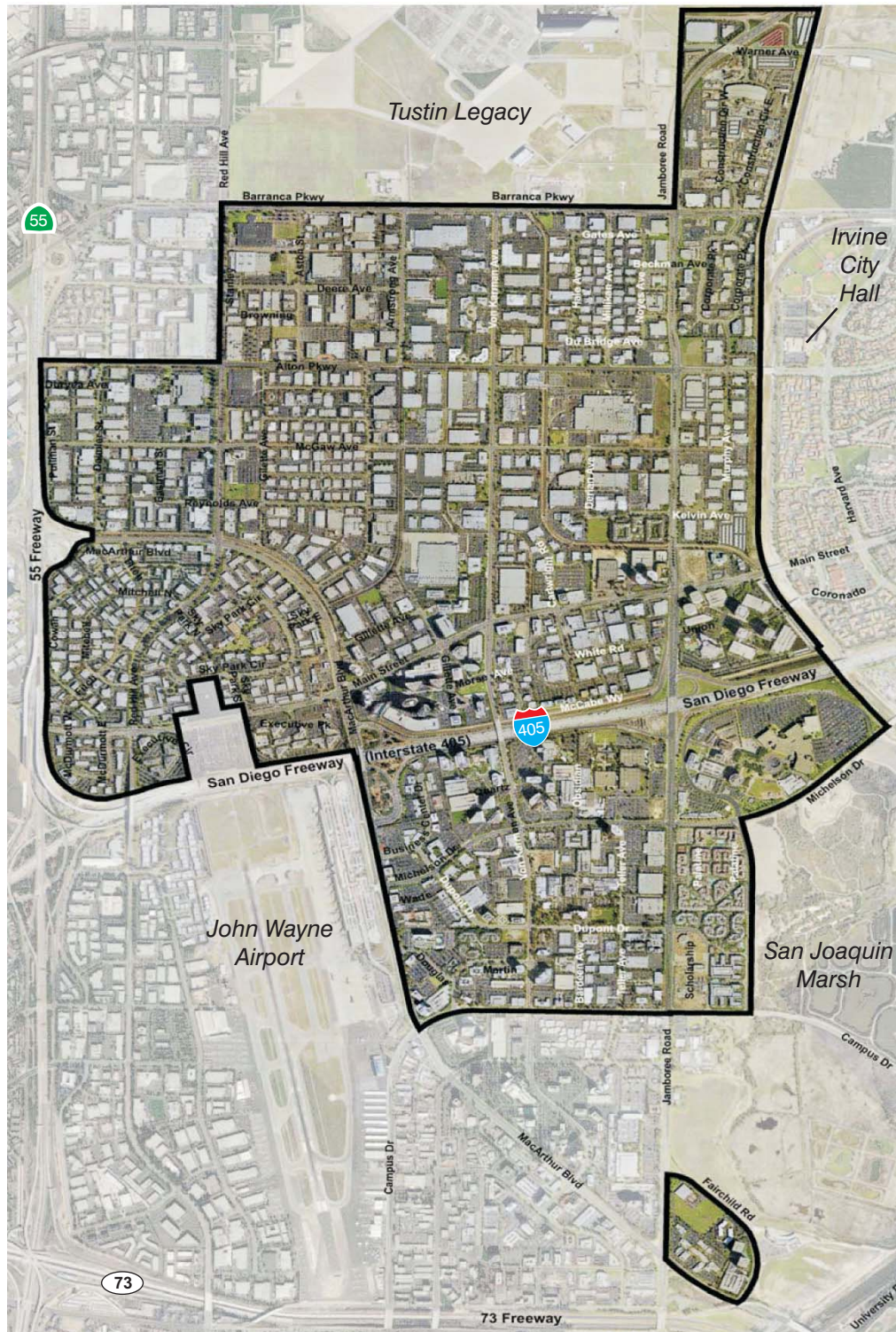
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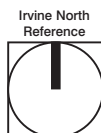
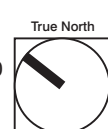
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## Aerial Photograph



— Project Boundary

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Scale (Feet)





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Section 9-36-17 of the City of Irvine Zoning Code outlines the provisions by which a developer may apply for a TDR between parcels within the IBC. These provisions were established as a flex-zoning mechanism, a legal zoning mechanism commonly used in redeveloping areas where flexibility in allowing land uses is permitted to help further community land use goals (floor-area ratios are a common example). These provisions in the City's zoning code allow for conversion of land uses, including from residential to office or vice-versa, based on intensity conversion rates for each use. Retail uses, for example, consume more intensity units than office uses. Because intensity uses were labeled "trips" in the 1988 zoning (approved in 1992), and because there is a difference between the definition of "trips" in the IBC zoning and "trips" as used for determining vehicle trip generation for traffic analysis purposes, the project includes the renaming of intensity units from "trips" to "intensity values."

The TDR provisions do not replace other regulatory processes, but add to them. Separate Conditional Use Permit Findings and a supplemental fee are required for all TDR approvals, along with additional traffic studies to ensure that the transferred intensity values do not significantly impact the existing and planned roadway network. All TDR applications are also required to be associated with a project, so as to eliminate the "banking" of development potential on sites that have no plans to utilize the additional development potential beyond those projects assumed in this Draft EIR (DEIR).

Continuing a process that began in the late 1980s, the City renewed its efforts to ensure proper planning for residential uses in the IBC in 2004. At that time, the City embarked on a process to create a comprehensively planned mixed-use neighborhood to maintain a high quality of life for both residents and employees.

The result was the draft IBC Residential/Mixed-Use Vision Plan, released in October 2005, a policy framework that outlined goals and design criteria for residential and mixed-use developments and would promote a pedestrian and transit-friendly environment with strong design elements, while protecting existing businesses from the potential impacts of new residential uses in the area. The Draft IBC Vision Plan was supplemented by a proposed set of new development criteria for the area, outlined in the proposed Residential/Mixed-Use Overlay Zoning Code, and a \$64 million program of proposed infrastructure enhancements and amenities to create a pedestrian-friendly neighborhood. The draft documents are not requirements and cannot be imposed on development projects unless and until the project is approved. The City Council endorsed the Draft Residential/Mixed-Use Overlay Zoning Code concept on July 25, 2006, and directed staff to prepare this DEIR to analyze the associated environmental impacts prior to adoption.



In early 2007, the City Council appointed an IBC Task Force to facilitate approval and implementation for the IBC Vision Plan, including public outreach, infrastructure funding and priorities, and planning for park and recreation facilities. The Task Force reported its findings to the City Council on February 26, 2008. At this meeting, the City Council voted to proceed with preparation of a Program EIR for the Residential-Mixed Use Vision Plan and Overlay Zoning Code, which evaluates a maximum dwelling unit cap of 15,000 units in the IBC (excluding density bonus units). The IBC Vision Plan can be found on file at the City of Irvine, 1 Civic Center Plaza, Irvine, CA 92623 and on the City of Irvine's Web site.

The Draft Environmental Impact Report (DEIR) for the IBC Vision Plan and Mixed Use Overlay Zoning Code was first circulated for a 45-day public review period from March 30, 2009, to May 14, 2009. On December 23, 2009, the City released the DEIR for an additional 45-day public review. The recirculated DEIR contains minor revisions to the Project Description and a new traffic study based on negotiations with various stakeholders with an interest in the IBC. Other revisions to the DEIR have been made based on other comments received on the previously circulated DEIR. Responses to comments have been completed on the previous Draft EIR and included in the recirculated DEIR as Appendix Q.

#### 3.3.2 Description of the Project

As shown on Table 3-1, the IBC Vision Plan and Mixed Use Overlay Zoning Code (proposed project) would allow for an increase in total units in the IBC from 9,015 units to 15,000 units, a difference of 5,985. This increase is a reallocation of



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existing intensity within current intensity limitations. In addition, a total of 1,598 density bonus units, in addition to 440 existing, approved, or under construction would be allowed in accordance with state law, for a total 17,038 units. The current General Plan allows for 53,125,389 square feet of nonresidential intensity in Planning Area 36. The additional units would be offset by a reduction of 2,399,626 of office square footage and 1,602,526 of industrial square footage (for a total of 4,002,152 square feet, or 2,887,307 square feet of office equivalency). Upon adoption of the IBC Vision Plan, the total nonresidential intensity allowed by the adopted General Plan would be 48,787,662 square feet. The individual components of the proposed project are outlined in Table 3-1.

Table 3-1  
IBC Development Summary

Residential					
	Existing General Plan			Proposed Project	
	Existing	Under Construction	Approved	Pending <sup>1</sup>	Potential <sup>2</sup>
Base Units	4,779	1,814	2,422	2,035	3,950
Density Bonus Units <sup>3</sup>	232	78	130	215	1,383
Subtotal	5,011	1,892	2,552	2,250	5,333
Total	9,455			7,583	
Total Cap for the IBC				15,000	
Total IBC Units at Buildout including Density Bonus				17,038	
Nonresidential					
	Existing General Plan			Proposed Project	
	Existing Development	Remaining Buildout Potential		Remaining Buildout Potential	
Nonresidential Square Footage	42,771,000	10,354,389		6,016,662	
Total Nonresidential	53,125,389			48,787,662	
Hotel Rooms					
	Existing General Plan			Proposed Project	
	Existing Development	Remaining Buildout Potential		Remaining Buildout Potential	
	2,496	610		372	
Total Hotel Rooms	3,106			3,478	

<sup>1</sup> Pending units are those for which development applications are currently on file with the City.

<sup>2</sup> Potential units are those remaining to reach the 15,000-unit cap. No development applications have been received for these units.

<sup>3</sup> Density bonus units are exempt by state law from local regulatory limitations on development intensity but are included and analyzed in this DEIR.

Throughout this DEIR, existing, approved, pending, and potential units are defined as follows:

- **Existing:** Includes all projects that will be built and occupied as of July 10, 2009 and are considered part of the existing environmental setting.
- **Approved:** Includes all projects that were approved as of July 10, 2009 but not yet built or were under construction. These projects are included as part of the cumulative impact analysis and identified in Section 4.5, *Assumptions Regarding Cumulative Impacts*, of this DEIR.
- **Pending:** Includes all projects for which a development application is on file with the City but not yet approved (see Section 3.3.3).
- **Potential:** These are potential units that could be developed in the future pursuant to the proposed project but no development application is currently on file.



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The reallocation of existing square footage to accommodate potential new residential units is discussed in Section 3.3.2.6, *Land Use Assumptions*.

### 3.3.2.1 IBC Vision Plan

The IBC Vision Plan outlines the City's policies and objectives for addressing residential and mixed-use development within the IBC, to be incorporated as a new element in the City's General Plan. The framework for the IBC Vision Plan provides the land use and urban design structure by which new residential development would be organized. Figure 3-4, *IBC Vision Plan Framework*, is a summary exhibit of the key elements and attributes of the IBC that would facilitate the development of high-quality, sustainable neighborhoods, and a balanced mix of uses. As shown on Figure 3-5, *Proposed IBC Infrastructure Improvements*, several infrastructure improvements would be proposed throughout the IBC. The locations of the proposed improvements, such as bridge crossings, are generalized in nature, as specific locations have not yet been evaluated in detail. The proposed bridge widenings are intended to improve pedestrian and bicycle access. No additional vehicular travel lanes are proposed.

The existing sidewalk improvement program will continue to be implemented and embellished with enhanced standards for improved walkability and connectivity to create an interconnected system of pedestrian-friendly boulevards, avenues, and streets. The program calls for the installation of sidewalks to fill the gaps in the IBC sidewalk system and provides for the installation of a five- to eight-foot-wide sidewalk behind eight feet of landscaped parkway.

The proposed project includes a new per-unit fee program to be assessed against new residential or residential mixed-use development in the IBC to fund these proposed improvements. Existing developments would be exempt from this fee program. This fee program is proposed to be adopted in conjunction with the Vision Plan and its components. A separate fee program is also proposed to be adopted in conjunction with the Vision Plan to augment the current IBC Transportation Mitigation Fee program to reflect current mitigation outlined in the Transportation and Traffic section of this DEIR.

### 3.3.2.2 IBC Districts

The IBC was originally planned as a business complex and at present there is little distinctiveness between its different areas. The IBC Vision Plan attempts to address this by creating two districts, to identify both a proposed mixed-use core and maintain a distinct core for existing businesses, each with its own unique identity and character, within the Mixed Use Overlay Zone (Figure 3-6).

#### Urban Neighborhood (UN)

The Urban Neighborhood District would include the mixed-use core IBC (generally between Jamboree Road and Von Karman Avenue) and allows a range of land uses and buildings at varying heights. Generally, these neighborhoods are envisioned to be primarily residential with retail, offices, and restaurants allowed on the first floor.

#### Business Complex (BC)

The Business Complex District would be applied to portions of the IBC characterized by existing, longstanding industrial and other commercial uses that are expected to remain. This district accommodates new industrial and other commercial uses and an expansion of existing uses.

### 3.3.2.3 General Plan Amendment

The General Plan Amendment would incorporate Vision Plan policies and objectives into a new General Plan Element and establish a cap of 15,000 dwelling units for the IBC area (excluding density bonus units granted pursuant to state law), with a corresponding reduction of nonresidential office equivalency square footage in Table A-1, Maximum Intensity Standards by Planning Area, of the City's General Plan, to accommodate future units under the cap that have not yet been approved. As described on Table 3-1, the General Plan/Zoning cap for the IBC is currently set at 9,015 residential units; therefore, a unit cap of 15,000 units would create potential for 5,985 additional dwelling units (of which





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2,035 are pending) in the IBC beyond those already existing or approved. The details (location, timing, density, and design) of 3,950 potential units are unknown because there are no currently pending applications. In addition to the 15,000-unit cap, this DEIR and related traffic study (see Appendix N) address the potential for 2,038 additional density bonus units, listed below, which are excluded from local intensity limitations by state law:

- 232 existing (built) density bonus units
- 208 density bonus units approved or under construction
- 215 known density bonus units from pending projects
- A theoretical maximum of 1,383 density bonus units, assuming the remaining 3,950 units are built with a maximum allowable additional density bonus of 35 percent

The current General Plan allows for 53,125,389 square feet of overall nonresidential development in Planning Area 36, which may vary according to the totals of individual land uses over time. The total 5,985 additional new units (either potential or in process) remaining under the 15,000-unit cap would be offset by a reduction of 4,337,727 square feet of nonresidential intensity square feet. With the additional nonresidential land use optimization discussed in this DEIR, the overall nonresidential intensity in the General Plan would be 48,787,662 square feet, with the reduction resulting primarily from the conversion of higher quantities of older industrial square footage to lower quantities of office square footage. Construction of the 1,892 units in process, along with the pending and approved nonresidential projects, are assumed to be completed by 2015. The remaining 3,950 units, along with the proposed nonresidential land use optimization, would be completed at City buildout, post-2030. Please refer to Section 3.3.2.6 for a detailed discussion of the 2015 Interim Year and Post-2030 Buildout assumptions. The General Plan Amendment would also add new policy language to the current Land Use Element text and add the IBC Vision Plan framework (see Figure 3-4) as a new Land Use Element Figure A-3 (IBC) to incorporate the IBC Vision Plan. Previous Table 3-1 provides a summary of the proposed project.

As a part of General Plan Amendment, the existing IBC density cap of 52 dwelling units per acre would be removed from the Land Use Element Table A-1 and a minimum of 30 units per acre would be added as a density level. As a result, future residential projects would not have a restriction on maximum density, but would have to comply with a minimum density of 30 units per acre to ensure the benefit of higher-density housing necessary to establish a vibrant mixed-use community.



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## IBC Vision Plan Framework



Source: City of Irvine 2009

IBC Vision Plan and Mixed Use Overlay Zoning Code Recirculated DEIR

City of Irvine • **Figure 3-4**



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## Proposed IBC Infrastructure Improvements

<u>NO.</u>	<u>IMPROVEMENT</u>	<u>DESCRIPTION</u>
1.	<b>i SHUTTLE OPERATIONS</b>	Operation and maintenance of shuttle system (two peak hour routes and one mid-day route) as defined by the 2004 Kimley-Horn study.
2.	<b>JAMBOREE BRIDGES</b>	
	<b>A. Primary Bridges</b>	Two pedestrian bridges; one south of Main Street and the other in the vicinity of Dupont. Both are estimated as being the more stylistically significant suspension and/or steel arch bridge type as the are intended to also serve IBC entry statements.
	<b>B. Secondary Bridges</b>	Two pedestrian bridges; one north of Main Street (at the Barranca Channel) and the other one south of Alton. Both are estimated as concrete structures and would either be precast or cast-in-place.
	<b>C. Michelson Bridge Budget Supplement</b>	The pedestrian bridge north of Michelson is also proposed to be a "Primary Bridge" and serve as an IBC entry statement. This item provides additional funds (beyond to those already required through development conditions) to fund the full estimated cost of a stylistically significant bridge.
3.	<b>CREEKWALK</b>	
	<b>A. Landscaping</b>	The estimate provides for full implementation of both the hardscape and landscaping of the Creekwalk area (which consists of the Edison easement area between Barranca and Main Street). Also included is the estimated annual cost for maintenance of this facility and for lease fees to Edison, the owner of the land.
	<b>B. Creek Bridges</b>	
	<b>i. Bridge Expansion</b>	Through this project, an additional increment (approximately twelve feet wide) would be added to existing roadway bridges to provide for separated bike and pedestrian usage. These would be located at the Main Street, Alton and Barranca crossings over the San Diego Creek.
	<b>ii. New Structure</b>	A new freestanding bridge for exclusive bike and pedestrian usage would be installed over the San Diego Creek in the vicinity of the projection of McGaw or at San Marco Park on the east side of the Creek. This structure, at the heart of the Creekwalk area is also estimated as being a stylistically significant structure.
4.	<b>SIDEWALK COMPLETION PROGRAM</b>	This program installs sidewalks to fill the gaps in the IBC sidewalk system as identified in the City's Inventory. The program provides for installation of 5- to 8 foot-wide sidewalks behind 8 feet of landscaped parkway (as defined in the Vision Statement).
5.	<b>BRANCH LIBRARY AND PARKING STRUCTURE</b>	This item provides for the construction of a Branch Library and construction of the related parking necessary to serve the library.
6.	<b>OPTICOM SYSTEM</b>	This improvement consists of installing the equipment necessary at each signal location and in all applicable vehicles to allow for emergency vehicles to "pre-empt" normal operation of the traffic signals within the IBC area in order to speed emergency response.

Source: City of Irvine 2009



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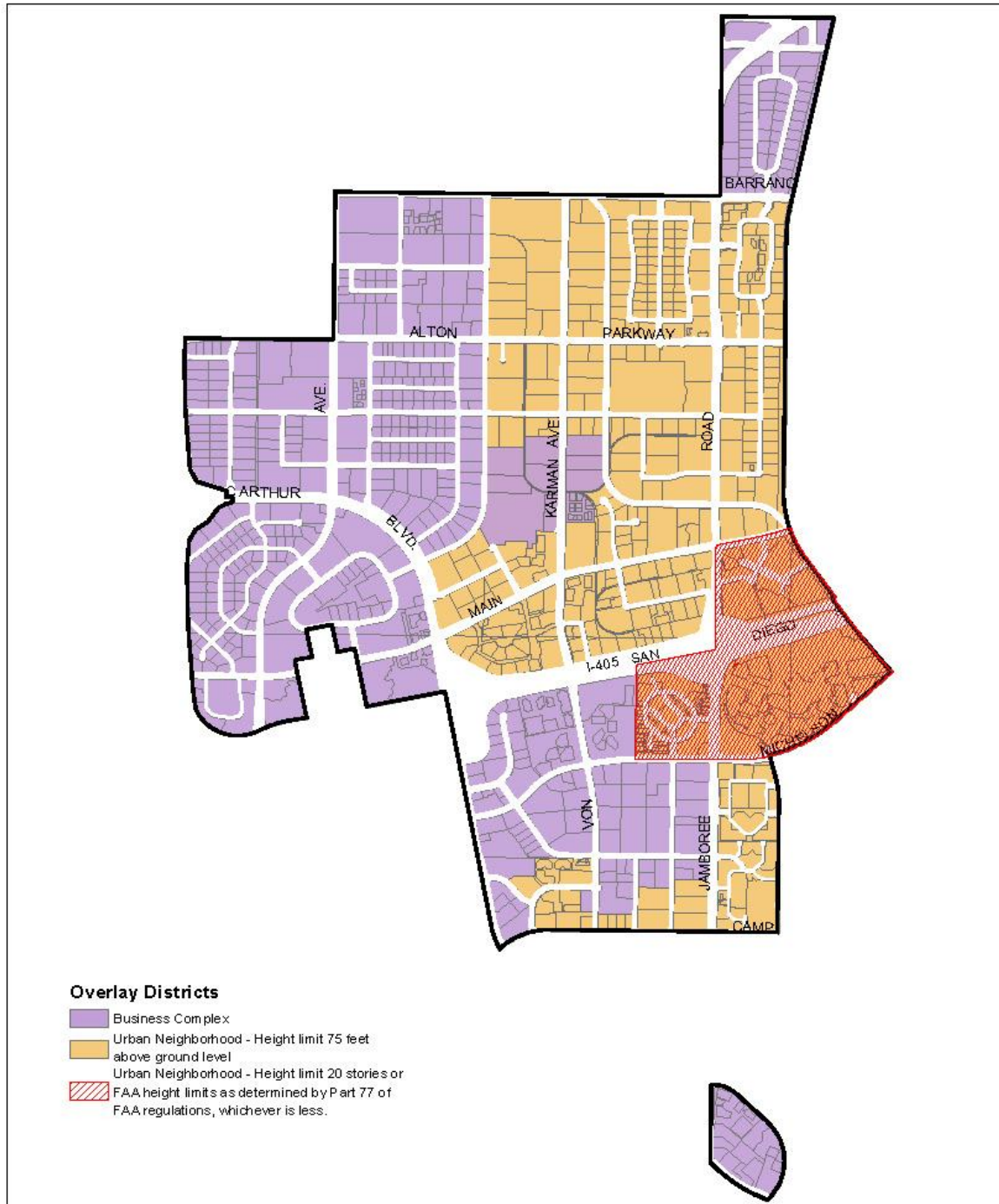
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Figure 3-6 Overlay Zone Regulating Plan





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The General Plan Amendment would also add several new changes to text and figures of the General Plan, including: policies regarding pedestrian-oriented streets to the Circulation Element; IBC trails network to Circulation Element Figure B-4; and policies regarding urban parks to the Parks and Recreation Element (see Appendix C, General Plan Amendment for IBC Residential Mixed-Use Vision Plan).

### 3.3.2.4 Zoning Ordinance Amendment

The Zoning Ordinance Amendment would add new Chapter 5-8 to adopt the IBC Mixed Use Overlay Zone (see Appendix D), which would define regulatory zoning districts for properties within the IBC and outline a process for analysis of compatibility of residential development with adjacent businesses. The proposed overlay zone is shown on Figure 3-6, *Overlay Zone Regulating Plan*. The amendment would also revise the statistical analysis outlined in Section 9-36-5, Statistical Analysis, of the City's Zoning Ordinance, to establish a residential cap of 15,000 dwelling units for the IBC area (excluding density bonus units pursuant to state law), with an offsetting reduction of nonresidential square footage, for units under the cap not yet approved, consistent with the proposed General Plan Amendment. Furthermore, the amendment would also update the Chapter 9-36, Planning Area 36 (Irvine Business Complex), provisions regarding the IBC traffic mitigation fee program (see Appendix D). This amendment would also include clarifications of code language relating to TDRs. The Zoning Ordinance Amendment would also include other minor amendments to other sections of zoning code to maintain internal consistency.

### 3.3.2.5 Municipal Code Amendment

The Municipal Code Amendment would revise Chapter 10, Dedications, of Division 5, Subdivisions, of the City's Municipal Code, by adding a section to incorporate new urban park standards into the City's park dedication requirements for the IBC. The City's Park Standards Manual would also be updated to address urban open space in the IBC. Section 5-5-1004D(1) will also be revised to remove a 50-unit per acre density cap for determining persons per household.

### 3.3.2.6 Land Use Assumptions

The Land Use Assumptions for the IBC Vision Plan are summarized as follows, and the methodology for development of these assumptions is detailed in Appendix F.

#### Existing Conditions

The existing conditions are based on the City's IBC database as of July 10, 2009 (included in Appendix F). Square footage listed as existing in this database represents existing conditions scenario for the traffic analysis model. Additional unbuilt approved projects and remaining zoning potential listed in this database represents the dataset for the existing General Plan buildout scenario.

#### Land Use Assumptions for Interim Year 2015

The land use assumptions for 2015 consist of existing conditions plus projects approved but not yet built (Table 3-2) (identified as "Discretionary Approval" in the City's IBC database as of July 10, 2009, with the exception of certain approved units within the Park Place development not anticipated to be built by 2015) and pending projects currently under review by the City (Tables 3-3 and 3-4). The approved and proposed land use changes and TDRs for these projects reflect changes to the existing conditions database for the interim year 2015 with project traffic analysis model (Figures 3-7a and 3-7b) for TDR details by project. The 2015 without project scenario consists of approved but not yet built projects only.





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Table 3-2  
Summary of Approved IBC Development Projects

<b>Project Name</b>	<b>Use Type</b>	<b>Description</b>	<b>Units or Square Feet by Use</b>
The Lofts on Von Karman	Residential	116-unit residential	116 units
2801 Kelvin	Residential	248-unit residential	248 units
The Carlyle	Residential	156-unit residential	156-units
Avalon/ Jamboree 1	Residential	280-unit residential	280 units
Central Park	Residential/Office/ Retail	1,380-unit residential	1,380 units, 90,000 sf office, 19,700 sf retail
CUP Childcare - 17575 Cartwright	Child Care	CUP for Child care center w/Admin Relief for Playground Area and Parking	11,580 sf school
CUP Church - 17751 Mitchell North	Church	CUP for La Puerta Abierta Church	82,000 sf church
CUP Hotel – 17061 Fitch	Hotel	CUP for 132-room Hotel	132 rooms (78,365 sf)
CUP Hotel - 2300 Main	Hotel	CUP for 170-room Aloft Extended Stay Hotel	170 rooms
Tentative Parcel Map - 17352 Von Karman	Office Condos	Tent. Parcel Map to divide 97,740 sf building	3,995 sf office; 31,903 sf mfg. 23,104 warehouse
Tentative Parcel Map - Daimler	Office Condos	Tent. Parcel Map to create one-lot for office condominiums	
Park Place	Residential/Office/ Retail	Development Agreement and CUP	2,008 units 308 hotel rooms 3.7 million sf of office 350,000 sf of retail <sup>1</sup>
<u>Hines Master Plan</u>	<u>18582 Teller and 2722 Michelson</u>	<u>Office/Retail</u>	<u>Master Plan for 295,000 sf office (Phase 1), 490,000 sf office (Phase 2), 15,500 sf retail/restaurant</u>

Source: City of Irvine 2009.

<sup>1</sup> Subject to change pursuant to the provisions of the existing Development Agreement.



Transfer of Development Rights Assumptions

Project Name	TAZ ID	Project #	Total Trip Budget (Existing)			Existing Land Use							Remaining Approval		Total Trip Budget (Project)			Project Acres	Fixed Land Use							Remaining Approval	
						Res.	Office	Retail	Ind.	Hotel	Extended Stay Hotel	Office Equiv.							Res.	Office	Retail	Ind.	Hotel	Extended Stay Hotel	Office Equiv.		
			AM	PM	ADT								Office	Ind.	AM	PM	ADT									Res.	Office
Project Data for Pending Residential Projects requiring TDR																											
Martin Street Condos (Receiving Site)	526	702	93	112	1,159	0	68,858	3,000	0	0	0	0	0	0	134	156	1,593	3.66	82	68,858	3,000	0	0	0	0	0	0
Campus Center (Sending Site) *	544	723	790	1,827	22,842	202	0	3,343	0	0	0	523,468	0	0	749	1,783	22,408	3.31	202	0	3,343	0	0	0	491,929	0	0
2851 Alton (Receiving Site)	464	19	57	56	592	0	12,700	0	66,100	0	0	8,093	0	0	87	88	911	3.72	170	0	0	0	0	0	0	0	0
Campus Center (Sending Site) *	544	723	749	1,784	22,325	202	0	3,343	0	0	0	492,309	0	0	719	1751	22,089	3.31	202	0	3,343	0	0	0	468,741	0	0
ITC - Mixed Use (Receiving Site)	543 & 545	56, 97 & 98	446	539	5,652	0	170,975	24,825	53,768	0	0	67,108	0	0	682	790	8,157	18.84	1,000	44,000	30,000	0	0	0	0	0	0
Campus Center (Sending Site) *	544	723	720	1,751	21,997	202	0	3,343	0	0	0	470,001	0	0	483	1,500	19,584	3.31	202	0	3,343	0	0	0	286,857	0	0
Avalon Jamboree - Phase II (Receiving Site)	446	334	42	42	437	0	8,326	0	40,649	0	0	9,746	0	0	73	75	766	2.8	144	0	0	0	0	0	0	0	0
Campus Center (Sending Site) *	544	723	533	1,500	18,436	202	0	3,343	0	0	0	290,001	0	0	452	1,467	19,255	3.31	202	0	3,343	0	0	0	262,944	0	0
Park Avenue Apartments (Receiving Site)	446	530	37	38	389	0	15,922	0	24,566	0	0	4,084	0	0	63	66	668	2.53	126	0	0	0	0	0	0	0	0
2777 McGaw (Sending Site)	456	802	115	122	1,217	0	0	0	88,350	0	0	57,692	0	0	89	94	938	6.54	0	0	0	88,350	0	0	37,402	0	0
2852 Kelvin (Receiving Site)	492	363 & 364	50	54	531	0	15,900	0	13,398	0	0	18,147	0	0	83	89	881	3.2	166	0	0	0	0	0	0	0	0
2801 Kelvin (Sending Site)	485	361	160	170	1,699	248	0	0	0	0	0	9,920	0	0	149	158	1,582	5.26	248	0	0	0	0	1,458	0	0	
2777 McGaw (Sending Site)	456	802	89	94	938	0	0	0	88,350	0	0	37,402	0	0	67	71	705	6.54	0	0	0	88,350	0	0	20,479	0	0
Kilroy (Receiving Site)	445 & 455	671	125	127	1,311	0	60,008	0	101,413	0	0	1,041	0	0	175	180	1,840	9.15	347	0	0	0	0	0	0	0	0
2555 Main (Sending Site)	490	428	331	355	3,972	481	0	0	0	0	0	69,231	0	0	281	302	3,443	9.9	481	0	0	0	0	0	30,825	0	0
Project Data for Pending Non-Residential Projects requiring TDR																											
Element Hotel (Receiving Site)	465	49	22	22	234	0	6,000	0	23,400	0	0	3,152	0	0	49	51	523	1.52	0	0	0	0	0	122	0	0	0
17572 Armstrong (Sending Site)	460	43	109	115	1,151	0	0	0	20,500	0	0	76,710	0	0	82	86	862	1.82	0	0	0	20,500	0	0	55,696	0	0
Hines Master Plan (Receiving Site)	528 & 535	501 & 656	704	727	7,431	0	25,825	0	143,727	0	0	137,712	314,712	0	1,060	1,195	12,014	16	0	785,000	15,500	0	0	0	0	0	0
16651 Noyes (Sending Site)	431	592	23	25	248	0	8,000	0	6,317	0	0	7,506	0	0	14	16	152	0.89	0	8,000	0	6,317	0	0	919		
88 Corporate Park (Sending Site)	443	170	20	31	345	0	0	2,453	0	0	0	10,091	0	0	6	17	206	0.35	0	0	2,453	0	0	0	0		
1 Edwards Way (Sending Site)	404	2	787	830	8,325	0	75,496	0	100,026	0	0	30,908	463,980	1,795	657	692	6,948	15.99	0	75,496	0	100,026	0	0	0*	394,888*	1,795
2555 Main (Sending Site)	490	428	409	528	5,608	481	0	0	0	0	0	129,231	0	0	331	355	3,972	9.9	481	0	0	0	0	0	69,231	0	0
18691 Jamboree (Sending Site)	535	339	709	753	9,085	0	0	0	0	0	0	545,385	0	0	583	619	7,750	7.5	0	0	0	0	0	0	488,462		
Project Data for Pending Non-Residential Projects - No TDR																											
Irvine Crossings Master Plan Modificaiton and TPM	462 & 478	476	365	380	3,853	0	4,726	0	196,300	0	0	34,615	173,774	0	365	380	3,853	21	0	4,726	0	196,300	0	0	34,615	173,774	0
Diamond Jamboree Master Plan Modification	456	801	268	642	7,629	0	26,647	86,441	0	0	0	75	0	0	302	679	7,994	28	0	26,647	86,441	0	0	0	26,632	0	0
Master Plan for GIFREHC Center	535	339	583	623	7,589	0	0	0	0	0	0	448,462	0	0	527	749	8,969	7.49	0	197,130	26,000	0	250	0	0	0	
Allergan Master Plan Modification*	518	698	57	59	608	0	0	0	0	0	0	42,753	0	0	325	345	3,443	3.98	0	250,000	0	0	0	0	0	0	
McGaw - Tentative Tract Map	415	296 & 458	29	29	304	0	13,338	0	26,072	0	0	0	0	0	29	29	304	0.28	0	13,338	0	26,072	0	0	0	0	0
Modification to CUP for Park Place	516	503	5,840	7,480	80,168	232	2,649,224	89,122	0	0	0	85,072	1,049,970	735	5,840	7,480	80,168	134	232	2,649,224	89,122	0	0	0	85,072	1,049,970	735
Alton - Tentative Parcel Map for Non-Residential Condos	440	1	82	81	856	0	10,270	0	111,310	0	0	14,512	0	0	82	81	856	5.3	0	10,270	0	111,310	0	0	14,512	0	0
Business Center - Tentative Parcel Map	502	82 & 83	42	44	442	0	32,100	0	0	0	0	0	0	0	42	44	442	2.04	0	32,100	0	0	0	0	0	0	0

Source: City of Irvine 2009





### *3. Project Description*

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Transfer of Development Rights Assumptions

Project Name	Fixed Trip Budget																					Remaining Approval			Remaining Approval			Fixed Acreage							Remaining Approval		
	Residential			Office			Retail			Industrial			Hotel			Extended Stay Hotel			Office Equivalency			Office			Industrial			Res.	Office	Retail	Ind.	Hotel	Extended Stay Hotel	Office Equiv.			
	AM	PM	ADT	AM	PM	ADT	AM	PM	ADT	AM	PM	ADT	AM	PM	ADT	AM	PM	ADT	AM	PM	ADT	AM	PM	ADT	AM	PM	ADT										
Project Data for Pending Residential Projects requiring TDR																																					
Martin Street Condos (Receiving Site)	41	43	517	86	91	907	7	21	252	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.02	1.64	0	0	0	0	0	0	0	0	
	101	105	1,273	0	0	0	8	23	281	0	0	0	0	0	0	0	0	0	640	679	6,774	0	0	0	0	0	0	3.23	0	0.08	0	0	0	0	11.3	0	0
2851 Alton (Receiving Site)	86	89	920	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.72	0	0	0	0	0	0	0	0	0		
	101	105	1,273	0	0	0	8	23	281	0	0	0	0	0	0	0	0	0	609	647	6,455	0	0	0	0	0	0	3.23	0	0.08	0	0	0	10.7	0	0	
ITC - Mixed Use (Receiving Site)	500	520	6,300	57	61	606	76	209	2,520	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.18	1.01	0.68	0	0	0	0	0	0	0	0	
	101	105	1,273	0	0	0	8	23	281	0	0	0	0	0	0	0	0	0	373	396	3,950	0	0	0	0	0	0	3.23	0	0.08	0	0	0	6.6	0	0	
Avalon Jamboree - Phase II (Receiving Site)																																					
	73	75	766	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.8	0	0	0	0	0	0	0	0	0		
Campus Center (Sending Site)*	101	105	1,273	0	0	0	8	23	281	0	0	0	0	0	0	0	0	0	342	363	3,621	0	0	0	0	0	0	3.23	0	0.08	0	0	0	6.1	0	0	
Park Avenue Apartments (Receiving Site)	63	66	668	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.53	0	0	0	0	0	0	0	0	0		
	0	0	0	0	0	0	0	0	0	40	37	408	0	0	0	0	0	0	49	52	515	0	0	0	0	0	0	0	0	0	2.02	0	0	0.8	0	0	
2852 Kelvin (Receiving Site)	83	88	764	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.2	0	0	0	0	0	0	0	0	0		
	124	129	1,562	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	20	0	0	0	0	0	5.26	0	0	0	0	0	0.03	0	0	0		
2777 McGaw (Sending Site)	0	0	0	0	0	0	0	0	0	40	37	408	0	0	0	0	0	0	27	28	282	0	0	0	0	0	0	0	0	0	2.02	0	0	0.5	0	0	
Kilroy (Receiving Site)	176	181	1,850	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.15	0	0	0	0	0	0	0	0	0		
	241	250	3,030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	43	424	0	0	0	0	0	0	7	0	0	0	0	0	0.72	0	0		
Project Data for Pending Non-Residential Projects requiring TDR																																					
Element Hotel (Receiving Site)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	61	627	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.52	0	0	0	
17572 Armstrong (Sending Site)	0	0	0	0	0	0	0	0	0	9	9	95	0	0	0	0	0	0	72	77	767	0	0	0	0	0	0	0	0	0	0	0.47	0	0	1.1	0	0
Hines Master Plan (Receiving Site)	0	0	0	1,021	1,083	10,809	39	108	1,302	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0.35	0	0	0	0	0	0	0	0	
	0	0	0	20	56	672	0	0	0	3	3	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.18	0	0.14	0	0	0	0.02	0	0		
	0	0	0	0	0	0	6	17	206	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.05	0	0	0	0	0	0	0		
	0	0	0	98	104	1,040	0	0	0	45	42	462	0	0	0	0	0	0	0	0	0	514	546	5,446	1	1	8	0	1.7	0	2.3	0	0	9	0.04		
	241	250	3,030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90	96	953	0	0	0	0	0	7	0	0	0	0	0	1.6	0	0	0		
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	583	619	6,175	0	0	0	0	0	0	0	0	0	0	0	10.35	0	0	0		
Project Data for Pending Non-Residential Projects - No TDR																																					
Irvine Crossings Master Plan Modificaiton and TPM	0	0	0	6	7	65	0	0	0	88	82	907	0	0	0	0	0	0	45	48	477	226	240	2,393	0	0	0	0	0.09	0	4.5	0	0	0.79	3.9	0	0
Diamond Jamboree Master Plan Modification	0	0	0	35	37	367	220	602	7,261	0	0	0	0	0	0	0	0	35	37	367	0	0	0	0	0	0	0	0.6	1.9	0	0	0	0.6	0	0	0	
Master Plan for GIfREHC Center	0	0	0	315	335	3,339	64	176	2,130	0	0	0	147	238	3,500	0	0	0	0	0	0	0	0	0	0	0	5.5	0.58	0	0.41	0	0	0	0	0		
Allergan Master Plan Modification*	0	0	0	325	345	3,443	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5.7	0	0	0	0	0	0	0	0		
McGaw - Tentative Tract Map	0	0	0	17	18	184	0	0	0	12	11	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0.59	0	0	0	0	0	0		
Modification to CUP for Park Place	116	121	1,462	3,444	3,656	36,480	226	620	7,486	0	0	0	0	0	0	0	0	111	117	1,171	1,365	1,449	14,458	0	0	3	2.32	60.8	2	0	0	0	1.9	24.1	0.01	0	
Alton - Tentative Parcel Map for Non-Residential Condos	0	0	0	13	14	141	0	0	0	50	47	514	0	0	0	0	0	19	20	200	0	0	0	0	0	0	0.23	0	2.5	0	0	0	0.33	0	0	0	
Business Center - Tentative Parcel Map	0	0	0	42	44	442	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.04	0	0	0	0	0	0	0	0	0	

Source: City of Irvine 2009





### *3. Project Description*

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### 3. Project Description

Table 3-3  
Summary of Pending IBC Nonresidential Development Projects

Project Name	Address	Use Type	Description
Element Hotel	17662 Armstrong	Hotel	CUP for 122-room hotel
Hines Master Plan	18582 Teller and 2722 Michelson	Office/Retail	Master Plan for 295,000 sf office (Phase 1), 490,000 sf office (Phase 2), 15,500 sf retail/restaurant
Irvine Crossings Master Plan Modification and TPM	17871 Von Karman	Office/Industrial	Master Plan Modification to reduce office space and increase industrial/warehouse space in an existing building in PA 36 (4,726 sf office, 196,300 sf industrial)
Diamond Jamboree Master Plan Modification	2600–2798 Alton		Master Plan Modification for Shared Parking/reallocation of uses for Diamond Jamboree Center
Master Plan for GIFREHC Center	18691 Jamboree Road	Office/Retail/Hotel	Master Plan for GIFREH Multi-Use Center (250,000 sf office, 39,000 sf retail, 350 room hotel)
Allergan Master Plan Modification	18522 Von Karman	Office	Master Plan Modification for the addition of a 250,000 sf office building
McGaw - Tentative Tract Map	1555 and 1565 McGaw, 17173 Gillette	Office Condos	Tentative Tract Map for seven office condominiums on two lots
Modification to CUP for Park Place	3333 Michelson	Office	Minor modification to CUP 87-CP-0829 (Park Place)
Alton - Tentative Parcel Map for Non-Residential Condos	2152 Alton	Office Condos	Tentative Parcel Map 2008-189 to create 15 non-residential condo units in PA 36
Business Center - Tentative Parcel Map	2062 and 2070 Business Center Dr	Office Condos	Tentative Parcel Map 2008-137 to create 2 parcels for condominium purposes in PA 36

Source: City of Irvine 2009



#### Land Use Assumptions for Buildout Year (Post-2030)- Land Use Optimization

The Post-2030 land use model scenario has been developed based the City Council direction for a 15,000-unit cap, plus projections on how much development or redevelopment may occur for office, retail, and industrial uses, while respecting the existing trip caps that have been established for each parcel as part of the implementation of the City's 1992 IBC rezoning. The land use program also takes into account an analysis to estimate which land uses may stay in their current condition at buildout and which may be redeveloped. The process of developing this scenario is referred to as "optimization," as it projects the most viable set of land use assumptions for a mixed-use environment given the existing regulatory constraints. The program for optimizing land uses in the IBC for remaining unbuilt IBC zoning potential within existing IBC vehicle trip allocations by Traffic Analysis Zone (TAZ), has been used to redistribute potential land uses based on the following considerations:

- Conversion of underutilized office, manufacturing, and/or warehouse uses to retail use to accommodate demand from current and planned residential development.
- Buildout of remaining unutilized nonresidential zoning potential.
- Recycling of underutilized properties to higher-intensity uses.

The current General Plan allows for 53,125,389 square feet of overall nonresidential square footage in Planning Area 36, which may vary according to the totals of individual land uses over time. The total 5,985 additional new units (either potential or in process) remaining under the 15,000-unit cap would be offset by a reduction of 4,337,727 square feet of nonresidential intensity. With the proposed land use optimization discussed in this EIR, the overall nonresidential intensity in the General Plan would be 48,787,662 square feet (an increase of 6,016,662 square feet from existing conditions), with the reduction resulting primarily from the conversion of higher quantities of older industrial square



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footage to lower quantities of office square footage. The proposed optimization also includes the addition of three neighborhood-serving retail areas and four 2-acre public neighborhood park areas. Three of these parks would be located in the Urban Neighborhood area north of the Interstate 405 (I-405). The fourth park would be located in the Urban Neighborhood area south of the I-405, along Campus Drive. Construction of the 1,892 units in process, along with the pending and approved nonresidential projects, is assumed to be completed by 2015. The remaining 3,950 units, along with the proposed nonresidential land use optimization, would be completed at City buildout, post-2030.

The methodology for the land use optimization process is outlined in Appendix F. The reallocation of land uses under this program would not change the development intensity assigned to each parcel per the 1992 IBC rezoning program, with the exception of parcels with unutilized zoning potential/approvals. Unutilized zoning potential/approvals for these parcels have been combined within each TAZ to allow a larger amount of zoning potential to accommodate reuse of underutilized land uses to higher-intensity uses. No transfers to other TAZ's have been assumed. See Appendix F for additional information. It is anticipated that actual specific future development may occur differently than that anticipated in the assumptions used for the Vision Plan land use model, which is why a specific land use plan is not proposed as part of the Vision Plan project. Projects not consistent with the Vision Plan land use model assumptions will be reviewed in accordance with existing city policies and traffic study procedures to determine whether additional conditions of approval or environmental review are necessary.

#### *3.3.2.7 Design Criteria*

To ensure a consistent standard of residential design quality throughout the IBC, a set of design criteria from the IBC Vision Plan that would be applicable to residential and residential mixed-use projects in the IBC would be adopted (see Appendix E). These criteria are intended to guide the physical development of any residential or mixed-use project that contains a component of residential use within the boundaries of the IBC. They are intended to assist in ensuring that the design of each development remains true to the principles established in the IBC Vision Plan. The criteria would also provide standards and criteria for new construction and for remodels or additions. The new design criteria would only be applicable to residential and mixed-use development.

#### *3.3.2.8 Amendments to the City's Circulation Element*

The City of Irvine General Plan Circulation Element identifies certain roadway configurations that are no longer needed as determined in the IBC Vision Plan; therefore a General Plan Amendment subsequent to the approval of the IBC Vision EIR will downgrade arterial roadways as needed. The City of Irvine intends to downgrade the following arterial segments as a subsequent General Plan Amendment to the Circulation Element:

- Barranca Parkway between Red Hill Avenue and Jamboree Road (downgrade from 8-lane divided roadway to 7-lane divided roadway)
- Jamboree Road between Barranca Parkway and McGaw Avenue (downgrade from a 10-lane divided roadway to a 8-lane divided roadway)
- Main Street between Red Hill and Harvard (downgrade from 6-lane divided arterial with 2 auxiliary lanes to 6-lane divided roadway)
- MacArthur Boulevard between Fitch and Main Street (downgrade from 8-lane divided roadway to 7-lane divided roadway)
- Red Hill Avenue between Barranca Parkway and Main Street (downgrade from an 8-lane divided roadway to a 6-lane roadway)
- Alton Parkway between Red Hill Avenue and Jamboree Road (downgrade from a 6-lane divided roadway to 4-lane divided roadway)



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- Von Karman Avenue between Barranca Parkway and Michelson (downgrade from 6-lane roadway to 4-lane roadway)

The arterial segment of Alton Parkway between Red Hill Avenue and Jamboree Road as well as the segment of Von Karman Avenue between Barranca Parkway and Michelson Drive are programmed into both the City of Irvine's General Plan and the Orange County Master Plan of Arterial Highways (MPAH). Both roadways are currently 4-lane roadways and expected to remain as 4-lane roadways in the future. Both the City's General Plan and the Orange County MPAH currently have these two segments programmed as 6-lane divided arterials in the buildout condition. The IBC Vision Plan traffic study has determined that 6 lanes are unnecessary for both of these roadway segments under buildout conditions. Thus, the City of Irvine will initiate an MPAH Amendment by entering into a cooperative study with the Orange County Transportation Authority (OCTA) to determine the feasibility of downgrading both Alton Parkway and Von Karman Avenue. Once this study is complete, both agencies can move forward with amendments to the General Plan and MPAH to downgrade both Alton Parkway between Red Hill Avenue and Jamboree Road as well as Von Karman Avenue between Barranca Parkway and Michelson Drive.

Additionally, the City of Irvine intends to remove the following interchange improvements:

- Alton Parkway overcrossing at the SR-55 freeway with High Occupancy Vehicle (HOV) drop ramps
- Von Karman Avenue at the I-405 freeway HOV drop ramps

These interchange improvements are programmed in the Orange County MPAH as buildout improvements. However, the IBC Vision Plan traffic study has determined that these interchanges are unnecessary under buildout conditions. The City of Irvine will initiate an MPAH Amendment by entering into a cooperative study with OCTA and the affected local agencies to determine the feasibility of removing these interchange improvements from the MPAH.

#### 3.3.2.9 Additional Changes

The name of the IBC may also be changed as directed by the Irvine City Council. Although not required under CEQA, it is included in this DEIR for informational purposes.





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#### 3.3.3 Subsequent Development Pursuant to the Proposed Project

The 2,250 pending units identified in Table 3-1 include the proposed projects summarized in Table 3-4, for which applications are currently on file with the City, and which will be evaluated in the DEIR to the extent that specific development project information, including density bonus units, is available:

<i>Table 3-4</i>				
<i>Summary of Pending IBC Residential Development Projects</i>				
<b>Project Name</b>	<b>Location</b>	<b>Base Units</b>	<b>Density Bonus Units</b>	<b>Total Units</b>
Martin Street Condos	2301 Martin Street	82	—	82
2851 Alton	Northwest corner of Alton and Murphy	170	—	170
Avalon Jamboree II	16901 Jamboree	144	35	179
Irvine Technology Center	Northwest corner of Jamboree and Campus	1,000	—	1,000
Kilroy	17150 Von Karman	347	122	469
Alton/Millikan Apartments	16952 Millikan	126	30	156
2852 Kelvin	2852 Kelvin	166	28	194
<b>Total</b>		<b>2,035</b>	<b>215</b>	<b>2,250</b>

The locations of these projects are shown on Figure 3-8, *IBC Residential Pending Projects*. It is anticipated that following the certification of this DEIR, the City will proceed with the processing of the discretionary applications associated with each of these projects, without further need for a General Plan Amendment, Zone Change, or EIR so long as the project substantially conforms to the description in this DEIR. The following detailed project descriptions are provided based on previous environmental documentation prepared for each project. While the program-level impacts of each of these projects will be analyzed in this DEIR, particularly with respect to traffic, air, noise and global climate change impacts, additional site-specific analysis is provided to the extent possible. Consistent with Section 15162 of the CEQA Guidelines, additional environmental review may be necessary as part of the discretionary review process.

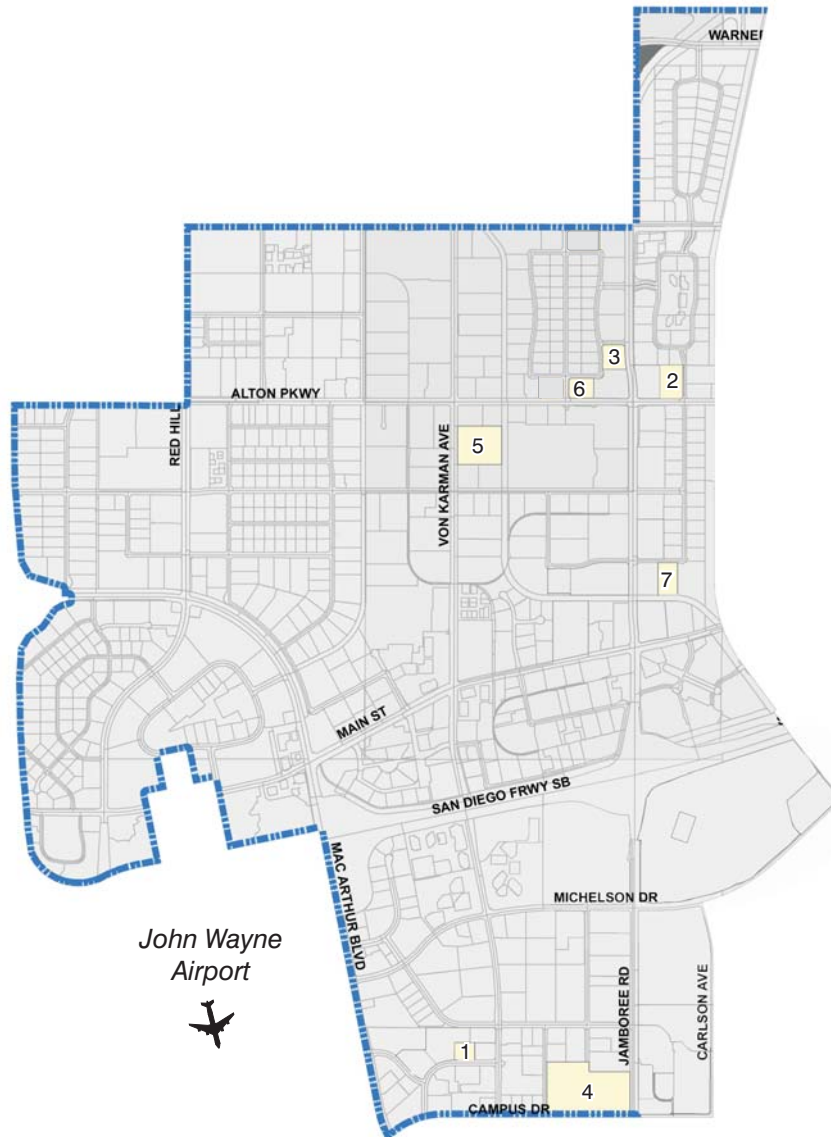
##### 3.3.3.1 Martin Street Condos

The Martin Street project consists of a Conditional Use Permit, Park Plan, Tentative Tract Map, Shared Parking Agreement, TDR, and an Affordable Housing Plan to allow for the development of 82 condominium residential units. The Conditional Use Permit would allow for the entitlement of the residential project, including a TDR to increase the site intensity value budget. The Affordable Housing Plan outlines the project's affordable housing requirements and how it would satisfy its affordable housing requirements. A Park Plan approval and a Tentative Tract Map approval are also discretionary actions within the scope of the proposed development.



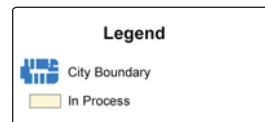
### 3. Project Description

## IBC Residential Pending Projects



### IBC Residential Projects\*

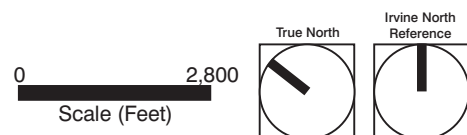
1. Martin Street Condominiums – 82 units
2. 2851 Alton – 170 units
3. Avalon Jamboree II – 179 units
4. Irvine Technology Center – 1,000 units
5. Kilroy – 469 units
6. Alton/Millikan Apartments – 156 units
7. 2852 Kelvin – 194 units



\*Including density bonus units

Source: City of Irvine 2009

IBC Vision Plan and Mixed Use Overlay Zoning Code Recirculated DEIR



City of Irvine • **Figure 3-8**



### *3. Project Description*

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### 3. Project Description

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The 3.65-acre site at 2301 Martin Street consists of a four-story office building with ancillary retail, its parking lot, and associated landscaping and hardscape. As part of the Martin Street project, the Tentative Tract Map proposes to subdivide the site into two lots, one designated for residential condominium purposes. Lot 1, approximately 1.63 acres, would contain the existing office building with ancillary retail, its parking lot area, and associated landscaping and hardscape. This lot will experience minor drive aisle and parking lot improvements. Lot 2, approximately 2.02 acres, would contain the residential project and parking structure. Lot 2 currently contains parking spaces, landscaping, and hardscape for the existing office building. The parking lot currently on Lot 2 would be removed to accommodate the proposed residential development.

The units would be located throughout a four-story residential building placed over two levels of subterranean parking, with various on-site recreation facilities and amenities. The height of the building is 50 feet above grade level (agl) to the roofline, with the elevator penthouse projecting up to 59 feet agl. The building is 98 feet above mean sea level (amsl). The subterranean parking garage would be excavated to a depth of approximately 23 feet. A conceptual site plan is shown as Figure 3-9.

Access to the Martin Street site will be provided via a full-access driveway on Martin Street. A second driveway (proposed to remain) is on Von Karman Avenue, approximately 258 feet north of Martin Street. Both driveways are shared access drives that would serve the existing office use and the proposed residential development. In addition, a full-access entry drive into the proposed subterranean parking garage is on Martin Street. This parking garage would be shared between the office use and the residential development. A fourth access driveway is at the southwestern most edge of the Martin Street project site, on Martin Street, which would be exclusive for fire lane, trash pick-up, and loading/unloading purposes. Daily through-traffic would be prohibited.

The residential development plan includes one-, two-, and three-bedroom dwelling units ranging from 1,206 square feet to 1,638 square feet. Due to the mix of office and residential land uses of the overall Martin Street project site, the Martin Street project also consists of a shared parking agreement. A total of 448 parking spaces would be provided on-site to accommodate the demand for both the office and residential uses. The Martin Street project provides parking spaces within a two-level subterranean parking garage and on-grade within a designated parking area.



The dwelling units are arranged throughout a four-story U-shaped building placed over two levels of subterranean parking garage. The building wraps around a central courtyard, which contains various on-site recreation facilities and amenities. The residential building is designed in a single-loaded corridor configuration (i.e., units on one side of a corridor) with the unit entries facing the courtyard. Many of the units on the fourth floor feature lofts, which vary the rooflines along Martin Street. The two-level subterranean parking garage is completely below grade and is not visible at the street level. Pedestrian walkways are provided along the project perimeter and within the project site, between residential buildings and to the recreation and courtyard areas. A pedestrian connection is also provided to the adjacent existing four-story office building. The recreation area contains a pool, spa, multipurpose room, and fitness room. Additional amenities on-site include barbecue areas with seating, entertainment terrace with a fireplace, and a fountain courtyard.

#### Project Components

##### ***Conditional Use Permit***

A Conditional Use Permit (00387968-PCPU) is intended to evaluate the appropriateness of the use for the site and to ensure proper implementation of the City's development standards, including the Zoning and Building Codes, Subdivision Ordinance, Design Manual, and engineering standards, among others. The Conditional Use Permit, once approved by the City, would provide the approval against which all future site plans are evaluated. The Conditional Use Permit would allow for the construction of 82 condominium units and approve the request for administrative relief for a shared parking agreement and the TDR (intensity values) to the project site. As stated previously, the IBC Zoning Ordinance allows for the transfer of development intensity from parcel to parcel within the IBC boundaries. To maintain the overall entitlement cap within the IBC, a TDR is required to allow for the transfer of 41 AM and 43 PM peak-hour



### *3. Project Description*

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intensity values, and 517 average daily intensity values from a sending site (Campus Center/The Plaza-Irvine) to the Martin Street site. The increased number of intensity values to the site is necessary to develop the proposed number of residential units. Administrative relief is required for the approval of the shared parking agreement, which would allow the residential project and adjacent office building to share parking facilities. The Martin Street project provides parking spaces within a two-level subterranean parking garage and on-grade within a designated parking area. The parking garage and on-grade parking spaces are not designated and are always available to both uses.

#### ***Tentative Tract Map***

The project applicant is requesting approval of a Tentative Tract Map (00387974-PTT) to allow for the subdivision of the existing 3.65-acre lot into two lots, as described above.

#### ***Park Plan***

A Park Plan (00391009-PPP) application is being processed concurrently to establish the park dedication requirements for the proposed residential uses. The recreation area contains a pool, spa, multipurpose room, and fitness room. Additional amenities on-site include barbecue areas with seating, entertainment terrace with a fireplace, and a fountain courtyard.

#### ***3.3.3.2 2851 Alton Parkway***

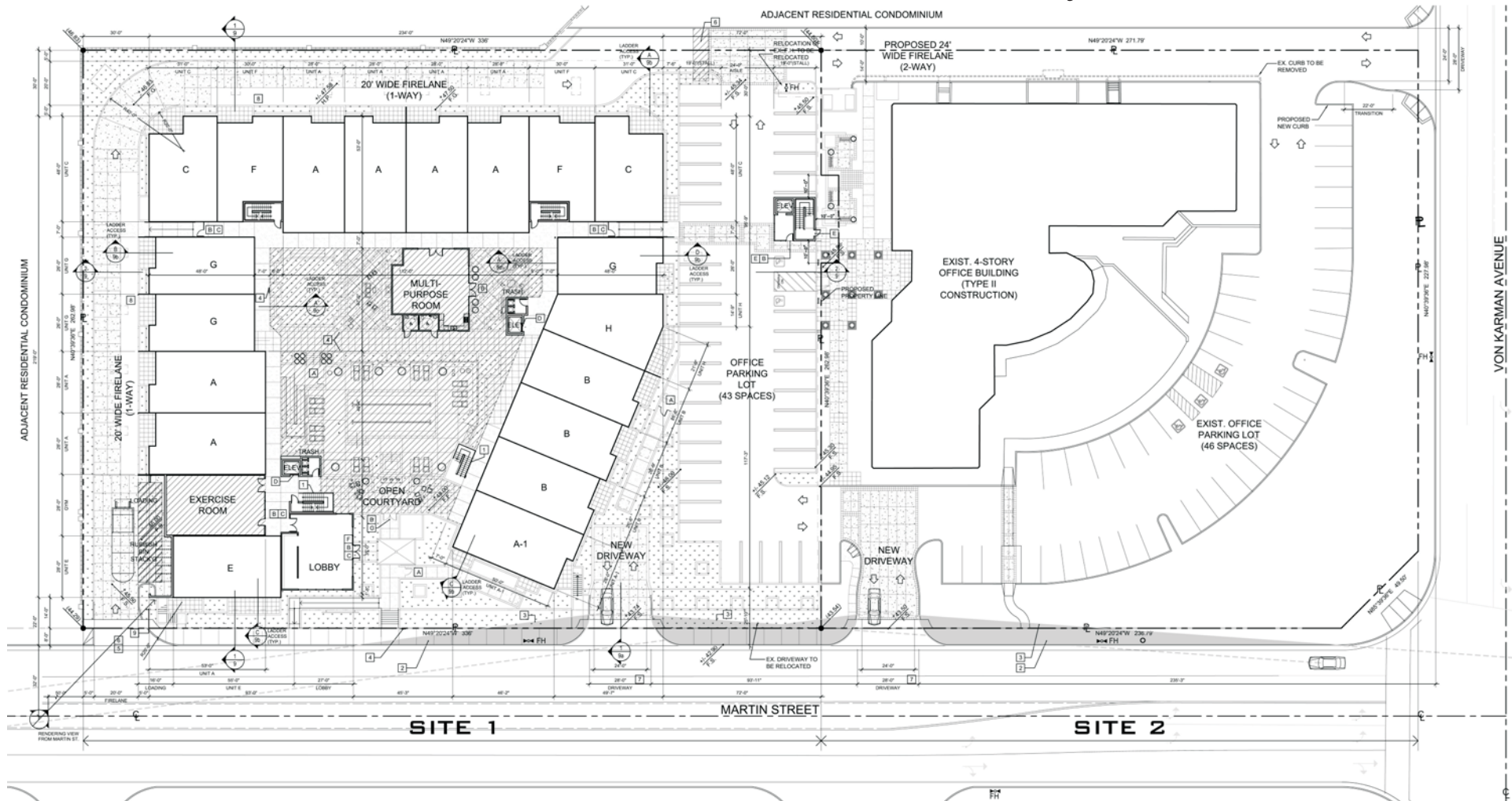
The 2851 Alton Parkway project consists of a conditional use permit, park plan, tentative tract map, TDR, and an affordable housing plan to allow for the development of 170 multifamily condominium units. The conditional use permit would allow for the entitlement of the residential project, including a TDR to increase the site intensity value budget. The affordable housing plan outlines the project's affordable housing requirements and how it would satisfy its affordable housing requirements. A park plan approval and a tentative tract map approval are also discretionary actions within the scope of the proposed project.

The 3.72-acre site on the northwest corner of Alton Parkway and Murphy consists of two adjoining single-story, tilt-up buildings that form a 78,880-square-foot U-shaped building, its parking lot, and associated landscaping and hardscape. As a part of the 2851 Alton Parkway project, the existing structures would be demolished and the site improvements (e.g., parking, landscaping) would be removed. A conceptual site plan is shown as Figure 3-10. The 170 units are 16 studio units, 52 one-bedroom units, and 102 two-bedroom units ranging from 605 square feet to 1,753 square feet.



### 3. Project Description

## Site Plan for Martin Street Condos



Source: Paul Essick Architects

IBC Vision Plan and Mixed Use Overlay Zoning Code Recirculated DEIR

0 70  
Scale (Feet)



City of Irvine • **Figure 3-9**



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The architectural style of the building is contemporary, with attention given to architectural details and massing. The dwelling units are arranged throughout a four-story building, the units of which form wings around three landscaped courtyards. As proposed, the height of the building is 56 feet agl to the top of the building parapet, with the parking structure stair enclosure roof projecting up to 57 feet, 8 inches agl.—that is, approximately 96 feet amsl to the top of the building parapet and approximately 99 feet 8 inches amsl to the top of the parking structure stair enclosure roof. The residential building is designed in a double-loaded corridor configuration (i.e., units on both sides of the corridor) and single-loaded where the residential units wrap around the five-level above-grade parking structure. No subterranean parking is proposed. Many of the units on the fourth floor feature lofts, which vary the rooflines along Alton Parkway and Murphy Avenue, and additionally serve to partially conceal the five-level parking structure, the facade of which contains similar architectural features as the residential building. Pedestrian walkways are provided along the project perimeter and within the project site, between residential buildings, and to the recreation and courtyard areas. The main recreation area contains a pool, a spa, four cabanas, clubhouse, multipurpose room, and fitness facility. Other recreational facilities on-site include a tot lot/play area, garden areas, and covered barbecue areas with seating.

Access to the 2851 Alton Parkway project site is provided via a right-in/right-out only driveway along Alton Parkway and a full-access driveway along Murphy Avenue. Both accesses are shared with the adjacent parcel, 2801 Alton Parkway, which would be developed with residential uses. A de facto right-turn lane would be provided as a project design feature of the adjacent site (2801 Alton Parkway) at the intersection of Jamboree Road/Alton Parkway by widening the outside through lane from 16 feet to 19 feet. A second design feature is the construction of a full right-turn deceleration lane into the project driveway along Alton Parkway. The development would contain 374 parking spaces located within one parking structure, which would be accessed via an internal private drive.

#### Project Components

##### ***Conditional Use Permit***

A Conditional Use Permit (00393319-PCPU) is intended to evaluate the appropriateness of the use for the site and to ensure proper implementation of the City's development standards, including the zoning and building codes, subdivision ordinance, design manual, and engineering standards, among others. The conditional use permit, once approved by the City, would provide the approval against which all future site plans for the site are evaluated. The conditional use permit would allow for the construction of 170 condominium units and approve the TDR (intensity values) to the project site. As stated previously, the IBC Zoning Ordinance allows for the transfer of intensity values from parcel to parcel within the IBC boundaries. To maintain the overall intensity value cap within the IBC, a TDR is required to allow for the transfer of 29 AM and 33 PM peak-hour intensity values, and 485 average daily intensity values from two potential sending sites in the IBC to the 2851 Alton Parkway site. Two alternative sending sites are analyzed in the traffic study, including Campus Center (Sending Site 1) at Jamboree Road/Campus Drive, and MetLife Apartments (Sending Site 2) at 2567 Main Street. Although two sites are analyzed, the applicant has chosen Sending Site 1 (Campus Center) as the preferred sending site. The increased number of intensity value to the site is necessary to develop the proposed number of residential units.

##### ***Tentative Tract Map***

The project applicant is requesting approval of a Tentative Tract Map (00403130-PTT) to allow for the subdivision of the project site for development of 170 condominium units.

##### ***Park Plan***

A Park Plan (00393324-PPP) application is being processed concurrently to establish the park dedication requirements for the proposed residential uses. The main recreation area contains a Junior Olympic pool, a spa, and a barbeque area. Other recreational facilities on-site include a fitness facility and a multipurpose room.





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#### *3.3.3.3 Avalon Jamboree II*

The Avalon Jamboree II project (AJ II) consists of a Conditional Use Permit (00406214-PCPU) with a transfer of development rights, Vesting Tentative Tract Map (00406990-PTT), Administrative Relief for landscaping, an Affordable Housing Plan, and a Park Plan (00406215-PPP) for the development of 179 units at 16901 Jamboree Road.

The Conditional Use Permit would allow for the entitlement of the AJ II residential project, including a 25 percent density bonus for reserving 10 percent of the units for very low income households; TDR to increase the site's intensity value budget, administrative relief for landscaping; and an affordable housing plan. The Vesting Tentative Tract Map would subdivide the existing 2.83-acre parcel into one air-space lot for condominium purposes. A Park Plan application has been filed to define the location, size, and improvements associated with an on-site private neighborhood park.

The 2.83-acre AJ II site is currently improved with a single-story, 48,975-square-foot building, an on-site surface parking lot, and associated landscaping and hardscape. The building is currently used for intermittent storage by an adjacent business, B. Braun. The site was previously utilized for office, warehouse, and light industrial uses. The AJ II residential project consists of the demolition of this building, removal of all other site improvements, and the development of 180 dwelling units.

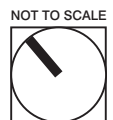
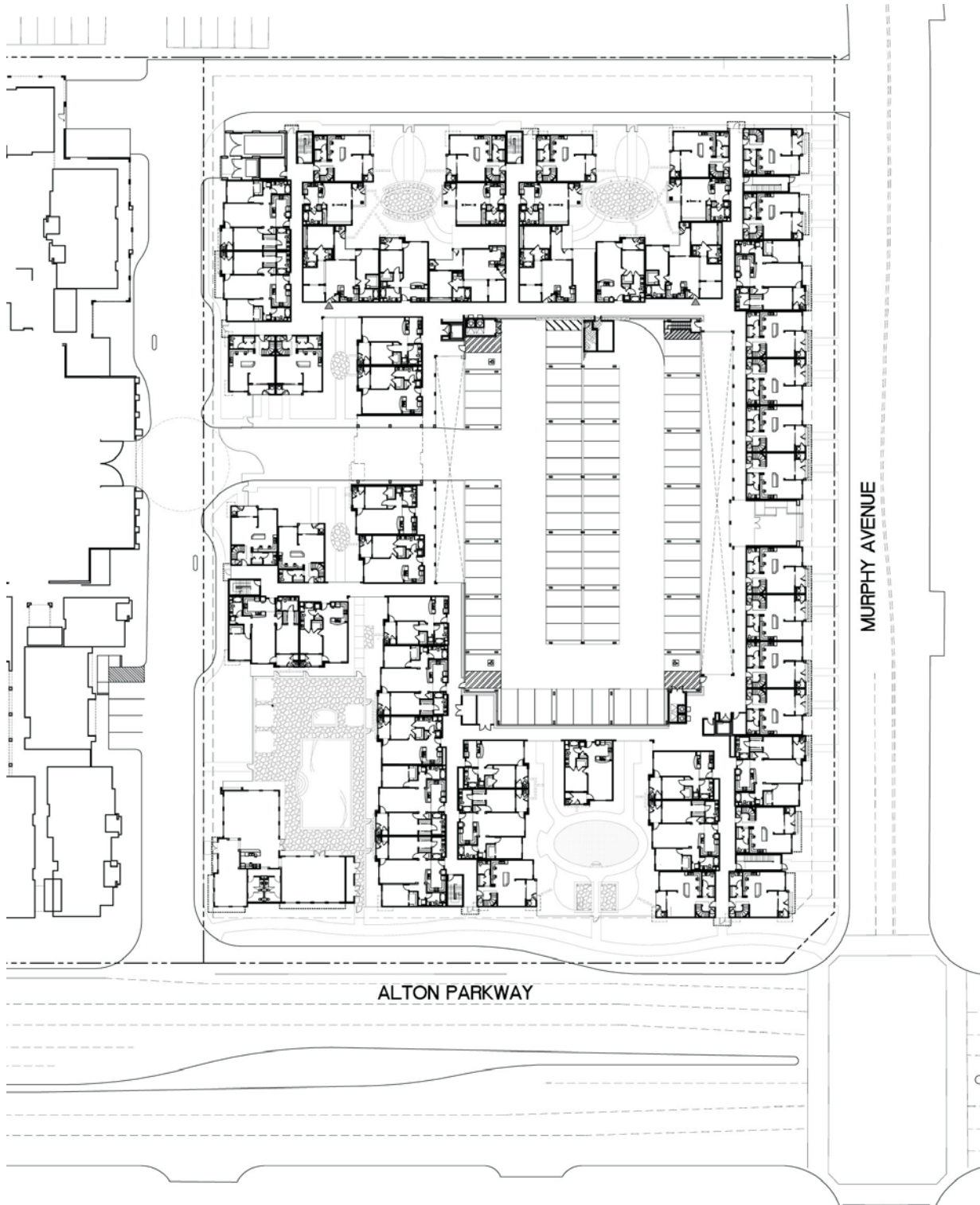
The units are arranged in a four-story-plus-loft building that wraps around a six-level above-grade parking structure. The residential units form wings around landscaped courtyards along double-loaded corridors (i.e., units on both sides of the corridor). These corridors become single loaded where the units wrap around the parking structure. The units on the northern end of the building form a wing around the main recreational area, while the units on the southern end of the building form wings around two garden courtyards. A conceptual site plan is shown as Figure 3-11.

The roof heights of the buildings vary but are generally 53 feet agl, and extend to 60 feet at the top of the elevator towers, that is, 96 feet amsl. Many of the units on the fourth floor feature lofts. These units are designed to create visual relief by varying the rooflines along Jamboree Road, Richter Avenue, and Noyes Avenue and additionally serve to partially conceal the five-story, six-level parking structure. Pedestrian walkways are provided along the project perimeter and within the project site, between residential buildings, and in the recreation and courtyard areas. The main recreation area contains a lap pool, one spa, two shade cabanas, an entertainment terrace with a double-sided fireplace and seating, and a dining patio with two barbeques and tables.



### 3. Project Description

## Site Plan for 2851 Alton Parkway





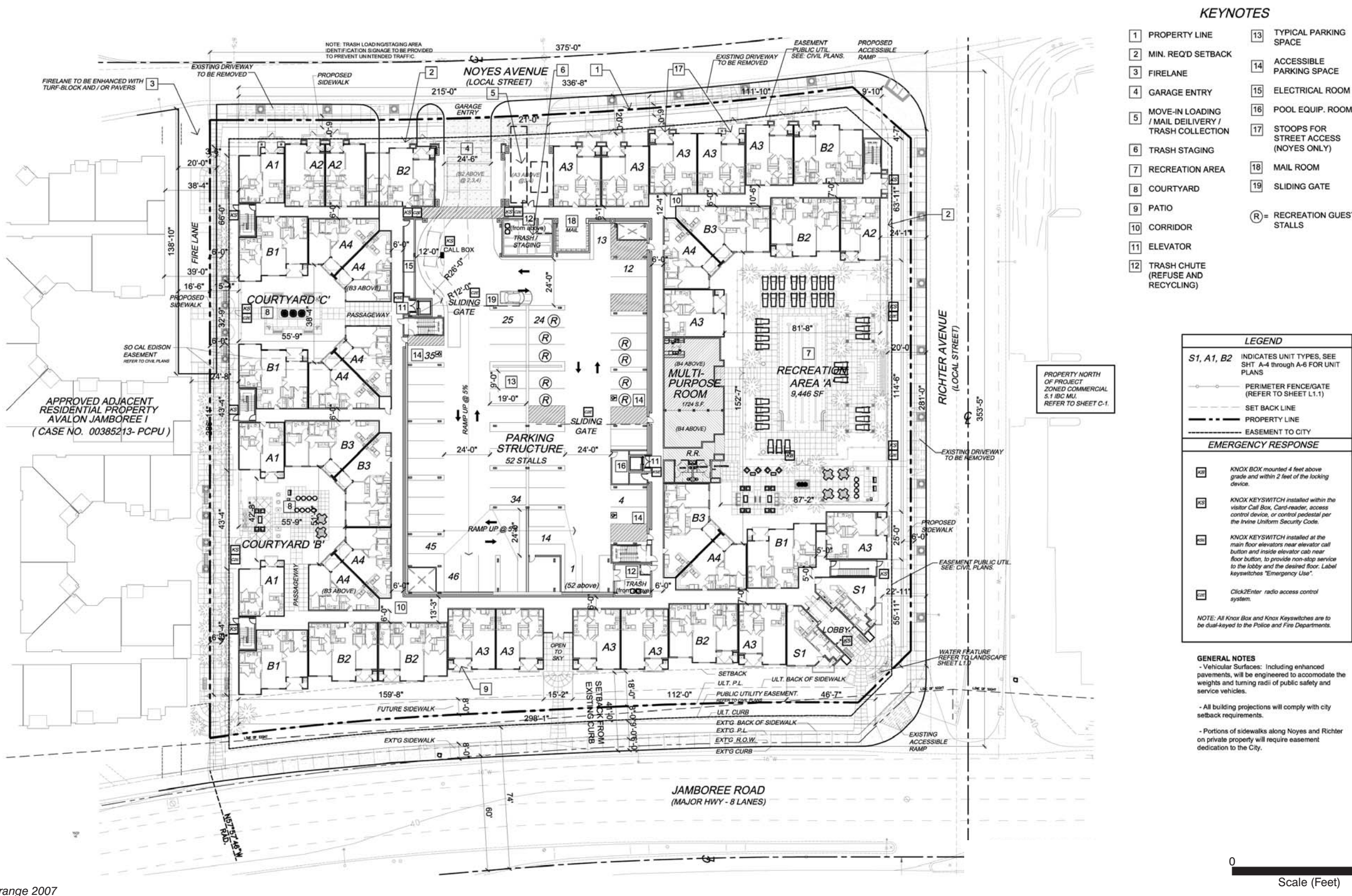
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Site Plan for Avalon Jamboree II



Source: Architects Orange 2007



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### 3. Project Description

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Access to the AJ II site is provided via a full access driveway along Noyes Avenue, which serves as the entry and exit to the project's parking structure. Additionally, a 20-foot-wide fire lane is provided along the AJ II project's southwestern site boundary and accessed off of Noyes Avenue. The development contains 309 parking spaces within one parking structure, which is accessed off the main entry driveway from Noyes Avenue.

The AJ II project includes 180 studio, one-, and two-bedroom dwelling units ranging from 615 to 1,260 square feet.

#### Project Components

##### ***Conditional Use Permit***

A Conditional Use Permit (00406214-PCPU) is intended to evaluate the appropriateness of the use for the site and to ensure proper implementation of the City's development standards, including the Zoning and Building Codes, Subdivision Ordinance, Design Manual, and engineering standards, among others. The Conditional Use Permit, once approved by the City, would provide the approval against which all future site plans are evaluated. The Conditional Use Permit would allow for the construction of 180 dwelling units and approve the request for Administrative Relief for a reduced landscape setback, and the TDR to the AJ II project site. As stated previously, the IBC Zoning Ordinance allows for the TDR, measured in intensity values, from parcel to parcel within the IBC boundaries. To maintain the overall development intensity within the IBC, a TDR is required to allow for the transfer of 30 AM area 33 PM peak-hour intensity values, and 470 average daily intensity values from a sending site (Campus Center at 18900 Jamboree Road) to the Avalon Jamboree Village II site (at 16901 Jamboree Road). In accordance with the City of Irvine Zoning Code, a request for a waiver to exceed the average daily intensity values will accompany the discretionary application. If the waiver is approved, no average daily intensity values would need to be transferred, only peak-hour intensity values. The increased number of intensity values to the site is necessary to develop the proposed number of residential units. Administrative Relief is required for the approval of a reduced landscaping setback along Jamboree Road.



##### ***Tentative Tract Map***

The AJ II project applicant is requesting approval of a Vesting Tentative Tract Map (00406990-PTT). The Vesting Tentative Tract Map would subdivide the existing 2.83-acre parcel into one air-space lot for condominium purposes.

##### ***Park Plan***

A Park Plan (00406215-PPP) application is being processed concurrently to establish the park dedication requirements for the proposed residential uses. A site plan summarizing the proposed recreational amenities is shown on Figure 3-11. The recreation area contains a pool, spa, multipurpose room, and fitness room. Additional amenities on-site include barbecue areas with seating, entertainment terrace with a fireplace, and a fountain courtyard.

#### 3.3.3.4 Irvine Technology Center

The Irvine Technology Center (ITC) consists of a Master Plan (00411520-PMP), Park Plan (00411522-PPP), Tentative Tract Map (00428684-PTT), Administrative Relief for landscape setbacks, Affordable Housing Plan, and TDR to allow for the development of 1,000 residential units, 30,000 square feet of commercial/retail development, and 44,000 square feet of office space. The ITC project is on the northwest corner Jamboree and Campus Drive.

The proposed ITC Master Plan application would establish the development standards for the ITC. Administrative Relief has been requested for reduced landscaping setback along Jamboree Road and Campus Drive. The Affordable Housing Plan outlines the ITC's affordable housing requirements and how it would satisfy its affordable housing requirements. The TDR application would increase the site's development intensity (as measured in 234 AM, 263 PM, and 3,785 average daily intensity values) to accommodate the transfer of intensity from a sending site (Campus Center) to the proposed project site. The design of the residential portions of the mixed-use ITC project is conceptual and will require Conditional Use Permits in the future.



### *3. Project Description*

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The ITC site would be divided into eight numbered parcels for the development of the mixed uses and four lettered parcels for the development of streets and parks.

#### **Project Components**

##### ***Master Plan***

The Master Plan (00411520-PMP) would establish the development standards for the ITC project and the distribution of uses and intensity of development among the eight numbered parcels. The Master Plan also establishes the maximum intensity of development that could be developed within the ITC project site. Buildout of the site could be undertaken by the applicant or by individual builders who would be required to comply with the Master Plan standards. As individual buildings have not been designed at this level of planning, site-specific analyses may be required as individual project applications come forward. The design of the residential portions of the ITC is conceptual and Conditional Use Permits will be submitted as projects come forward in the future.

Administrative relief is required for the approval of the reduced landscaping setback along Jamboree Road and Campus Drive. The Affordable Housing Plan outlines the ITC's affordable housing requirements and how it would satisfy its affordable housing requirements.

The IBC Zoning Ordinance allows for the transfer of development intensity from parcel to parcel within the IBC boundaries. To maintain the overall development intensity cap within the IBC, a TDR is required to allow for the transfer of development intensity from a sending site (Campus Center/The Plaza-Irvine at 18900 Jamboree Road) to the ITC Mixed-Use project site. The increased intensity is measured in intensity values. For development intensity purposes, the ITC Mixed-Use project has the potential to generate 633 AM peak hour intensity values, 790 PM peak-hour intensity values, and 9,426 average daily intensity values. Consistent with the overall trip budget for the IBC, the proposed ITC Mixed-Use project would require the transfer of additional development rights measured as 234 AM peak-hour intensity values, 263 PM peak-hour intensity values, and 3,785 average daily intensity values from a sending site (Campus Center) to the ITC site.

In accordance with the City of Irvine Zoning Code, a request for a waiver to exceed the average daily intensity values would accompany the discretionary application. If the waiver is approved, no average daily intensity values would need to be transferred, only peak-hour intensity values.



### 3. Project Description

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As shown on Figure 3-12, the project site is bisected by Teller Avenue, which runs north to south. The land use plan for the ITC would include four multifamily, multistory (approximately four stories), podium-style buildings on the western portion of the site (west of Teller Avenue). This portion of the site would include a mix of up to 596 residential dwelling units and 7,900 square feet of retail/commercial space, and a linear park/recreation area would bisect the multistory buildings. All of the buildings proposed for the western portion of the ITC would be permitted to provide mixed uses. The eastern portion of the ITC site (east of Teller Avenue to Jamboree Road) continues the interior street from the western portion of the site into a traffic circle in the middle of the parcel. The interior street would then turn toward Campus Drive. The ITC envisions two multifamily residential buildings north of the interior street, and one additional building west of the street. On the east side and adjacent to Jamboree Road, the ITC would include a mixed-use component consisting of office and retail uses, as well as residential units.

#### ***Tentative Tract Map***

The ITC project applicant is requesting approval of two Tentative Tract Maps (00428684-PTT). The Tentative Tract Maps would subdivide the existing parcels into 12 parcels: 8 numbered parcels for the development of the mixed uses and 4 lettered parcels for the development of streets and parks.

#### ***Park Plan***

A Park Plan (00411552-PPP) application is being processed concurrently to establish the park dedication requirements for the ITC residential uses. The recreation area would contain pools, spas, a multipurpose room, tot lots, and basketball courts. Additional amenities on-site include barbecue areas with seating, an entertainment terrace with a fireplace, and landscaped courtyards.

#### ***Parking and Circulation***

The primary access to the ITC site would be provided along Campus Drive, with other access locations along Teller Avenue and Bardeen Avenue. Interior streets would be designed to break down blocks to a more pedestrian-friendly scale. Parking for the proposed project would meet the requirements of the City of Irvine through the provision of on-street and off-street parking areas, including surface and subterranean parking.

#### ***Phasing***

Although actual phasing will be based on market demands, development is expected to commence in 2010.

#### ***3.3.3.5 Kilroy***

The Kilroy project site consists of a 9.15-acre parcel on Von Karman between Alton Parkway and McGaw Avenue at 17150 Von Karman Avenue. The Kilroy project consists of a Conditional Use Permit (00415086-PCPU), Tentative Tract Map (00419204-PTT), and Park Plan (00415090-PPP) to allow for the development of 469 condominium units. Access to the Kilroy project site is currently planned to ~~will~~ be provided from Von Karman Avenue, by way of a private street that bisects the property north to south. Approximately 350 feet into the site, the private street terminates in a T-intersection and runs east to west. A fire lane would be along each side of the project site at the furthest east and west boundaries for emergency vehicle access.

The Kilroy project consists of up to four residential structures which will likely consist of one or both of the following developed with two different building types. The two buildings fronting Von Karman Avenue are currently proposed to be ~~would consist of~~ five-story podia over three levels of parking garage ~~(two levels are subterranean).~~ The ~~These two podium-style~~ buildings would comprise a combination of flats and two-story townhomes that front along Von Karman Avenue and the internal streets. The remaining two structures located toward the rear boundaries of the project will likely consist of three-level parking garages wrapped around four-story residential units made up entirely of flats. The conceptual site plan is shown on Figure 3-13.





### *3. Project Description*

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In addition, the Kilroy project includes the demolition of a 161,421-square-foot office/industrial building (60,008 square feet of office use and 101,413 square feet of industrial use) previously occupied by Delphi Connection Systems. The uses include a chemical storage building, plant maintenance system, water recycling area, service yard, and associated parking and landscaping.

#### **Project Components**

The following applications have been submitted to the City of Irvine for approval:

#### ***Conditional Use Permit***

A Conditional Use Permit (00415086-PCPU) (CUP) is requested in conjunction with implementation of the proposed Kilroy project in order to ensure proper implementation of the City's development standards, including the Zoning and Building Codes, Subdivision Ordinance, Design Manual and engineering standards among others. The CUP would provide the approval against which all future site plans of the site are evaluated. The applicant is requesting approval of an Administrative Relief to reduce the minimum landscaped setback along Von Karman Avenue from 30 to 24 feet.

The CUP will allow for the development of up to 469 dwelling units, including up to 122 density bonus units, and approve a TDR in order to maintain the overall development intensity cap within the IBC. The At maximum buildout, the TDR is required to increase allowable development intensity on the site, measured as is an additional 440 50 AM peak-hour intensity values, 417 53 PM peak-hour intensity values, and 1,646 529 ADT values. The total intensity allocation to the site will be 170 AM peak-hour intensity values, 185 PM peak-hour intensity values, and 1,840 ADT values.

#### ***Tentative Tract Map***

The Kilroy project applicant is requesting approval of Tentative Tract Map (00419204-PTT) to allow for the subdivision of up to 469 residential attached units.

#### ***Park Plan***

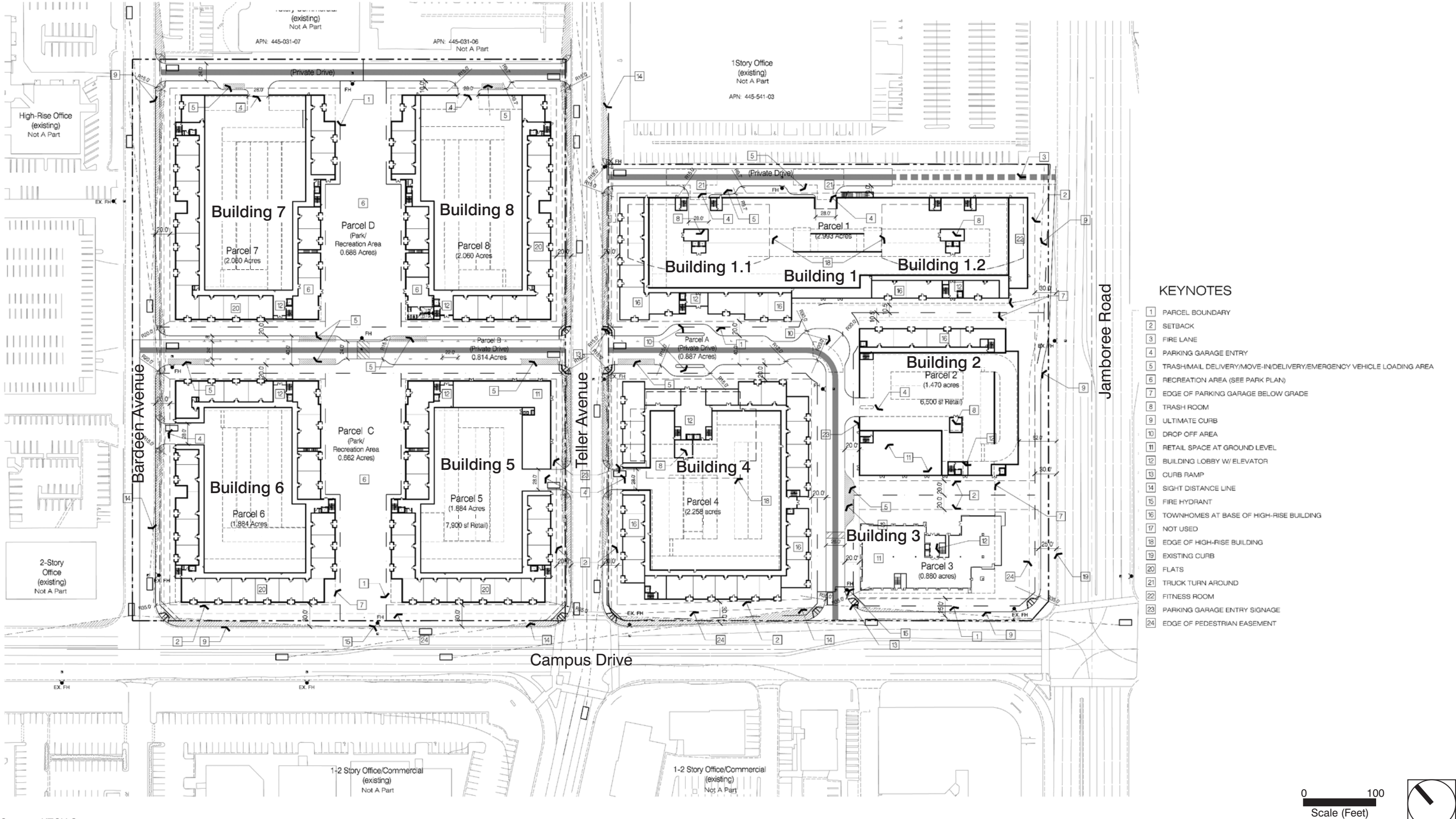
A Park Plan (004150900-PPP) application is being processed concurrently to establish the park dedication requirements of the proposed Kilroy residential use. It is anticipated that the project would meet neighborhood park requirements by incorporating on-site recreational uses, including a pool spa, tot lot, fitness room, and multipurpose room. It is also anticipated that the community park requirements would be met through the payment of in-lieu fees.

#### ***Parking and Circulation***

Access to the Kilroy site is currently planned to would be provided from Von Karman Avenue, by way of a private street that bisects the property north to south. Approximately 350 feet into the site, the private street terminates into a T-intersection and runs east to west. A fire lane will be located along each side of the project site at the furthest east and westerly boundaries for emergency vehicle access purposes. At maximum buildout The the Kilroy project is anticipated to will provide a minimum of 1,038 parking spaces to serve the proposed number of units, which are located within parking garages or surface on-street parking....



Site Plan for Irvine Technology Center



Source: KTG Group 2007



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### **Phasing**

The Kilroy project is planned for development in one or more phases, depending on the market and economy a single phase, including site preparation, grading, installation and connection of utilities, construction of access and parking, perimeter landscaping, and construction of the residential buildings. Traffic circulation, stormwater drainage, water, electrical, gas, and sewer system improvements will be integrated with the existing City- and utility-owned infrastructure as necessary.

#### **3.3.3.6 Alton/Millikan Apartments**

The proposed Alton/Millikan Apartments project involves the demolition of all existing development and improvements on the site, including the 40,488-square-foot light industrial building and surrounding parking lots. Redevelopment of the site would include a 156-unit residential complex, which would include 10 units as very low income housing at 16952 Millikan. Figure 3-14 shows a conceptual site plan for the Alton/Millikan Apartments project.

The residential units would be in a four-story building, the fourth story of which would have a mezzanine level. The Alton/Millikan Apartments project would wrap residential units around a five-level parking structure that would be accessed from Du Bridge Avenue. The Alton/Millikan Apartments project includes two points of ingress/egress. The primary driveway would be on Du Bridge Avenue and would provide direct gated access to the parking structure. The second driveway would be on Millikan Avenue, providing access to a surface parking lot primarily serving the leasing office. An additional vehicle space would be provided along Du Bridge Avenue for trash collection, moving, mail delivery, and public safety purposes.

The Alton/Millikan Apartments project would also include several recreational amenities along the Alton Parkway elevation, including a swimming pool, multipurpose room, and exercise room.

Construction activities would include demolition of the existing improvements, grading and site preparation, construction, installation of hardscape and landscape areas, paving for parking areas, and installation of utilities. The Alton/Millikan Apartments project would require 4,231 cubic yards of soil cuts and 633 cubic yards of soil fill, resulting in an export of 3,598 cubic yards. After demolition, grading and site preparation would take approximately three months to complete.

Consistent with the overall intensity value budget for the IBC, the Alton/Millikan Apartments project requires the transfer of development rights from a sending site within the IBC to the project site. The sending site has been identified as Free Chapel, at 2777 McGaw Avenue. The development includes 10 very low income housing, allowing for a density bonus of 30 dwelling units for a total of 156 units. The 126 non-density bonus units will require a TDR for 63 AM peak-hour intensity values, 66 PM peak-hour intensity values, and 794 average daily intensity values according to standard IBC trip rates. Under this scenario, the Alton/Millikan Apartments project would exceed both the peak hour and average daily intensity values budgets; therefore, development rights for 26 AM peak hour intensity values, 28 PM peak hour intensity values, and 405 average daily intensity values must be transferred in order to develop the Alton/Millikan Apartments project.

### **Project Components**

The anticipated approvals required for the Alton/Millikan Apartments project are:

### **Conditional Use Permit**

The Alton/Millikan Apartments project would need a CUP (00440322-PCPU) to consider the context, location, orientation, intensity, compatibility, and other major issues associated with the proposed residential improvements and land uses in relation to on-site and off-site improvements and land uses. The Conditional Use Permit application also includes a request for the following:





### *3. Project Description*

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- TDR to increase the project site's intensity value budget—and decrease the development intensity budget that could otherwise be applied to support future development on the sending site—in support of the proposed residential density.
- Affordable Housing Plan that proposes a density bonus of 30 units in exchange for reserving 10 units for very low income occupancy and one state-mandated development concession.
- To reduce the amount of provided parkland from 5 acres to 3.5 acres per 1,000 residents. Based on an estimated residential population of 203, the project would provide 0.71 acres through a combination of land, improvements, and fees.

#### ***Park Plan***

The Alton/Millikan Apartments project would need a Park Plan (00440325-PPP) to consider the dedication requirements, amenities, site design, and placement of an on-site private neighborhood park to serve the residents of the proposed project.

#### ***Tentative Tract Map***

The Alton/Millikan Apartments project would need a Tentative Tract Map (00442712-PTT) to create 156 residential condominium units from a one air-space lot subdivision.

#### ***3.3.3.7 2852 Kelvin***

The 2852 Kelvin project site consists of a 3.2-acre parcel at 2852 and 2838 Kelvin Avenue near the southeast corner of Jamboree Road and Kelvin Avenue. The project applications include a CUP, TDR, Park Plan, Tentative Tract Map, and a Development Agreement to allow for the development of 194 multifamily residential units. The 2852 Kelvin project is intended to operate as an apartment community; however, a Tentative Tract Map is being processed to allow for future condominium sales.

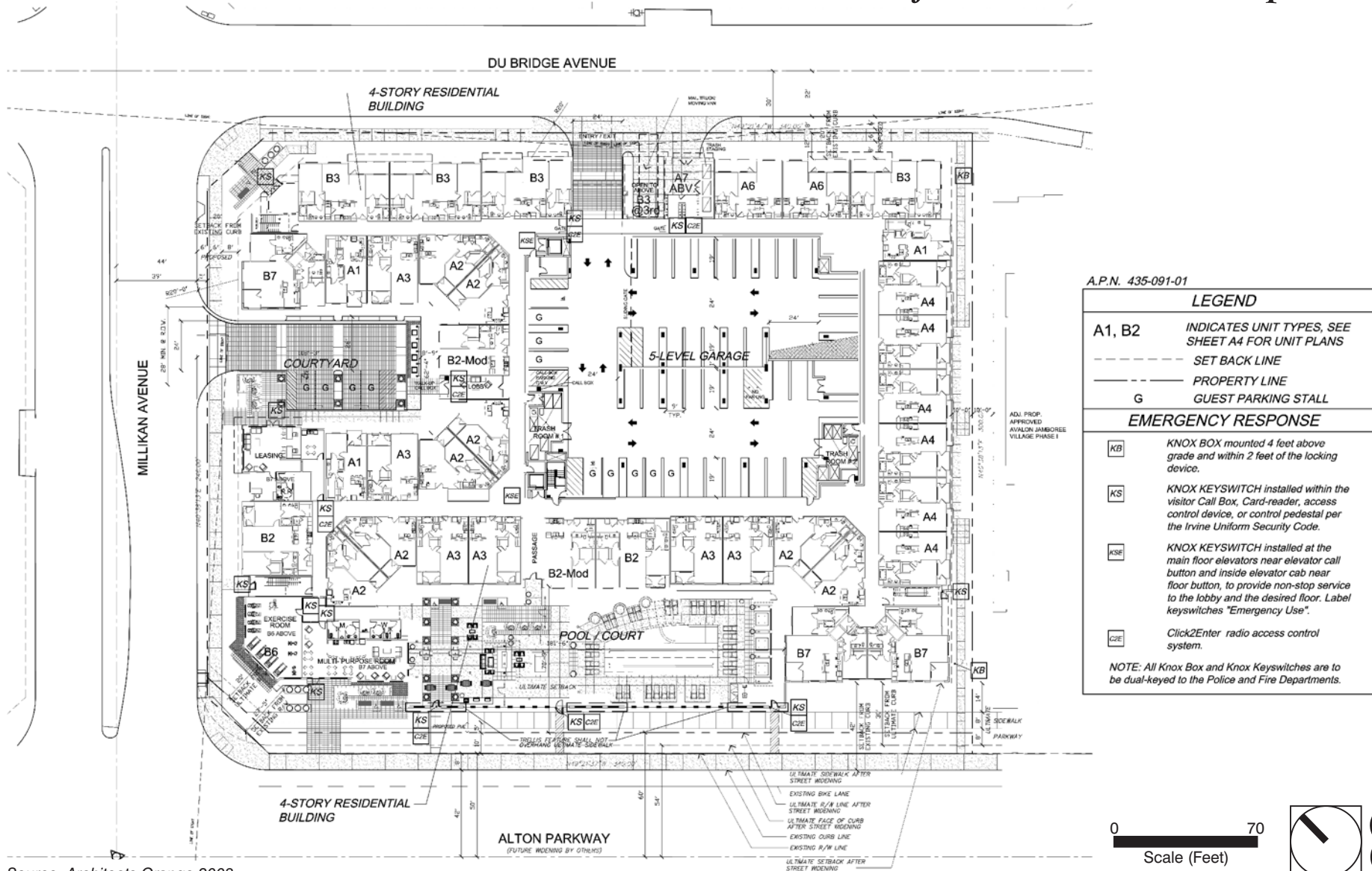
The 2852 Kelvin project consists of the development of a four-story 194-unit apartment community, including 28 density bonus units. Of the 194 units, 15 units would be affordable to very low income households. The 2852 Kelvin project also includes the development of a five-story parking structure containing 329 parking spaces, recreation amenities, and associated infrastructure. Recreation amenities would include an exercise room, multipurpose room, lap pool, and spa. The conceptual site plan is shown on Figure 3-15.

The site is approximately 3.2 acres and is currently occupied by a 29,289-square-foot, two-story office/research and development structure, and asphalt parking lots and ornamental landscaping. The 2852 Kelvin project would result in the demolition and removal of existing facilities and site improvements.



### 3. Project Description

## Site Plan for Alton/Millikan Apartments



Source: Architects Orange 2008

IBC Vision Plan and Mixed Use Overlay Zoning Code Recirculated DEIR

City of Irvine • Figure 3-14



### *3. Project Description*

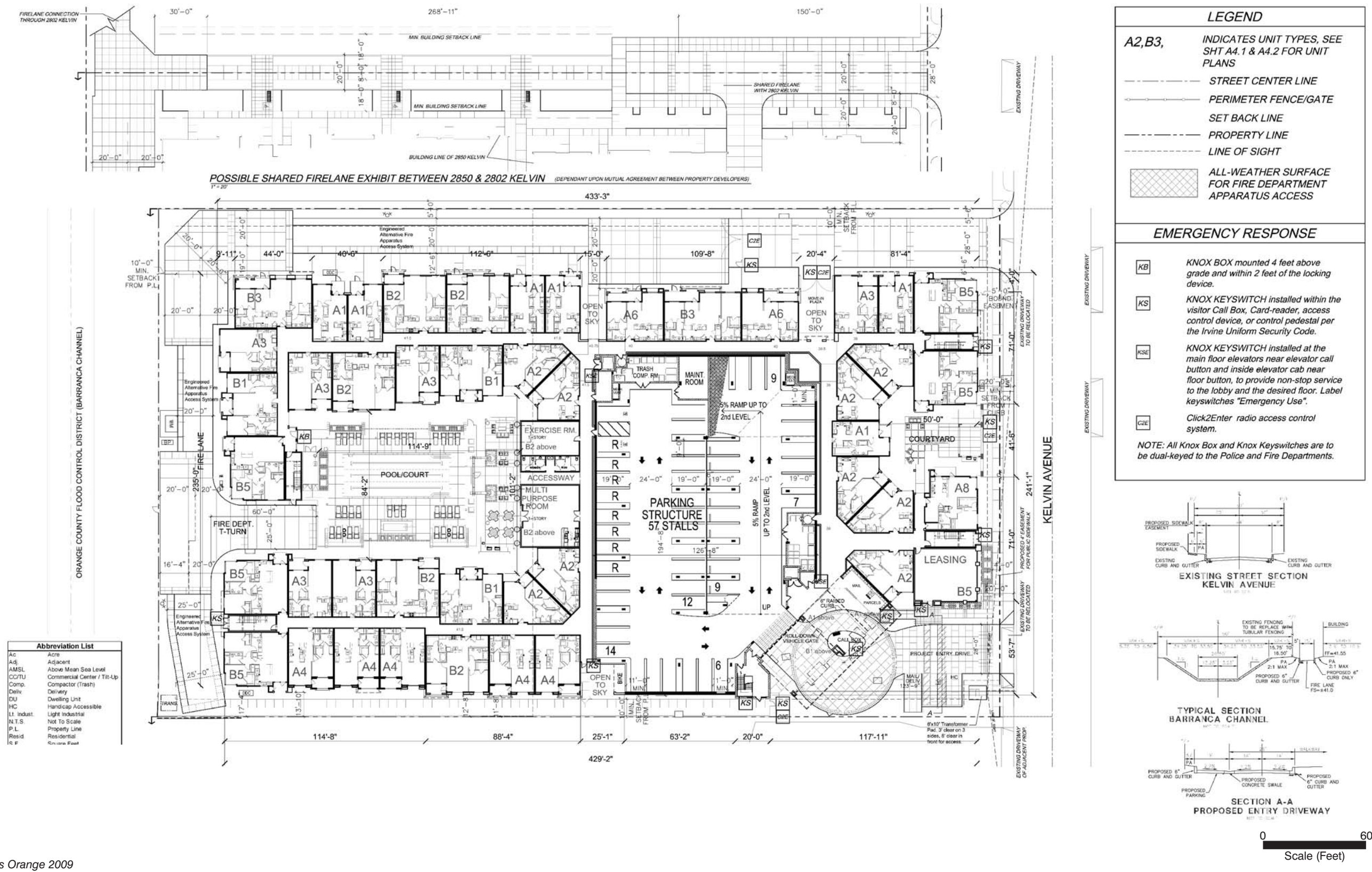
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3. Project Description

Site Plan for 2852 Kelvin



Source: Architects Orange 2009



### *3. Project Description*

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### 3. Project Description

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#### Project Components

The following applications have been submitted to the City of Irvine for approval:

##### ***Conditional Use Permit***

A CUP is requested in conjunction with implementation of the 2852 Kelvin project in order to ensure proper implementation of the City's development standards, including the Zoning and Building Codes, Subdivision Ordinance, Design Manual, and engineering standard. The CUP would provide the approval against which all future site plans of the site are evaluated.

The CUP would allow for the development of 194 dwelling units, including 28 density bonus units, and approve a TDR in order to maintain the overall development intensity cap within the IBC. The TDR is required to increase allowable development intensity on the site, measured as an additional 33 AM peak-hour intensity values, 32 PM peak-hour intensity values, and 515 average daily intensity values.

##### ***Tentative Tract Map***

The 2852 Kelvin project applicant is requesting approval of a Tentative Tract Map to allow for the subdivision of 194 condominium residential units. As described above, the project is intended to operate as an apartment community; however, a tentative tract map is being processed to allow for future condominium sales.

##### ***Park Plan***

A Park Plan application is being processed concurrently to establish the park dedication requirements of the proposed 2852 Kelvin residential uses. It is anticipated that the project would meet neighborhood park requirements by incorporating on-site recreational uses. Park amenities include a 636-square-foot exercise room, a 980-square-foot multipurpose room, a lap pool, and spa. Community park requirements would be met by payment of in-lieu fees.



##### ***Parking and Circulation***

Access to the site would be provided via a driveway on Kelvin Avenue approximately 541 feet east of Jamboree Road. A security gate is proposed in the proposed parking structure. The existing driveway at 2838 Kelvin Avenue, approximately 313 feet east of Jamboree Road, would be converted into a fire lane.

The 2852 Kelvin project would construct a sidewalk along the frontage on Kelvin Avenue, as well as a series of pedestrian paths internal to the site. The 2852 Kelvin project would provide the necessary linkage to Jamboree Road, where there are two nearby transit stops (Jamboree Road/Kelvin Avenue and Jamboree Road/Main Street).

##### ***Phasing***

The proposed 2852 Kelvin project is planned for development in a single phase, in approximately six months to one year, including site preparation, grading, installation and connection of utilities, construction of access and parking, perimeter landscaping, and construction of the residential buildings. Traffic circulation, stormwater drainage, water, electrical, gas, and sewer system improvements would be integrated with the existing City- and utility-owned infrastructure as necessary.

##### ***Landscape Plan***

The conceptual landscape plan has been prepared. There are street trees along the 2852 Kelvin project portion of Kelvin Avenue; a single row of perimeter trees along the project's east, south, and west boundaries; and accent trees.



### 3. Project Description

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#### 3.4 INTENDED USES OF THE EIR

This is a Program EIR, which examines the potential environmental impacts of the proposed project. This is also a Project EIR for the seven sub-projects identified and described in Sections 3.3.3.1 through 3.3.3.7 above, which are part of the proposed project. This DEIR is also being prepared to address various actions by the City and others to adopt and implement the proposed project. It is the intent of this DEIR to enable the City of Irvine, other responsible agencies, and interested parties to evaluate the environmental impacts of the proposed project, thereby enabling them to make informed decisions with respect to the requested entitlements. The anticipated approvals required for the proposed project are as follows:

<b>Lead Agency</b>	<b>Action</b>
City of Irvine City Council	<ul style="list-style-type: none"><li>• Certification of the Environmental Impact Report (SCH#2007011024)</li><li>• Approval of General Plan Amendment 481476-GPA for IBC Residential/Mixed Use Vision Plan and related amendments, including amendments to the Circulation Element</li><li>• Approval of Zone Change 409688-PZC for IBC Residential/Mixed Use Vision Plan and related amendments</li><li>• Approval of Master Plan for IBC Residential Mixed Use Design Criteria</li><li>• Approval of Municipal Code Amendment</li><li>• Approval of Amendment to the Park Standards Manual (see Appendix D)</li><li>• Approval of Infrastructure Improvement Fee Program</li><li>• Approval of Transportation Mitigation Fee Program</li><li>• Approval of Land Use Optimization Program</li><li>• Potential override of ALUC action or AELUP consistency determination</li></ul>
<b>Responsible Agencies</b>	<b>Action</b>
California Regional Water Quality Control Board, Region 8, Santa Ana	<ul style="list-style-type: none"><li>• Issue a National Pollution Discharge Elimination System (NPDES) Permit for construction activities and/or Stormwater Pollution Prevention Plan</li></ul>
South Coast Air Quality Management District	<ul style="list-style-type: none"><li>• Issue any needed Air Quality Permits for development in the Irvine Business Complex</li></ul>
Irvine Ranch Water District	<ul style="list-style-type: none"><li>• Approval of any necessary sewer or water facilities upgrades necessary to serve future development</li></ul>
California Department of Transportation	<ul style="list-style-type: none"><li>• Activities located within Caltrans right-of-way would require an Encroachment Permit and Caltrans Statewide NPDES Permit from Caltrans</li></ul>
Orange County Transportation Authority	<ul style="list-style-type: none"><li>• Amendment to the Orange County Master Plan of Arterial Highways (MPAH).</li></ul>
Orange County Flood Control Flood Control District	<ul style="list-style-type: none"><li>• Encroachment permits may be required if any improvements are proposed within OCFCD right-of-way</li></ul>

##### 3.4.1 Subsequent Discretionary and Ministerial Actions

In addition to the discretionary actions listed above, subsequent approvals by the City of Irvine that may rely on this DEIR include:

- Approval of master plan applications, including pending projects noted in Section 3.3.3
- Approval of conditional use permits



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- Approval of grading and building permits
- Regulatory or other actions implementing mitigation measures or actions
- Potential amendments to the Local Coastal Plan, if required





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