

5. *Environmental Analysis*

5.1 **AESTHETICS**

This section of the recirculated Draft Environmental Impact Report (DEIR) describes the existing landform and aesthetic character of the project site and surrounding area and describes views of the project site from surrounding vantage points. The potential aesthetic and visual impacts resulting from implementation of the IBC Vision Plan and Mixed Use Overlay Zoning Code (proposed project) are addressed in this section.

The information presented in this section is based on field reconnaissance, review of the project area and aerial photographs, photographs taken from on- and off-site vantage points, and perspective renderings prepared for some of components of the proposed project.

5.1.1 **Environmental Setting**

Visual Setting

Regional

As shown on Figure 3-1, *Regional Location*, the 2,800-acre Irvine Business Complex (IBC) is in the south/central part of Orange County in the City of Irvine. Orange County is bordered by the Pacific Ocean to the west, Los Angeles County to the north and northwest, San Bernardino County to the northeast, Riverside County to the east, and San Diego County to the south. Orange County comprises approximately 798 square miles, with approximately 40 miles of coastline and extending inland approximately 20 miles.

The natural setting is a combination of mountains, hills, flatlands, and shoreline. Orange County lies predominantly on an alluvial plain, which is generally less than 300 feet in elevation in the west and central section. The western portion of the county is a series of broad sloping plains (Downey and Tustin Plains) formed from alluvium transported from the mountains by the Santa Ana River, Santiago Creek, and other local streams. Several low-lying mesas interrupt the plain along the northern coast. Orange County is partially enclosed by the Puente and Chino Hills to the east. The hills extend for 22 miles and reach a peak height of 1,780 feet. To the east and southeast of the plain are the Santa Ana Mountains, which have a peak height of 5,691 feet.

Local

The City of Irvine is 69.7 square miles in south/central Orange County. There are six cities bordering Irvine: Tustin to the north, Lake Forest to the east, Aliso Viejo to the southeast, Newport Beach to the south, Santa Ana to the northwest, and Costa Mesa to the west. The IBC, Planning Area 36, is a business and industrial complex covering approximately 2,800 acres in the southwestern portion of the City, approximately 40 miles south of downtown Los Angeles and 90 miles north of San Diego. More specifically, the IBC is generally bounded by the former Tustin Marine Corps Air Station to the north (known now as Tustin Legacy), 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-



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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.

The IBC also consists of a 40-acre parcel that is approximately a half of a mile south of the main IBC boundary area (see Figure 3-3, *Aerial Photograph*). This parcel is bounded by Jamboree Road, Fairchild Road, MacArthur Boulevard, and the San Joaquin Freshwater Marsh and is adjacent to the City of Newport Beach. As shown on Figure 2-7 of the City's Zoning Ordinance, the 40-acre parcel is the only area of the IBC in the Coastal Zone and is subject to the Local Coastal Plan Requirements.

Character and Land Use

The IBC consists of four zoning designations: 5.0 IBC Mixed-Use, 5.1 IBC Multi-Use, 5.2 IBC Industrial, and 5.3 IBC Residential. The 5.1 Multi-Use zone includes uses that are high intensity and urban in character. The major land use in the IBC is office, with substantial amounts of industrial/warehouse uses and several acres of medium- and high-density residential use, totaling 4,524 apartments and mid- and high-rise condos. Photographs were taken of existing land uses throughout the IBC. Figure 5.1-1 illustrates the locations of these photographs, and the photographs themselves appear in Figures 5.1-2 through 5.1-6. As also shown on Figures 5.1-2 through 5.1-6, other improvements and structures throughout the IBC include surface parking areas and parking structures, hardscape, street furniture, and landscape.

Typical uses throughout the IBC include medium- to high-density residential, commercial, institutional, and office. Urban and industrial uses are offices, industry, and support commercial, mixed with high-density housing and a variety of activities. Other uses include professional/medical offices, industrial manufacturing, research and development, support service retail, restaurants, multifamily housing, and hotel/motels. The IBC offers a wide range of industrial and service industries such as specialty pharmaceutical, healthcare and medical products, clothing manufacturers, and other commercial and financial institutions.

The San Diego Creek channel runs along the eastern boundary of the IBC, between Barranca Parkway and Michelson Drive. The creek is a blend of man-made, rip-rap embankments and natural, riparian environment. Along the western side of the creek are Southern California Edison (SCE) transmission lines and abutting SCE's corridor are chain-link fences that define the rear edges of adjoining low-rise developments—typically occupied by parking lots and service areas. On the eastern side of the creek there is a 22-mile network of hiking, biking, and riding trails.

Landform/Topography

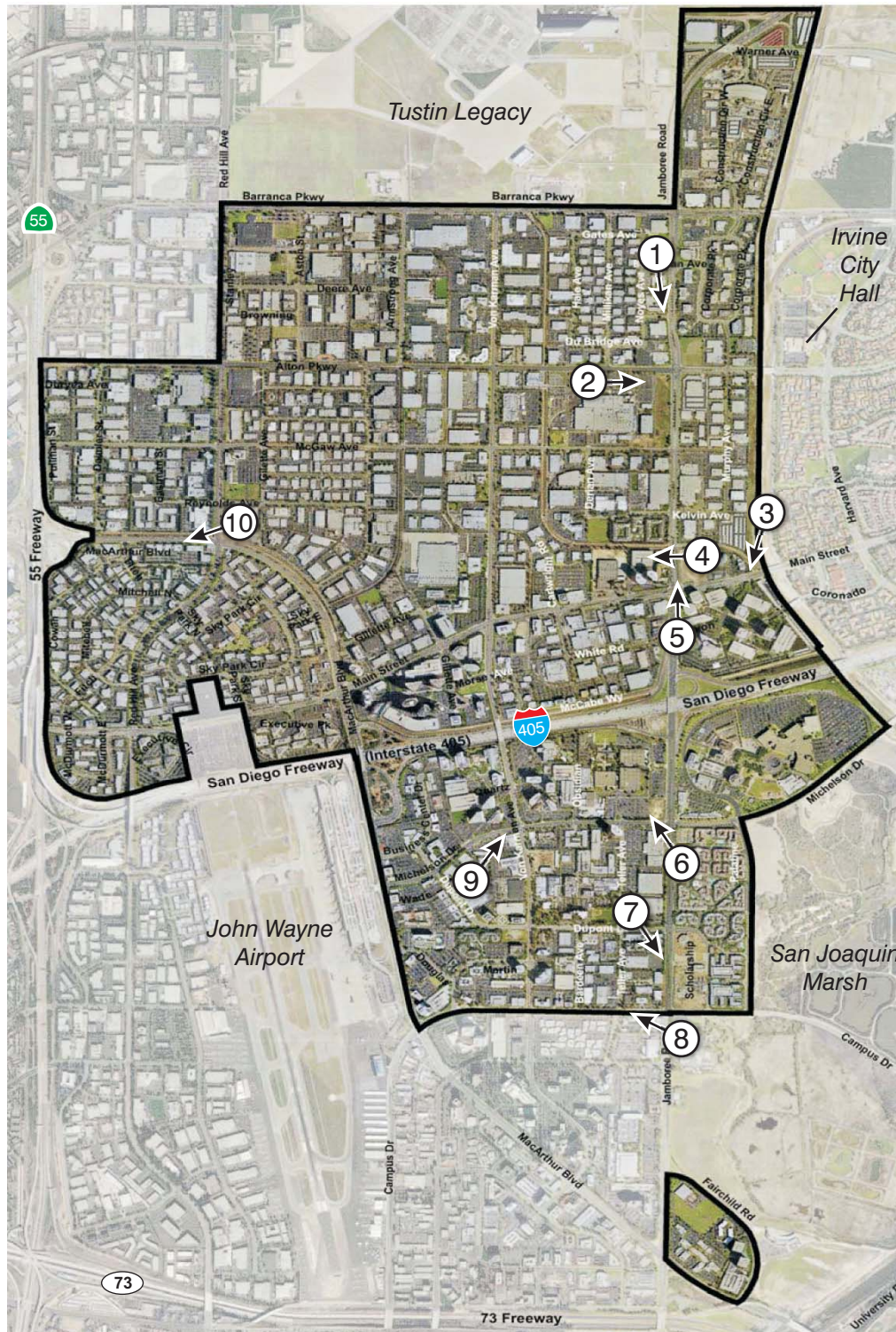
The IBC area is in the Central Flatlands area of the City and as may be expected, has relatively flat topography. San Diego Creek and Peters Canyon Wash cross the IBC area. There are no significant visual landforms in the IBC or its vicinity.

Light and Glare

Night lighting in the IBC area comes from various sources, such as street lights, security lighting in parking lots and along walkways, sign and building illumination, vehicle headlights, and light emitted from the exteriors and interiors of buildings. Light sources surrounding the project site include general nighttime outdoor lights from the existing office, industrial, and commercial uses and vehicle lights from adjacent roads, such as Jamboree Road, Barranca Parkway, and MacArthur Boulevard. Nighttime glare is generally limited to headlights reflecting off glass surfaces. During the day sunlight reflects off glass surfaces, creating glare.

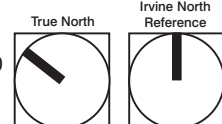
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Photo Location Map



- Project Boundary
- # → Photograph Location and Direction

0 2,500
Scale (Feet)



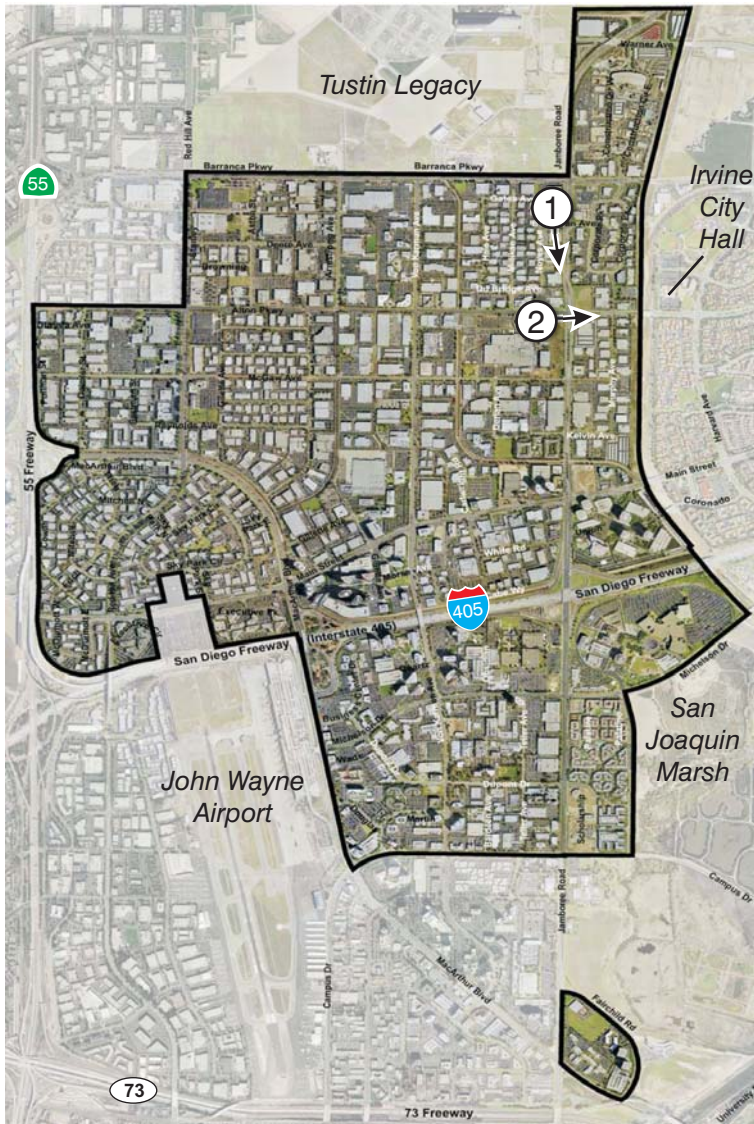
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Existing Views 1 and 2



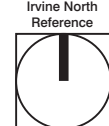
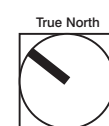
① Southbound on Jamboree Road at Beckman Avenue.



② Westbound on Alton Parkway facing Jamboree Road.

→ Photograph Location and Direction

0 3,300
Scale (Feet)



Source: Google Earth Pro

IBC Vision Plan and Mixed Use Overlay Zoning Code Recirculated DEIR

City of Irvine • **Figure 5.1-2**

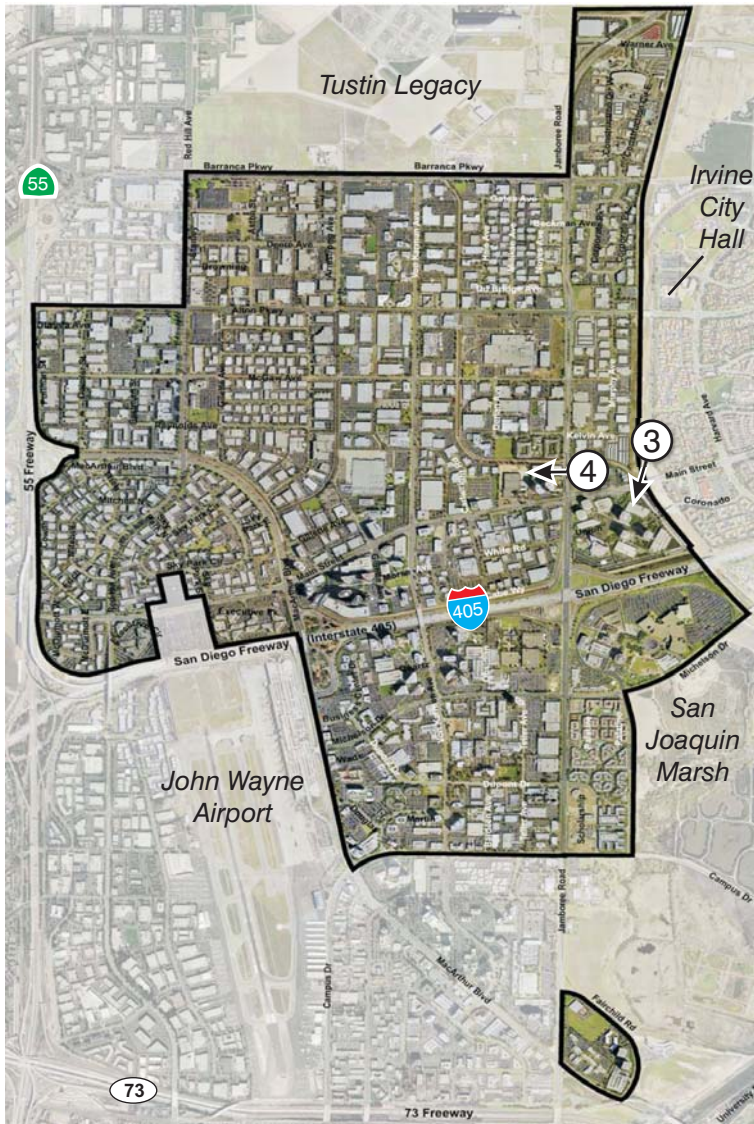
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Existing Views 3 and 4



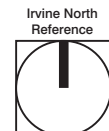
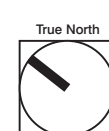
③ Westbound on Main Street at the San Diego Creek.



④ Northbound on Main Street at Jamboree Road.

→ Photograph Location and Direction

0 3,300
Scale (Feet)



Source: Google Earth Pro

IBC Vision Plan and Mixed Use Overlay Zoning Code Recirculated DEIR

City of Irvine • **Figure 5.1-3**

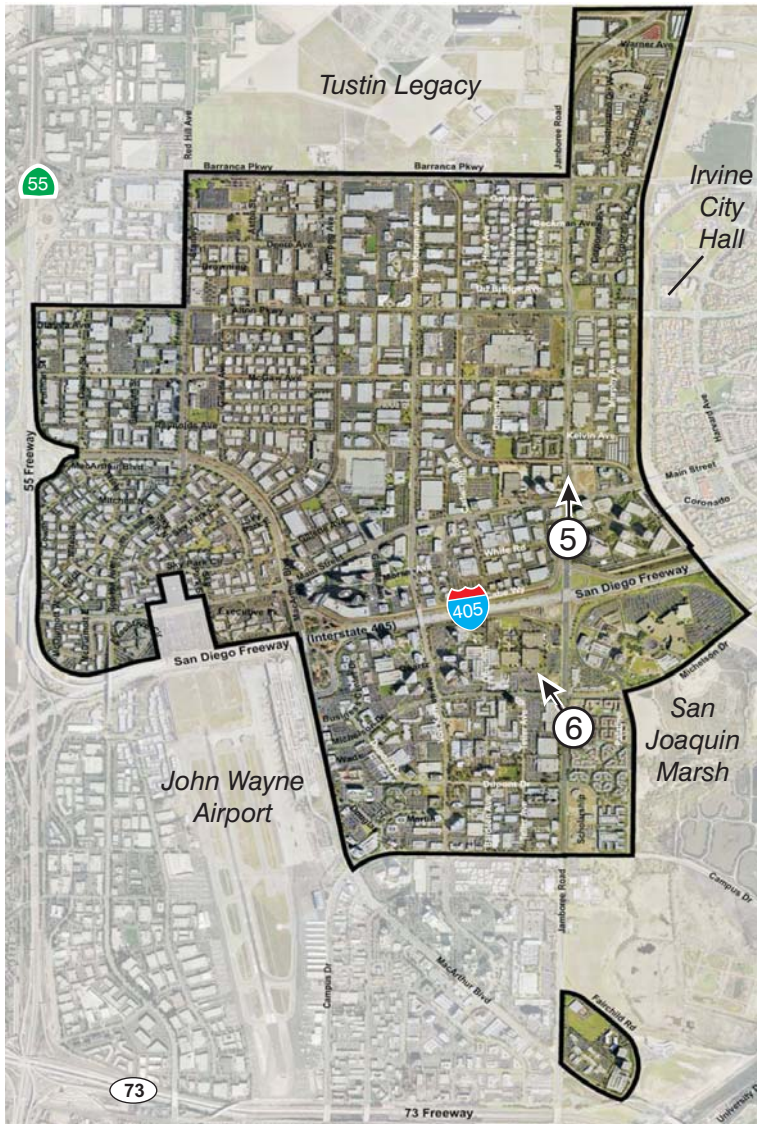
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Existing Views 5 and 6



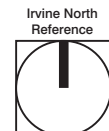
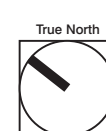
⑤ Northbound toward the northeast corner of Jamboree Road and Main Street.



⑥ Northwest corner of Jamboree Road and Michelson Drive.

→ Photograph Location and Direction

0 3,300
Scale (Feet)



Source: Google Earth Pro

IBC Vision Plan and Mixed Use Overlay Zoning Code Recirculated DEIR

City of Irvine • **Figure 5.1-4**

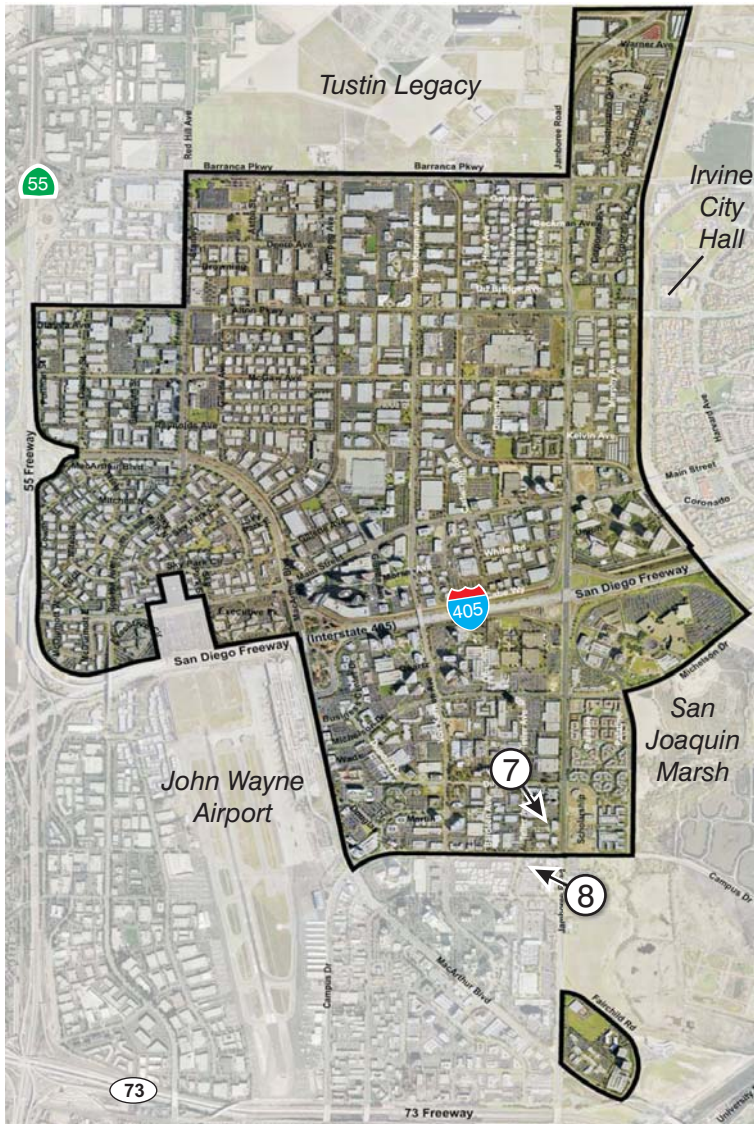
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Existing Views 7 and 8



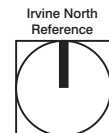
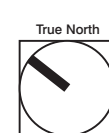
⑦ Facing southeast on Jamboree Road and Michelson Drive.



⑧ Northbound on Campus Drive at Jamboree Road.

→ Photograph Location and Direction

0 3,300
Scale (Feet)



Source: Google Earth Pro

IBC Vision Plan and Mixed Use Overlay Zoning Code Recirculated DEIR

City of Irvine • **Figure 5.1-5**

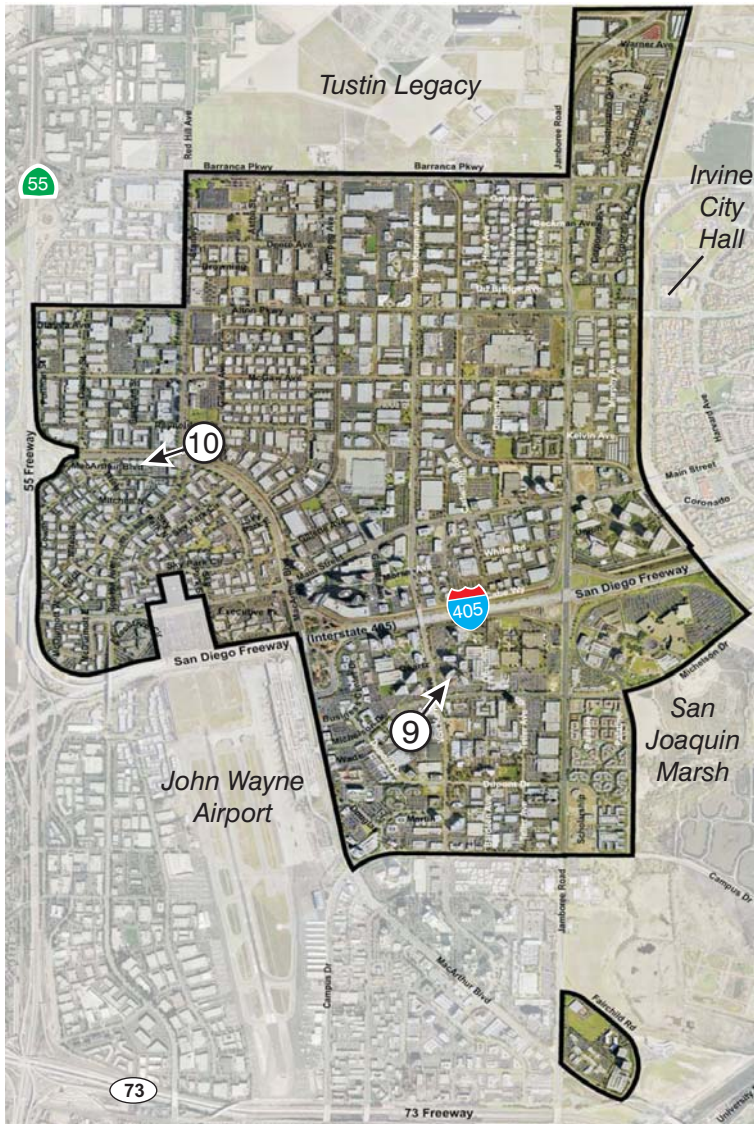
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Existing Views 9 and 10



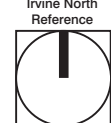
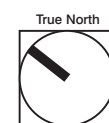
⑨ Facing the east corner of Michelson Drive and Von Karman Avenue.



⑩ Facing northwest on MacArthur Boulevard at Red Hill Avenue.

→ Photograph Location and Direction

0 3,300
Scale (Feet)



Source: Google Earth Pro

IBC Vision Plan and Mixed Use Overlay Zoning Code Recirculated DEIR

City of Irvine • **Figure 5.1-6**

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Scenic Vistas and Corridors

The 2,800-acre IBC area is urbanized and does not contain any large areas of open space or significant visual resources. However, the San Joaquin Freshwater Marsh, which lies just outside the IBC's southeastern boundary, is considered a significant visual resource. The marsh area consists of a variety of wetland habitats, including freshwater marshlands, shallow ponds, and channels confined by earthen dikes. Along the marsh, there are dry upland habitats with a remnant coastal sage scrub community.

Vegetation throughout IBC area consists of ornamental trees and landscaping materials. The existing development throughout the IBC does not exhibit any significant visual resources. Additionally, the City's General Plan does not identify any significant visual resources, preservation areas, or major views in the project area. Furthermore, according to California Scenic Highway Mapping System, the project area is not on or near a major state-designated scenic highway (Caltrans 1999).

Regulatory Setting

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

City of Irvine Municipal Code

The City of Irvine limits excessive light and glare through specific requirements in its Municipal Code. The following are sections of the Municipal Code that are relevant to the proposed project:

- **Title 5 (Planning), Division 9 (Building Regulations), Chapter 5 (Uniform Security Code).** Section 5-9-517, Special Nonresidential Building Provisions, of the Municipal Code discusses standards and requirements for lighting and glare in the City, including heights of lighting fixtures; design, installation, and maintenance of lighting fixtures; standards for new development of multifamily and nonresidential development; lighting for parking areas; and sign illumination. The Uniform Security Code is designed, in part, to limit light and glare to the extent feasible while providing sufficient light in a safe manner.



City of Irvine Zoning Ordinance

The City of Irvine Zoning Ordinance identifies land use categories, development standards, and other general provisions that ensure consistency between the City's General Plan and proposed development projects. The following are provisions in the City's Zoning Ordinance that are relevant to the proposed project:

- **Chapter 3-17 (Landscaping).** This chapter of the Zoning Ordinance outlines the minimum site landscaping and maintenance requirements. This chapter also outlines the screening and landscaping requirements for parking areas and parking structures.
- **Chapter 3-16 (Lighting).** This chapter of the Zoning Ordinance states that outdoor lighting shall be designed and installed so that all direct rays are confined to the site and adjacent properties are protected from glare. The level of lighting on the site shall comply with the requirements of the City's Uniform Security Code.
- **Chapter 3-37 (Zoning District Land Use Regulations and Development Standards).** This chapter of the Zoning Ordinance outlines the regulations and development standards that are applicable to

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land uses proposed throughout the various planning areas of the City, including setbacks, building heights, landscaping, and maximum building intensity (IBC only).

5.1.2 Thresholds of Significance

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

- AE-1 Have a substantial adverse effect on a scenic vista.
- AE-2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- AE-3 Substantially degrade the existing visual character or quality of the site and its surroundings.
- AE-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Both Initial Studies, included as Appendices A and B, substantiate that impacts associated with the following thresholds would be less than significant: AE-1 and AE-2. These impacts will not be addressed in the following analysis.

5.1.3 Environmental Impacts

Existing Plans, Programs and Policies

The following measures are existing plans, programs, or policies (PPP) that apply to the proposed project and will help to reduce and avoid potential impacts related to aesthetics:

- PPP 1-1 As required by Chapter 3-16, Lighting, of the City's Zoning Ordinance, outdoor lighting shall be designed and installed so that all direct rays are confined to the site and adjacent properties are protected from glare. The level of lighting on the site shall comply with the requirements of the City's Uniform Security Code.
- PPP 1-2 Prior to the issuance of building permits, the applicant shall demonstrate, through the submittal of an electrical engineer's photometric survey, prepared to the satisfaction of the Director of Community Development, that lighting requirements as set forth in the Irvine Uniform Security Code (Irvine Municipal Code, Title 5, Division 9, Chapter 5) are met (City Standard Discretionary Case Condition B.2 and City Standard Subdivision Condition 3.2).

Project Design Features

The following project design feature (PDF), included in the proposed overlay zoning code, is applicable to the proposed project:

- PDF 1-1 For specific development projects that are proposing high-rise office or residential uses within 100 feet of the San Joaquin Freshwater Marsh or the San Diego Creek, in order to minimize the frequency of birds flying into the building surface, the project applicant shall reduce the reflectivity of building surface materials by using angles that are not highly reflective, or through the incorporation of building surface materials that reduce reflectivity.

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

IMPACT 5.1-1: FUTURE DEVELOPMENT PURSUANT TO THE IBC VISION PLAN WOULD NOT SUBSTANTIALLY ALTER THE VISUAL CHARACTER OF THE IBC AREA AND ITS SURROUNDINGS. [THRESHOLD AE-3]

Impact Analysis: The evaluation of aesthetic and visual impacts is by nature a subjective exercise. However, implementation of the proposed project would alter the visual character of the IBC and surrounding areas. While the proposed project does not in itself approve specific developments in the IBC, it does propose design standards and criteria in the IBC Vision Plan for new residential and mixed-use developments, allowing for development in the IBC, which would result in intensification of the urban character of the IBC through demolition or renovation of existing structures and construction of new structures. Implementation of the IBC Vision Plan would include the establishment of districts and development standards to address the market transition of certain portions of the IBC from exclusively industrial and/or office uses to mixed-use districts that would accommodate office, residential, and support commercial/retail uses, and protect existing businesses. The proposed project would also decrease nonresidential square footage in the IBC and allow the development of nonindustrial uses, which is generally consistent with the existing and evolving mixed-use nature of the IBC area. Furthermore, the IBC Vision Plan outlines a conceptual framework of roadway extensions and improvements, landscape improvements, pedestrian bridges, and new sidewalks. The proposed project's components are described in detail in Chapter 3, *Project Description*.

The IBC was originally planned as a business complex and currently there is little distinction between its different areas. The IBC Vision Plan would attempt to define the areas by creating two districts, the Urban Neighborhood and the Business Complex. The two districts would 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. This would be achieved through a range of land uses, development types, scale of buildings, streetscape design, and setbacks. As a whole, the districts would create a unique sense of place within the City of Irvine. As outlined in the IBC Vision Plan, residential uses would be limited to the Urban Neighborhood Districts. 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. The Business Complex District would be applied to portions of the IBC with longstanding industrial uses that are expected to remain. This district prohibits residential land uses, accommodates new industrial uses, and protects existing industrial uses that wish to remain and possibly expand.

The design standards and criteria outlined in the IBC Vision Plan include building placement, height, profile and massing, building types, frontage types, and block creation, and vary according to the district. The IBC Vision Plan outlines several goals, for protecting the existing job base; developing mixed-use districts; providing transportation, pedestrian, and visual connectivity; creating usable urban open space; and developing safe, well-designed neighborhoods. Specific development projects in the IBC would be of quality design in conformance with the IBC Vision Plan goals and the standards and criteria outlined in the IBC Vision Plan or other applicable zoning designation. The IBC Vision Plan outlines a set of residential mixed-use design standards and criteria that would ensure a consistent standard design quality throughout the IBC. These design criteria and standards would regulate the features of buildings and streets that affect the public realm and would guide the physical development of any residential or mixed-use project that contains a component of residential use. The criteria and standards would also provide standards and criteria for new construction and for remodels or additions.



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Subsequent Development Pursuant to the Proposed Project

The proposed project also includes 2,250 pending units identified in Section 3, *Project Description*, for which applications are on file with the City. Each individual pending project and its impact to the visual character of the IBC and the surrounding areas is discussed below. In addition, further detailed information and conceptual site plans for each development can be found in Section 3.

Martin Street Condos

The project site currently 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 would 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 82 condominium units. The dwelling units would be arranged throughout a four-story building over two levels of subterranean parking garage. The residential building is designed in a single-loaded corridor configuration (i.e., units on one side of a corridor) and wraps around a centralized courtyard, which contains various recreational amenities and facilities. Many of the units on the fourth floor feature lofts, which vary the rooflines along Martin Street. A conceptual site plan is shown in Figure 3-8, *Site Plan for Martin Street Condos*.

Adjacent land uses include the Metropolitan apartment complex to the west and northwest, and a vacant lot to the north. Additionally, adjacent land uses include a multistory office tower and a four-story office building to the south of the project site and an office building and its associated parking area are located east of the project site, across Von Karman Avenue.

2851 Alton

The residential project would remove an existing 1970s single-story, tilt-up concrete building, the parking lot, and associated landscaping and hardscape. The project would consist of a 170-unit four-story residential building wrapped around a five-level parking structure, all of which would be designed in a contemporary architectural style. 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. A conceptual site plan is shown in Figure 3-9, *Site Plan for 2851 Alton*.

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.

Avalon Jamboree II

The 2.83-acre site currently has 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

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adjacent business, B. Braun. The 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 in Figure 3-10, *Site Plan for Avalon Jamboree II*.

The roof heights of the buildings vary but are generally 53 feet above ground level, and extend to 60 feet at the top of the elevator towers, that is, 96 feet above mean sea level. 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 barbecues and tables.

Access to the 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 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.

Irvine Technology Center

The only scenic vista within the project vicinity is the San Joaquin Freshwater Marsh Reserve, which is located across Jamboree Road and behind existing midrise and high-rise residential towers. However, the reserve is not visible from the project site and the view is blocked by two high-rise residential towers (The Plaza Irvine) and two midrise residential developments (Watermark and Avenue One).

The existing visual character of the project site is dominated by one-story, tilt-up office buildings and retail buildings, many of which are underutilized. The site is developed with 11 single-story, tilt-up concrete structures consisting of industrial, retail, and office uses, in addition to surface parking areas, hardscape, and landscape. Development of the ITC project site would result in an intensification of the existing urban character of the IBC through demolition or renovation of existing structures and construction of new structures. The project would 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. As shown on Figure 3-11, *Site Plan for Irvine Technology Center*, 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.



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The size of the project and the proposed buildings would alter the visual character of the project site. However, the ITC project site would be visually of similar size and scale as residential and mixed-use projects across Jamboree Road. Currently, there are approximately 1,246 dwelling units either built or under construction directly east of the project site, across Jamboree Road.

Kilroy

The Kilroy project would remove the existing 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. The Kilroy project would involve the development of 469 condominium units, which consists of four residential structures developed with two different building types. The two buildings fronting Von Karman Avenue would consist of five-story podia over three levels of parking garage (two levels are subterranean). The 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 consist of three-level parking garages wrapped around four-story residential units made up entirely of flats. A conceptual site plan is shown in Figure 3-12, *Site Plan for Kilroy*.

Alton/Millikan Apartments

The 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. 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, as shown in Figure 3-13, 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 project would also include several recreational amenities along the Alton Parkway elevation, including a swimming pool, multipurpose room, and exercise room.

2852 Kelvin

The project would remove the existing 29,289-square-foot, two-story office/research and development structure, and asphalt parking lots and ornamental landscaping. The 2852 Kelvin project would consist of the development of a four-story 194-unit apartment community, of which 15 units would be affordable to very low income households and subject to a density bonus of 28 units. The project would also include 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. A conceptual site plan is shown in Figure 3-14, *Site Plan for 2852 Kelvin*.

All seven pending residential project would enhance the visual quality and character of the IBC and its surroundings by promoting the urban mixed-use nature of the IBC. Because of the infill nature of the proposed projects and the compatible nature of the proposed projects among similar scale buildings within this urban setting, there are no visual impacts associated with the construction of the seven pending residential projects. The individual pending projects and new development in the IBC would be of quality design in conformance the IBC Vision Plan goals and the draft Irvine Business Complex Residential and Mixed-Use (IBCRMU) Overlay District or other applicable zoning designation. Therefore, development in accordance

with the IBC Vision Plan would not substantially degrade the visual character or quality of the IBC area and its surroundings.

Vision Framework Plan

As shown on previous Figure 3-4, the Vision Plan also proposes various infrastructure components to promote pedestrian and bicycle connectivity throughout the IBC. These include the construction of five pedestrian bridges, four across Jamboree Road and the fifth across the San Diego Creek at the terminus of McGaw Avenue. The Michelson Bridge, on Jamboree Road north of Michelson Drive, would also serve as an IBC entry statement. Conceptual renderings of this bridge are shown on Figures 5.1-7 and 5.1-8. The other two entry-statement bridges would be south of Main Street and in the vicinity of Dupont Drive. The two secondary pedestrian bridges would be north of Main Street (at the Barranca Channel) and south of Alton Parkway. The secondary bridges would be concrete structures, either precast or cast-in-place, and the primary bridges would be more stylistic, such as a steel arch bridge. As illustrated in the conceptual rendering of the Michelson Bridge on Figures 5.1-7 and 5.1-8, the bridges would be of high visual quality and complement their surroundings. Therefore, development of the bridges would not degrade the visual character or quality of the IBC area and its surroundings.

The San Diego Creek is just outside of and defines the eastern boundary of the IBC. The creek is an integral component of the regional open space network connecting the Orange County Great Park, Irvine Open Space Preserve, and the Upper Newport Bay Ecologic Reserve. As a part of the proposed project, a pedestrian Creekwalk system is envisioned along the San Diego Creek. Figure 5.1-9 provides a conceptual rendering of the Creekwalk. As illustrated in the figure, new hardscape and landscape would be implemented as a part of the Creekwalk. The Creekwalk would also implement and construct new bike and pedestrian friendly bridges. For example, a new freestanding bridge, exclusively for bike and pedestrian usage, would be installed over the San Diego Creek in the vicinity of the projection of McGaw Avenue on the west side of the creek or at San Marco Park on the east side of the creek (see Figure 3-4). This structure would be at the heart of the Creekwalk area and would be stylistically significant.



In addition, existing roadway bridges would be widened by approximately 12 feet to provide for separated bike and pedestrian usage. These enhancements would occur at the Main Street, Alton Parkway and Barranca Parkway crossings over the San Diego Creek (see Figure 3-4). Improvements for the Creekwalk project would not only provide valuable passive and active recreational amenities, but would also create opportunities for new creek-edge development by significantly enhancing the aesthetic value of land in its vicinity. Therefore, development Creekwalk would not degrade the visual character or quality of the IBC area and its surroundings.

IMPACT 5.1-2: ADDITIONAL LIGHT AND GLARE GENERATED BY SPECIFIC DEVELOPMENT PROJECTS IN ACCORDANCE WITH THE IBC VISION PLAN WOULD NOT SUBSTANTIALLY IMPACT SURROUNDING LAND USES. [THRESHOLD AE-4]

Impact Analysis: As noted above, the IBC is highly urbanized. Night lighting is widespread with many existing sources of light and glare, such as street lights, security lighting in parking lots and along walkways, lighted shopping centers, sign and building illumination, vehicle headlights, and light emitted from the exteriors and interiors of buildings. Light sources surrounding the project area include general nighttime outdoor lights from the existing office, industrial, and commercial uses and vehicle lights from adjacent roads, such as Jamboree Road, Barranca Parkway, and MacArthur Boulevard. Nighttime glare is generally limited to headlights reflecting off glass surfaces as vehicles travel along the IBC roads. Daytime glare also exists from the sun rays reflecting off glass surfaces throughout the various times of the day.

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While the proposed project does not in itself approve specific developments in the IBC, it does propose standards and criteria in the IBC Vision Plan for new residential and mixed-use developments, which would allow for development in the IBC that would result in an intensification of the existing urban character of the IBC through demolition or renovation of existing structures and construction of new structures. Residential and mixed-use development and development of the proposed bridges would introduce new light sources and potential glare in the IBC and surrounding areas. Sources of light may include, nighttime traffic, athletic fields and recreational facilities; trails and sidewalks, new or extended roads, and residences and retail and multiuse developments. Surrounding developments and individuals living in adjacent residential areas may experience an increase in nighttime illumination.

The creation of additional nighttime illumination would be consistent in type and intensity with the existing developments throughout the IBC and its surroundings. Future lighting sources related to individual projects throughout the IBC would be consistent with the existing urban lighting of surrounding areas. The residential and mixed-use developments would generate light and glare (windows, security lighting, etc.) typical of the existing and proposed structures throughout the IBC area. Building materials would be typical of residential construction and produce similar amounts of reflection as existing residential developments.

Subsequent Development Pursuant to the Proposed Project

Each of the seven pending residential projects are currently developed with industrial, warehouse, and office uses and already generate a substantial amount of light and glare. The seven pending development projects would include lighting typical of residential uses. This includes security lighting at the recreation areas, office/recreation building, parking areas, driveways, and walking surfaces throughout the project sites. The residential projects would generate sources of light and glare (windows, security lighting, etc.) that are typical of the existing and proposed structures surrounding the project area. Because there are already large amounts of artificial light in the surrounding area, individual development projects in accordance with the IBC Vision Plan would not generate significant additional light and glare.

Construction of the pending residential projects would involve several phases: demolition of the existing building and concrete, grading of the site, and construction of the new buildings and related improvements. In the City of Irvine, construction-related activities are limited to the hours of 7:00 AM to 7:00 PM on Monday through Friday, and between 9:00 AM and 6:00 PM on Saturday, and work is prohibited on Sundays and holidays unless prior approval is received from the City of Irvine. Light impacts associated with construction activity would likely be limited to nighttime lighting necessary for security purposes. Lighting would be confined to and directed toward the interior of the project site. Construction would not be expected to involve bright light sources that would be visible from off-site or other materials that could directly or indirectly generate glare. Night-time illumination on the project sites with development of the proposed project is expected to be similar to the light and glare sources that currently exist in the surrounding area. As a result, any future adjacent residences or businesses would not be significantly impacted by limited nighttime lighting. Therefore, construction activities would not create substantial new sources of light or glare in the area.

As stated under PPP 1-1, the pending projects and any future development would be consistent with City lighting requirements (Chapter 5, Section 5-9-516 of the Irvine Uniform Security Code). Outdoor lighting for the pending projects and any future development would be designed, installed, and maintained so that direct rays of light are confined to the project site so that adjacent properties are protected from spillover light and glare. Pursuant to existing City of Irvine standards, lighting for each development would be confined to each project site so that adjacent properties are protected from spillover light and glare. Additionally, PPP 1-2 would require the applicant to submit an electrical engineer's photometric survey prior to the issuance of building permits to demonstrate that lighting requirements are, as set forth in the Irvine

Conceptual Bridge Photo Simulation 1



Existing view from I-405 looking south on Jamboree Road toward Michelson Avenue.



Proposed view from I-405 looking south on Jamboree Road toward Michelson Avenue.

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Conceptual Bridge Photo Simulation 2



Existing view of the northwest corner of the intersection of Jamboree Road and Michelson Avenue.



Proposed view of the northwest corner of the intersection of Jamboree Road and Michelson Avenue.

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Conceptual Creekwalk Rendering



Existing northwest view of San Diego Creek from Main Street.



Conceptual rendering.

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Uniform Security Code, are met. Additionally, any future development proposals within 100 feet of the marsh or creek would be required to comply with PDF 1-1, which requires project applicants to reduce the reflectivity of building surface materials by using angles that are not highly reflective, or through the incorporation of building surface materials that reduce reflectivity.

Individual development projects would also be required to comply with PPP-1-1, which requires all outdoor lighting to be designed and installed so that all direct rays are confined to the site and adjacent properties are protected from glare. In accordance with PPP-1-2, individual development projects would be required to submit an electrical engineer's photometric survey prior to the issuance building permits to demonstrate compliance with lighting requirements, as set forth in the Irvine Uniform Security Code. Furthermore, as outlined in the design criteria of the IBC Vision Plan, the use of reflective glass is prohibited. Therefore, light and glare impacts are not anticipated.

IMPACT 5.1-3: FUTURE DEVELOPMENT PURSUANT TO THE IBC VISION PLAN MAY GENERATE ADDITIONAL LIGHT AND GLARE THAT COULD IMPACT WILDLIFE IN THE SAN JOAQUIN FRESHWATER MARSH AND THE SAN DIEGO CREEK. [THRESHOLD AE-4]

Impact Analysis: The San Diego Creek channel runs along the eastern boundary of the IBC and the San Joaquin Freshwater Marsh forms a portion of the IBC's southeastern boundary. According to the Conservation and Open Space Element of the City's General Plan, the marsh and the creek are both considered highly sensitive biotic resources. The creek itself is a blend of man-made, rip-rap embankments and natural, riparian environment. The marsh consists of a variety of wetland habitats, including freshwater marshlands, shallow ponds, and channels confined by earthen dikes. Along the marsh, there are dry upland habitats with a remnant coastal sage scrub community.



Subsequent Development Pursuant to the Proposed Project

Light and glare from specific development projects in accordance with the IBC Vision Plan that would occur near or adjacent to the San Joaquin Freshwater Marsh or San Diego Creek boundaries may pose a significant impact to the wildlife associated with the marsh and creek, due to the reflective surfaces and windows that may be used on the exterior of buildings and as a result of the installation of new light sources. There is a potential that birds from the marsh and/or creek could fly into the sides of reflective buildings, and evening lighting may disrupt nocturnal wildlife behavior.

Irvine Technology Center (ITC), one of the two residential pending projects south of the I-405, is located near or adjacent to the San Joaquin Freshwater Marsh or San Diego Creek boundaries. The ITC would generate sources of light and glare (windows, security lighting, etc.) that are typical of the existing and proposed structures surrounding the project site. However, the reserve is not within 100 feet of the proposed project and is not visible from the project site. From the ITC project site, the view is blocked by two high-rise residential towers (The Plaza Irvine) and two midrise residential developments (Watermark and Avenue One). Therefore, construction of the ITC Mixed-Use project would not likely create any significant impact on the wildlife in the San Joaquin Freshwater Marsh and the San Diego Creek. Furthermore, all projects within the IBC would be consistent with City lighting requirements, as written in Chapter 5, Section 5-9-516 of the Irvine Uniform Security Code. Outdoor lighting for the proposed project would be designed, installed, and maintained so that direct rays of light are confined to the project site so that adjacent properties are protected from spillover light and glare. Any proposed or future buildings would not consist of large reflective surfaces such as metal or glass that would generate daytime glare. Building materials would be typical of residential construction and produce the same amount of reflection as the adjacent residences.

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Additionally, any future development proposals within 100 feet of the marsh or creek would be required to comply with PDF 1-1, which requires project applicants to reduce the reflectivity of building surface materials by using angles that are not highly reflective, or through the incorporation of building surface materials that reduce reflectivity. Additionally, as outlined in the design criteria of the IBC Vision Plan, the use of reflective glass is prohibited. Individual development projects would also be required to comply with PPP-1-1, which requires all outdoor lighting to be designed and installed so that all direct rays are confined to the site and adjacent properties are protected from glare. Furthermore, in accordance with PPP-1-2, individual development projects would be required to submit an electrical engineer's photometric survey prior to the issuance building permits to demonstrate compliance with lighting requirements, as set forth in the Irvine Uniform Security Code. Therefore, light and glare impacts on the biotic resources of the marsh and creek are not anticipated to occur.

5.1.4 Cumulative Impacts

Development of the IBC project area in accordance with the IBC Vision Plan would result in an intensification of the urban character of the IBC through demolition or renovation of existing structures and construction of new structures. Residential and mixed-use development and development of the proposed bridges in the IBC would alter the visual character of the project area. Specific development projects in the IBC would be of quality design in conformance with the IBC Vision Plan goals and the standards and criteria outlined in the IBC Vision Plan or other applicable zoning designation. As a result, the proposed project has a less than significant cumulative impact on the visual character of the IBC.

The IBC is an urban environment with substantial artificial light sources. An increase in development in the IBC would incrementally increase the amount of light and glare in the project area. However, all future projects would be required to comply with the Irvine Uniform Security Code, which limits excessive light and glare through specific requirements, including governing light spillover onto adjacent properties and nighttime illumination. City regulations would mitigate light and glare impacts in the IBC to a less than significant level. The proposed project, considered together with existing and future uses, would not result in a cumulatively considerable contribution to light or glare. Therefore, cumulative light and glare impacts are less than significant.

5.1.5 Level of Significance Before Mitigation

Impact 5.1-1

The proposed project would not substantially alter the visual character of the IBC area and its surroundings. As described in detail above, the project would enhance the visual quality and character of the IBC and its surroundings by promoting the urban mixed use nature of the IBC. Therefore, visual impacts are less than significant.

Impact 5.1-2

PPP 1-1 and PPP 1-2 would reduce any light and glare generated by specific development pursuant to the proposed project. As stated under PPP-1, the pending projects and any future development would be consistent with City lighting requirements (Chapter 5, Section 5-9-516 of the Irvine Uniform Security Code), which would protect adjacent properties from spillover light and glare. Additionally, PPP-2 would require the applicant to submit an electrical engineer's photometric survey prior to the issuance of building permits to demonstrate that lighting requirements are, as set forth in the Irvine Uniform Security Code, are met. Therefore, implementation of PPP 1-1 and PPP 1-2 would reduce the light and glare impacts to less than significant.

Impact 5.1-3

PPP 1-1 and PPP 1-2 would reduce any light and glare that could impact wildlife in the San Joaquin Freshwater Marsh and the San Diego Creek. Additionally, any future development proposals within 100 feet of the marsh or creek would be required to comply with PDF 1-1, which requires project applicants to reduce the reflectivity of building surface materials that could potentially impact any wildlife. Therefore, implementation of PPP 1-1, PPP 1-2, and PDF 1-1 would reduce any potential impacts to the wildlife in the San Joaquin Freshwater Marsh and the San Diego Creek to less than significant.

5.1.6 Mitigation Measures

No mitigation measures are required.

5.1.7 Level of Significance After Mitigation

No significant impacts have been identified and no mitigation measures are required.



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