

5.6 LAND USE AND PLANNING

This section of the DSEIR evaluates the potential impacts to land use in the City and the region from implementation of the Modified Project. Land use impacts can be either direct or indirect. Direct impacts are those that result in land use incompatibilities, division of neighborhoods or communities, or interference with other land use plans, including habitat or wildlife conservation plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other sections of this DSEIR.

5.6.1 Environmental Setting

Regional and Local Setting

The Proposed Project Site, encompassing Planning Areas 30 and 51, is located northeast of the freeway junction of Interstates 5 (I-5) and 405 (I-405), within the City of Irvine. Figure 3-1 depicts the location of the Proposed Project Site in a regional context and Figure 3-2 shows its local context. The boundaries of Planning Area 51 generally include the Eastern Transportation Corridor to the west, the Foothill Transportation Corridor to the north, the Southern California Regional Rail Authority (“SCRRA”) rail lines to the south, and Irvine Boulevard and the stormwater channel near Alton Parkway to the east. Planning Area 51 abuts Planning Areas 30 and 32 to the south, Irvine Spectrum 2 - Planning Area 35 to the east, and Planning Areas 9 and 40 to the west. The boundaries of Planning Area 30 generally include Interstate 5 (Santa Ana Freeway) to the south, the SCRRA rail lines to the north, and the Irvine Spectrum to the east and west (Irvine Spectrum 2 - Planning Area 35, and Irvine Spectrum 3 - Planning Area 32).

Existing Land Uses on the Proposed Project Site

The Proposed Project Site currently supports a number of existing buildings previously associated with the former MCAS El Toro. Since preparation of the Certified EIR, 1,114 pre-existing buildings, structures, and ancillary facilities have been demolished, and a portion of the pre-existing runway has been removed; however, 180 buildings (both residential and non-residential) and a portion of the pre-existing runways still remain on the site. The currently existing facilities and uses within the Proposed Project Site include recreational vehicle storage and agricultural and nursery operations. The Certified EIR also described interim activities that might occur on the Proposed Project Site, consistent with a provision in the Zoning Code, including short-term use of the land or existing buildings. Currently, there are offices occupied by the City of Irvine Community Development Department and the Orange County Great Park Corporation (“OCGPC”), as well as the Second Harvest Food Bank, Families Forward, Orange County Great Park Balloon Preview Park, and Tierra Verde Industries.

Existing Surrounding Land Uses

Major roadways bordering the Proposed Project Site include Sand Canyon Avenue to the west, Portola Parkway and Irvine Boulevard to the north, and Bake Parkway to the east. The Irvine Station is adjacent to the SCRRA Metrolink tracks, which traverse the Proposed Project Site and separate Planning Areas 30 and 51. Surrounding the Proposed Project Site are residential and nonresidential uses to the north and west, open space to the northeast, and nonresidential and mixed land uses to the east and southeast within the City of Lake Forest and the City of Irvine. An aerial photograph of the Proposed Project Site and its surroundings are depicted in Figure 3-3.

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Applicable Plans and Regulations

Regional and local laws, regulations, plans, and guidelines that are potentially applicable to the Modified Project are summarized below.

Regional

Southern California Association of Governments

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

Regional Comprehensive Plan

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

The RCP presents a vision of how southern California can balance resource conservation, economic vitality, and quality of life. The RCP identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive way. It also includes goals and outcomes to measure progress toward a more sustainable region. The Modified Project’s consistency with the advisory and voluntary goals and policies of the 2008 RCP is analyzed in detail later in this section in Table 5.6-2.

Regional Transportation Plan

On May 8, 2008, SCAG adopted the 2008 Regional Transportation Plan (“RTP”): Making the Connections to help coordinate development of the region’s transportation improvements. The 2008 RTP is a \$531.5 billion plan that emphasizes the importance of system management, goods movement, and innovative transportation financing. It strives to provide a regional investment framework to address the region’s transportation and related challenges, and looks to strategies that preserve and enhance the existing transportation system and integrate land use into transportation planning. For Orange County, the 2008 RTP is based on OCP-2006 land use projections (see Section 5.8, *Population and Housing*, for more about OCP-2006). An analysis of the Modified Project’s consistency with the applicable 2008 RTP goals is included later in this section in Table 5.6-3.

Compass Growth Vision

In 2004, SCAG adopted the Compass Blueprint Strategy, which is the part of SCAG's 2004 regional growth forecast policy that attempts to reduce emissions and increase mobility through strategic land use changes. Through extensive public participation and land use and transportation modeling and analysis, Compass Blueprint has resulted in a plan that identifies strategic growth opportunity areas (2% Strategy Opportunity Areas). Those areas represent roughly 2 percent of the land area in the SCAG six-county region, and are where Compass Blueprint will help cities and counties focus their energy to reap the maximum benefits from regional planning implemented in cooperation and partnership with the local community. The Compass Blueprint 2% Strategy is a guideline for how and where SCAG's Compass Growth Vision for southern California's future can be implemented toward improving mobility, livability, prosperity, and sustainability for local neighborhoods and their residents. Goals for the 2% Strategy Opportunity Areas include locating new housing near existing jobs and new jobs near existing housing, encouraging infill development, promoting development with a mix of uses, creating walkable communities, providing a mix of housing types, and focusing development in urban areas.

Portions of the southern boundary of the Proposed Project Site are in a designated Compass 2% Strategy Opportunity Area (SCAG 2011). Although the Compass Blueprint is merely an advisory policy and cities are not required to be consistent with it, Table 5.6-4 below analyzes the Modified Project's consistency with the advisory Compass Blueprint 2% Strategy guidelines.

Local

City of Irvine General Plan

Future development of all land in the City of Irvine is guided by the City's General Plan. The General Plan consists of a series of state-mandated and optional elements to direct the City's physical, social, and economic growth. Elements in the City of Irvine General Plan (adopted in 2000 and subsequently amended) are Land Use, Circulation, Housing, Cultural Resources, Noise, Seismic, Public Services and Facilities, Integrated Waste Management, Energy, Safety, Parks and Recreation, Conservation and Open Space, and Growth Management. A description of these elements and their components are described below, and the Modified Project's consistency with the various goals and policies of the elements of the City of Irvine General Plan is addressed later in this section in Table 5.6-1.

Land Use Element. The Land Use Element seeks to protect and enhance the quality of life in the community. Land use policies determine how land is developed in the community, ranging from an office building or a single family home, to the number of parks and open spaces in the City. Land use policies also guide and resolve many land issues and constraints in order to define the quality of life in the City. The General Plan land use designation of the Proposed Project Site is "Orange County Great Park."

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

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

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

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

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

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

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

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

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

- **Solid, Nonhazardous Waste.** Solid waste collection is usually accomplished by picking up refuse at the sources via collection vehicles, separating out recyclable materials at transfer stations, and then transporting the residual material. Solid wastes can be disposed of in several ways, such as sanitary landfill, recycling, waste-to-energy, and composting.

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- **Liquid, Nonhazardous.** Liquid, nonhazardous wastes are usually collected through a sewer system and treated at a wastewater treatment facility, with the liquid waste being disposed of in the ocean or treated for reuse as reclaimed water. The resulting sludge can be disposed of in a sanitary landfill, sludge farm, or eliminated through incineration.
- **Hazardous Waste.** Hazardous wastes are required by state law to be recycled, treated onsite, or treated at a designated waste treatment facility whereby hazardous materials are neutralized prior to final disposal. Liquid hazardous wastes are either treated at the waste source to neutralize hazardous components and then placed in the sewer system, or nontreated hazardous wastes are collected in specifically designed collection vehicles for ultimate disposal.

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

Parks and Recreation Element. A park is defined as any public or private land set aside for aesthetic, educational, recreational, or cultural use. The amount of parkland required for dedication is established at the time of subdivision approval through the implementation of the Irvine Subdivision Ordinance (Irvine Municipal Code § 5-5-101 et seq.). The City of Irvine's public park system is divided into two categories: community parks and neighborhood parks. Neighborhood parks are further divided into public or private parks. This element establishes guidelines for the orderly development of Irvine's park and recreation facilities.

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

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

City of Irvine Zoning Classifications

The City of Irvine Zoning Ordinance ("Zoning Ordinance") establishes zone-specific development regulations, including, but not limited to, height limits, setback requirements, parking ratios, and other development standards. It is through the implementation of the Zoning Ordinance that long-term goals and objectives of the General Plan are implemented. The City establishes zoning regulations by Planning Area and the Modified Project is in Planning Areas 30 and 51.

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Per the City's Zoning Map, Planning Area 51 consists of nine zoning designations, which include: 1.1 Exclusive Agriculture, 1.4 Preservation, 1.5 Recreation, 1.8 Golf Course Overlay, 1.9 Orange County Great Park, 2.2 Low Density-Residential, 3.2 Transit Oriented Development, 6.1 Institutional, and 8.1/8.1A Lifelong Learning District. Planning Area 30 consists of five zoning designations, including: 1.1 Exclusive Agriculture, 1.4 Preservation, 3.2 Transit Oriented Development, 4.3 Vehicle-Related Commercial, and 5.4 General Industrial. These zoning districts are described below in greater detail.

- **1.1 Exclusive Agriculture.** This land use category applies to land designated as agriculture in the City's General Plan. Only agriculture and accessory uses are permitted in this category.
- **1.4 Preservation.** This land use category provides for the protection and maintenance of natural resources. These lands have been judged viable for permanent preservation in a natural state with little or no modification. Visually significant ridgelines, biotic communities of high significance, geological constraints and cultural resources are typical of lands in this category.
- **1.5 Recreation.** This land use category identifies lands suitable for active recreational opportunities and activities for public use and enjoyment such as picnicking, golf courses, botanical gardens, and open space spines.
- **1.8 Golf Course Overlay.** This land use category provides the opportunity for golf courses within any residential land use category underlying the Golf Course Overlay. All uses in the overlay zoning category and the underlying zoning category are permitted subject to applicable development standards.
- **1.9 Orange County Great Park.** This land use category identifies lands suitable for active and passive recreational opportunities and activities for public use and enjoyment. The Orange County Great Park is a multi-destination facility that will include a variety of educational and recreational activities, including sports fields, museums, gardens, trails, wildlife habitat and many other public-oriented land uses.
- **2.2 Low-Density Residential.** This land use category allows zero to 6.5 dwelling units per net acre, which is approximately equivalent to the General Plan Low Density category of zero to five dwelling units per gross acre. Attached and conventional housing, as well as other appropriate uses such as churches and child care centers, are allowed.
- **3.2 Transit Oriented Development.** This land use category is consistent with the transit-oriented development area within the Orange County Great Park land use category as defined in the General Plan. Transit-oriented development encourages a diverse mix of higher-intensity commercial, office, residential and institutional uses in areas with high potential for enhanced transit and pedestrian activity. The category is intended to reduce reliance on the automobile by encouraging a compact mix of uses within the same site, including the integration of complementary uses within a single building. The development shall be designed to create a safe and pleasant pedestrian environment by providing amenities that support the use of transit, bicycles, and pedestrian facilities and by providing for a safe, pleasant, and convenient walking experience.
- **4.3 Vehicle-Related Commercial.** This land use category applies to commercial areas that are primarily designed to provide for the sale and servicing of, and parts for, automobiles and recreational vehicles.

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- **5.4 General Industrial.** This land use category reserves an area for uses such as manufacturing, warehousing and service industries.
- **6.1 Institutional.** This category applies to land for public and quasipublic facilities such as churches, schools or utilities.
- **8.1/8.1A Lifelong Learning District.** This land use category allows for a mix of residential, commercial, and educational uses that promotes and supports a synergistic live/learn/work/play environment. Specific uses that serve to enhance the cultural, educational, and recreational environment are especially encouraged in this area.

5.6.2 Thresholds of Significance

Based on Appendix G of the CEQA Guidelines, the City has determined that a project would normally have a significant effect on the environment if the project would:

LU-1 Physically divide an established community.

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

LU-3 Conflict with any applicable habitat conservation plan or natural community conservation plan.

The Initial Study for the Modified Project, included as Appendix A to this DSEIR, disclosed that the following impacts would not be significant: LU-1 and LU-3. Those impacts were sufficiently analyzed in the Certified EIR and implementation of the changes proposed by the Modified Project would not change the conclusions of the Certified EIR.

As stated in the Certified EIR, with regard to impact LU-1, no significant division of an established community would occur due to development of the Approved Project because there were no residents living within Planning Areas 30 and 51 at the time the Certified EIR was prepared. That fact has not changed. With regards to impact LU-3, implementation of the Approved Project did not (and would not) conflict with any applicable Habitat Conservation Plan (“HCP”) or natural community conservation plan (“NCCP”). The Approved Project incorporates the 974-acre NCCP Habitat Preserve into the Approved Project design. The Habitat Preserve has been conveyed to the Federal Aviation Administration, with the Department of the Interior managing the land as part of the NCCP/HCP. Since inclusion of the Habitat Preserve is consistent with the adopted NCCP/HCP, the Approved Project was found to not result in an impact to any applicable HCP or NCCP. This fact has not changed with the modifications proposed by the Modified Project.

Therefore, impacts LU-1 and LU-3 will not be addressed further in this document. Chapter 8, *Impacts Found Not to Be Significant*, of this DSEIR, provides a summary of the analysis associated with impacts LU-1 and LU-3, as contained in the Certified EIR.

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5.6.3 The Approved Project

The Certified EIR analyzed all potential impacts listed in Appendix G of the CEQA Guidelines. The Certified EIR concluded that the entitlements proposed as part of the originally approved 3,625 dwelling units and 6,585,594 square feet of non-residential development (e.g., rezoning, general plan amendments, etc.) would ensure that development would remain consistent with the City's Zoning Ordinance and with the City of Irvine General Plan land use plan, goals and policies. That development was also found to be consistent with SCAG's regional policies, as well as surrounding uses in the Cities of Irvine and Lake Forest. Additionally, the Certified EIR found that the 3,625 dwelling units and 6,585,594 square feet of non-residential development would provide services and recreational uses not currently available to residents of adjacent communities, thereby possibly reducing commute times and associated impacts. Accordingly, the Certified EIR concluded that the 3,625 dwelling units and 6,585,594 square feet of non-residential development would result in less than significant land use impacts.

The Certified EIR analyzed certain amendments to the City's General Plan that were adopted on May 27, 2003, as part of the City's adoption of the Overlay Plan, which was included as a component of the originally approved 3,625 dwelling units and 6,585,594 square feet of non-residential development (and the Approved Project). The originally approved 3,625 dwelling units and 6,585,594 square feet of non-residential development were determined to be consistent with each element of the General Plan.

5.6.4 Environmental Impacts of the Modified Project

Existing Plans, Programs, and Policies

Several existing plans, programs, or policies (PPPs) that apply to the Modified Project are identified in other sections in Chapter 5 that help to reduce and avoid potential impacts related to land use and planning. These PPPs are identified in the consistency analysis below, where appropriate.

Project Design Features

Several project design features (PDFs) of the Modified Project are identified in other sections of Chapter 5 that help to reduce and avoid potential impacts related to land use and planning. These PDFs are identified in the consistency analysis below, where appropriate.

The following impact analysis addresses impacts that the Initial Study for the Modified Project disclosed could be potentially significant. The potential impacts are identified in brackets after the impact statement.

IMPACT 5.6-1: IMPLEMENTATION OF THE MODIFIED PROJECT WOULD NOT BE IN CONFLICT WITH AN APPLICABLE ADOPTED LAND USE PLAN, POLICY OR REGULATION. [IMPACT LU-2]

Impact Analysis: The Modified Project consists of approvals of a General Plan Amendment, Zone Change, Vesting Tentative Tract Maps, Vesting Tentative Tract Map Amendments and Master Plans in connection with the Applicant's request to modify the Approved Project to locate the Approved Project's 4,894 residential units on the Vesting Tentative Tract Maps including, without limitation the Approved Project's 1,269 density bonus dwelling units granted pursuant to state law, City Zoning Code Section 2-3, and City of Irvine Planning Commission Resolution 08-2926, which were not previously generally located, and to make certain changes to the location of the Approved Project's residential and non-residential square footage.

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The General Plan Amendment would amend the General Plan Land Use Table A-1 as follows: (1) change the designation of 1,100 low-density units into the higher density multi-use category; (2) revise footnote 16 to allow the multi-use square footage to be divided between Planning Areas 30 and 51 through the use of a master plan; (3) revise footnote 17 to allow 75,000 square feet of any public facility land use as permitted by the General Plan and delete references limiting such square footage to only allow 25,000 square feet of golf course and 50,000 square feet of public facility uses; (4) add footnote 25 to allow for the ability to place 1,269 density bonus units (granted pursuant to state law) in either Planning Areas 30 or 51. General Plan Land Use Table A-2 will be revised to correct acreages in each land use category according to the changes being made to Table A-1. In addition, references to the Lifelong Learning District will be changed to Trails and Transit Oriented Development District, General Plan figures will be amended to reflect a planned roadway realignment of Ridge Valley, and other minor modifications as necessary to implement the Modified Project.

The Zone Change requests modification to the current 8.1 Lifelong Learning District (“LLD”) zoning classification to create a zoning category that reflects the unique nature of the Great Park Neighborhoods, as shown in Figure 3-7, *Proposed Zoning*. The new 8.1 Trails and Transit Oriented Development (“TTOD”) zoning classification would allow most of the uses that are currently permitted in Planning Area 51 in zones 1.8 Golf Course Overlay (“GCO”); 2.2 Low Density Residential (“LDR”); and 8.1A Lifelong Learning District, but would not allow any new uses or any increase in intensity beyond what is already permitted on the Proposed Project Site, for a total of 4,894 residential units and 6,585,594 square feet of non-residential uses. The Zone Change also requests modification to the 3.2 Transit Oriented Development (“TOD”) zoning designation to allow research and development uses as permitted uses in the 3.2 zone. The 8.1 and 3.2 zones will be modified to: 1) transfer 666,600 square feet of institutional from the 8.1 zone to the 3.2 zone; 2) transfer 951,300 square feet of medical and science uses from the 8.1 zone to the 3.2 zone; 3) transfer 75,000 square feet of community commercial uses from the 3.2 zone to the 8.1 zone; and 4) transfer 75,000 square feet of office uses from the 3.2 to the 8.1 zone. These uses are consistent with the already permitted uses in the 3.2 zone and will be consistent with the other permitted uses in the zone. The Zone Change also proposes zone changes from (1) 8.1A LLD to 8.1 TTOD; (2) 2.2 LDR to 8.1 TTOD; (3) 2.2LDR/1.8 GCO to 8.1TTOD; (4) 1.9 OCGP to 8.1 TTOD; (5) 8.1 LLD to 1.9 OCGP; and (6) 8.1 TTOD to 1.1 Exclusive Agriculture, and other minor modifications as necessary to implement the Modified Project.

The Modified Project also includes five Vesting Tentative Tract Maps that define the size, shape, location and orientation of lots proposed for residential and commercial development, landscape parcels and roadways. The proposed Master Plans establish design relative to trails, landscaping, parks and fencing. The proposed development in each of the five Vesting Tentative Tract Maps and the associated Master Plans is set forth in more detail in Chapter 3, *Project Description*, of this DSEIR. Finally, five Comprehensive Park Plans and Park Designs will accompany the Modified Project to cover required neighborhood park facilities.

General Plan Consistency Analysis

A detailed analysis of the Modified Project’s consistency with the applicable goals and policies of the various elements of the Irvine General Plan is provided in Table 5.6-1, *General Plan Consistency Analysis*. The analysis in Table 5.6-1 concludes that the Modified Project would be consistent with the applicable goals and policies of the Irvine General Plan. The maximum number of residential units on the Proposed Project Site (a total of 4,894 units, including the 1,269 density bonus dwelling units granted pursuant to state law, City Zoning Code Section 2-3, and City of Irvine Planning Commission Resolution 08-2926 and the originally approved 3,625 units), along with the other components of the Modified Project (e.g., General Plan Amendment, Zone Change, Tentative Tract Maps) would not be detrimental to the public health, safety, or welfare. The location of the 4,894 residential uses on the Vesting Tentative Tract Maps within the Proposed

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Project Site is not anticipated to impact the transportation or circulation system. In accordance with General Plan Objective A-6(b), a traffic study was prepared (see Appendix M of this DSEIR) and is discussed in Section 5.11, *Transportation and Traffic*, of this DSEIR.

Zoning Ordinance Consistency Analysis

Per the City's Zoning Map, Planning Area 51 consists of eight zoning designations, which include: 1.1 Exclusive Agriculture, 1.4 Preservation, 1.5 Recreation, 1.8 Golf Course Overlay, 2.2 Low Density Residential, 3.2 Transit Oriented Development, 6.1 Institutional, and 8.1/8.1A Lifelong Learning District. Planning Area 30 consists of five zoning designations, including: 1.1 Exclusive Agriculture, 1.4 Preservation, 3.2 Transit Oriented Development, 4.3 Vehicle-Related Commercial, and 5.4 General Industrial.

As detailed above, the Modified Project will make various changes to the Zoning Ordinance. With approval of the proposed Zone Change, consistency with the General Plan would be ensured and all components of the Modified Project will be consistent with the revised Zoning Ordinance.

Additionally, the Zoning Ordinance establishes zone-specific development regulations by Planning Area, including height limits, setback requirements, parking ratios, and other development standards. Implementation of the Modified Project would be required to adhere to the specific development regulations established for Planning Areas 30 and 51.

University of California Irvine (UCI) South Coast Research and Extension Center Consistency Analysis

UCI's South Coast Research and Extension Center ("SCREC") was established by UCI in 1965 as a representative site for agricultural research. The SCREC also provides labor, equipment, facilities and management support to UC academics and to personnel from co-operating non-UC organizations, such as the US Department of Agriculture (SCREC 2011). The SCREC comprises 200 acres located north of Districts 1 and 4, across Irvine Boulevard, and adjacent to the eastern boundary of District 8.

The current zoning designations of Districts 1, 4 and 8 are 1.9 Orange County Great Park ("1.9 OCGP") and 8.1 Lifelong Learning District. The Zone Change application component of the Modified Project requests modification to the current 8.1 LLD zoning classification to create a zoning category that reflects the unique nature of the Great Park Neighborhoods, as shown on Figure 3-5, *Proposed Zoning*. The Zone Change also requests changing a portion of property zoned 1.9 OCGP to the new 8.1 TTOD zoning classification. The new 8.1 TTOD zoning classification would allow most of the uses that are currently permitted in PA 51 in zones 1.8 Golf Course Overlay, 2.2 Low Density Residential, and 8.1A LLD, but would not allow any new uses or any increase in intensity beyond the 1,269 density bonus residential units that have been granted by State law, for a total of 4,894 residential units. The uses that would be developed in these Districts would be consistent with those associated with what was analyzed in the Certified EIR. Additionally, to the north of and adjacent to the SCREC is an existing residential community that is part of the Portola Springs master planned community. Furthermore, as outlined in the Certified EIR (p 5.8-13), since agricultural uses will continue on the SCREC site, land uses immediately adjacent to this facility should be planned with the continued agricultural operations at this facility in mind. This fact has not changed and the land uses in Districts 1, 4 and 8 of the Modified Project would be planned with the continued agricultural operations at this facility in mind.

Therefore, no significant impacts to SCREC operations are anticipated as a result of implementation of the Modified Project.

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Table 5.6-1
General Plan Consistency Analysis

<i>Applicable City of Irvine General Plan Policies</i>	<i>Modified Project Consistency</i>
Land Use Element	
Objective A-1: City Identity – Preserve and strengthen Irvine’s identity as a diverse and innovative community.	
Policy (a): Develop identifiable City edges, pathways, entry points, and landmarks, and conserve visual resources along the scenic corridors which characterize Irvine (p. A-9).	Consistent: The Modified Project would contribute to the City identity by providing a development that has its own unique characteristics while retaining cohesiveness with other developments in the vicinity. One of the key components of the development at the Proposed Project Site is the implementation of distinctive gateways or entry points, pathways and landmarks in order to distinguish it from other areas of the City of Irvine. Implementation of the proposed Vesting Tentative Tract Maps, Master Plans, and Comprehensive Park Plans and Park Designs would set forth the development of some of these distinctive elements. A hierarchy of gateways would be established to create identity for the community and strengthen and unify the distinct areas and neighborhoods in the Proposed Project Site. The introduction of these elements at key locations and intersections throughout the OCGP would enhance the sense of place and identity for the Proposed Project Site. The gateways would create a strong urban design context through the uses of architectural and streetscape design elements. These design elements could include civic or monumental gateways, landmark buildings, new urban plazas, street lighting, and new hardscape and landscape treatments, integrated with public art. The gateways would let visitors to the City of Irvine know that they have arrived at a distinct and major destination. Additionally, implementation of the Modified Project’s Vesting Tentative Tract Maps, Master Plans and Comprehensive Park Plan and Park Designs would involve the development of a number of key pathways and trails that are a part of the interconnected master trails plan at the Proposed Project Site. Furthermore, implementation of the Modified Project would not preclude the establishment of potential landmarks within the Proposed Project Site. The zoning of the Proposed Project Site accommodates a number of existing facilities associated with the former MCAS El Toro, encouraging adaptive reuse wherever possible. For example, aviation hangars located in the southern portion of Planning Area 51 could be appropriate for reuse as warehousing, manufacturing, or motion picture production studios, museum, sports, cultural facilities, or other uses consistent with the zoning of the site.
Policy (b): Use building masses and landscaping to create a sense of unity for the various components throughout the City (p. A-9).	Consistent: The building masses, architectural elements and landscaping throughout the Proposed Project Site would be designed and implemented to create a sense of unity for the various areas of the Proposed Project Site. To ensure a consistent standard of residential design quality throughout the Proposed Project Site, a set of design criteria (including building massing, architecture and landscaping) from the City’s Zoning Ordinance would be applied during the City’s development review process for specific residential projects within the Proposed Project Site. Those design criteria will guide the physical development of any development project that will occur within the Modified Project. They will assist in ensuring that the design of each development remains true to the principles established for the OCGP. They are also similar to those applied to other areas of the City and thereby help create a sense of unity.

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<i>Applicable City of Irvine General Plan Policies</i>	<i>Modified Project Consistency</i>
Policy (e): Enhance civic pride by maintaining high quality and attractive facilities (p. A-9).	Consistent: Development within the Proposed Project Site would be consistent in its uniqueness and attractiveness when compared to existing residential communities in other areas of the City. The Modified Project would encompass a walkable, community-oriented development with the inclusion of neighborhood parks, pocket parks and other community-oriented facilities and uses. Additionally, a master landscape and trails plan would be implemented as a part of the Modified Project. Implementation of the Modified Project's Vesting Tentative Tract Maps, Master Plans and Comprehensive Park Plans and Park Designs would also set forth the development of a number of key pathways and trails that are a part of the interconnected master trails plan at the Modified Project Site. Furthermore, the Modified Project would be designed and located in a manner that would tie into and enhance the overall development of the OCGP, including the open space, recreational and institutional areas and uses.
Policy (f): Promote sustainable development through energy and water conservation, reduced reliance on nonrenewable resources, and the use of native trees, shrubs, and grasses with low maintenance costs (p. A-9).	Consistent: The Modified Project's impact on energy and water use is addressed in Sections 5.3, <i>Greenhouse Gas Emissions</i>, and 5.12, <i>Utilities and Service Systems</i>, of this DSEIR. Specific residential project developments would be required to participate in the City's Residential Green Building Program. Additionally, all nonresidential development would be required to comply with the energy-efficiency requirements outlined in the most recent California Building Code and the PPPs and mitigation measures outlined in Section 5.3 of this DSEIR. Individual project compliance with current and applicable green-building standards and techniques would be assured during the City's entitlement and building plan check review process. The City of Irvine Construction and Demolition ("C&D") Debris Recycling and Reuse Ordinance requires that 1) all residential projects of more than one unit, 2) nonresidential developments of 5,000 square feet or larger, and 3) nonresidential demolition/renovations with more than 10,000 square feet of building recycle or reuse a minimum of 75 percent of concrete and asphalt and 50 percent of nonhazardous debris generated. Development associated with the Modified Project would be required to comply with the provisions of that ordinance. Additionally, prior to the issuance of a building permit for development projects, development plans are required to demonstrate that the project meets the 2008 California Building and Energy Efficiency Standards (Title 24, Part 6 of the California Code of Regulations), including participation in a green building program. The green building program allows a project applicant to select from a menu of techniques to achieve green building standards, many of which directly or indirectly will support energy conservation. Future development would also be required to comply with mitigation measures associated with waste reduction and recycling outlined in the Certified EIR, which are reproduced in Section 5.12 of this DSEIR. Furthermore, the Modified Project is designed to maximize the use of recycled water (see PDF 3-5). Reclaimed water will be used for park areas and landscaping. Implementation of the Modified Project would not impede the provision of reclaimed water to the Proposed Project Site. Additionally, future specific development projects would be required to comply with the City's water-efficient landscape requirements.

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<i>Applicable City of Irvine General Plan Policies</i>	<i>Modified Project Consistency</i>
Policy (g): Distinguish individual planning areas in character and physical appearance by considering the following characteristics during design and development (p. A-9): • Physical and visual separation • Architectural style • Planning area edge	Consistent: The neighborhood edge treatments and entryways associated with the Modified Project would create a visual and physical separation from the surrounding planning areas and contribute to the distinctive character of the OCGP. At the same time, the Modified Project would implement an overall architectural and landscape design that would be compatible with the high-quality design standards seen throughout the City, including the neighboring residential areas of Woodbury Village and Portola Springs. The design of the Modified Project would be integrated with the overall Proposed Project Site to provide an overall cohesive identity for the OCGP. See also response to Policy (b) of Objective A-1.
Policy (h): Incorporate the following components in each residential planning area (p. A-10): • A mixture of housing types and densities • A variety of public and private facilities • Activity nodes • Open space areas	Consistent: The residential neighborhoods that would be developed under the Modified Project would offer an array of housing types and densities, including single-family attached (e.g. townhomes, mansions) and detached, and clustered homes, which would accommodate a broad range of income levels and lifestyles and respond to local and regional housing needs. A detailed discussion of the Modified Project's housing assessment and needs is provided in Section 5.8, <i>Population and Housing</i>, of this DSEIR. As discussed in Section 5.10, <i>Recreation</i>, of this DSEIR, the Approved Project includes approximately 1,790 acres, or 2.80 square miles, of open space and recreation uses. The total acreage includes areas that would be managed as wildlife and drainage corridors and/or for passive recreation, as well as areas that would be developed for active recreation. Proposed open space and recreation uses have been reduced in the Modified Project by 315 acres compared to the acreage in the Approved Project, for a new total of 1,475 acres of open space and recreation uses. The Modified Project would encompass a walkable, community-oriented development with the inclusion of neighborhood parks, pocket parks and other community-oriented facilities and uses. Five Comprehensive Park Plans and Park Designs are part of the Modified Project and would meet the City's neighborhood park facilities requirements and the Modified Project's Master Plans would establish design relative to trails, landscaping, parks and fencing. The Modified Project would include several public and private neighborhood parks, in addition to the above-specified open space and recreation use acreage, to meet City requirements for neighborhood park space. The parks would include amenities such as basketball and volleyball courts, tot lots, barbecue areas, and swimming pools. Additionally, a comprehensive master landscape and trails plan would be implemented as a part of the Modified Project. Implementation of the Modified Project's Vesting Tentative Tract Maps, Master Plans and Comprehensive Park Plans and Park Designs would also set forth the development of a number of key pathways and trails that are a part of the interconnected master trails plan at the Proposed Project Site. Furthermore, the proposed residential and non-residential land uses of the Modified Project would be designed and located in a manner that would tie into and enhance the overall development of the OCGP, including the open space, recreational and institutional areas and uses. Furthermore, implementation of the Modified Project would not preclude the adaptive reuse of a number of existing facilities associated with the former MCAS El Toro. For example, aviation hangars located in the southern portion of Planning Area 51 could be reused as museum, sports, or cultural facilities.

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<i>Applicable City of Irvine General Plan Policies</i>	<i>Modified Project Consistency</i>
Objective A-2: Economic Development – Promote viable commercial centers, successful manufacturing areas, and dynamic employment centers.	
Policy (a): Retain and attract manufacturing and industrial uses within designated business centers (p. A-10).	Consistent: Although the Modified Project does not include the development of manufacturing or industrial uses, it would not preclude the development of such uses in others areas of the OCGP. Portions of Planning Area 30 are designated as 5.4 General Industrial. This land use category reserves an area for uses such as manufacturing, warehousing and service industries.
Policy (f): Promote support and services retail uses within the business/industrial land use designations (p. A-11).	Consistent: Although the Modified Project does not include the development of support and services retail uses, it would not preclude the development of such uses in others areas of the Proposed Project Site. For example, the proposed 8.1 Trails and Transit Oriented Development District and the already existing 3.2 Transit Oriented Development zoning designations allow for a mix of uses, including low and high-intensity commercial uses, which would support the various residential, institutional, office and business uses that would be developed throughout the Proposed Project Site. This would be achieved through a range of permitted and envisioned commercially-oriented land uses and development types in the 8.1 and 3.2 zoning designations. Additionally, the Modified Project would be served by existing and future retail centers in the surrounding Planning Areas, including those found in Planning Areas 8 and 40. For example, the existing retail and commercial centers of Trabuco Grove, Woodbury Town Center and Irvine Spectrum are adjacent to or in very close proximity to the Proposed Project Site.
Objective A-3: Open Space Areas – Encourage land use development that preserves the beauty of the natural environment.	
Policy (a): Preserve the City's open space areas through implementation of the Phased Dedication and Compensating Development Program (p. A-11).	Consistent: The provision of park needs and open space for the Modified Project is addressed in Section 5.10, <i>Recreation</i>, of this DSEIR. As discussed in Section 5.10, the Modified Project includes approximately 38.24 acres of public neighborhood parks and 15.0 acres of private amenities. The total acreage includes areas that would be managed as wildlife and drainage corridors and/or for passive recreation, as well as areas that would be developed for active recreation. Implementation of the Modified Project would not impede development of the various recreation and open space elements of the General Plan and the OCGP Master Plan, which would be implemented in accordance with the Phased Dedication and Compensating Development Program. Additionally, five Comprehensive Park Plans and Park Designs would accompany the Modified Project and would meet the City's neighborhood park facilities requirements, and the Modified Project's Master Plans would establish design relative to trails, landscaping, parks and fencing.

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General Plan Consistency Analysis

<i>Applicable City of Irvine General Plan Policies</i>	<i>Modified Project Consistency</i>
Objective A-4: Balanced Land Uses – Manage growth to ensure balanced residential and nonresidential development throughout the City.	
Policy (a): Ensure that land uses enable the City to provide necessary municipal services by (p. A-12): Implementing and monitoring Statistical Tables A-1 and A-2.	Consistent: The Modified Project is a part of the reuse of the former MCAS El Toro site, which would redevelop a large property that was previously developed and used for military operations. The Modified Project is located in and adjacent to existing urban areas, allowing for optimal use of existing public services and facilities, and orderly expansion of services and facilities. The proximity and available capacity minimizes the cost of extending infrastructure into the Proposed Project Site. The Modified Project has a mix of uses located within in close proximity of each other, thereby allowing residents to walk or use alternative transportation methods to access jobs, services, and public services and facilities. The proposed land use pattern would reduce the impacts upon infrastructure and save costs to local governments. Please refer to Sections 5.9, <i>Public Services</i>, and 5.12, <i>Utilities and Service Systems</i>, of this DSEIR for a further discussion of how the public services and facilities system would be able to accommodate the land uses and activities proposed by the Modified Project.
Policy (c): Achieve a land use balance through the following methods (p. A-13): - Coordination of land use and circulation patterns to ensure adequate circulation capacity and infrastructure. - Promotion of a diversity of housing types and affordability to meet the development objectives of the Housing Element. - Designation of sufficient institutional land to meet the needs of each planning area. - Provision of adequate housing opportunities to support employment growth. - Preservation of open space areas.	Consistent: The Proposed Project Site is located in the vicinity of several major roadways, which would provide adequate circulation capacity and infrastructure to and from the Proposed Project Site. The Modified Project's land uses would also complement and improve the existing and proposed circulation and transportation facilities in and around the project area. For example, the land uses would be located and designed in a manner that would ensure use of the existing and future vehicular and nonvehicular transportation systems. Additionally, as a part of individual project developments, all necessary traffic and circulation improvements would be installed and/or funded for to ensure that the City's roadways function as intended. Some traffic and circulation improvements may be subject to future environmental review. Internal roadway systems in the Proposed Project Site would also be coordinated with the existing and proposed land use and circulation patterns. Please refer to Section 5.11, <i>Transportation and Traffic</i>, of this DSEIR for a discussion of the potential impacts to the circulation system and capacity. The Modified Project would locate the Approved Project's 4,894 residential units on the Vesting Tentative Tract Maps, including, without limitation the 1,269 density bonus dwelling units granted pursuant to state law, City Zoning Code Section 2-3, and City of Irvine Planning Commission Resolution 08-2926 that were not previously generally located, in addition to modifying the location of the originally approved 3,625 dwelling units. The residential neighborhoods that would be developed under the Modified Project would offer an array of housing types and densities (low, medium and high), including single-family attached (e.g. townhomes, mansions) and detached and clustered homes, which would accommodate a broad range of income levels and lifestyles and respond to local and regional housing needs. The Modified Project would also provide 544 affordable units. Therefore, the Modified Project would help the City further meet its Regional Housing Needs Assessment (RHNA) through 2025 and implement the provisions of the ARDA

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<i>Applicable City of Irvine General Plan Policies</i>	<i>Modified Project Consistency</i>
	regarding the residential component of the Approved Project. Jobs/housing balance and consistency with the Housing Element are further discussed in Section 5.8, <i>Population and Housing</i>. The residents of the Modified Project would be served by existing schools within the Irvine Unified School District (IUSD). Additionally, the Modified Project proposes two K-8 school sites, each with a capacity of 1,000 students. Furthermore, the 6.1 Institutional zoning designation of the Proposed Project Site permits the development of public and quasi-public facilities such as churches, schools (public and private) or utilities. Please refer to Section 5.9, <i>Public Services</i>, of this DSEIR for a discussion of the Modified Project's potential impacts on schools. The provision of parks needs and open space by the Modified Project is addressed in Section 5.10, <i>Recreation</i>, of this DSEIR. As discussed in Section 5.10, the Approved Project includes approximately 38.24 acres of public neighborhood parks and 15.0 acres of private amenities and the new development is adjacent to the Orange County Great Park. The total acreage includes areas that would be managed as wildlife and drainage corridors and/or for passive recreation, as well as areas that would be developed for active recreation. Implementation of the Modified Project would not impede development of the various recreation and open space areas. Additionally, five Comprehensive Park Plans and Park Designs would accompany the Modified Project and would meet the City's neighborhood park facilities requirements, and the Modified Project's Master Plans would establish design relative to trails, landscaping, parks and fencing.
Policy (d): Reduce expenditures for public services and facilities by clustering residential development (p. A-13).	Consistent: See above response to Policy (a) of Objective A-4. Additionally, the Modified Project's residential development is surrounded by existing and planned urban uses and would thereby contribute to the clustering of development. Establishing new development in an area already served by public services (such as police and fire protection services) also lessens the degree to which public services would be required to be expanded to serve the Project Proposed Site, thereby lessening the associated expenditures. Furthermore, with the clustering of the development in an urbanized area, many of the new public facilities that would be developed within the Proposed Project Site that would serve the Modified Project, including two potential new schools, public parks and trails, would also serve surrounding areas. Please refer to Sections 5.9, <i>Public Services</i> , and 5.12, <i>Utilities and Service Systems</i> , of this DSEIR for a further discussion of how the public services and facilities system would be able to accommodate the land uses and activities proposed by the Modified Project.
Objective A-5: Fiscal Program – Promote economic prosperity by ensuring	City revenues meet expenditures and provide quality services without burdensome levels of fees or taxes.
Policy (a): Maintain or improve existing service levels while extending services to newly-developed areas (p. A-14).	Consistent: See above response to Policies (a) and (d) of Objective A-4. Additionally, please refer to Sections 5.9, <i>Public Services</i> , and 5.12, <i>Utilities and Service Systems</i> , of this DSEIR for a further discussion of how the public services and facilities system would be able to accommodate the land uses and activities proposed by the Modified Project.

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<i>Applicable City of Irvine General Plan Policies</i>	<i>Modified Project Consistency</i>
Policy (e): Encourage maintenance of common areas by community associations and/or maintenance districts (p. A-14).	Consistent: Appropriate community/home owner/commercial/business park associations or maintenance districts would be formed and established throughout the various areas of the Proposed Project Site in accordance with City requirements and in compliance with the ARDA. For example, the homeowners associations established for the residential developments would be responsible for the maintenance of designated owner-association common areas.
Objective A-6: Land Use Compatibility – Achieve harmonious land use patterns throughout the City.	
Policy (i): Ensure that sensitive uses are allowed in areas with identified hazards only if the hazard has been adequately analyzed and mitigated (p. A-17).	Consistent: Adherence to existing ordinances and regulations and to the PPPs and mitigation measures outlined in Section 5.4, <i>Hazards and Hazardous Materials</i>, of this DSEIR, will ensure that foreseeable upset and accident conditions involving the release of hazardous materials are reduced to less than significant levels. For example, as outlined in Mitigation Measures HH5, prior to the issuance of a grading permit, the applicant shall prepare and the Director of Community Development shall approve a protocol plan (including but not limited to worker training, health and safety precautions, additional testing requirements, and emergency notification procedures) in the event that unknown hazardous materials are discovered during grading, construction, and/or related development activities. Additionally, said protocol plan will be revised should the discovery of previously unknown hazardous materials be made during any of the above mentioned development activities. The applicant and/or property owner that discovers contamination due to past military operations not previously identified by the DON shall be responsible for notifying the DON, appropriate regulatory agencies, and the Director of Community Development of the City of Irvine in a timely manner. Therefore, the Modified Project would ensure that hazards are adequately analyzed and mitigated prior to allowing the development of sensitive residential uses. Additionally, the use of hazardous materials is controlled and permitted by various state, federal, and local agencies, including the Orange County Fire Authority (“OCFA”), which conducts Uniform Fire Code inspections and assists in reducing risks associated with the use of hazardous materials in the community. OCFA has a dedicated hazardous materials response team. The hazardous materials control and safety programs and available emergency response resources of the OCFA, along with OCFA periodic inspections to ensure regulatory compliance, reduce the potential risk associated with nearby commercial and industrial businesses.
Policy (j): Residential areas and sensitive uses shall be protected from the encroachment of incompatible activities or land uses which would cause a hazard or substantial nuisance or otherwise create a negative impact upon sensitive uses or residential living environment (p. A-17).	Consistent: See responses to Policy (i) of Objective A-6.

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<i>Applicable City of Irvine General Plan Policies</i>	<i>Modified Project Consistency</i>
Objective A-7: Urban Design – Create a visually attractive and efficiently organized City.	
Policy (c): Implement the concept of a multiple focal point City designed to minimize congestion by conveniently locating facilities and services in each planning area (p. A-18).	Consistent: The Proposed Project Site would be host to a number of public facilities and services (e.g., community parks, two potential K-8 schools, open space trail, retail uses). Local residents would have access to all these amenities as well as existing and future public facilities and commercial centers (i.e. Irvine Spectrum, Trabuco Grove, Woodbury Town Center, Planning Area 40) that are located offsite but adjacent to, or in very near proximity to, the Proposed Project Site. Additionally, the Modified Project would place new housing in close proximity to existing employment centers and proposed employment-generating uses, such as those found in the Irvine Spectrum. Furthermore, the proposed 8.1 Trails and Transit Oriented Development District and the already existing 3.2 Transit Oriented Development zoning designations within the Proposed Project Site allow for a mix of uses, including low and high-intensity commercial uses, which would support the various residential, institutional, office and business uses that would be developed throughout the Proposed Project Site, or the Modified Project.
Policy (d): Ensure that each planning area contains an internal system of trails linking schools, shopping centers, and other public facilities with residences (p. A-18).	Consistent: Implementation of the Modified Project's Vesting Tentative Tract Maps, Master Plans and Comprehensive Park Plans and Park Designs would allow for the development of a number of key pathways and trails that would link schools, shopping centers, and other public facilities with residences. The variety of trail types are intended to provide connectivity between the OCGP, the 3.2 Transit Oriented Development zone, public open space outside the OCGP, and other nearby areas.
Policy (e): Distinguish planning areas in character and physical appearance from each other, considering the following during design and development (p. A-18): • Physical, visual separation, and differentiation. • Physical compatibility with the local environment including topography. • Mixture of housing types and densities. • Range of age and income groups. • Variety of public and private facilities. • Activity nodes. • Varied "skyline." • Functional relationship among the components of the community. • Interface with adjacent planning areas.	Consistent: See response to Policies (a), (b), (e), (g) and (h) of Objective A-1 and Policy (a) of Objective A-3.

Table 5.6-1
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<i>Applicable City of Irvine General Plan Policies</i>	<i>Modified Project Consistency</i>
Circulation Element	
Objective B-1: Roadway Development – Plan, provide and maintain an integrated vehicular circulation system to accommodate projected local and regional needs.	
Policy (c): Develop, on an incremental basis, a vehicular circulation system responding to local and regional access requirements. The following Level of Service (LOS) Standards shall be the goal applied to arterial highways, as shown in Figure B-1, which are in the City of Irvine or its sphere of influence, and which are under the City’s jurisdiction (p. B-7) • LOS E or better shall be considered acceptable within the Irvine Business Complex (IBC-PA 36), Irvine Center (PA 33), and at the intersection of Bake Parkway and the I-5 northbound off-ramp. • LOS D or better shall be considered acceptable within all other areas.	Consistent: The Modified Project’s impacts on LOS standards along arterial highways are discussed in detail in Section 5.11, <i>Transportation and Traffic</i>, of this DSEIR. As outlined in Section 5.11, all intersections would operate at acceptable LOS. The Modified Project would not increase vehicle trips in the area and would result in the same number of average daily trips (“ADT”) in Planning Areas 30 and 51 as are already allowed pursuant to the City’s Zoning Ordinance and Section 3.1.4 of the ARDA, not including the ADT associated with the 1,269 density bonus units granted pursuant to state law. The Proposed Project Site is also located in the vicinity of several major roadways, which would provide adequate circulation capacity and infrastructure to and from the Proposed Project Site. The Modified Project’s land uses would also complement and improve the existing and proposed circulation and transportation facilities in and around the project area. For example, as a part of individual project developments, all necessary traffic and circulation improvements would be installed and/or funded to ensure that the City’s roadways function as intended. Internal roadway systems within the Proposed Project Site would also be coordinated with the existing and proposed land use and circulation patterns.
Policy (n): Design roadways which ensure safe and efficient traffic flow while also providing adequate and convenient access to retail uses (p. B-9)	Consistent: A key element of the Modified Project is the introduction of a new a local-level street system. While the existing surrounding arterial road system would continue to function as planned to move vehicles through the Proposed Project Site, the new project-related streets would provide efficient pedestrian and vehicular connections to the existing surrounding arterials at key locations. All Modified Project roadways would be designed in accordance with the City’s adopted roadway design standards, which would be enforced by the City during its required development review process for individual development projects. See also response to Policy (c) of Objective B-1.
Objective B-2: Roadway Design – Develop a vehicular circulation system consistent with high standards of transportation engineering safety and with sensitivity to adjoining land uses.	
Policy (f): Visually enhance the appearance of roadways and parking areas through design techniques and landscaping. Particular attention should be paid to streetscape design and the creation of new, and preservation of existing, view corridors (p. B-10).	Consistent: One of the Modified Project’s components is to create a distinctive streetscape system of tree-lined streets, new sidewalks, street lighting and furniture, bicycle and pedestrian trails, parks, and open spaces. The Modified Project’s streetscape elements, which include gateways, public art, light fixtures, street furniture, and signs, would be coordinated with a landscape concept plan unique to the Proposed Project Site. This landscape concept plan would be designed to reinforce pedestrian walkability and create a unified and coordinated planting structure for the Proposed Project Site, with variations from neighborhood to neighborhood to create some visual interest and ecological variety in the landscape. The implementation of the streetscape in the various rights-of-way would occur as new sites are developed within the Proposed Project Site. Design techniques and extensive landscaping in the setback areas will also be used to visually enhance the appearance of roadways and parking areas.

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<i>Applicable City of Irvine General Plan Policies</i>	<i>Modified Project Consistency</i>
Policy (g): Include mitigation measures in the approval of all proposed developments to minimize negative impacts of the automobile (p. B-10).	Consistent: Sections 5.2, <i>Air Quality</i>, 5.3, <i>Greenhouse Gas Emissions</i>, 5.7, <i>Noise</i>, and 5.11, <i>Transportation and Traffic</i>, of this DSEIR include PPPs and mitigation measures that would minimize negative automobile-related impacts resulting from the Modified Project. For example, as outlined in Mitigation Measure TRAN 1, prior to the approval of any final map (other than a financing and conveyance map) allocating building intensity within Planning Areas 30 and 51, and prior to issuances of any building permits for permanent improvements within Planning Areas 30 and 51, the landowner or subsequent project applicant shall either (i) apply for annexation of any areas within the final map to the Irvine Spectrum Transportation Management Association (“TMA”) (“Spectrumotion”) in accordance with Article X of the recorded Declaration of Covenants, Conditions and Restrictions (“CC&Rs”) for the Irvine Spectrum TMA, including any supplementary or amended CC&Rs, to reduce traffic, air quality and noise impacts or (ii) develop and implement a similar transportation management plan containing the elements and meeting the criteria described in detail in Mitigation Measure TRAN 1. Additionally, the Modified Project involves the placement of new housing in close proximity to existing and future jobs, and vice versa, which would serve to reduce vehicle miles traveled (“VMT”). Furthermore, elements have been incorporated into the design of the Modified Project to encourage the use of alternate modes of transportation, such as trail linkages, access to public transportation, and placing public services and retail services within walking distance of the residential communities.
Objective B-3: Pedestrian Circulation – Establish a pedestrian circulation system to support and encourage walking as a mode of transportation.	
Policy (a): Link residences with schools, shopping centers, and other public facilities, both within a planning area and to adjacent planning areas, through an internal system of trails (p. B-13). Policy (b): Require development to provide safe, convenient, and direct pedestrian access to surrounding land uses and transit stops. (p. B-13). Policy (c): Design and locate land uses to encourage access to them by nonautomotive means (p. B-13).	Consistent: See responses to Policy (d) of Objective A-7 and Policy (g) of Objective B-2. Additionally, steps will be taken to link surrounding land uses to the Proposed Project Site with the pedestrian’s safety in mind. Where possible, landscaping will be used along sidewalks and trails to act as a buffer between pedestrians and vehicles.

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<i>Applicable City of Irvine General Plan Policies</i>	<i>Modified Project Consistency</i>
Objective B-4: Bicycle Circulation – Plan, provide and maintain a comprehensive bicycle trail network that together with the regional trail system, encourages increased use of bicycle trails for commuters and recreational purposes.	
Policy (b): Require a system of bicycle trails, both on- and off-street, in each planning area. Such trails shall be linked to the system shown on Figure B-4. The on-street trails shall be designed for the safety of the cyclist (p. B-14). Policy (c): The trail system shall be designed to accommodate cyclists of all levels of experience and shall provide for both recreation and transportation (p. B-14). Policy (d): Require bicycle trail linkages between residential areas, employment areas, schools, parks, community facilities, commercial centers, and transit facilities (p. B-14). Policy (h): Provide off-street bicycle trails in areas with minimal cross traffic, such as open space spine, flood control and utility easements, where possible (p. B-14).	Consistent: Implementation of the Modified Project's Vesting Tentative Tract Maps, Master Plans and Comprehensive Park Plans and Park Designs would allow for the development of a number of key pathways and trails that are a part of the Proposed Project Site interconnected master trails plan and would link schools, shopping centers, and other public facilities with residences. The proposed trail system would also be designed to accommodate cyclists of all levels of experience and would connect to other existing pedestrian and bicycle trails in the vicinity of Proposed Project Site, including those along Irvine Boulevard and Sand Canyon Parkway. A wide range of on- and off-street bicycle paths would be accommodated along the Modified Project's roadways and throughout other open space and recreation areas on the Proposed Project Site. The Modified Project's comprehensive pedestrian and bicycle linkage system would be created to not only provide an important and convenient linkage system within the Proposed Project Site, but would also serve surrounding planning areas, public open space outside the Proposed Project Site, and other nearby areas and land uses.
Objective B-5: Riding and Hiking Trail Networks – Plan, develop and maintain a riding and hiking trail network and support facilities to satisfy the needs of riders and hikers.	
Policy (b): Locate and maintain riding and hiking trails as illustrated on Figure B-5, Trails Network, and in areas identified as permanent open space, scenic highway corridors, agricultural edges, public utility rights of way and easements, flood control channels, and areas designated for rural and estate density (p. B-15).	Consistent: See response to Policy (b) of Objective B-4.
Objective B-6: Public Transit Program – Work with Orange County Transportation Authority to implement a public transit system for trips in the City and adjacent areas.	
Policy (a): Plan residential, commercial, and industrial areas to enable effective use of public transit (p. B-16).	Consistent: A portion of the southern and southeastern Proposed Project Site is served by the Orange County Transit Authority ("OCTA") bus lines. Bus stops are provided along various points of the OCTA bus routes, which include Alton Parkway, Barranca Parkway and Irvine Boulevard. The Modified Project's comprehensive trails system would provide opportunities for residents of the Modified Project to walk or bike to the various bus stops. Additionally, implementation of the Modified Project would put residences and businesses in proximity to the Irvine Station, a primary transit center that serves as a train station for Metrolink, allowing residents of the Modified Project to walk or bike to the Irvine Station.
Housing Element	
Objective C-2: Quality Design and Construction – Maintain quality design, siting, construction and maintenance while minimizing housing cost.	
Policy (d): Homeowner's Associations. Ensure adequate common area maintenance in neighborhoods through the use of	Consistent: Appropriate community/home owner/commercial/business park associations or maintenance districts would be formed and established throughout the various areas of the Proposed Project Site in

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*Table 5.6-1
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<i>Applicable City of Irvine General Plan Policies</i>	<i>Modified Project Consistency</i>
homeowner's and/or community associations or the formation of maintenance districts (p. C-45).	accordance with City requirements. For example, the homeowners associations established for the residential developments would be responsible for the maintenance of designated owner-association common areas.
Objective C-4: Housing Types – Encourage a variety of housing types for all economic segments and for special housing populations.	
Policy (a): Affordable and Market Rate Housing. Continue to provide housing for all economic segments of the community (p. C-50).	Consistent: The Modified Project would locate the Approved Project's 4,894 dwelling units, including its 1,269 density bonus dwelling units granted pursuant to state law, City Zoning Code Section 2-3, and City of Irvine Planning Commission Resolution 08-2926 that were not previously generally located, the originally approved 3,625 dwelling units that were previously generally located. The residential neighborhoods that would be developed under the Modified Project would offer an array of housing types and densities (low, medium and high), including single-family attached (e.g. townhomes, mansions) and detached and clustered homes, which would accommodate a broad range of income levels and lifestyles and respond to local and regional housing needs. The Modified Project would also provide 544 affordable units. Therefore, the Modified Project would help the City further meet its RHNA through 2025 and implement the provisions of the ARDA regarding the residential component of the Modified Project. Effects on jobs/housing balance and consistency with the Housing Element are further discussed in Section 5.8, <i>Population and Housing</i> , of this DSEIR.
Policy (c): Accessible Housing. Ensure builder of multi-family rental housing comply with the State Housing and Community Development Rental Guidelines and Title 24 by providing units adaptable to the physically disabled (p. C-50).	Consistent: Individual residential projects within the Proposed Project Site would be required to comply with the provisions of Title 24 through the provision of units adaptable to the physically disabled. Compliance with these regulations will be verified during the City's required development and building plan check review process.
Seismic Element	
Objective D-2: Response to Hazards – Require appropriate measures to protect public health and safety and to respond to seismic hazards in all public and private developments.	
Policy (g): Require a detailed geological and soils study as needed, in accordance with the requirements of the City's Subdivision Ordinance, before approving development (p. D-5).	Consistent: The buildings and structures of the Modified Project would be required by state law to meet stringent seismic safety requirements of the latest Building Codes adopted by the City of Irvine. Additionally, development projects would be required to adhere to the mitigation measures outlined in the Certified EIR. For example, as outlined in Mitigation Measure GS 4, prior to issuance of a building permit, the City of Irvine shall require that all development be designed in accordance with the seismic design provisions outlined in future proposed development geotechnical reports and specified in the latest Building Codes adopted by the City of Irvine. Compliance with this measure shall be verified by the Community Development Department.
Policy (h): Continue to require structures to conform to the seismic design requirement found in the Uniform Building Code (p. D-5).	
Policy (i): Ensure that the most recent adopted seismic standards are used for new construction (p. D-5).	

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<i>Applicable City of Irvine General Plan Policies</i>	<i>Modified Project Consistency</i>
Cultural Resources Element	
Objective E-1: Historical, Archeological, Paleontological Surveys – Identify and obtain information on the existence and significance of historical, archeological, and paleontological sites and encourage land use planning which incorporated this information.	
Policy (a): Require appropriate surveys and necessary site investigations in conjunction with the earliest environmental document prepared for a project, in accordance with the California Environmental Quality Act (CEQA) and the City’s CEQA procedures (p. E-4). Policy (d): Encourage, if appropriate, removal of all materials collected during the survey/investigation to local museums, universities, or other depositories providing access for public review or scientific research (p. E-4). Policy (i): Buffer and protect the integrity of an historic site and/or resources contained therein, if the Planning Commission, during review of a discretionary development case, determines preservation is required (p. E-5).	Consistent: The Cultural Resources Element of the General Plan has a goal to “ensure the proper disposition of historical, archaeological, and paleontological resources to minimize adverse impacts, and to develop an increased understanding and appreciation for the community’s historic and prehistoric heritage, and that of the region.” There are no known archaeological resources in the Proposed Project Site, according to Figure E-1, <i>Historical/Archeological Landmarks</i>, of the City’s General Plan Cultural Resources Element. Additionally, the Proposed Project Site is in a low paleontological sensitivity zone according to Figure E-2, <i>Paleontological Sensitivity Zones</i>. Therefore, it is believed that no archaeological or paleontological resources are present on the Proposed Project Site. While construction activities could impact previously unknown archaeological or paleontological resources, individual project developers would be required to comply with the applicable City of Irvine Standards Conditions and applicable provisions in the Irvine Municipal Code, including: • Standard Condition 2.5. Prior to the issuance of the first preliminary or precise grading permit for a project that is located on land that includes potentially significant archaeological and/or paleontological sites, and for any subsequent permit involving excavation to increased depth, the applicant shall provide letters from an archaeologist and/or a paleontologist. The letters shall state that the applicant has retained these individuals, and that the consultant(s) will be on call during all grading and other significant ground disturbing activities. • Irvine Municipal Code, Sec. 3-4-132 (Protection of Natural, Cultural, Structural and Archaeological Resources). This section prohibits any person from possessing, destroying, injuring, defacing, removing, digging or disturbing from its natural state any of the following: plants, wildlife, artifacts, minerals, landscape structures, improvements, wood, and natural products. Additionally, any grading activities would be subject to the City’s grading ordinance. Furthermore, zoning of the Proposed Project Site accommodates a number of existing facilities associated with the former MCAS El Toro, encouraging adaptive reuse wherever possible. For example, aviation hangars located in the southern portion of Planning Area 51 could be appropriate for reuse as warehousing, manufacturing, or motion picture production studios, museum, sports, cultural facilities, or other uses consistent with the zoning of the site.

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General Plan Consistency Analysis

Applicable City of Irvine General Plan Policies	Modified Project Consistency
Objective E-2: Hazard Occurrence – Evaluate surveyed sites for their present and potential cultural, educational, recreational, and scientific value to the community and the region, and determine their proper disposition prior to the approval of any project which could adversely affect them.	
Policy (g): Ensure that adverse impacts of a proposed project on cultural resources are mitigated in accordance with CEQA, as well as other appropriate City policies and procedures, where preservation of a significant site is not practical (p. E-6).	Consistent: See response to Policies (a), (d) and (i) of Objective E-1.
Noise Element	
Objective F-1: Mobile Noise – Ensure that City residents are not exposed to mobile noise levels in excess of the CNEL Interior and Exterior Noise Standards (Table F-1), and Single Event Noise Standard.	
Policy (c): Ensure that all proposed development projects are compatible with the existing and projected noise level by using the Land Use Noise Compatibility Matrix (Table F-2) (p. F-7). Policy (d): Require noise studies to be prepared in accordance with the City’s environmental review procedure for all projects that are not “clearly compatible” with the future noise level at the site (p. F-7). Policy (f): Require noise studies to identify all the mitigation measures necessary to reduce noise levels to meet the CNEL standard (Table F-1) and Single Event Noise Standard (p. F-7).	Consistent: A detailed noise analysis has been prepared for the Modified Project and is included in Section 5.7, <i>Noise</i>, of this DSEIR. As concluded in Section 5.7, no significant impacts related to noise would occur as a result of development of the Modified Project. Additionally, implementation of the Modified Project would have to adhere to the noise reduction related PPPs outlined in Section 5.7, including: PPP 7-1 – Construction activities occurring as part of the project shall be subject to the limitations and requirements of Section 6-8-205(a) of the Irvine Municipal Code which states that construction activities may occur between 7:00 AM and 7:00 PM Mondays through Fridays, and 9:00 AM and 6:00 PM on Saturdays. No construction activities shall be permitted outside of these hours or on Sundays and federal holidays unless a temporary waiver is granted by the Chief Building Official or his or her authorized representative. Trucks, vehicles, and equipment that are making, or are involved with, material deliveries, loading, or transfer of materials, equipment service, maintenance of any devices or appurtenances for or within any construction project in the City shall not be operated or driven on City streets outside of these hours or on Sundays and federal holidays unless a temporary waiver is granted by the City. Any waiver granted shall take impact upon the community into consideration. No construction activity will be permitted outside of these hours except in emergencies including maintenance work on the City rights-of-way that might be required. PPP 7-2 – Prior to the issuance of building permits for each structure or tenant improvement other than a parking structure, the applicant shall submit a final acoustical report prepared to the satisfaction of the Director of Community Development. The report shall show that the development will be sound attenuated against present and projected noise levels, including roadway, aircraft, helicopter and railroad, to meet City interior and exterior noise standards. The final acoustical report shall include all information required by the City’s Acoustical Report Information Sheet (Form 42-48). In order to demonstrate that all mitigation measures have been incorporated into the project, the report shall be accompanied by a list identifying the sheet(s) of the building plans that include the

Table 5.6-1
General Plan Consistency Analysis

<i>Applicable City of Irvine General Plan Policies</i>	<i>Modified Project Consistency</i>
	approved mitigation measures (Standard Condition B.1). Additionally, Section 5.11, <i>Transportation and Traffic</i>, of this DSEIR, includes mitigation measures that would minimize negative noise impacts caused by automobiles. For example, as outlined in Mitigation Measure TRAN 1, prior to the approval of any final map (other than a financing and conveyance map) allocating building intensity within Planning Areas 30 and 51, and prior to issuances of any building permits for permanent improvements within Planning Areas 30 and 51, the landowner or subsequent project applicant shall either (i) apply for annexation of any areas within the final map to the Irvine Spectrum TMA in accordance with Article X of the recorded Declaration of CC&Rs for the Irvine Spectrum TMA, including any supplementary or amended CC&Rs, to reduce traffic, air quality and noise impacts or (ii) develop and implement a similar transportation management plan containing the elements and meeting the criteria described in detail in Mitigation Measure TRAN 1.
Policy (m): Reduce noise impacts from mobile sources by encouraging use of alternative modes of transportation (p. F-7).	Consistent: Existing and future residents of the Modified Project would have access to a wide range of existing and proposed alternative modes of transportation. See responses to Policies (b), (c) and (d) of Objective B-4 and Policy (a) of Objective B-6.
Objective F-2: Stationary Noise – Ensure that City residents are not exposed to stationary noise levels in excess of the City Noise Ordinance standards.	
Policy (a): Require any new construction to meet the City Noise Ordinance standards as a condition of building permit approval (p. F-8). Policy (c): Condition subdivision approval of the projects adjacent to any developed/occupied uses by requiring the developer to submit a construction-related noise mitigation plan to the Director of Community Development for review and approval prior to issuance of grading permits. The plan must depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of the project, through the use of such methods as the following (p. F-8): • Temporary noise attenuation fences. • Preferential location of equipment. • Use of current technology and noise suppression equipment.	Consistent: See response to Policies (c), (d) and (f) of Objective F-1.

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<i>Applicable City of Irvine General Plan Policies</i>	<i>Modified Project Consistency</i>
Public Facilities and Services Element	
Objective G-1: Public Facilities Development – Coordinate planning and development of Irvine’s public facilities and services with the private sector, University of California, Irvine, the Irvine Unified School District, Orange County and other public agencies.	
Policy (i): Achieve desired levels of service from service providers, such as the Orange County Fire Authority and local school and college districts, through coordinated land use and facility planning (p. G-5).	Consistent: An analysis of the Modified Project’s impacts on service providers is outlined in Section 5.9, <i>Public Services</i> , of this DSEIR. As discussed in Section 5.9, the Modified Project would not hinder service providers from achieving a desired level of service. Additionally, PPPs and mitigations measure from the Certified EIR have been incorporated into Section 5.9 to ensure that adequate levels of service for service providers would be achieved. Project implementation would be required to adhere to the PPPs and mitigation measures outlined in Section 5.9, including: • PPP 9-2 – Every project applicant shall comply with all applicable Orange County Fire Authority codes, ordinances, and standard conditions regarding fire prevention and suppression measures relating to water improvement plans, fire hydrants, automatic fire extinguishing systems, fire access, access gates, combustible construction, water availability, and fire sprinkler systems. • PPP 9-6 – Pursuant to California Government Code Section 65995, the individual applicants shall pay developer fees to the appropriate school districts at the time building permits are issued; payment of the adopted fees would provide full and complete mitigation of school impacts.
Integrated Waste Management Element	
Objective H-1: Solid Waste – Cooperate in guiding the development and improvement of a solid waste disposal system within the County of Orange that will meet the needs of the City and protect the City from damage by unplanned disposal of refuse.	
Policy (g): Require, to the extent necessary to comply with state law, during discretionary application review, solid waste reduction and recycling efforts for residential, commercial, industrial, institutional and recreational land uses to reduce the amount of waste disposed at landfills (p. H-5).	Consistent: Section 5.12, <i>Utilities and Service Systems</i> , of this DSEIR includes a detailed analysis of solid waste and recycling impacts and also outlines a number of PPPs and incorporates mitigation measures from the Certified EIR associated with waste reduction and recycling. Those PPPs and mitigation measures would assist in minimizing impacts on the environment and conserving natural resources. For example, since the Modified Project would result in new construction that would generate solid waste, efforts would be made to recycle in order to reduce environmental impacts. As outlined for example in PPP 12-7, prior to the issuance of grading permits for a project that involves the demolition of an asphalt or concrete parking lot onsite, the applicant shall submit a waste management plan demonstrating compliance with the requirements of Title 6, Division 7 of the City of Irvine Municipal Code relating to recycling and diversion of demolition waste as applicable to said project. Over the course of demolition or construction, the applicant shall ensure compliance with all code requirements related to the use of City-authorized waste haulers. Additionally, as a standard City requirement, the City’s waste management experts and Waste Management of Orange County would review individual project developments during the discretionary application review to ensure that solid waste facilities are adequately designed and ample opportunities for recycling are provided. Future development within the Proposed Project Site would also be required to comply with mitigation measures

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	associated with waste reduction and recycling outlined in the Certified EIR, which are reproduced in Section 5.12 of this DSEIR.
Objective H-3: Waste Water – Control waste water and storm runoff in a manner to minimize impact on adjacent existing or planned land uses.	
Policy (a): Encourage the use of recycled water for secondary water uses, such as fire hydrants, onsite fire sprinkler systems, and wastewater systems, and for irrigation purposes to the greatest extent feasible (p. H-7).	Consistent: The Modified Project's impact on water supply and resources is addressed in Section 5.12, <i>Utilities and Service Systems</i> , of this DSEIR. As disclosed in Section 5.12, implementation of the Modified Project would not cause a significant impact on water supply, treatment or distribution. Reclaimed water, which is sewage that has been substantially treated, is the primary water source utilized for irrigation purposes in the City. As with the Approved Project analyzed in the Certified EIR, the Modified Project would use reclaimed water for irrigating park areas and landscaping.
Policy (b): Require developers of new projects located adjacent to or upstream of natural water courses to develop surface drainage systems which will direct low flows (those which carry the most pollutants) away from natural water sources into an area designed to remove pollutants. Require evidence be provided that any proposed development will have adequate sewer service, including assurance that collection and treatment capacity can be accommodated (p. H-7).	Consistent: An analysis of the Modified Project's impacts on wastewater services and facilities is outlined in Section 5.12, <i>Utilities and Services</i> , of this DSEIR. As concluded in Section 5.12, project-generated wastewater could be adequately treated by the existing wastewater service provider and existing facilities. No significant impacts on wastewater services or facilities would occur as a result of the Modified Project.
Policy (c): Require a National Pollution Discharge Elimination System (NPDES) permit to be obtained from the State Water Resources Control Board whenever surface water is collected anywhere for discharge as a point source, or if a point source discharge is contemplated, a NPDES permit must be obtained from the State Water Resources Control Board. Encourage the use of alternatives Best Management Practices (BMPs) to control and minimize urban pollutant runoff (p. H-7).	The Modified Project's impacts on water quality are outlined in Section 5.5, <i>Hydrology and Water Quality</i>, of this DSEIR. As outlined in Section 5.5, individual project applicants would be required to comply with all local, state, and federal requirements related to water quality, including the NPDES requirements established by the State Water Resources Control Board. Additionally, individual project developments would be required to adhere to the PPPs outlined in Section 5.5. For example, City Standard Condition 2.13, which is reproduced as PPP 4-4 in Section 5.5, requires individual project applicants to submit, and the Chief Building Official to approve, a Water Quality Management Plan ("WQMP") prior to the issuance of precise grading permits. The WQMP is required to identify the BMPs that would be used on individual development sites to control predictable pollutant runoff. Furthermore, individual development projects would be required to adhere to the mitigation measures outlined in the Certified EIR, which have been incorporated in Section 5.5 of this DSEIR. For example, as outlined in Mitigation Measure H/WQ2, prior to issuance of a grading permit, evidence (e.g., in the form of a construction management plan) shall be provided that demonstrates that all stormwater runoff and dewatering discharges from the project area shall be managed to the maximum extent practicable or treated as appropriate to comply with water quality requirements identified in the Santa Ana Regional Water quality Control Board Basin Plan, including Total Maximum Daily Load ("TMDL") Implementation Plan adopted for this watershed.

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Table 5.6-1

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Applicable City of Irvine General Plan Policies	Modified Project Consistency
Energy Element	
Objective I-1: Energy Conservation – Maximize energy efficiency through land use and transportation planning.	
Policy (a): Consider the following or comparable design features, to the extent feasible, in developments at time of concept plan, subdivision, or development review (p. I-4): - Encourage energy-efficient landscaping (water-conserving plants, indigenous vegetation, and use of onsite water runoff) consistent with the City’s Sustainability and Landscape Ordinance. - Encourage, as part of required landscape plans, plant types and irrigation systems that minimize water usage and provide cooling opportunities during summer and minimize conflicts with solar access during winter. - Require cut-off or directional lighting fixtures to be used to direct light only to desired areas and to reduce glare.	Consistent: The Modified Project’s impact on energy use is addressed in Sections 5.3, <i>Greenhouse Gas Emissions</i>, and 5.12, <i>Utilities and Service Systems</i>, of this DSEIR. See above response to Policy (f) of Objective A-1. Additionally, individual project developments would be required to comply with the lighting regulations outlined in the City’s Municipal Code and Zoning Ordinance. For example, as required by Chapter 3-16 (Lighting) of the City’s Zoning Ordinance, outdoor lighting is required to be designed and installed so that all direct rays are confined to the site and adjacent properties are protected from glare. Furthermore, City Standard Condition 3.6 (Sight Lighting Requirements), which is reproduced as PPP 1-1 in Section 5.1, <i>Aesthetics</i>, of this DSEIR requires individual project applicants to demonstrate that they have met the Irvine Uniform Security Code requirements for lighting through the submittal of a lighting package prior to the issuance of building permits. Furthermore, individual development projects would be required to adhere to the mitigation measures outlined in the Certified EIR related to lighting, which have been incorporated in Section 5.1 of this DSEIR. For example Mitigation Measures A1 requires that lighting plans be reviewed by the Community Development Director prior to issuance of grading permits to ensure to ensure minimal light intrusion and spillover.
Policy (b): Encourage and promote incorporation of energy conservation measures. The measures should be developed in conjunction with the applicant and may include (p. I-4): - Active solar water and/or space heating. - Passive design features for heating and cooling. - Use of energy efficient devices.	Consistent: The Modified Project’s impact on energy use is addressed in Sections 5.3, <i>Greenhouse Gas Emissions</i>, and 5.12, <i>Utilities and Service Systems</i>, of this DSEIR. See response to Policy (f) of Objective A-1.
Policy (g): Promote the use of alternative modes of transportation by the following programs (p. I-5): - Encourage use of regional public transportation (e.g., rail service). - Encourage use of the bus system by working with OCTA. - Encourage use of public transit and ridesharing.	Consistent: Existing and future residents of the Modified Project would have access to a wide range of existing and proposed alternative modes of transportation. See responses to Policies (b), (c) and (d) of Objective B-4 and Policy (a) of Objective B-6.

Table 5.6-1
General Plan Consistency Analysis

<i>Applicable City of Irvine General Plan Policies</i>	<i>Modified Project Consistency</i>
Safety Element	
Objective J-1: Hazard Occurrence – Identify actions that the City, in concert with other jurisdictions, must take to reduce the probability of hazard occurrence.	
Policy (e): Require development proposals to be reviewed by the Orange County Fire Authority to ensure adequate fire protection and precautions occur (p. J-4).	Consistent: As standard practice, individual development projects would be required to be reviewed by OCFA during the entitlement and building plan check process in order to ensure adequate fire protection and precautions occur. Additionally, individual development projects within the Proposed Project Site would be required to comply with the PPPs outlined in Section 5.9, <i>Public Services</i>, of this DSEIR. For example, as outlined in PPP 9-2, every project applicant is required to comply with all applicable OCFA codes, ordinances, and standard conditions regarding fire prevention and suppression measures relating to water improvement plans, fire hydrants, automatic fire extinguishing systems, fire access, access gates, combustible construction, water availability, and fire sprinkler systems. Furthermore, individual development projects would be required to adhere to the mitigation measures outlined in the Certified EIR related to lighting, which are incorporated in Section 5.9 of this DSEIR.
Objective J-2: Disaster Response – Identify actions that the City, in conjunction with other jurisdictions, must take to reduce the severity of disasters.	
Policy (a): Ensure that developments will be properly served by police and fire service (p. J-4).	Consistent: The provision of fire and police services for the Proposed Project Site is addressed in Section 5.9, <i>Public Services</i> , of this DSEIR. As concluded in Section 5.9, development of the Modified Project would not significantly impact service levels for OCFA or the City's Police Department. Individual development projects would also be required to comply with the PPPs and mitigation measures related to fire and police services outlined in Section 5.9. See also response to Policy (e) of Objective J-1.
Policy (b): Ensure that each development will have adequate emergency ingress and egress (p. J-4).	Consistent: The provision of adequate emergency ingress and egress for fire and police services is addressed in Sections 5.4, Hazards and Hazardous Materials, and 5.9, <i>Public Services</i> , of this DSEIR. The PPPs outlined in Section 5.9 would ensure that individual project developments would provide adequate ingress and egress for emergency services and vehicles. For example, as outlined in PPP 9-1, prior to authorization to use, occupy, and/or operate, individual project applicants are required to arrange for and pass an inspection, to be performed by the Irvine Police Department and OCFA, to ensure compliance with the Emergency Access Plan requirements. The inspector is required to verify test acceptance and locations of all Knox boxes and key switches as depicted on the approved plan.

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<i>Applicable City of Irvine General Plan Policies</i>	<i>Modified Project Consistency</i>
Parks and Recreation Element	
Objective K-1: Recreational Opportunities – Provide for a broad spectrum of recreational opportunities and park facilities, in either public or private ownership, to accommodate a variety of types and sizes of functions.	
Policy (a): Provide community parks which serve residents of a planning area to citywide level by providing facilities appropriate for citizens of various ages and interests, such as (p. K-5): • Community centers • Athletic facilities • Competition level swimming pools • Picnic areas • Cultural centers • Day care centers Policy (c): Provide neighborhood parks that respond to recreational needs at a local level (p. K-5). Policy (d): Strongly advocate the creation of homeowners associations as a way to encourage the ownership and maintenance of private neighborhood parks (p. K-5). Policy (e): Ensure that public parks are developed with recreational amenities such as active play areas, passive open space, picnic facilities, and athletic fields and courts per standards identified in the Community Parks Master Plan (p. K-5).	Consistent: The provision of neighborhood park needs by the Modified Project is addressed in Section 5.10, <i>Recreation</i>, of this DSEIR. Heritage Fields has already satisfied its obligation for community parks, pursuant to Section 9.3.2 of the ARDA. As discussed in Section 5.10, the Approved Project includes approximately 1,790 acres, or 2.80 square miles, of open space and recreation uses. The total acreage includes areas that would be managed as wildlife and drainage corridors and/or for passive recreation, as well as areas that would be developed for active recreation. Proposed open space and recreation uses have been reduced in the Modified Project by 315 acres compared to the acreage in the Approved Project, for a new total of 1,475 acres of open space and recreation uses. The Modified Project would encompass a walkable, community-oriented development that includes neighborhood parks, pocket parks and other community-oriented facilities and uses. Five Comprehensive Park Plans and Park Designs are part of the Modified Project and would meet the City's neighborhood park facilities requirements and the Modified Project's Master Plans would establish design relative to trails, landscaping, parks and fencing. The Modified Project would include several neighborhood parks, in addition to the above-specified open space and recreation use acreage, to meet City requirements for neighborhood park space. The parks would include amenities such as basketball and volleyball courts, tot lots, barbecue areas, and swimming pools. Additionally, a master landscape and trails plan would be implemented as a part of the Modified Project. Implementation of the Modified Project's Vesting Tentative Tract Maps, Master Plans and Comprehensive Park Plans and Park Designs would allow for the development of a number of key pathways and trails that are a part of the interconnected master trails plan at the Proposed Project Site. Furthermore, the residential and non-residential land uses of the Modified Project would be designed and located in a manner that would tie into and enhance the overall development of the Proposed Project Site, including the open space, recreational and institutional areas and uses. Furthermore, implementation of the Modified Project would not preclude the adaptive reuse of a number of existing facilities associated with the former MCAS El Toro. For example, aviation hangars located in the southern portion of Planning Area 51 could be reused as museum, sports, or cultural facilities. Appropriate community/home owner associations or maintenance districts would be formed and established throughout the various areas of the Proposed Project Site in accordance with the ARDA, as appropriate, in order to address the ownership and maintenance responsibilities for private amenities.

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<i>Applicable City of Irvine General Plan Policies</i>	<i>Modified Project Consistency</i>
Objective K-2: Park Dedication – Require developers of residential land to dedicate land or fees for parks, consistent with the Quimby Act, Subdivision Map Act, Irvine Subdivision and Zoning Ordinances and General Plan standards.	
Policy (d): Require park land dedicated by developers to meet minimum improvement standards to ensure functional use of land. Use the Local Park Code as the standard for design and siting of neighborhood parks (p. K-6). Policy (g): Ensure parks developed in new residential communities, including areas to be annexed, include a balance of amenities comparable to facilities provided in existing neighborhoods with private and public facilities. Such amenities may include, but are not limited to, swimming pools, club houses, and tennis courts (p. K-6).	Consistent: See response to Policies (a), (c), and (e) of Objective K-1.
Objective K-3: Park Location – Locate park and recreation facilities for safe and easy access by their intended users.	
Policy (a): Require proposed park locations to be reviewed at the time of tentative tract approval to ensure safe and easy access for occupants of surrounding land uses (p. K-7). Policy (b): Locate parks adjacent to school sites and other public facilities when feasible to reduce development and operating costs (p. K-7).	Consistent: Five Comprehensive Park Plans and Park Designs accompany the Vesting Tentative Tract Maps and Master Plans proposed by the Modified Project to cover required neighborhood park facilities. The Modified Project would include several neighborhood parks to meet City requirements for neighborhood park space. The parks would include amenities such as basketball and volleyball courts, tot lots, barbecue areas, and swimming pools. In conjunction with review of the Vesting Tentative Tract Maps, the Comprehensive Park Plans and Park Designs are required to be reviewed by the City’s Community Development Department to ensure that safe and easy access for occupants of surrounding land uses would be provided. As shown in Figure 3-8, <i>VTTM 17283A</i>, parks would not only be located adjacent to residential and nonresidential uses (e.g., commercial and retail), but also a potential school site.
Conservation and Open Space Element	
Objective L-2: Biotic Resources – Maintain and preserve areas with significant and diverse biotic communities.	
Policy (e): Maintain significant riparian areas in preservation areas as natural corridors and sources of shelter, except where required for infrastructure (p. L-11).	Consistent: As discussed in Section 5.10, <i>Recreation</i>, of this DSEIR, the Approved Project includes approximately 1,790 acres, or 2.80 square miles, of open space and recreation uses. Proposed open space and recreation uses have been reduced in the Modified Project by 315 acres compared to the acreage in the Approved Project, for a new total of 1,475 acres of open space and recreation uses. The total acreage includes areas that would be managed as wildlife and drainage corridors and/or for passive recreation and areas that would be developed for active recreation. Implementation of the Modified Project would not impede development of the various recreation and open space elements of the General Plan and OCGP Master Plan.

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Table 5.6-1
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<i>Applicable City of Irvine General Plan Policies</i>	<i>Modified Project Consistency</i>
Objective L-8: Preservation Areas – Maintain and preserve large, contiguous areas which contain significant multiple hazards and resources.	
Policy (i): Maintain significant riparian areas in preservation areas as natural corridors, sources of shelter, and water for wildlife (p. L-18).	Consistent: See response to Policy (e) of Objective L-2.
Growth Management Element	
Objective M-3: Roadway Maintenance and Capacity Enhancement – Continue to implement the City’s pavement management program, and pursue all funding options available to meet the rehabilitation needs of the City of Irvine infrastructure and minimize the deferred maintenance of City streets. Further, future development shall contribute its “fair share: towards the improvement of the local transportation system and the regional roadway network.	
Policy (d): Ensure that development contributes its “fair share” to the improvement of the local transportation system and the regional roadway network by constructing necessary roadway improvements through identified mitigation measures and/or payment of circulation improvement fees through established mitigation fee programs (p. M-6). Policy (g): Require, as a condition of new development, that specific roadway improvements needed to maintain appropriate Level of Service standards be completed no later than five years from the date of issuance of the first grading permit or three years from the date of issuance of the first building permit or pursuant to an approved phasing program (p. M-6).	Consistent: The Modified Project’s impacts on the transportation and circulation system are detailed in Section 5.11, <i>Transportation and Traffic</i>, of this DSEIR. A detailed traffic study was also conducted for the Modified Project and is included in Appendix M of this DSEIR and summarized in Section 5.11. Future development would be required to comply with mitigation measures associated with transportation and circulation outlined in the Certified EIR, which are reproduced in Section 5.11 of this DSEIR. For example, the Modified Project would be required to comply with all North Irvine Transportation Improvement (“NITM”) program requirements applicable to development of the Proposed Project Site. Adherence to the PPPs and mitigation measures outlined in Section 5.11 would ensure that adequate levels of service would be maintained.
Objective M-4: Transportation Demand Management – Provide and encourage the use of a full range of alternative modes of transportation including transit systems.	
Policy (a): Support programs promulgated in the Air Quality Management Plan (AQMP) and City programs such as Spectrumotion and the Trip Reduction Facilities Ordinance which are aimed at increasing the vehicle occupancy rate and reducing vehicle trips and vehicle miles traveled (VMT) (p. M-7).	Consistent: The Modified Project involves the placement of new housing in close proximity to existing and future jobs, which would serve to reduce VMT for residents and employees in the vicinity. Additionally, elements have been incorporated into the design of the Modified Project to encourage the use of alternate modes of transportation, such as trail linkages, access to public transportation, and placing public services and retail services within walking distance of the residential community. Future development would also be required to comply with the transportation and circulation mitigation measures of the Certified EIR, which are reproduced in Section 5.11 of this DSEIR. For example, as outlined in Mitigation Measure TRAN 1, prior to the approval of any final map (other than a financing and conveyance map) allocating building intensity within Planning Areas 30 and 51, and prior to issuances of any building permits for permanent improvements within Planning Areas 30 and 51, the landowner or subsequent project applicant shall either (i) apply for annexation of any areas within the final map to the Irvine Spectrum TMA (“Spectrumotion”) in accordance with Article X of the recorded Declaration of CC&Rs for the Irvine Spectrum TMA, including any supplementary or amended CC&Rs, to reduce traffic,

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*Table 5.6-1
General Plan Consistency Analysis*

<i>Applicable City of Irvine General Plan Policies</i>	<i>Modified Project Consistency</i>
	air quality and noise impacts or (ii) develop and implement a similar transportation management plan containing the elements and meeting the criteria described in detail in Mitigation Measure TRAN 1.
Policy (b): Require the applicants of new development to submit, at the time tentative tract map submittal or conditional use permit or master plan review, pedestrian and bicycle circulation plans detailing such access to the subject and adjacent properties in accordance with the Land Use, Conservation and Open Space, Urban Design, and Circulation Elements of the General Plan (p. M-8).	Consistent: Implementation of the Modified Project's Tentative Tract Maps, Master Plans and Comprehensive Park Plan and Park Designs would allow for the development of a number of key pathways and trails that are a part of the Proposed Project Site's interconnected master trails plan and would link schools, shopping centers, and other public facilities with residences. The proposed trail system would also be designed to accommodate cyclists of all levels of experience and would connect to other existing pedestrian and bicycle trails in the vicinity of Proposed Project Site, including those along Irvine Boulevard and Sand Canyon Parkway. A wide range of on- and off-street bicycle paths would be accommodated along the Modified Project's roadways and throughout other open space and recreation areas of the Proposed Project Site. The Modified Project's comprehensive pedestrian and bicycle linkage system would be created to not only provide an important and convenient linkage system throughout the Proposed Project Site, but also to surrounding planning areas, public open space outside the Proposed Project Site, and other nearby areas and land uses.
Policy (d): Prohibit parking on all thruways, parkways, and community collectors to increase the traffic capacity of these arterials. (p. M-8).	Consistent: Parking regulations within the Proposed Project Site will comply with the City's requirements.
Objective M-5: Transit Systems and Service – Provide adequate transit services and opportunities.	
Policy (g): Plan commercial, industrial, and residential areas so that the use of transit systems could be implemented if and when deemed viable (p. M-9).	Consistent: The southern and southeastern portions of the Proposed Project Site are served by OCTA bus lines. Bus stops are provided along various points of the OCTA bus routes, which include Alton Parkway, Barranca Parkway and Irvine Boulevard. The Modified Project's comprehensive trails system would provide opportunities for residents of the Modified Project to walk or bike to the various bus stops. Additionally, implementation of the Modified Project would not impede development within the 3.2 Transit Oriented Development zone located in the southern portion of Planning Area 30, which is nearby the Irvine Station that serves as a train station for Metrolink. These areas consist of mixed-use development opportunities located in close proximity to the primary transit center. Additionally, the Modified Project's comprehensive trails system would provide opportunities for residents of the Modified Project to walk or bike to the Irvine Station.
Policy (h): Provide direct and convenient pedestrian access from the interior of planning areas to public transit stops (p. M-9).	

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*Table 5.6-1
General Plan Consistency Analysis*

<i>Applicable City of Irvine General Plan Policies</i>	<i>Modified Project Consistency</i>
Objective M-6: Balanced Growth – Promote balanced growth of residential and non-residential land uses and supporting public facilities and services.	
Policy (h): Encourage the establishment and development of facilities and services consistent with policies concerning, but not limited to, police/fire facilities, libraries, parks, and flood control as identified in the Public Facilities Element (p. M-11).	Consistent: Section 5.9, <i>Public Services</i> , of this DSEIR addresses the potential impacts of the Modified Project on police, fire, schools, and libraries. Water, solid waste, and sewer facilities are discussed in Section 5.12, <i>Utilities and Service Systems</i> , of this DSEIR, and parks are discussed in Section 5.10, <i>Recreation</i> , of this DSEIR. As detailed in those sections, the facilities and services necessary to serve the Modified Project would be provided in accordance with the requirements of each service provider and in accordance with the Public Facilities Element. Additionally, individual development projects would be required to adhere to the PPPs and mitigation measures outlined in Sections 5.9, 5.10 and 5.12 of this DSEIR.
Objective M-7: Phase Growth – A Comprehensive Phasing Program (“CPP”) shall be prepared to ensure that infrastructure, such as roadways, public facilities, and other services, is provided to commensurate with demand and to ensure that development is phased in a manner which quantitatively links development and infrastructure improvements. Adequate provisions, on a “fair share” basis, for roads, transit, and other public facilities and services including, but not limited to, libraries, police, fire, parks and flood control, shall be identified in the CPP.	
Policy (c): Implement the residential and nonresidential development objectives through the exercise of the City’s zoning power and (p. M-11): • Coordinate Land Use Element Objective A-5 and policies to maintain fiscally sound land use planning. • Residential and nonresidential uses shall be developed with consideration given to Circulation Element policies, where appropriate, to maintain adequate circulation capacity and infrastructure. • Ensure that sufficient land is zoned for residential opportunities to achieve the City’s quantified objectives to realize a diversity of housing types and affordability requirements, to meet the development objectives of the Housing Element, and to be compatible with nonresidential objectives.	Consistent: See response to Policy (c) of Objective A-4, Policy (c) of Objective B-1, Policy (a) of Objective C-4, and Policies (d) and (g) of Objective M-3.

Table 5.6-1

General Plan Consistency Analysis

<i>Applicable City of Irvine General Plan Policies</i>	<i>Modified Project Consistency</i>
Policy (e): Public facility performance standards shall be used to evaluate the availability of and need for public facilities for any proposed development. The performance standards are established as public facility goals and shall be utilized within the Comprehensive Phasing Program. It is not necessary that the performance standards be achieved in all circumstances. The performance standards for fire, police, libraries, flood control, parks and recreation, and schools shall be established by the agency authorized by law to provide those services at the time the development proposal is evaluated by the City (p. M-11).	Consistent: The public facility performance standards identified by respective service providers and/or the City have been outlined throughout the analysis presented in Section 5.9, <i>Public Services</i>, of this DSEIR. The analysis of project impacts in that section addresses the relationship of the Modified Project to the identified standards, and no significant impacts have been identified with implementation of PPPs and mitigation measures. The availability of public services to serve the Modified Project at various phases of development will be subject to further review during subsequent development processes (e.g., review of tract maps, conditional use permits, master plans).

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SCAG RCP Consistency Analysis

As previously noted, the 2008 SCAG RCP is an advisory document to local agencies in the southern California region for their information and voluntary use while preparing local plans and handling local issues of regional significance. Table 5.6-2 provides an assessment of the Modified Project's relationship to advisory and voluntary policies contained in various chapters of the 2008 SCAG RCP. The analysis contained in Table 5.6-2 concludes that the Modified Project would be consistent with the advisory and voluntary RCP policies. Therefore, implementation of the Modified Project would not result in significant land use impacts related to those policies.

*Table 5.6-2
Consistency with SCAG's 2008 Regional Comprehensive Plan*

SCAG Policy	Modified Project Compliance
Land Use And Housing Action Plan	
Policy LU-4: Local governments should provide for new housing, consistent with State Housing Element law, to accommodate their share of forecast regional growth.	Consistent: The Modified Project's impact on population and housing is addressed in Section 5.8, <i>Population and Housing</i>, of this DSEIR. The Modified Project's General Plan Amendment would locate the Approved Project's 4,894 dwelling units, including its 1,269 density bonus dwelling units granted pursuant to state law, City Zoning Code Section 2-3, and City of Irvine Planning Commission Resolution 08-2926 that were not previously generally located and its 3,625 dwelling units that were previously generally located. The Modified Project would provide 544 affordable housing units. Therefore, the Modified Project would help the City further meet its RHNA through 2025 and implement the provisions of the ARDA regarding the residential component of the Approved Project.
Policy LU-4.1: Local governments should adopt and implement General Plan Housing Elements that accommodate housing needs identified through the Regional Housing Needs Assessment ("RHNA") process. Affordable housing should be provided consistent with RHNA income category distributions adopted for each jurisdiction. To provide housing, especially affordable housing, jurisdictions should leverage existing State programs such as HCD's Workforce Incentive Program and density bonus law and create local incentives (e.g., housing trust funds, inclusionary zoning, tax-increment-financing districts in redevelopment areas and transit villages) and partnerships with non-governmental stakeholders.	Consistent: The Modified Project would locate the Approved Project's 4,894 dwelling units, including its 1,269 density bonus dwelling units granted pursuant to state law, City Zoning Code Section 2-3, and City of Irvine Planning Commission Resolution 08-2926 that were not previously generally located, and its 3,625 dwelling units that were previously generally located and that were analyzed in the Certified EIR. The residential neighborhoods that would be developed under the Modified Project would offer an array of housing types and densities (low, medium and high), including single-family attached (e.g. townhomes, mansions) and detached and clustered homes, which would accommodate a broad range of income levels and lifestyles and respond to local and regional housing needs. The Modified Project would also provide 544 affordable housing units. Therefore, the Modified Project would help the City further meet its RHNA through 2025 and implement the provisions of the ARDA regarding the residential component of the Approved Project. The effects on the jobs/housing balance and consistency with the Housing Element are further discussed in Section 5.8, <i>Population and Housing</i>, of this DSEIR.
Policy LU-5: Local governments should leverage federal and State and local funds to implement the Compass Blueprint.	Not Applicable: This is not a project-specific policy and is therefore not applicable.

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Table 5.6-2
Consistency with SCAG's 2008 Regional Comprehensive Plan

SCAG Policy	Modified Project Compliance
Policy LU-5.1: All stakeholders should leverage state infrastructure bond financing, including the Department of Housing and Community Development's Transit Oriented Development program and should support legislation that will target infrastructure bond funds for regions with adopted growth visions such as the Compass Blueprint and for projects consistent with these visions.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy LU-5.2: Subregional organizations should leverage the federal transportation planning funds available at the subregional level, to complete projects that integrate land use and transportation planning and implement Compass Blueprint principles.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy LU-6: Local governments should consider shared regional priorities, as outlined in the Compass Blueprint, Regional Transportation Plan, and this Regional Comprehensive Plan, in determining their own development goals and drafting local plans.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy LU-6.1: Local governments should take a comprehensive approach to updating their General Plans, keeping General Plans up-to-date and providing progress reports on updates and implementation, as required by law.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy LU-6.2: Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, EnergyStar Homes, Green Point Rated Homes, and the California Green Builder Program.	Consistent: The Modified Project's impact on energy use is addressed in Sections 5.3, <i>Greenhouse Gas Emissions</i>, and 5.12, <i>Utilities and Service Systems</i>, of this DSEIR. Specific residential project developments under the Modified Project would be required to participate in the City's Residential Green Building Program. Additionally, all nonresidential development would be required to comply with the energy-efficiency requirements outlined in the most recent California Building Code and the PPPs and mitigation measures outlined in Section 5.3 of this DSEIR. Individual project compliance with current and applicable green-building standards and techniques would be assured during the City's entitlement and building plan check review process. The City of Irvine C&D Debris Recycling and Reuse Ordinance requires that 1) all residential projects of more than one unit, 2) nonresidential developments of 5,000 square feet or larger, and 3) nonresidential demolition/renovations with more than 10,000 square feet of building recycle or reuse a minimum of 75 percent of concrete and asphalt and 50 percent of nonhazardous debris generated. Development associated with the Modified Project would be required to comply with the provisions of that ordinance. Additionally, prior to the issuance of a building permit for development projects under the Modified Project, development plans will be required to demonstrate that the project meets the 2008 California Building and Energy Efficiency Standards (Title 24, Part 6 of California Code of Regulations), including participation in a green building

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Table 5.6-2

Consistency with SCAG's 2008 Regional Comprehensive Plan

SCAG Policy	Modified Project Compliance
	program. The green building program allows a project applicant to select from a menu of techniques to achieve green building standards, many of which directly or indirectly will support energy conservation. Future development would also be required to comply with mitigation measures associated with waste reduction and recycling outlined in the Certified EIR, which are reproduced in Section 5.12, <i>Utilities and Service Systems</i>, of this DSEIR. Furthermore, the Modified Project would follow through on an underlying goal of the Approved Project of implementing a master-planned community that offers a wide range of non-vehicular modes of transportation, including public transit and trails for pedestrians and bicyclists.
Policy LU-6.3: Local governments and subregional organizations should develop ordinances and other programs, particularly in the older, more urbanized parts of the region, which will enable and assist in the cleanup and redevelopment of brownfield sites.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy LU-6.4: Local governments and subregional organizations should develop adaptive reuse ordinances and other programs that will enable the conversion of vacant or aging commercial, office, and some industrial properties to housing and mixed-use with housing.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Open Space and Habitat – Community Open Space Action Plan	
Policy OSC-7: Local governments should prepare a Needs Assessment to determine the adequate community open space level for their areas.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy OSC-8: Local governments should encourage patterns of urban development and land use, which reduce costs on infrastructure and make better use of existing facilities.	Consistent: The Modified Project's impact on facilities and infrastructure is addressed in Sections 5.9, <i>Public Services</i>, and 5.12, <i>Utilities and Service Systems</i>, of this DSEIR. Please refer to Sections 5.9 and 5.12, for a further discussion of how the public services and facilities system would be able to accommodate the land uses and activities contemplated by the Modified Project. The Modified Project is a part of the reuse of the former MCAS El Toro, which is intended to redevelop a large property that was previously developed and used for military operations. The Modified Project is located in and adjacent to an existing urban area, allowing for optimal use of existing facilities, and orderly expansion of facilities, when necessary. The site's proximity to existing facilities and the currently available capacity will minimize the cost of extending infrastructure into the Proposed Project Site. Funding improvements have also been and will be made to the overall former MCAS El Toro to ensure that facility and infrastructure improvements are accomplished in a cost effective manner. The Modified Project has a mix of uses located in close proximity to each other, thereby allowing residents to walk or use alternative transportation methods to access jobs, services, and public facilities. The proposed land use pattern

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Consistency with SCAG's 2008 Regional Comprehensive Plan

SCAG Policy	Modified Project Compliance
	would reduce the impacts upon infrastructure and save costs to local governments.
Policy OSC-9: Developers and local governments should increase the accessibility to natural areas lands for outdoor recreation.	Consistent: The provision of park needs and open space by the Modified Project is addressed in Section 5.10, <i>Recreation</i> , of this DSEIR. As discussed in Section 5.10, the Approved Project includes approximately 1,790 acres, or 2.80 square miles, of open space and recreation uses. Proposed open space and recreation uses have been reduced in the Modified Project by 315 acres compared to the acreage in the Approved Project, for a new total of 1,475 acres of open space and recreation uses. The total acreage includes areas that would be managed as wildlife and drainage corridors and/or for passive recreation and areas that would be developed for active recreation. Implementation of the Modified Project would not impede development of the various recreation and open space elements in the General Plan and OCGP Master Plan. Additionally, five Comprehensive Park Plans and Park Designs are a part of the Modified Project and will meet the City's neighborhood park facilities requirement and the Modified Project's Master Plans would establish design relative to trails, landscaping, parks and fencing.
Police OSC-10: Developers and local governments should promote infill development and redevelopment to revitalize existing communities.	Consistent: The Modified Project is an infill project that is located in a highly urbanized area of the City of Irvine and also adjacent to urbanized areas of the City of Lake Forest. The Modified Project would implement development of a portion of the Approved Project's 4,894 dwelling units, including its, which entails the development of a master-planned community on the former MCAS El Toro.
Policy OSC-11: Developers should incorporate and local governments should include land use principles, such as green building, that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms.	Consistent: The CEQA process ensures that plans at all levels of government consider all environmental impacts. Sections 5.2, <i>Air Quality</i> , 5.3, <i>Greenhouse Gas Emissions</i> , and 5.12, <i>Utilities and Service Systems</i> , of this DSEIR address the potential environmental impacts related to those subject matters. As outlined in those DSEIR sections, the Modified Project would adhere to state and federal environmental and climate change policies to comply with strategies to eliminate pollution and reduce waste. See also above response to RCP Policy LU-6.2.
Policy OSC-12: Developers and local governments should promote water-efficient land use and development.	Consistent: As outlined in the Certified EIR, the Irvine Ranch Water District determined that a sufficient non-potable water supply is available to serve the Approved Project. Additionally, as concluded in Section 5.12, <i>Utilities and Service Systems</i> , of this DSEIR, sufficient non-potable water supply would be available to serve the Modified Project. As stated in the Certified EIR, reclaimed water will be used for park area and landscaping. Implementation of the Modified Project would not impede the provision of reclaimed water to the Proposed Project Site. Additionally, future development projects would be required to comply with the City's water-efficient landscape requirements.

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Consistency with SCAG's 2008 Regional Comprehensive Plan

SCAG Policy	Modified Project Compliance
Policy OSC-13: Developers and local governments should encourage multiple use spaces and encourage redevelopment in areas where it will provide more opportunities for recreational uses and access to natural areas close to the urban core.	Consistent: The provision of park needs and open space for the Modified Project is addressed in Section 5.10, <i>Recreation</i>, of this DSEIR. As discussed in Section 5.10, the Approved Project includes approximately 1,790 acres, or 2.80 square miles, of open space and recreation uses. Proposed open space and recreation uses have been reduced in the Modified Project by 315 acres compared to the acreage in the Approved Project, for a new total of 1,475 acres of open space and recreation uses. The total acreage includes areas that would be managed as wildlife and drainage corridors and/or for passive recreation and areas that would be developed for active recreation. Implementation of the Modified Project would not impede development of the various recreation and open space elements in the General Plan and the OCGP Master Plan. Additionally, five Comprehensive Park Plans and Park Designs are part of the Modified Project and will meet the City's neighborhood park facilities requirements and the Modified Project's Master Plans would establish design relative to trails, landscaping, parks and fencing.
Water Action Plan	
Policy WA-9: Developers and local governments should consider potential climate change hydrology and resultant impacts on available water supplies and reliability in the process of creating or modifying systems to manage water resources for both year-round use and ecosystem health.	Consistent: See response to RCP Policy OSC-12. Also, refer to Sections 5.12, <i>Utilities and Service Systems</i> , of this DSEIR for a further discussion of water supply and reliability.
Policy WA-10: Developers and local governments should include conjunctive use as a water management strategy when feasible.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy WA-11: Developers and local governments should encourage urban development and land uses to make greater use of existing and upgraded facilities prior to incurring new infrastructure costs.	Consistent: See response to RCP Policy OSC-8.
Policy WA-12: Developers and local governments should reduce exterior uses of water in public areas, and should promote reduced use in private homes and businesses, by shifting to drought-tolerant native landscape plants (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.	Consistent: See response to RCP Policy OSC-12.
Policy WA-13: Developers and local governments should protect and preserve vital land resources—wetlands, groundwater recharge areas, woodlands, riparian corridors, and production lands. The federal government's 'no net loss' wetlands policy should be applied to all of these land resources.	Consistent: The Certified EIR acknowledged the loss of some biological resources. Those impacts are the same for the Modified Project. However, impacts to biological resources will be mitigated to a level of less than significant with mitigation measures and project design features outlined in the Certified EIR, which will also apply to the Modified Project. For example, wetland creation would occur within the wildlife corridor on the Proposed Project Site. The establishment of the Wildlife Corridor and Drainage Corridor will sustain important wetland resources within the Proposed Project Site. Additionally, the most significant ecological and agricultural areas will be preserved within the Habitat Preserve, Drainage/Riparian Corridor,

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Table 5.6-2
Consistency with SCAG's 2008 Regional Comprehensive Plan

SCAG Policy	Modified Project Compliance
	Wildlife Corridor and Agricultural Areas. Those components of the Approved Project are not altered by the Modified Project and Implementation of the Modified Project would not impede the City from developing the above-described areas or implementing the mitigation measures and project design features outlined in the Certified EIR, including those related to biological resources.
Policy WA-14: Local governments should amend building codes to require dual plumbing in new construction, and provide incentives for plumbing retrofits in existing development, to enable the safe and easy use of recycled water in toilets and for landscaping.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy WA-15: Local governments should amend ordinances as necessary to allow municipal and private outdoor use of recycled water for all parks, golf courses, and outdoor construction needs.	Not Applicable: This is not a project-specific policy and is therefore not applicable. However, see response to RCP Policy OSC-12.
Policy WA-16: Water agencies should incentivize the use of recycled water through pricing structures that make it an attractive alternative to fresh water in non-potable situations.	Not Applicable: This is not a project-specific policy and is therefore not applicable. However, see response to RCP Policy OSC-12.
Policy WA-17: Water agencies should reduce salinity and remove contamination in major groundwater basins to increase conjunctive use of water resources and extend groundwater storage unless specific beneficial uses for contaminated groundwater are identified.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy WA-18: Local governments should create stable sources of funding for water and environmental stewardship and related infrastructure sustainability, including purchase and implementation of green infrastructure.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy WA-19: Water purveyors should develop and implement tiered water pricing structures to discourage water waste and minimize polluting runoff.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy WA-20: Local governments should use both market and regulatory incentive mechanisms to encourage 'water wise' planning and development, including streamlining and prioritizing projects that minimize water demand and improve water use efficiencies.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy WA-21: Local governments should develop comprehensive partnership approaches to remove and prevent water impairments, replacing the existing regulatory command and control approach that has created delays and distrust.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy WA-22: Local governments should create opportunities for pollution reduction marketing and other market-incentive water quality programs.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy WA-23: Local governments should encourage Low Impact Development and natural spaces that reduce, treat, infiltrate and manage runoff flows caused by storms and impervious surfaces.	Consistent: The Modified Project's impacts on hydrology and water quality are analyzed in Section 5.5, <i>Hydrology and Water Quality</i>, of this DSEIR. As outlined in Section 5.5, individual project applicants under the Modified Project will be required to comply with all local, state and federal requirements related to water quality, including the NPDES requirements established by the State Water Resources Control Board. Additionally, City Standard Subdivision Condition 2.13 requires project

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Consistency with SCAG's 2008 Regional Comprehensive Plan

SCAG Policy	Modified Project Compliance
	applicants to submit, and the Director of Community Development to approve, a WQMP prior to the issuance of precise grading permits. The WQMP is required to identify the BMPs that would be used on individual development sites to control predictable pollutant runoff. The Certified EIR also identified mitigation measures, which have been reproduced in Section 5.5 of this DSEIR, to reduce the hydrology and water quality related effects of future individual development projects within the Proposed Project Site. All of the mitigation measures are applicable to implementation of the Modified Project and would be carried forward to future development on the Proposed Project Site.
Policy WA-24: Local governments should prevent development in flood hazard areas lacking appropriate protections, especially in alluvial fan areas.	Consistent: The potential impacts from flood hazards on the Modified Project are analyzed in Section 5.5, <i>Hydrology and Water Quality</i>, of this DSEIR. Future development projects would be required to comply with the provisions of the most recent version of the California Building Code, which are incorporated into the City's Building Code. Additionally, future development would be required to comply with mitigation measures associated with hydrology outlined in the Certified EIR, which are reproduced in Section 5.5 of this DSEIR. For example, in compliance with Mitigation Measure H/WQ3, detailed hydrologic and hydraulic analyses have been conducted. Studies and analyses shall be prepared in accordance with Orange County Flood Control District methodologies and standards and the Flood Control Master Plan for San Diego Creek, as well as any additional guidelines in effect at the time of project design. Recommendations contained in the hydrology studies and/or hydraulic analysis to address drainage/flooding issues related to proposed development shall be implemented.
Policy WA-25: Local governments should implement green infrastructure and water-related green building practices through incentives and ordinances.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy WA-26: Local governments should integrate water resources planning with existing greening and revitalization initiatives, such as street greening, tree planting, and conversion of impervious surfaces, to maximize benefits and share costs.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy WA-27: Developers and local governments should maximize pervious surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. New impervious surfaces should be minimized to the greatest extent possible, including the use of in-lieu fees and off-site mitigation.	Consistent: The Modified Project's impacts on hydrology are analyzed in Section 5.5, <i>Hydrology and Water Quality</i>, of this DSEIR. Through the ARDA, the Applicant has dedicated a total of 1,790 acres for open space and recreation area that would be mostly permeable. Additionally, the City's Drainage Area Master Plan ("DAMP") requires that increased surface flow due to increased impervious surfaces be minimized. The DAMP requires that BMPs be implemented in order to reduce increased runoff to storm drains. The ARDA also

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Consistency with SCAG's 2008 Regional Comprehensive Plan

SCAG Policy	Modified Project Compliance
	proposes flood control facilities that would control runoff onsite. Implementation of the Modified Project would be subject to the DAMP provision and would not impede the City from developing the necessary flood control facilities. See also response to RCP Policy WA-23.
Policy WA-28: Local governments should maintain and update Best Management Practices for water resource planning and implementation.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy WA-29: Local governments should coordinate with neighboring communities and watershed stakeholders to identify potential collaborative mitigation strategies at the watershed level to properly manage cumulative impacts within the watershed.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy WA-30: Local governments should adopt MOUs and JPAs among local entities to establish participation in the leadership and governance of integrated watershed planning and implementation.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy WA-31: Local governments should increase participation in the implementation of integrated watershed management plans, including planning effort initiated in neighboring communities that cross jurisdictional lines.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy WA-32: Developers and local governments should pursue water management practices that avoid energy waste and create energy savings/supplies.	Consistent: See response to RCP Policy LU-6.2.
Energy Action Plan	
Policy EN-8: Developers should incorporate and local governments should include the following land use principles that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms: - Mixed-use residential and commercial development that is connected with public transportation and utilizes existing infrastructure. - Land use and planning strategies to increase biking and walking trips.	Consistent: See response to RCP Policies OSC-8 and OSC-9. Additionally, the proposed 8.1 Trails and Transit Oriented Development District zoning designation will allow most of the uses that are currently permitted in Planning Area 51 in zones 1.8 Golf Course Overlay, 2.2 Low Density Residential, and 8.1A Lifelong Learning District, which include residential, commercial, and educational uses in proximity to enhanced transit and pedestrian activity, thereby promoting and supporting a synergistic live/learn/work/play environment. Specific uses that serve to enhance the cultural, educational, and recreational environment are especially encouraged in this area. By allowing a mix of uses that are complementary to each other and in proximity to one another would help reduce the reliance on the automobile and increase the opportunities for the use of alternative modes of transportation, including biking and walking.
Policy EN-9: Local governments should include energy analyses in environmental documentation and general plans with the goal of conserving energy through the wise and efficient use of energy. For any identified energy impacts, appropriate mitigation measures should be developed and monitored. SCAG recommends the use of Appendix F, Energy Conservation, of the California Environmental Quality Act.	Consistent: Sections 5.3, <i>Greenhouse Gas Emissions</i> , and 5.12, <i>Utilities and Service Systems</i> , of this DSEIR include detailed energy analysis and also outline a number of PPPs and mitigation measures that would assist in conserving energy. For example, as outlined in PPP 3-7, EnergyStar appliances (excluding refrigerators) shall be installed in all residential dwelling units. In addition, all homes and non-residential buildings shall be 15% more energy efficient than the standards set forth in the Title 24, part 6 of the 2008 California Building Code. See also response to RCP Policy LU-6.2.

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Table 5.6-2

Consistency with SCAG's 2008 Regional Comprehensive Plan

SCAG Policy	Modified Project Compliance
Policy EN-10: Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Energy saving measures that should be explored for new and remodeled buildings include: • Using energy efficient materials in building design, construction, rehabilitation, and retrofit. • Encouraging new development to exceed Title 24 energy efficiency requirements. • Developing Cool Communities measures including tree planting and light-colored roofs. These measures focus on reducing ambient heat, which reduces energy consumption related to air conditioning and other cooling equipment. • Utilizing efficient commercial/residential space and water heaters: This could include the advertisement of existing and/or development of additional incentives for energy efficient appliance purchases to reduce excess energy use and save money. Federal tax incentives are provided online. • Encouraging landscaping that requires no additional irrigation: utilizing native, drought tolerant plants can reduce water usage up to 60 percent compared to traditional lawns. • Encouraging combined heating and cooling (CHP), also known as cogeneration, in all buildings. • Encouraging neighborhood energy systems, which allow communities to generate their own electricity. • Orienting streets and buildings for best solar access. • Encouraging buildings to obtain at least 20% of their electric load from renewable energy.	Consistent: See response to RCP Policy LU-6.2.
Policy EN-11: Developers and local governments should submit projected electricity and natural gas demand calculations to the local electricity or natural gas provider, for any project anticipated to require substantial utility consumption. Any infrastructure improvements necessary for project construction should be completed according to the specifications of the energy provider.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy EN-12: Developers and local governments should encourage that new buildings are able to incorporate solar panels in roofing and tap other renewable energy sources to offset new demand on conventional power sources.	Consistent: See response to RCP Policy LU-6.2.
Policy EN-13: Local governments should support only the use of the best available technology including monitoring air, and water impacts for locating any nuclear waste facility.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy EN-14: Developers and local governments should explore programs to reduce single occupancy vehicle trips such as telecommuting, ridesharing, alternative work schedules, and parking cash-outs.	Consistent: See response to RCP Policy EN-8.

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Table 5.6-2
Consistency with SCAG's 2008 Regional Comprehensive Plan

SCAG Policy	Modified Project Compliance
Policy EN-15: Utilities and local governments should consider the most cost-effective alternative and renewable energy generation facilities.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy EN-16: Local governments and project implementation agencies should consider various best practices and technological improvements that can reduce the consumption of fossil fuels such as: • Encouraging investment in transit, including electrified light rail • Expanding light-duty vehicle retirement programs • Increasing commercial vehicle fleet modernization • Implementing driver training module on fuel consumption • Replacing gasoline powered mowers with electric mowers • Reducing idling from construction equipment • Incentivizing alternative fuel vehicles and equipment • Developing infrastructure for alternative fueled vehicles • Increasing use and mileage of High Occupancy Vehicle (HOV), High Occupancy Toll (HOT) and dedicated Bus Rapid Transit (BRT) lanes • Implementing truck idling rule, devices, and truck-stop electrification • Requiring electric truck refrigerator units • Reducing locomotives fuel use • Modernizing older off-road engines and equipment • Implementing cold ironing at ports • Encouraging freight mode shift • Limit use and develop fleet rules for construction equipment • Requiring zero-emission forklifts • Developing landside port strategy: alternative fuels, clean engines, electrification	Consistent: See response to RCP Policies LU-6.2 and EN-8.
Policy EN-17: Utilities should consider increasing capacity of existing transmission lines, where feasible.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy EN-18: Utilities should install and maintain California Best Available Control Technologies on all power plants at the US-Mexico border.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy EN-19: Subregional and local governments should explore participation in energy efficiency programs provided by their local utility such as the Ventura Regional Energy Office, South Bay Energy Savings Center, and the San Gabriel Valley Energy Wise program. These programs can offer customized incentives and public awareness campaigns to reduce energy consumption.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Air Quality Action Plan	
Policy AQ-5: Local governments should implement control measures from local Air Quality Management Plans ("AQMPs") such as accelerating the turnover of older, more polluting mobile and stationary source equipment using AB 2766 funding per the State Implementation Plan ("SIP").	Consistent: Section 5.2, <i>Air Quality</i> , of this DSEIR includes a detailed analysis of the air quality impacts due to development of the Modified Project. Section 5.2 outlines a number of PPPs, PDFs and mitigation measures that would assist in reducing air quality impacts and assist the City in implementing control measures.

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Table 5.6-2

Consistency with SCAG's 2008 Regional Comprehensive Plan

SCAG Policy	Modified Project Compliance
	For example, as outlined in PPP 2-1, SCAQMD requires developers who build, install, or replace any equipment or agricultural permit unit, which may cause new emissions of or reduce, eliminate, or control emissions of air contaminants to obtain a permit to construct from the Executive Officer. PDF 3-7 states that EnergyStar appliances (excluding refrigerators), such as dishwashers, clothes washers, clothes dryers, air conditions, furnaces and water heaters, shall be installed in all residential dwelling units. As outlined in Mitigation Measure AQ3, prior to the issuance of building permits for any future development, the applicant shall submit, and Director of Community Development shall have approved, an operation-emissions mitigation plan. The plan shall identify implementation procedures for each of the following emissions reduction measures and all feasible mitigation measures shall be implemented. If certain measures are determined infeasible, an explanation thereof shall be provided. • Utilize built-in energy-efficient appliances to reduce energy consumption and emissions. • Utilize energy-efficient and automated controls for air conditioners and lighting to reduce electricity consumption and associated emissions. • Install special sunlight-filtering window coatings or double-paned windows to reduce thermal loss, whenever feasible. • Utilize light-colored roofing materials as opposed to dark roofing materials to conserve electrical energy for air-conditioning. • Provide shade trees in residential subdivisions as well as public areas, including parks, to reduce building heating and cooling needs, whenever feasible. • Ensure that whenever feasible, commercial truck traffic is diverted from local roadways to off-peak periods. • Centralize space heating and cooling for multiple-family dwelling units and commercial space.
Policy AQ-6: Local governments should support and pursue environmentally sustainable strategies that implement and complement climate change goals and outcomes such as updating their General Plans to help address the State's AB 32 mandate. This should be consistent with state guidelines and requirements.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy AQ-7: Local governments should develop policies that discourage the location of sensitive receptors that expose humans to adverse air quality impacts such as amending General Plans, zoning ordinances, business licensing, and related land use permitting processes to minimize human health impacts from exposure of sensitive receptors to local	Consistent: The Modified Project's air quality impacts are addressed in Section 5.2, <i>Air Quality</i> , of this DSEIR. A detailed air quality technical report was also completed for the Modified Project and is included in Appendix G of this DSEIR.

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Table 5.6-2

Consistency with SCAG's 2008 Regional Comprehensive Plan

SCAG Policy	Modified Project Compliance
sources of air pollution. Jurisdictions should consider applicable guidance documents, such as ARB's Air Quality and Land Use Handbook: A Community Health Perspective and the South Coast AQMD's Guidance Document for Addressing Air Quality Issues.	As concluded in Section 5.2, the Modified Project would not expose sensitive receptors to substantial concentrations of air pollutants. Additionally, future development within the Proposed Project Site would be required to comply with mitigation measures associated with air quality outlined in the Certified EIR, which are reproduced in Section 5.2. For example, as outlined in Mitigation Measure AQ3, prior to the issuance of building permits for any future development, the applicant shall submit, and Director of Community Development shall have approved, an operation-emissions mitigation plan. The plan shall identify implementation procedures for each of the following emissions reduction measures and all feasible mitigation measures shall be implemented. Furthermore, as shown in Figure 3-5, <i>Proposed Zoning</i> , the Modified Project's land use plan would ensure that compatible land uses would be located adjacent to one another and that sensitive land uses such as residential would be protected from air quality impacts by locating them away from high air pollution sources such as I-5.
Policy AQ-8: Local governments should practice and promote sustainable building practices by:	See responses to individual AQ-8 policies below (i.e., AQ-8.1, AQ-8.2, and AQ-8.3).
Policy AQ-8.1: Updating their General Plans and/or zoning ordinances to promote the use of green building practices, which include incorporating LEED design standards and utilizing energy efficient, recycled-content and locally harvested or procured materials.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy AQ-8.2: Developing incentive programs (e.g. density bonuses) to encourage green building and resource and energy conservation in development practices.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy AQ-8.3: Adopting policies that strive for carbon neutrality for their own facilities and operations	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Solid Waste Action Plan	
Policy SW-9: Local governments should update general plans to reflect solid waste sustainability issues such as waste reduction goals and programs (1996 RCP; 135).	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy SW-10: Local governments should discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, landfills should be sited with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy SW-11: Local governments should discourage exporting of locally generated municipal solid waste (destined for landfills) outside of the SCAG region. Disposal within the county where the waste originates should be encouraged as much as possible, when appropriate. Green technologies for long-distance transport of waste (e.g., clean engines, clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with AQMP and RTP policies should be required.	Not Applicable: This is not a project-specific policy and is therefore not applicable.

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Table 5.6-2
Consistency with SCAG's 2008 Regional Comprehensive Plan

<i>SCAG Policy</i>	<i>Modified Project Compliance</i>
Policy SW-12: Local governments should maximize waste diversion goals and practices and look for opportunities for voluntary actions to exceed the 50% waste diversion target.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy SW-13: Local governments should build local markets for waste prevention, reduction, and recycling practices.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy SW-14: Developers and local governments should integrate green building measures into project design and zoning including, but not limited to, those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Construction reduction measures to be explored for new and remodeled buildings include: • Reuse and minimization of C&D debris and diversion of C&D waste from landfills to recycling facilities. • An ordinance that requires the inclusion of a waste management plan that promotes maximum C&D diversion. • Source reduction through (1) use of building materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed building materials, and (5) use of structural materials in a dual role as finish material (e.g. stained concrete flooring, unfinished ceilings, etc.). • Reuse of existing building structure and shell in renovation projects. Building lifetime waste reduction measures that should be explored for new and remodeled buildings including: • Development of indoor recycling program and space. • Design for deconstruction. • Design for flexibility through use of moveable walls, raised floors, modular furniture, moveable task lighting and other reusable components.	Consistent: See response to RCP Policies LU-6.2, OSC-12 and SW-17.
Policy SW-15: Local governments should develop ordinances that promote waste prevention and recycling such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and instituting ordinances to divert food waste away from landfills and toward food banks and composting facilities.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy SW-16: Local governments should support environmentally friendly alternative waste management strategies such as composting, recycling, and conversion technologies.	Consistent: The City has regulations relating to alternative waste management strategies such as recycling with which activities under the Modified Project must comply. See response to RCP Policy LU-6.2.
Policy SW-17: Developers and local governments should develop and site composting, recycling, and conversion technology facilities that are environmentally friendly and have minimum environmental and health impacts.	Consistent: Section 5.12, <i>Utilities and Service Systems</i> , of this DSEIR includes a detailed analysis of solid waste and recycling impacts and also outlines a number of PPPs and incorporates mitigation measures from the Certified EIR associated with waste reduction and recycling. Those PPPs and mitigation measures would assist in minimizing impacts on the environment and conserving natural resources. For example, since the Modified Project would result in new

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<i>Table 5.6-2</i> <i>Consistency with SCAG's 2008 Regional Comprehensive Plan</i>	
SCAG Policy	Modified Project Compliance
	construction that would generate solid waste, efforts would be made to recycle in order to reduce environmental impacts. As outlined, for example, in PPP 12-7, prior to the issuance of grading permits for a project that involves the demolition of an asphalt or concrete parking lot onsite, the applicant shall submit a waste management plan demonstrating compliance with the requirements of Title 6, Division 7 of the City of Irvine Municipal Code relating to recycling and diversion of demolition waste as applicable to said project. Over the course of demolition or construction, the applicant shall ensure compliance with all code requirements related to the use of City-authorized waste haulers. Additionally, as a standard City requirement, the City's waste management experts and Waste Management of Orange County would review individual project developments during the discretionary application review to ensure that solid waste facilities are adequately designed and ample opportunities for recycling are provided. Future development within the Proposed Project Site would also be required to comply with mitigation measures associated with waste reduction and recycling outlined in the Certified EIR, which are reproduced in Section 5.12 of this DSEIR.
Policy SW-18: Developers and local governments should coordinate regional approaches and strategic siting of waste management facilities.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy SW-19: Developers and local governments should facilitate the creation of synergistic linkages between community businesses and the development of eco-industrial parks and materials exchange centers where one entity's waste stream becomes another entity's raw material by making priority funding available for projects that involve co-location of facilities.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy SW-20: Developers and local governments should prioritize siting of new solid waste management facilities including recycling, composting, and conversion technology facilities near existing waste management or material recovery facilities.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Policy SW-21: Local governments should increase education programs to increase public awareness of reuse, recycling, composting, and green building benefits and raise consumer education issues at the County and City level and if appropriate, at local school districts and education facilities.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Source: 2008 SCAG Regional Comprehensive Plan	

SCAG RTP Consistency Analysis

Table 5.6-3 provides an assessment of the Modified Project's relationship to pertinent SCAG 2008 RTP goals. The analysis contained in Table 5.6-3 concludes that the Modified Project would be consistent with the applicable RTP goals. Therefore, implementation of the Modified Project would not result in significant land use impacts related to relevant SCAG policies, goals, and principles.

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Table 5.6-3

SCAG's 2008 Regional Transportation Plan Goals Consistency Analysis

RTP Goals	Modified Project Compliance
RTP G1: Maximize mobility and accessibility for all people and goods in the region. RTP G2: Ensure travel safety and reliability for all people and goods in the region. RTP G3: Preserve and ensure a sustainable regional transportation system. RTP G4: Maximize the productivity of our transportation system.	Consistent: As outlined in the Certified EIR and in Section 5.11, <i>Transportation and Traffic</i>, of this DSEIR, compliance with the NITM and implementation of proposed improvements and mitigation will ensure that all intersections in the vicinity of the Proposed Project Site will operate at acceptable levels of service, so long as other jurisdictions implement all of the mitigation measures. The Modified Project is also located adjacent to I-5 and the Foothill and Eastern Transportation Corridor toll roads, all with available capacity. The Modified Project is also in proximity to Irvine Station, which provides existing AMTRAK and Metrolink rail service. Additionally, the Modified Project is proposing to locate housing near nonresidential development and near existing major employment and activity centers, including the Irvine Business Center and the Irvine Spectrum. By providing a wide range of housing opportunities near existing and proposed employment and activity centers, the Modified Project would promote fewer and shorter vehicle trips and thereby reduce the associated congestion and air quality impacts. Furthermore, implementation of the Modified Project would be consistent with an underlying goal of the Approved Project, namely to implement a master-planned community that offers a wide range of non-vehicular modes of transportation, including public transit and trails for pedestrians and bicyclists.
RTP G5: Protect the environment, improve air quality and promote energy efficiency.	Consistent: The CEQA process ensures that plans at all levels of government consider all environmental impacts of a proposed project. The various sections of this DSEIR appropriately address the potential environmental impacts of the Modified Project and outline mitigation measures and PPPs to reduce and/or eliminate any impacts, as applicable and feasible. For example, Section 5.2, <i>Air Quality</i>, of this DSEIR addresses air quality impacts, and Section 5.3, <i>Greenhouse Gas Emissions</i>, addresses energy and global climate impacts of the Modified Project. These sections set forth mitigation measures and PPPs that will reduce any air quality and energy impacts to the extent feasible. Additionally, the types of uses and the configuration of uses contemplated by the Modified Project maximize the use of existing urbanized areas and increase alternatives to the single-occupant vehicle, both of which work to minimize emissions and congestion impacts. See also response to RCP Policy LU-6.2 in Table 5.6-2 and RTP Goals G1-G4.

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Table 5.6-3

SCAG's 2008 Regional Transportation Plan Goals Consistency Analysis

<i>RTP Goals</i>	<i>Modified Project Compliance</i>
RTP G6: Encourage land use and growth patterns that complement our transportation investments and improves the cost-effectiveness of expenditures.	Consistent: The land uses contemplated by the Modified Project would complement and improve the existing and proposed circulation and transportation facilities in and around the Proposed Project Site. For example, the residential and non-residential land uses would be located and designed in a manner that would facilitate usage of the existing and future vehicular and nonvehicular transportation systems. Additionally, as a part of individual project developments, traffic and circulation improvements would be installed and/or funded as necessary to ensure that the area's roadways operate at acceptable levels of service. Some traffic and circulation improvements may be subject to future environmental review. Furthermore, The Modified Project encourages balanced growth in the area of the Proposed Project Site through the development of mixed-use and transit-oriented development, which reduces the amount of vehicle miles traveled. See also response to RTP Goals G1-G4.

Source: 2008 SCAG Regional Transportation Plan

SCAG Compass Blueprint Consistency Analysis

Table 5.6-4 provides an assessment of the Modified Project's relationship to advisory SCAG Compass Blueprint principles. The analysis contained in Table 5.6-4 concludes that the Modified Project would be consistent with the advisory SCAG Compass Blueprint principles. Therefore, implementation of the Modified Project would not result in significant land use impacts related to the advisory SCAG policies, goals, and principals.

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Table 5.6-4

Compass Blueprint 2% Strategy Area Principles Consistency Analysis

	Compass Blueprint Principles	Modified Project Compliance
Improve Mobility for All Residents		
GV P1.1	Encourage transportation investments and land use decisions that are mutually supportive.	Consistent: The Modified Project's land uses would complement and improve the existing and proposed circulation and transportation facilities in and around the vicinity of the Proposed Project Site. For example, the land uses would be located and designed in a manner that would facilitate usage of the existing and future vehicular and nonvehicular transportation systems, including the proposed internal comprehensive trail and roadway system. Additionally, as a part of individual project developments, traffic and circulation improvements would be installed and/or funded as necessary to ensure that the area's roadways operate at acceptable levels of service. Furthermore, the Modified Project provides for mixed-use and transit-oriented development, which reduces the amount of vehicle miles traveled. See also response to RTP Goals G1-G4 in Table 5.6-3.
GV P1.2	Locate new housing near existing jobs and new jobs near existing housing.	Consistent: The Modified Project includes residential development near onsite non-residential development and is located near existing major employment and activity centers, including the Irvine Business Center and the Irvine Spectrum. By providing a wide range of housing opportunities near existing and proposed employment and activity centers, the Modified Project locates new housing near existing and foreseeable jobs, and vice versa. Additionally, the zoning for Planning Areas 30 and 51 allows the development of a wide range of commercial, institutional, office, and other employment-oriented uses that would cater not only to the residents of the Modified Project, but also to existing and future residents in surrounding communities.
GV P1.3	Encourage transit-oriented development.	Consistent: See response to RCP Policies OSC-8 and OSC-9. Additionally, the proposed 8.1 Trails and Transit Oriented Development District zoning designation allows most of the uses that are currently permitted in Planning Area 51 in zones 1.8 Golf Course Overlay, 2.2 Low Density Residential, and 8.1A Lifelong Learning District, which include residential, commercial, and educational uses in proximity to enhanced transit and pedestrian activity, thereby promoting and supporting a synergistic live/learn/work/play environment. Specific uses that serve to enhance the cultural, educational, and recreational environment are especially encouraged in this area. By allowing a mix of complementary uses within proximity of one another, the Modified Project would help reduce the reliance on the automobile and increase the opportunities for the use of alternative modes of transportation, including biking and walking.
GV P1.4	Promote a variety of travel choices.	Consistent: See responses to Principles GV P1.2 and P1.3.

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Table 5.6-4

Compass Blueprint 2% Strategy Area Principles Consistency Analysis

	Compass Blueprint Principles	Modified Project Compliance
Foster Livability in All Communities		
GV P2.1	Promote infill development and redevelopment to revitalize existing communities.	Consistent: The Modified Project is an infill development and is located in a highly urbanized area of the City of Irvine and adjacent to urbanized areas of the City of Lake Forest. The Modified Project would implement a master-planned community on a former military base. Moreover, the Modified Project is located within the City's only Redevelopment Area.
GV P2.2	Promote developments, which provide a mix of uses	Consistent: The Modified Project would further the development of a master-planned community on a former military base with a mix of uses, including residential, commercial, institutional, recreational, open space, office, and transit oriented development.
GV P2.3	Promote "people scaled," walkable communities.	Consistent: See responses to Principles GV P1.2 and P1.3.
GV P2.4	Support the preservation of stable, single-family neighborhoods.	Consistent: The Modified Project proposes development of a master-planned community with a mix of uses, including residential, on a site that was formerly a military base. The Proposed Project site does not currently consist of any residential neighborhoods
Enable Prosperity for All People		
GV P3.1	Provide, in each community, a variety of housing types to meet the housing needs of all income levels.	Consistent: The Modified Project's impacts on housing are discussed in Section 5.8, <i>Population and Housing</i>, of this DSEIR. The Modified Project's General Plan Amendment would locate the Approved Project's 4,894 dwelling units, including its 1,269 density bonus dwelling units granted pursuant to state law, City Zoning Code Section 2-3, and City of Irvine Planning Commission Resolution 08-2926 that were not previously generally located. Additionally, the Modified Project would locate the Approved Project's 3,625 residential dwelling units that were previously generally located. Therefore, the Modified Project contributes to the City's Housing Element goal of providing more housing for workers in the City. The residential neighborhoods that would be developed under the Modified Project would offer an array of housing types and densities, including single-family attached (e.g. townhomes, mansions) and detached and clustered homes, which would accommodate a broad range of income levels and lifestyles and respond to local and regional housing needs. The Modified Project also provides 544 affordable units. The variation in residential unit types will help broaden the range of housing densities in a subregion that is largely developed with single-family homes.
GV P3.2	Support educational opportunities that promote balanced growth.	Consistent: The Modified Project includes two proposed K-8 school sites, and the future development of the Proposed Project Site would permit such uses in the 6.1 Institutional zoning designation. Additionally, the Modified Project would not interfere with adopted

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Table 5.6-4

Compass Blueprint 2% Strategy Area Principles Consistency Analysis

	Compass Blueprint Principles	Modified Project Compliance
		plans that call for the development of regionally significant conservation and open space, parks and recreation, educational facilities, and other public-oriented land uses, which promote balanced growth.
GV P3.3	Ensure environmental justice regardless of race, ethnicity or income class.	Consistent: The Modified Project strives to mitigate environmental impacts and in doing so upholds environmental justice regardless of race, ethnicity, or income class. See also response to Principle GV P3.1.
GV P3.4	Support local and state fiscal policies that encourage balanced growth.	Consistent: The Modified Project encourages balanced growth in the Proposed Project Site through the development of multi-use and transit-oriented development. Additionally, the Modified Project would further facilitate development under adopted plans that call for conservation and open space, parks and recreation, educational facilities, and other public-oriented land uses, integrated with privately developed multi-use, residential, commercial, and industrial properties in Planning Areas 30 and 51.
GV P3.5	Encourage civic engagement	Consistent: The Modified Project promotes social and civic engagement through the development of mixed-use and transit-oriented development with recreational opportunities and facilities. Such integrated uses would foster community interaction and gathering.
Promote Sustainability for Future Generations		
GV P4.1	Preserve rural, agricultural, recreational, and environmentally sensitive areas.	Consistent: As discussed in Section 5.10, <i>Recreation</i> , of this DSEIR, through the ARDA, the Approved Project includes approximately 1,790 acres, or 2.80 square miles, of open space and recreation uses. Proposed open space and recreation uses have been reduced in the Modified Project by 315 acres compared to the acreage in the Approved Project, for a new total of 1,475 acres of open space and recreation uses. The total acreage includes areas that would be managed as wildlife and drainage corridors and/or for passive recreation and areas that would be developed for active recreation. The Modified Project would not interfere with adopted plans that call for the development of regionally significant conservation, open space, parks and recreation areas. See also response to RCP Policy WA-13 in Table 5.6-1.
GV P4.2	Focus development in urban centers and existing cities.	Consistent: The Modified Project is an infill master-planned community development that is located in a highly urbanized area of the City of Irvine and adjacent to urbanized areas of the City of Lake Forest.

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Table 5.6-4

Compass Blueprint 2% Strategy Area Principles Consistency Analysis

	<i>Compass Blueprint Principles</i>	<i>Modified Project Compliance</i>
GV P4.3	Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.	Consistent: The CEQA process ensures that plans at all levels of government consider all environmental impacts of a proposed project. Sections 5.2, <i>Air Quality</i> , Section 5.3, <i>Greenhouse Gas Emissions</i> , and 5.12, <i>Utilities and Service Systems</i> , of this DSEIR appropriately address the potential environmental impacts of the Modified Project related to resource efficiency, pollution, and solid waste. As outlined in those DSEIR sections, the Modified Project would adhere to state and federal environmental and climate change and pollution/waste reduction policies that seek to promote the efficient use of resources and the reduction of pollution and waste. See also response to RCP Policy LU-6.2 in Table 5.6-2.
GV P4.4	Utilize “green” development techniques	Consistent: See response to RCP Policy LU-6.2 in Table 5.6-2.

Source: SCAG Compass Blueprint

5.6.5 Cumulative Impacts

The current General Plan and zoning designations for the Proposed Project Site generally encourage a wide range of land uses including residential, open space, recreation, commercial, institutional, office, transit-oriented development, and other employment-oriented uses that would carry out the vision and goals of the Approved Project. The Modified Project evaluated in this DSEIR would help maintain consistency with the Approved Project’s overall goals and would help fulfill the goals, objectives, and policies of the Irvine General Plan and the City’s vision for the future of the overall OCGP. The Modified Project would also further previous City actions concerning the OCGP site by developing certain elements and portions of the Proposed Project Site. Additionally, the Modified Project’s General Plan Amendment would further the location of the Approved Project’s 4,894 dwelling units, including its 1,269 density bonus dwelling units granted pursuant to state law, City Zoning Code Section 2-3, and City of Irvine Planning Commission Resolution 08-2926, that were not previously generally located, and relocate a portion of its 3,625 dwelling units that were previously generally located. Therefore, the Modified Project would carry forward the adopted policies and objectives of the City’s General Plan related to helping the City further meet its RHNA through 2025 and implementing the provisions of the ARDA regarding the residential component of the Approved Project.

Intensification of various land uses under the Modified Project, in conjunction with other cumulative development in accordance with the City’s General Plan buildout, could cause citywide land use and planning impacts. However, upon approval of the Modified Project’s General Plan Amendment, Zone Change, and other entitlements, development under the Modified Project would be consistent with applicable plans, programs, policies, and regulations of the Irvine General Plan and Zoning Ordinance, SCAG’s RCP, RTP, and Compass Growth Vision, and the HCP/NCCP, as provided in detail above. A host of jobs, restaurants, retail, entertainment, and other support services and uses would be within walking distance of many of the existing and future Modified Project residential uses, as well as urban areas located immediately adjacent to the Proposed Project Site. Therefore, the Modified Project would create a cohesive community of residential and

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other support uses, in turn contributing to the development of a sustainable urban neighborhood. Furthermore, as with the Modified Project, future development projects would be subject to compliance with the local and regional plans, programs and policies reviewed in this section, in order to ensure orderly urban development. Therefore, implementation of cumulative development in accordance with the City's General Plan would not combine with the Modified Project to result in cumulatively considerable land use impacts.

5.6.6 Level of Significance Before Mitigation

Upon implementation of existing regulatory requirements, the following land use impacts would be less than significant: Impact 5.6-1. As was the case for the Approved Project, all Modified Project impacts on land use and planning will be less than significant before mitigation.

5.6.7 Mitigation Measures

Applicable Mitigation Measures from the Certified EIR

No mitigation measures were outlined in the Certified EIR because land use impacts of the Approved Project were considered less than significant without mitigation.

Additional Mitigation Measures for the Modified Project

Because land use impacts of the Modified Project are less than significant without mitigation, no additional mitigation measures are required.

5.6.8 Level of Significance After Mitigation

No significant impacts relating to land use and planning have been identified. All Modified Project impacts related to land use will be less than significant without mitigation.

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