

5.7 LAND USE AND PLANNING

This section of the DSSEIR evaluates the potential impacts to land use in Irvine and the region from implementation of the 2012 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, policies, or regulations, 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 DSSEIR.

5.7.1 Environmental Setting

Regional and Local Setting

The Proposed Project Site is described in detail in Chapter 3, *Project Description*. 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 Existing PA 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. Existing PA 51 abuts Existing PA 30 and PA 32 to the south, Irvine Spectrum 2 - PA 35 to the east, and PAs 9 and 40 to the west. The boundaries of Existing PA 30 generally include I-5 to the south, the SCRRA rail lines to the north, and the Irvine Spectrum to the east and west (Irvine Spectrum 2 - PA 35, and Irvine Spectrum 3 - PA 32).

Existing Land Uses on the Proposed Project Site

The Proposed Project Site currently contains a number of existing buildings previously associated with the former MCAS El Toro. At the time this document was prepared, 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 2011 Certified EIR also described interim activities that might occur on the Proposed Project Site, consistent with a provision in the City’s Zoning Ordinance, including short-term use of the land or existing buildings. Currently, there are offices occupied by the Orange County Great Park Corporation (“GPC”) and the Orange County Great Park Western Sector Development. Heritage Fields has started grading and site preparation activities in District 8.

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 Existing PAs 30 and 51. Surrounding the Proposed Project Site are nonresidential and mixed land uses to the north, south, east and west. An aerial photograph of the Proposed Project Site and its surroundings are depicted in Figure 3-3 of this DSSEIR.

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Applicable Plans and Regulations

Regional and local laws, regulations, plans, and guidelines that are potentially applicable to the 2012 Modified Project are summarized below.

Local

City of Irvine General Plan

Future development of all land in 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 is provided below, and the 2012 Modified Project's consistency with the various goals and policies of the elements of the General Plan is addressed later in this section in Table 5.7-1.

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 PAs.
- Respond to conservation, noise, air pollution, and wildlife preservation policies.
- Satisfy City General Plan and Strategic Business Plan objectives.

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 current Housing Element was approved by the Irvine City Council on January 24, 2012. The Housing Element consists of the following major components:

- **Housing Needs Assessment.** An analysis of the demographic, household, and housing market characteristics and trends
- **Special Housing Needs.** A discussion of persons with special circumstances, such as persons with disabilities, senior households, large households, single-parent households, the homeless, and farm workers.
- **Market and Governmental Constraints.** A review of potential market, governmental, and other constraints to meeting the identified housing needs.

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- **Financial and Administrative Housing Resources.** An evaluation of the land, financial, and other resources available to address housing needs.
- **Housing, Goals Policies, and Programs.** 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 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.
- **Liquid, Nonhazardous Waste.** 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 recycled 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

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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'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 Irvine. 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's 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, objectives, and policies of the General Plan are implemented. The City establishes zoning regulations by PA and the 2012 Proposed Project Site is located in Existing PAs 30 and 51.

Per the City's Zoning Map and as shown in Figure 3-5, *Existing Zoning*, Existing PA 51 consists of six zoning designations, which include: 1.1 Exclusive Agriculture, 1.4 Preservation, 1.9 Orange County Great Park, 3.2 Transit Oriented Development, 6.1 Institutional, 8.1 Trails and Transit Oriented Development. Existing PA 30 consists of four zoning designations, including: 1.4 Preservation, 3.2 Transit Oriented Development, 4.3 Vehicle-Related Commercial, and 5.4B 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.

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- **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.
- **1.9 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.
- **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.
- **5.4B 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 Trails and Transit Oriented Development.** This land use category allows for a mix of residential, commercial, recreational, and education uses that support the multi-use environment of the Orange County Great Park development.

Regional

Southern California Association of Governments

Orange County and 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

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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 2012 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 2012 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 5.7-2.

Regional Transportation Plan

On April 4, 2012, SCAG adopted the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to help coordinate development of the region’s transportation improvements. The RTP is a long-range transportation plan that is developed and updated by SCAG every four years. The RTP provides a vision for transportation investments throughout the region. Using growth forecasts and economic trends that project out over a 20-year period, the RTP considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address regional mobility needs.

In 2008, California State Senate Bill 375 (SB 375) was enacted to reduce greenhouse gas (GHG) emissions from automobiles and light trucks through integrated transportation, land use, housing and environmental planning. To achieve the goal of reduced GHG emissions, the legislation requires MPOs throughout the state to include a new element in their RTPs called a Sustainable Communities Strategy (SCS). SCAG is responsible for developing the SCS for the SCAG region. Consistent with SB 375, SCAG has included an SCS in their 2012 RTP. The SCS integrates transportation, land use, housing, and environmental planning strategies with the goal of reducing regional GHG emissions.

An analysis of the 2012 Modified Project’s consistency with the applicable 2012 RTP/SCS goals is included later in this section in Table 5.7-3.

Compass Blueprint

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

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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 Proposed Project Site are in a designated Compass 2% Strategy Opportunity Area (SCAG 2012). Although the Compass Blueprint is merely an advisory policy and cities are not required to be consistent with it, Table 5.7-4 below analyzes the 2012 Modified Project's consistency with the advisory Compass Blueprint 2% Strategy guidelines.

Orange County Sustainable Communities Strategy

In the SCAG region, SB 375 allows for a subregional council of governments and county transportation commission to work together to propose a subregional SCS. As one of these subregions, Orange County has prepared its own subregional SCS (OC SCS). It was prepared by the Orange County Council of Governments and the Orange County Transportation Authority, in collaboration with multiple Orange County stakeholders. The OC SCS has been integrated into SCAG's 2012 RTP/SCS described above.

Central to the OC SCS are the sustainability strategies identified to reduce GHG emissions. The strategies include both land use-related strategies and transportation system improvements. The 2012 Modified Project's consistency with the applicable sustainability strategies of the OC SCS is analyzed in detail later in this section in Table 5.7-5.

5.7.2 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.

Chapter 8, *Impacts Found Not to Be Significant*, substantiates the City's determination in the Initial Study for the 2012 Modified Project (Appendix A to this DSSEIR) that the following impacts would not be significant for the 2012 Modified Project, as compared to the 2011 Approved Project: LU-1 and LU-3. Those impacts were analyzed in the 2011 Certified EIR and implementation of the changes proposed by the 2012 Modified Project would not change the conclusions of the 2011 Certified EIR.

Therefore, impacts LU-1 and LU-3 will not be addressed further in this document.

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5.7.3 The 2011 Approved Project

The 2011 Certified EIR concluded that the entitlements proposed as part of the 2011 Approved Project would ensure that development would remain consistent with the City's General Plan land use plan, goals and policies and the City's Zoning Ordinance. The 2011 Approved Project was also found to be consistent with SCAG's regional policies, as well as surrounding uses in the cities of Irvine and Lake Forest and with uses associated with the University of California's South Coast Research and Extension Center. Accordingly, the 2011 Certified EIR concluded that less than significant land use impacts would occur.

5.7.4 Environmental Impacts of the 2012 Modified Project

Existing Plans, Programs, and Policies

Several existing plans, programs, or policies (PPPs) that apply to the 2012 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 PPPs are identified in the consistency analysis below, where appropriate.

Project Design Features

Several project design features (PDFs) of the 2012 Modified Project that help to reduce and avoid potential impacts related to land use and planning are identified in other sections of Chapter 5 of this DSSEIR. These PDFs are identified in the consistency analysis below, where appropriate.

The following impact analysis addresses impacts that the Initial Study for the 2012 Modified Project disclosed could be potentially significant, as compared to the 2011 Approved Project. The potential impacts are identified in brackets after the impact statement.

IMPACT 5.7-1: IMPLEMENTATION OF THE 2012 MODIFIED PROJECT WOULD NOT BE IN CONFLICT WITH AN APPLICABLE ADOPTED LAND USE PLAN, POLICY, OR REGULATION. [IMPACT LU-2]

Impact Analysis: The 2012 Modified Project combines Existing PAs 30 and 51, and the approximately 11 acres between the current western boundary of Existing PA 51 and SR-133 between Trabuco Road and Irvine Boulevard, into a single PA, to be designated as "Combined PA 51," so that the 2012 Modified Project will be a cohesive development governed by a unified set of land use and development regulations. In keeping with the goal of unified land use and development regulations, the development areas in District 6 (currently zoned 3.2 Transit Oriented Development), and in Districts 2 and 3 (currently zoned 3.2 Transit Oriented Development, 5.4 B General Industrial, and 4.3 Vehicle Related Commercial) would be rezoned to 8.1 Trails and Transit Oriented Development, consistent with the balance of the Heritage Fields Districts (see Figures 3-6, *Proposed Zone Changes*, and 3-7, *Proposed Zoning*).

The Approved Wildlife Corridor Feature is currently zoned 1.4 Preservation and would be rezoned to 8.1 Trails and Transit Oriented Development as part of 2012 Modified Project. As more fully described in Chapter 3, *Project Description*, of this DSSEIR, approximately 132-acres of the Approved Wildlife Corridor Feature is proposed to be relocated to the eastern edge of the Proposed Project Site, adjacent to Borrego Canyon Channel ("Relocated Wildlife Corridor Feature"). That location to which the Relocated Wildlife Corridor Feature would be moving is currently zoned 8.1 TTOD and 1.1 Exclusive Agriculture. With implementation of the 2012 Modified Project, the 132 acres of land underlying the portion of the

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Relocated Wildlife Corridor Feature that is proposed to be relocated would be rezoned to 8.1 Trails and Transit Oriented Development, and the 132 acres where the Relocated Wildlife Corridor Feature would be moved to would be rezoned as 1.4 Preservation. Finally, the 2012 Modified Project proposes that the City Parcels be rezoned from 3.2 Transit Oriented Development to 8.1 Trails and Transit Oriented Development.

The 2012 Modified Project proposes to amend General Plan Figure B-1, *Master Plan of Arterial Highways*, of the City's General Plan Circulation Element, and other General Plan maps as necessary, to eliminate the extension of Rockfield Boulevard from the Proposed Project Site boundary to Marine Way once the Orange County Transportation Authority (OCTA) has approved this amendment to the countywide Master Plan of Arterial Highways. Other proposed amendments to the General Plan and Zoning Ordinance are outlined in detail in Chapter 3, *Project Description*, of this DSSEIR.

General Plan Consistency Analysis

A detailed analysis of the 2012 Modified Project's consistency with the applicable goals and policies of the various elements of the General Plan is provided in Table 5.7-1, *General Plan Consistency Analysis*. The analysis in Table 5.7-1 concludes that the 2012 Modified Project would be consistent with the applicable goals and policies of the General Plan. The maximum number of residential units (up to 10,700 units when the optional conversion is included) that would be allowed on the Proposed Project Site, along with the other components of the 2012 Modified Project (e.g., General Plan Amendment, Zone Change) would not be detrimental to the public health, safety, or welfare or be in conflict with the goals or policies of the General Plan. The location of the additional 4,606 residential units (5,806 if the optional conversion is included) within the Proposed Project Site would only result in significant and unavoidable transportation or circulation system impacts if the adjacent cities that have control over implementing the identified improvements under their jurisdiction do not implement the proposed improvements that would mitigate those impacts. In accordance with General Plan Objective B-1(h and k), a traffic study was prepared (see Appendix K of this DSSEIR) for the 2012 Modified Project and is discussed in detail in Section 5.12, *Transportation and Traffic*, of this DSSEIR.

Zoning Ordinance Consistency Analysis

Per the City's Zoning Map and as shown in Figure 3-5, *Existing Zoning*, Existing PA 51 consists of six zoning designations, which include: 1.1 Exclusive Agriculture, 1.4 Preservation, 1.9 Orange County Great Park, 3.2 Transit Oriented Development, 6.1 Institutional, 8.1 Trails and Transit Oriented Development. Existing PA 30 consists of four zoning designations, including: 1.4 Preservation, 3.2 Transit Oriented Development, 4.3 Vehicle-Related Commercial, and 5.4B General Industrial.

As detailed above, the 2012 Modified Project would include various changes to the City's Zoning Ordinance which obviously are not consistent with the existing zoning and would therefore create a potential land use impact. Implementation of the proposed Zone Changes would bring the zoning into compliance. Moreover, as discussed below, all components of the 2012 Modified Project would be consistent with the underlying General Plan policies and the proposed Zone Change would further various objectives established by the City. Additionally, the Zoning Ordinance establishes zone-specific development regulations by zoning designation and PA, including height limits, setback requirements, landscape requirements, parking ratios, and other development standards. Implementation of the 2012 Modified Project would be required to adhere to the specific development regulations established for the applicable zoning designation. Therefore, no significant land use impacts related to the proposed Zone Change are anticipated.

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Table 5.7-1
General Plan Consistency Analysis

Applicable City of Irvine General Plan Policies	2012 Modified Project Consistency
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-10).	Consistent: The 2012 Modified Project would contribute to City identity by providing a development that has its own unique characteristics while retaining cohesiveness with other developments in the vicinity. Implementation of the 2012 Modified Project’s subsequent Vesting Tentative Tract Maps, Master Plans, and Comprehensive Park Plans and Park Designs would set forth the distinctive elements associated with future development. Subsequent Vesting Tentative Tract Maps, Master Plans and Comprehensive Park Plan and Park Designs for the Proposed Project Site would be in compliance with City requirements and the adopted Master Landscape and Trails Plan and would involve the development of a number of key pathways and trails that are a part of the interconnected master trails plan of the Proposed Project Site and Great Park. Furthermore, implementation of the 2012 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 Existing PA 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-10).	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 and non-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 and future master plans for each District would be applied during the City’s development review process for specific residential and non-residential projects within the Proposed Project Site. Those design criteria will guide the physical development of any development project that will occur within the Proposed Project Site. They will assist in ensuring that the design of each development remains true to the principles established for Existing PAs 30 and 51. 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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Table 5.7-1
General Plan Consistency Analysis

Applicable City of Irvine General Plan Policies	2012 Modified Project Consistency
Policy (e): Enhance civic pride by maintaining high quality and attractive facilities (p. A-10).	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 2012 Modified Project would encompass a walkable, community-oriented development with the inclusion of neighborhood parks, and other community-oriented facilities and uses. Additionally, the already approved Master Landscape and Trails Plan would be implemented as a part of the 2012 Modified Project and amended in the future, as necessary. Subsequent Vesting Tentative Tract Maps, Master Plans and Comprehensive Park Plans and Park Designs for the Proposed Project Site would be in compliance with City requirements and the adopted Master Landscape and Trails Plan and would also set forth the development of a number of key pathways and trails that are a part of the interconnected master trails plan of the Proposed Project Site and Great Park. Furthermore, the 2012 Modified Project would be designed and located in a manner that would tie into and enhance the overall development of the Great Park, including the open space and 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-10).	Consistent: The 2012 Modified Project's impact on energy and water use is addressed in Sections 5.4, <i>Greenhouse Gas Emissions</i>, and 5.13, <i>Utilities and Service Systems</i>, of this DSSEIR. Pursuant to PDF 4-8, future development within the Proposed Project Site will be constructed so that it achieves 15 percent higher energy efficiency than the applicable standards set forth in the 2008 California Building and Energy Efficiency Standards (Title 24, Part 6 of the California Building Code) or meet the standards in effect at the time of issuance of building permit. 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 the 2011 Certified EIR and associated mitigation monitoring and reporting program (MMRP), which have been incorporated in Sections 5.4 and 5.13 of this DSSEIR. Individual project compliance with current and applicable green-building standards and techniques will be assured during the City's entitlement and building plan check review process. The City's 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 2012 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 California Building and Energy Efficiency Standards (Title 24, Part 6 of the California Code of Regulations) in effect at that time, 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. The Energy Commission's 2013 Building Energy Efficiency Standards are 25 percent more efficient than previous standards for residential construction and 30 percent more efficient for nonresidential construction. The Energy Efficiency Standards, which take effect on January 1, 2014, offer

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Table 5.7-1
General Plan Consistency Analysis

Applicable City of Irvine General Plan Policies	2012 Modified Project Consistency
	builders better windows, insulation, lighting, ventilation systems and other features that reduce energy consumption in homes and businesses. Future development would also be required to comply with mitigation measures associated with waste reduction and recycling outlined in the 2011 Certified EIR and associated MMRP. Furthermore, the 2012 Modified Project would be designed to maximize the use of recycled water, as outlined in PDF 4-5 of the 2011 Certified EIR. Recycled water would be used for park areas and landscaping. Implementation of the 2012 Modified Project would utilize recycled water to serve the Proposed Project Site. Additionally, future specific development projects would be required to comply with the City's Sustainable Landscape Ordinance.
Policy (g): Distinguish individual PAs in character and physical appearance by considering the following characteristics during design and development (p. A-10): • Physical and visual separation • Architectural style • PA edge	Consistent: Subsequent Master Plans would establish neighborhood edge treatments and entryways for the 2012 Modified Project which would create a visual and physical separation from the surrounding PAs and contribute to the distinctive character of the Great Park. At the same time, the 2012 Modified Project would implement an overall architectural and landscape design that would be compatible with the high-quality design standards seen throughout the City. The design of the 2012 Modified Project would be integrated with the overall Proposed Project Site to provide an overall cohesive identity for the Great Park. See also above response to Policy (b) of Objective A-1.
Policy (h): Incorporate the following components in each residential PA (p. A-11): • 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 2012 Modified Project would allow for an array of housing types and densities, including single-family attached 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 2012 Modified Project's housing assessment and needs is provided in Section 5.9, <i>Population and Housing</i>, of this DSSEIR. The 2012 Modified Project would encompass a walkable, community-oriented development with the inclusion of neighborhood parks, and other community-oriented facilities and uses, as required by City ordinance. A detailed discussion of the 2012 Modified Project's parks and recreational needs is provided in Section 5.11, <i>Recreation</i>, of this DSSEIR.
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: The Proposed Project allows for development of 3,364,000 square feet of Medical and Science uses and 1,318,200 square feet of Multi-Use. The 2012 Modified Project includes an option to convert up to 535,000 square feet of the proposed Multi-Use intensity to residential intensity for up to an additional 889 dwelling units within District 6 and Lot 48 of 2nd Amended VTTM 17008, subject to a vehicle trip limit. The 8.1 zone allows development of manufacturing and industrial uses.

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Policy (f): Promote support and services retail uses within the business/industrial land use designations (p. A-11).	Consistent: Implementation of the 2012 Modified Project would not preclude the development of support and services retail uses in various areas of the Proposed Project Site or other areas of Combined PA 51. For example, the existing and proposed areas zoned 8.1 Trails and Transit Oriented Development 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 TOD zoning designations. Additionally, the 2012 Modified Project would be served by existing and future retail centers on-site and in the surrounding PAs, including those found in PAs 8, 9, 32, 33 and 40.
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: Implementation of the 2012 Modified Project would not impede development of the various recreation and open space elements of the General Plan and OCGP Master Plan (OCGPMP, which would be implemented in accordance with the Phased Dedication and Compensating Development Program. Additionally, implementation of the future Vesting Tentative Tract Maps, Master Plans and Comprehensive Park Plans and Park Designs for the Proposed Project Site would need to be in accordance with City requirements and the adopted Master Landscape and Trails Plan, and would set forth the development of a number of key pathways and trails that are a part of the interconnected master trails plan of the Proposed Project Site and the Great Park. Furthermore, the 2012 Modified Project would be designed and located in a manner that would tie into and enhance the overall development of the Great Park, including the open space and recreational and institutional areas and uses. The provision of park needs and open space for the 2012 Modified Project is addressed in Section 5.11, <i>Recreation</i>, of this DSSEIR.
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 2012 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 2012 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 of municipal services minimizes the cost of extending infrastructure into the Proposed Project Site. The 2012 Modified Project allows for 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 on infrastructure and save costs to local governments. Please refer to Sections 5.10, <i>Public Services</i>, and 5.13, <i>Utilities and Service Systems</i>, of this DSSEIR 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 2012 Modified Project.

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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 PA. • 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 2012 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 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. The 2012 Modified Project proposes to allow level of service (LOS) "E" to be considered a potentially acceptable level of service within certain high activity, mixed-use areas within the Proposed Project Site. Please refer to Section 5.12, <i>Transportation and Traffic</i>, of this DSSEIR for a discussion of the potential impacts to the circulation system and capacity. The residential neighborhoods that would be developed under the 2012 Modified Project would offer an array of housing types and densities (low, medium and high), including single-family attached and detached and clustered homes, which would accommodate a broad range of income levels and lifestyles and respond to local and regional housing needs. Therefore, the 2012 Modified Project would help the City further meet its Regional Housing Needs Assessment (RHNA) through 2025 and implement the provisions of the Amended and Restated Development Agreement ("ARDA") regarding the residential component of the 2011 Approved Project. Jobs/housing balance and consistency with the City's Housing Element are further discussed in Section 5.9, <i>Population and Housing</i>, of this DSSEIR. The residents of the 2012 Modified Project would be served by existing schools within the Irvine Unified School District (IUSD) and the Saddleback Valley Unified School District (SVUSD). Additionally, the 2011 Approved Project included two K-8 school sites, each with a capacity of 1,000 students. Residents of the 2012 Modified Project would be served by these new schools. In addition, the 2012 Modified Project proposes a new 2,600 student high school located in District 5. Please refer to Section 5.10, <i>Public Services</i>, of this DSSEIR for a discussion of the 2012 Modified Project's potential impacts on schools. Implementation of the 2012 Modified Project would not impede development of the various recreation and open space elements of the General Plan and the OCGPMP, which would be implemented in accordance with the Phased Dedication and Compensating Development Program. Additionally, future Vesting Tentative Tract Maps, Master Plans and Comprehensive Park Plans and Park Designs for the Proposed Project Site would need to be in accordance with City requirements and the adopted Master Landscape and Trails Plan, and would set forth the development of a number of key pathways and trails that are a part of the interconnected master trails plan of the Proposed Project Site and Great Park. Furthermore, the 2012

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	Modified Project would be designed and located in a manner that would tie into and enhance the overall development of the Great Park, including the open space and recreational and institutional areas and uses.
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 2012 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 to serve the 2012 Modified Project, including two planned K-8 schools, and a new 2,600 student high school, public parks and trails, would also serve surrounding areas. Please refer to Sections 5.10, <i>Public Services</i> , and 5.13, <i>Utilities and Service Systems</i> , of this DSSEIR 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 2012 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 responses to Policies (a) and (d) of Objective A-4. Additionally, please refer to Sections 5.10, <i>Public Services</i> , and 5.13, <i>Utilities and Service Systems</i> , of this DSSEIR for a further discussion of how project-related improvements would maintain and improve existing service levels and accommodate the land uses and activities proposed by the 2012 Modified Project.
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, maintenance, or other 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.
Objective A-6: Land Use Compatibility – Achieve harmonious land use patterns throughout Irvine.	
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 the 2011 Certified EIR and associated MMRP, which have been incorporated in Section 5.5, <i>Hazards and Hazardous Materials</i> , of this DSSEIR, would 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 Measure HH5 of the 2011 Certified EIR, 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 in a timely manner. Therefore, the 2012 Modified Project would ensure that hazards are adequately analyzed and mitigated prior to allowing the development of sensitive residential uses.

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	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 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 above response to Policy (i) of Objective A-6. The proposed 8.1 TTOD zoning will allow a mix of residential and non-residential uses and contains District standards that regulate design, District character, and density and intensity that will protect against non-compatible uses. However, 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 OCFA, along with OCFA periodic inspections to ensure regulatory compliance, reduce the potential risk associated with nearby commercial and industrial businesses.
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 PA (p. A-18).	Consistent: The Proposed Project Site would be host to a number of public facilities and services (e.g., two K-8 schools, a new 2,600 student high school, open space trails, retail uses). Local residents would have access to all these amenities as well as existing and future public facilities and commercial centers located on-site and in adjacent areas that are located offsite but adjacent or in very near proximity to the Proposed Project Site. Additionally, the 2012 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 existing and proposed 8.1 Trails and 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. Future master plans for each District will be subject to review by the City to ensure compliance with this policy.
Policy (d): Ensure that each PA contains an internal system of trails linking schools, shopping centers, and other public facilities with residences (p. A-18).	Consistent: Future Vesting Tentative Tract Maps, Master Plans and Comprehensive Park Plans and Park Designs for the Proposed Project Site would be in compliance with City requirements and the adopted Master Landscape and Trails Plan, and would provide 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 Proposed Project Site, Great Park, public open space outside the Great Park, and other nearby areas.

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Policy (e): Distinguish PAs 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 PAs.	Consistent: See above responses to Policies (a), (b), (e), (g) and (h) of Objective A-1 and Policy (a) of Objective A-3.
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 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. - In conjunction with individual subdivision map level traffic studies for development proposed in Pas 30 and 51, a LOS “E” standard would be considered acceptable for application to intersections impacted in PAs 13, 30, 31, 32, 34, 35, and 39, subject to additional conditions. - LOS D or better shall be considered acceptable within all other areas.	Consistent: The 2012 Modified Project’s impacts on LOS standards along arterial highways are discussed in detail in Section 5.12, <i>Transportation and Traffic</i>, of this DSSEIR. As outlined in Section 5.12, all intersections would operate at an acceptable LOS, as required by the General Plan, assuming all proposed mitigation is implemented and that the improvements identified in jurisdictions other than the City are completed. The Proposed Project includes a request to modify the General Plan to identify locations where LOS E may be considered acceptable as shown on previous Figure 3-6, <i>Proposed Locations where LOS E May be Acceptable</i>. With the exception of the average daily trips (“ADT”) associated with the 2012 Modified Project’s 1,194 DB Units (or 1,505 DB units with optional conversion) granted pursuant to state law, the 2012 Modified Project would not increase vehicle trips in the area and would result in the same number of ADT in Combined PA 51 as are already allowed in Existing PAs 30 and 51, collectively, pursuant to the City’s Zoning Ordinance and Section 3.1.4 of the ARDA. However, as discussed in Section 5.12, <i>Transportation and Traffic</i>, no significant traffic-related impacts associated with the additional DB Units have been identified provided that the mitigation measures identified in Section 5.12 are implemented. 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. Additionally, the 2012 Modified Project’s land uses would complement and improve the existing and proposed circulation and

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	transportation facilities in and around the Proposed Project Site. 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: 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 internal streets would provide efficient pedestrian and vehicular connections to the existing surrounding arterials at key locations. All 2012 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 above 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 (g): Include mitigation measures in the approval of all proposed developments to minimize negative impacts of the automobile (p. B-10).	Consistent: The 2011 Certified EIR and associated MMRP includes PPPs and mitigation measures, which have been incorporated in Section 5.12, <i>Transportation and Traffic</i> , of this DSSEIR, that would be applicable to the 2012 Modified Project and would help minimize negative automobile-related impacts resulting from the 2012 Modified Project. For example, as outlined in Mitigation Measure TRAN 1, future non-residential development shall participate in an existing or future transportation management association to reduce traffic, air quality and noise impacts. Additionally, the 2012 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 2012 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 PA and to adjacent PAs, through an internal system of trails (p. B-13).	Consistent: See above responses to Policy (d) of Objective A-7 and Policy (g) of Objective B-2. Additionally, steps would be taken to link surrounding land uses to the Proposed Project Site with the pedestrian's safety in mind. Where possible, landscaping would be used along sidewalks and trails to act as a buffer between pedestrians and vehicles. In addition, the 8.1 TTOD zoning allows a mix of uses to reduce dependence on the automobile.
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).	

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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 PA. 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: Subsequent Vesting Tentative Tract Maps, Master Plans and Comprehensive Park Plans and Park Designs for the Proposed Project Site would be in compliance with City requirements and the adopted Master Landscape and Trails Plan and would allow for the development of a number of key pathways and trails that are a part of the Proposed Project Site's and Great Park's interconnected master trails plan and would link schools, shopping centers, and other public facilities with residences. As already set forth in the adopted Master Landscape and Trails Plan, 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 2012 Modified Project's roadways and throughout other open space and recreation areas on the Proposed Project Site and in the Great Park (see Figure 5.12-32 in Section 5.12 of this DSSEIR). The 2012 Modified Project's comprehensive pedestrian and bicycle linkage system would be implemented (in part by the adopted Master Landscape and Trails Plan) to not only provide an important and convenient linkage system within the Proposed Project Site, but would also serve surrounding PAs, 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 above responses to Policies (b), (c), (d), and (h) 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 Districts 2 and 3 of the Proposed Project Site is 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. Any new bus stops to serve the 2012 Modified Project will be coordinated with OCTA. The 2012 Modified Project's and Great Park's comprehensive trails system would provide opportunities for residents of the 2012 Modified Project to walk or bike to the various bus stops. Additionally, implementation of the 2012 Modified Project would put residences and businesses in proximity to the Irvine Station, a primary transit center that serves as a train station featuring Metrolink and AMTRAK service, allowing residents of the 2012 Modified Project to walk or bike to the Irvine Station.

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Housing Element	
Goal 1.0 – Provide suitable sites for housing development which can accommodate a range of housing by type, size, location, price and tenure.	
Policy1.1: Ensure a mix of housing for all economic segments across all PAs.	Consistent: The 2012 Modified Project allows for an array of housing types and densities (low, medium and high), including single-family attached and detached and clustered homes, which would accommodate a broad range of income levels and lifestyles and respond to local and regional housing needs. Therefore, the 2012 Modified Project would help the City further meet its RHNA through 2025 and would help improve the City’s jobs-to-housing balance. Jobs/housing balance and consistency with the City’s Housing Element are further discussed in Section 5.9, <i>Population and Housing</i> , of this DSSEIR
Policy1.2: Strive to improve the City’s jobs-to-housing balance.	
Policy1.5: Advocate balanced residential and employment growths in the region, to ensure all jurisdictions share the responsibility for housing the region.	
Policy 1.6: Ensure proper land use planning for adequate infrastructure, services, and facilities is provided to serve existing and future residents.	Consistent: The Proposed Project Site is located in the vicinity of adequate infrastructure, services, and facilities. An analysis of the 2012 Modified Project’s impacts on infrastructure, services and facilities is provided in Sections 5.10, <i>Public Services</i> , 5.12, <i>Transportation and Traffic</i> , and 5.13, <i>Utilities and Service Systems</i> , of this DSSEIR. As concluded in these sections, no significant impacts on infrastructure, services or facilities would occur as a result of the 2012 Modified Project.
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 2012 Modified Project would be required by state law to meet stringent seismic safety requirements of the latest Building Codes adopted by the City. Additionally, individual development projects would be required to adhere to the mitigation measures outlined in the 2011 MMRP for the 2011 Approved Project, which are set forth in Table 1-1 of this DSSEIR. For example, as outlined in Mitigation Measure GS 4, prior to issuance of a building permit, the City 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. 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).	
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).	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.” According to Figure E-1, <i>Historical/Archeological Landmarks</i> , of the City’s General Plan Cultural Resources Element, there are no known archaeological resources in the Proposed Project Site. Additionally, the Proposed Project Site is in a low paleontological sensitivity zone according to Figure E-2,

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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).	<i>Paleontological Sensitivity Zones.</i> Therefore, it is believed that no archaeological or paleontological resources are present on the Proposed Project Site. While grading and construction activities could impact previously unknown archaeological or paleontological resources, individual project developers would be required to comply with the applicable City 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 Existing PA 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.
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 above responses to Policies (a), (d) and (i) of Objective E-1.

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Applicable City of Irvine General Plan Policies	2012 Modified Project Consistency
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 levels 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 2012 Modified Project and is included in Section 5.8, <i>Noise</i>, of this DSSEIR. As concluded in Section 5.8, no significant impacts related to noise would occur as a result of development of the 2012 Modified Project. Additionally, implementation of the 2012 Modified Project would have to adhere to the noise-reduction-related PPPs outlined in the 2011 Certified EIR, including: • PPP 8-1 – 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 Irvine 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 8-2 – 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 approved mitigation measures (Standard Condition B.1). Additionally, the 2011 Approved Project includes mitigation measures that would apply to the 2012 Modified Project and would minimize negative noise impacts caused by automobiles. For example, as outlined in Mitigation Measure TRAN 1, future non-residential development shall participate in an existing or future transportation management association to reduce traffic, air quality and noise impacts.

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Applicable City of Irvine General Plan Policies	2012 Modified Project Consistency
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 2012 Modified Project would have access to a wide range of existing and proposed alternative modes of transportation. See above 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 above responses to Policies (c), (d) and (f) of Objective F-1.
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 2012 Modified Project’s impacts on service providers is outlined in Section 5.10, <i>Public Services</i>, of this DSSEIR. As discussed in Section 5.10, the 2012 Modified Project would not hinder service providers from achieving a desired level of service. Additionally, PPPs and mitigations measure from the 2011 Certified EIR and associated MMRP will apply to the 2012 Modified Project, as explained in Section 5.10, to ensure that adequate levels of service for service providers would be achieved. The PPPs include: • PPP 10-2 – 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 10-6 – 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.

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Applicable City of Irvine General Plan Policies	2012 Modified Project Consistency
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 5.13, <i>Utilities and Service Systems</i>, of this DSSEIR includes a detailed analysis of solid waste and recycling impacts and also outlines a number of PPPs and incorporates mitigation measures from the 2011 Certified EIR and associated MMRP 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 2012 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 13-7, 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 2011 Certified EIR and associated MMRP, which are reproduced in Section 5.13 of this DSSEIR.
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 2012 Modified Project’s impact on water supply and resources is addressed in Section 5.13, <i>Utilities and Service Systems</i>, of this DSSEIR. As disclosed in Section 5.13, implementation of the 2012 Modified Project would not cause a significant impact on water supply, treatment, or distribution. Recycled water, which is sewage that has been substantially treated, is the primary water source utilized for irrigation purposes in Irvine. As with the 2011 Approved Project analyzed in the 2011 Certified EIR, the 2012 Modified Project would use recycled 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 2012 Modified Project’s impacts on wastewater services and facilities is outlined in Section 5.13, <i>Utilities and Service Systems</i>, of this DSSEIR. As concluded in Section 5.13, 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 2012 Modified Project. The 2012 Modified Project’s impacts on water quality are outlined in Section 5.6, <i>Hydrology and Water Quality</i>, of this DSSEIR. As outlined in Section 5.6, individual project applicants would be required to comply with all local, state, and federal requirements related to water quality, including the NPDES

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Applicable City of Irvine General Plan Policies	2012 Modified Project Consistency
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).	requirements established by the State Water Resources Control Board. Additionally, individual project developments would be required to adhere to the PPPs outlined in the 2011 Certified EIR. For example, City Standard Condition 2.13, which is reproduced as PPP 6-4 in the 2011 Certified EIR, 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 adopted in the MMRP for the 2011 Approved Project, which are set forth in Table 1-1 of this DSSEIR. 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.
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 2012 Modified Project’s impact on energy use is addressed in Sections 5.4, <i>Greenhouse Gas Emissions</i>, and 5.13, <i>Utilities and Service Systems</i>, of this DSSEIR. See above response to Policy (f) of Objective A-1. Individual development projects would be required to adhere to the City’s Sustainability and Landscape Ordinance. Compliance with this ordinance would be verified during the City’s development review and building plan check process. 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 the 2011 Certified EIR, 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. Finally, individual development projects would be required to adhere to the mitigation measures related to lighting that are outlined in the 2011 Approved Project’s MMRP. For example Mitigation Measures A1 requires that lighting plans be reviewed by the Community Development Director prior to issuance of building permits to ensure minimal light intrusion and spillover.

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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 2012 Modified Project's impact on energy use is addressed in Sections 5.4, <i>Greenhouse Gas Emissions</i>, and 5.13, <i>Utilities and Service Systems</i>, of this DSSEIR. See above 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 2012 Modified Project would have access to a wide range of existing and proposed alternative modes of transportation. See above responses to Policies (b), (c) and (d) of Objective B-4 and Policy (a) of Objective B-6.
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 City's development review 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 the 2011 Certified EIR and reproduced in Section 5.10, <i>Public Services</i>, of this DSSEIR. For example, as outlined in PPP 10-2, 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 related to fire protection and services adopted in the MMRP for the 2011 Approved Project.
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 2012 Modified Project is addressed in Section 5.10, <i>Public Services</i>, of this DSSEIR. As concluded in Section 5.10, development of the 2012 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 the 2011 Certified EIR and reproduced in Section 5.10. See also above 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 and emergency plans are addressed in Sections 5.5, <i>Hazards and Hazardous Materials</i>, and 5.10, <i>Public</i>

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	<i>Services</i>, of this DSSEIR. The PPPs outlined in the 2011 Certified EIR and reproduced in Section 5.10 would ensure that individual project developments would provide adequate ingress and egress for emergency services and vehicles. For example, as outlined in PPP 10-1, 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.
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 PA 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 2012 Modified Project is addressed in Section 5.11, <i>Recreation</i>, of this DSSEIR. The adoption of the Amended and Restated Development Agreement (ARDA) (Ordinance No. 09-09) specified that the community park dedication requirement for residential developments in the Proposed Project Site was satisfied through the dedication of land and money for the Great Park. While the community park requirements have been satisfied, it is incumbent upon the City to insure the Great Park, in consultation with Community Services staff, provides appropriate community park facilities and programming for residents. The 2012 Modified Project would encompass a walkable, community-oriented development that includes neighborhood parks, and other community-oriented facilities and uses. Subsequent Comprehensive Park Plan and Park Designs for the Proposed Project Site would demonstrate how the 2012 Modified Project's development would meet the City's neighborhood park facilities requirements and the subsequent Master Plans for the Proposed Project Site would establish design relative to trails, landscaping, parks and fencing. The 2012 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. Subsequent Vesting Tentative Tract Maps, Master Plans and Comprehensive Park Plans and Park Designs for the Proposed Project Site would be in compliance with City requirements and the adopted Master Landscape and Trails Plan, and 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 2012 Modified Project would be designed and located in a manner that would tie into and enhance the overall development of the Proposed Project Site and Great Park, including the open space, recreational and institutional areas and uses. Finally, implementation of the 2012 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 Existing PA 51 could be reused as museum, sports, or cultural facilities.

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	Appropriate community/home owner associations, maintenance, or other 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.
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 above responses 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: Subsequent Comprehensive Park Plans and Park Designs and Vesting Tentative Tract Maps and Master Plans for the Proposed Project Site would be need to be submitted and approved by the City to cover required neighborhood park facilities for the Proposed Project Site. Through these future plans, the Proposed Project Site would include several neighborhood parks to meet City requirements for neighborhood park space. In conjunction with the future review of Vesting Tentative Tract Maps, 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.
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 the 2011 Certified EIR and Section 5.11, <i>Recreation</i> , of this DSSEIR, the 2011 Approved Project includes approximately 1,475 acres, or 2.3 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. Implementation of the 2012 Modified Project would not impede development of the various recreation and open space elements of the General Plan and OCGPMP. The proposed location of the Relocated Wildlife Corridor Feature, adjacent to Borrego Canyon Channel, is consistent with maintaining preservation areas as natural corridors and sources of shelter. The overall acreage of the Approved Wildlife Corridor Feature will remain the same; the 2012 Modified Project only proposes to relocate a portion of it.

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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 above 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 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 2012 Modified Project’s impacts on the transportation and circulation system are detailed in Section 5.12, <i>Transportation and Traffic</i>, of this DSSEIR. A detailed traffic study was also conducted for the 2012 Modified Project and is included in Appendix K of this DSSEIR and summarized in Section 5.12. Future development would be required to comply with mitigation measures adopted by the MMRP for the 2011 Approved Project associated with transportation and circulation, which are reproduced in Section 5.12 of this DSSEIR. For example, the 2012 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 the 2011 Certified EIR and incorporated into Section 5.12 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 2012 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 will be incorporated into the design of the 2012 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 2011 Certified EIR and associated MMRP, which are reproduced in Section 5.12 of this DSSEIR. For example, as outlined in Mitigation Measure TRAN 1, future non-residential development shall participate in an existing or future transportation management association to reduce traffic, air quality and noise impacts.

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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: Subsequent Tentative Tract Maps, Master Plans and Comprehensive Park Plan and Park Designs for the Proposed Project Site would be in compliance with City requirements and the adopted Master Landscape and Trails Plan and 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 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 the 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 2012 Modified Project's roadways and throughout other open space and recreation areas of the Proposed Project Site and OCGP. The 2012 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 PAs, 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 and provisions 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). Policy (h): Provide direct and convenient pedestrian access from the interior of PAs to public transit stops (p. M-9).	Consistent: The Proposed Project Site is 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. Any new bus stops to serve the 2012 Modified Project will be coordinated with OCTA. The 2012 Modified Project's comprehensive trails system would provide opportunities for residents of the 2012 Modified Project to walk or bike to the various bus stops. Additionally, the 2012 Modified Project is near the Irvine Station, which serves as a train station for Metrolink and AMTRAK. The 2012 Modified Project would consist of residential development located in close proximity to the primary transit center. Additionally, the 2012 Modified Project's comprehensive trails system would provide opportunities for residents of the 2012 Modified Project to walk or bike to the Irvine Station.
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 5.10, <i>Public Services</i>, of this DSSEIR addresses the potential impacts of the 2012 Modified Project on police, fire, schools, and libraries. Water, solid waste, and sewer facilities are discussed in Section 5.13, <i>Utilities and Service Systems</i>, and parks are discussed in Section 5.11, <i>Recreation</i>. As detailed in those sections, the facilities and services necessary to serve the 2012 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 the 2011 Certified EIR and associated MMRP and reproduced in Sections 5.10, 5.11 and 5.13 of this DSSEIR.

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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 above responses 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.
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 5.10, <i>Public Services</i>, of this DSSEIR. The analysis of project impacts in that section addresses the relationship of the 2012 Modified Project to the identified standards, and no significant impacts have been identified with implementation of PPPs and mitigation measures outlined in the 2011 Certified EIR and associated MMRP and reproduced in Section 5.10 of this DSSEIR. The availability of public services to serve the 2012 Modified Project at various phases of development will be subject to further environmental review during subsequent development processes (e.g., review of tract maps, conditional use permits, master plans).

SCAG Consistency Analysis

The 2012 Modified Project is considered a project of regionwide significance pursuant to the criteria outlined in SCAG's Intergovernmental Review Procedures Handbook–November 1995 and Section 15206 of the California Environmental Quality Act (CEQA) Guidelines. Therefore, this section addresses the 2012 Modified Project's consistency with the applicable SCAG planning guidelines and policies.

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 5.7-2 provides an assessment of the 2012 Modified Project's consistent with advisory and voluntary policies contained in various chapters of the 2008 SCAG RCP. The analysis contained in Table 5.7-2 concludes that the 2012 Modified Project would be consistent with the advisory and voluntary RCP policies. Therefore, implementation of the 2012 Modified Project would not result in significant land use impacts related to those policies.

Table 5.7-2 Consistency with SCAG's 2008 Regional Comprehensive Plan	
SCAG Policy	2012 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 2012 Modified Project consists of 4,894 already approved dwelling units plus 4,606 additional dwelling units (3,412 base units and 1,194 DB units). The 2012 Modified Project also includes the option to convert up to 535,000 square feet of Multi-Use to up to 889 base dwelling units and 311 DB units, granted pursuant to State law. The 2012 Modified Project allows for a wide-range of housing types and densities (low, medium and high), including single-family attached and detached and clustered homes, which would accommodate a broad range of income levels and lifestyles and respond to local and regional housing needs. Therefore, the 2012 Modified Project would help the City further meet its RHNA through 2025. The 2012 Modified Project's impact on population and housing is addressed in Section 5.9, <i>Population and Housing</i> , of this DSSEIR.
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: See above response to RCP Policy LU-4.

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SCAG Policy	2012 Modified Project Compliance
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.
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 2012 Modified Project's impact on energy use is addressed in Sections 5.3, <i>Greenhouse Gas Emissions</i>, and 5.13, <i>Utilities and Service Systems</i>, of this DSSEIR. Pursuant to PDF 4-8, future development within the Proposed Project Site will be constructed so that it achieves 15 percent higher energy efficiency than the applicable standards set forth in the 2008 California Building and Energy Efficiency Standards (Title 24, Part 6 of the California Building Code) or meet the standards in effect at the time of issuance of building permit. 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 the 2011 Certified EIR and associated MMRP and reproduced in Section 5.3 of this DSSEIR. 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's 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 2012 Modified Project would be required to comply with the provisions of this ordinance.

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SCAG Policy	2012 Modified Project Compliance
	Additionally, prior to the issuance of a building permit for development projects under the 2012 Modified Project, development plans will be required to demonstrate that the project meets the 2010 California Building and Energy Efficiency Standards (Title 24, Part 6 of 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 adopted in the MMRP for the 2011 Approved Project associated with waste reduction and recycling, which are reproduced in Section 5.13, <i>Utilities and Service Systems</i>, of this DSSEIR. Furthermore, the 2012 Modified Project would follow through on an underlying goal of the 2011 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 2012 Modified Project's impact on facilities and infrastructure is addressed in Sections 5.10, <i>Public Services</i>, and 5.13, <i>Utilities and Service Systems</i>, of this DSSEIR. Please refer to Sections 5.10 and 5.13 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 2012 Modified Project. The 2012 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 2012 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.

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SCAG Policy	2012 Modified Project Compliance
	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 2012 Modified Project allows for 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 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 neighborhood park needs by the 2012 Modified Project is addressed in Section 5.11, <i>Recreation</i>, of this DSSEIR. As discussed in the 2011 Certified EIR and in Section 5.11 of this DSSEIR, the 2011 Approved Project includes approximately 1,475 acres, or 2.3 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. Implementation of the 2012 Modified Project would not impede development of the various recreation and open space elements in the General Plan and OCGPRP. Additionally, the subsequent required Comprehensive Park Plans and Park Designs for the Proposed Project Site would help meet the City's neighborhood park facilities requirement and the 2012 Modified Project's future Master Plans would establish design relative to trails, landscaping, parks and fencing.
Policy OSC-10: Developers and local governments should promote infill development and redevelopment to revitalize existing communities.	Consistent: The 2012 Modified Project is an infill project that is located in a highly urbanized area of Irvine and also adjacent to urbanized areas of the City of Lake Forest. The 2012 Modified Project entails the development of a master-planned community on and reuse of the former MCAS El Toro. The 2012 Modified Project consists of 4,894 already approved dwelling units plus 4,606 additional dwelling units (3,412 base units and 1,194 DB units). The 2012 Modified Project also includes the option to convert up to 535,000 square feet of Multi-Use to up to 889 base residential units and 311 DB units, granted pursuant to State law.
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 5.3, <i>Air Quality</i>, 5.4, <i>Greenhouse Gas Emissions</i>, and 5.13, <i>Utilities and Service Systems</i>, of this DSSEIR address the potential environmental impacts related to those subject matters. As outlined in those DSSEIR sections, the 2012 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.

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SCAG Policy	2012 Modified Project Compliance
Policy OSC-12: Developers and local governments should promote water-efficient land use and development.	Consistent: As outlined in the 2011 Certified EIR, the Irvine Ranch Water District determined that a sufficient non-potable water supply is available to serve the 2011 Approved Project. Additionally, as concluded in Section 5.13, <i>Utilities and Service Systems</i> , of this DSSEIR, sufficient non-potable water supply would be available to serve the 2012 Modified Project. As stated in the 2011 Certified EIR, recycled water would be used for park area and landscaping under the 2011 Approved Project. Implementation of the 2012 Modified Project would not impede the provision of recycled water to the Proposed Project Site. Additionally, future development projects would be required to comply with the City's water-efficient landscape requirements.
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: See above response to RCP Policy OSC-9.
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 above response to RCP Policy OSC-12. Also, refer to Section 5.13, <i>Utilities and Service Systems</i> , of this DSSEIR 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 above 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 above 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 2011 Certified EIR acknowledged the loss of some biological resources. Those impacts are the same for the 2012 Modified Project. However, impacts to biological resources will be mitigated to a level of less than significant with project design features included in the SSEIR and MMRP for the 2012 Modified Project, which will also apply to the 2012 Modified Project. The establishment of the Drainage Corridor will contribute to important wetland resources within the Proposed Project Site. Additionally, the most significant ecological areas will be preserved within the Habitat Preserve and Drainage/Riparian Corridor. The Relocated Wildlife Corridor Feature, which will be adjacent to the Borrego Canyon Channel, will protect vital land resources. Implementation of the 2012 Modified Project would not impede the City from developing the above-described areas and it would be done in compliance with

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SCAG Policy	2012 Modified Project Compliance
	mitigation measures included in the MMRP for the 2011 Approved Project associated with biology-related impacts and with the project design features of the 2011 Approved Project.
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 above 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 above 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 2012 Modified Project's impacts on hydrology and water quality are analyzed in Section 5.6, <i>Hydrology and Water Quality</i>, of this DSSEIR. As outlined in Section 5.6 of this DSSEIR, individual project applicants under the 2012 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 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

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SCAG Policy	2012 Modified Project Compliance
	to identify the BMPs that would be used on individual development sites to control predictable pollutant runoff. Mitigation measures adopted in the MMRP for the 2011 Approved Project related to hydrology and water quality are reproduced in Section 5.6 of this DSSEIR. Those mitigation measures are applicable to development within the 2012 Modified Project.
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 2012 Modified Project are analyzed in Section 5.6, <i>Hydrology and Water Quality</i>, of this DSSEIR. Future development projects would be required to comply with the provisions of the most recent version of the California Building Code as amended by the City. Additionally, future development would be required to comply with mitigation measures adopted in the MMRP for the 2011 Approved Project associated with hydrology, which are reproduced in Section 5.6 of this DSSEIR. 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 2012 Modified Project's impacts on hydrology are analyzed in Section 5.6, <i>Hydrology and Water Quality</i>, of this DSSEIR. Through the ARDA, Heritage Fields 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 proposes flood control facilities and natural treatment systems that would control runoff onsite. Implementation of the 2012 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.

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SCAG Policy	2012 Modified Project Compliance
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 above 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 above responses to RCP Policies OSC-8 and OSC-9. Additionally, the proposed 8.1 Trails and Transit Oriented Development zoning designation will allow all of the uses that are currently permitted in Existing PAs 30 and 51 in zones 3.2 Transit Oriented Development, 4.3 Vehicle-Related Commercial, and 5.4 General Industrial, 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 these areas. 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 5.4, <i>Greenhouse Gas Emissions</i> , and 5.13, <i>Utilities and Service Systems</i> , of this DSSEIR include detailed energy analysis and also outline a number of PPPs and mitigation measures adopted in the MMRP for the 2011 Approved Project would assist in conserving energy. For example, as outlined in PPP 4-7, EnergyStar appliances (excluding refrigerators) shall be offered or installed in all residential dwelling units. Pursuant to PDF 4-8, future development within the Proposed Project Site will be constructed so that it achieves 15 percent higher energy efficiency than the applicable standards set forth in the 2008 California Building and Energy Efficiency Standards (Title 24, Part 6 of the California Building Code) or meet the standards in effect at the time of issuance of building permit. The Energy Commission has adopted 2013 Building Energy Efficiency Standards that are 25 percent more efficient than the 2010 standards for residential construction and 30 percent more efficient for nonresidential construction. The

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SCAG Policy	2012 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.	2013 Energy Efficiency Standards, which take effect on January 1, 2014, offer builders better windows, insulation, lighting, ventilation systems and other features that reduce energy consumption in homes and businesses. See also above response to RCP Policy LU-6.2. Consistent: See above 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: Projected electricity and natural gas demands for the 2012 Modified Project are provided in Section 5.13, <i>Utilities and Service Systems</i>, of this DSSEIR. As explained in section 5.13, the 2012 Modified Project is not anticipated to have a significant impact related to electricity or natural gas. Further, compliance with the Title 24 Building Energy Efficiency Standards shall be demonstrated prior to issuance of any building permit for development on the Proposed Project Site.
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 above response to RCP Policy LU-6.2.

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SCAG Policy	2012 Modified Project Compliance
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 above response to RCP Policy EN-8.
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 above 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.

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SCAG Policy	2012 Modified Project Compliance
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 5.3, <i>Air Quality</i>, of this DSSEIR includes a detailed analysis of the air quality impacts due to development of the 2012 Modified Project. Section 5.3 outlines a number of PPPs, PDFs and mitigation measures included in the MMRP for the 2011 Approved Project that would assist in reducing air quality impacts and assist the City in implementing control measures. For example, as outlined in PPP 3-1, 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 4-7 states that EnergyStar appliances (excluding refrigerators), such as dishwashers, clothes washers, clothes dryers, air conditions, furnaces and water heaters, shall be offered or 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	Not Applicable: This is not a project-specific policy and is therefore not applicable.

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SCAG Policy	2012 Modified Project Compliance
and requirements.	
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 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.	Consistent: The 2012 Modified Project's air quality impacts are addressed in Section 5.3, <i>Air Quality</i> , of this DSSEIR. As concluded in Section 5.3, the 2012 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 included in the MMRP for the 2011 Approved Project related to air quality, which are reproduced in Section 5.3 of this DSSEIR. 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 listed emissions reduction measures and all feasible mitigation measures shall be implemented.
Policy AQ-8: Local governments should practice and promote sustainable building practices by:	Consistent: 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.
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.

Table 5.7-2
Consistency with SCAG's 2008 Regional Comprehensive Plan

SCAG Policy	2012 Modified Project Compliance
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 above responses 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 2012 Modified Project must comply. See above 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 5.13, <i>Utilities and Service Systems</i> , of this DSSEIR includes a detailed analysis of solid waste and recycling impacts and also outlines a number of PPPs and incorporates mitigation measures included as part of the MMRP for the 2011 Approved Project 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 2012 Modified Project would result in new construction that would generate solid waste, efforts would be made to recycle in order to reduce environmental impacts.

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Table 5.7-2
Consistency with SCAG's 2008 Regional Comprehensive Plan

SCAG Policy	2012 Modified Project Compliance
	As outlined, for example, in PPP 13-7, 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 Environmental Programs staff 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 included in the MMRP for the 2011 Approved Project associated with waste reduction and recycling, which are reproduced in Section 5.13 of this DSSEIR.
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 2012 RTP/SCS Consistency Analysis

Table 5.7-3 provides an assessment of the 2012 Modified Project's consistency with pertinent SCAG 2012 RTP/SCS goals. The analysis contained in Table 5.7-3 demonstrates that the 2012 Modified Project would be consistent with the applicable RTP/SCS goals. Therefore, implementation of the 2012 Modified Project would not result in significant land use impacts related to relevant SCAG policies, goals, and principles, as compared to the 2011 Approved Project.

Table 5.7-3
**Consistency with SCAG's 2012 Regional Transportation Plan/
Sustainable Communities Strategy Goals**

RTP Goals	Modified Project Compliance
RTP G1: Align plan investments and policies with improving regional economic development and competitiveness.	Not Applicable: This is not a project-specific goal and is therefore not applicable.
RTP G2: Maximize mobility and accessibility for all people and goods in the region. RTP G3: Ensure travel safety and reliability for all people and goods in the region. RTP G4: Preserve and ensure a sustainable regional transportation system. RTP G5: Maximize the productivity of our transportation system.	Consistent: As outlined in the 2011 Certified EIR and associated MMRP and in Section 5.12, <i>Transportation and Traffic</i>, of this DSSEIR, compliance with the NITM and implementation of proposed improvements and mitigation measures will ensure that 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 identified mitigation measures that are outside of the City's jurisdiction. The 2012 Modified Project is also located adjacent to I-5 and in proximity of the Foothill and Eastern Transportation Corridor toll roads. The 2012 Modified Project is also in proximity to Irvine Station, which provides existing AMTRAK and Metrolink rail service. Additionally, the 2012 Modified Project is proposing to locate housing near non-residential development and near existing major employment and activity centers, including the Irvine Business Complex and the Irvine Spectrum. By providing a wide range of housing opportunities near existing and proposed employment and activity centers, the 2012 Modified Project would promote fewer and shorter vehicle trips and thereby reduce the associated congestion and air quality impacts. Furthermore, implementation of the 2012 Modified Project would be consistent with an underlying goal of the 2011 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 G6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	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 DSSEIR appropriately address the potential environmental impacts of the 2012 Modified Project and outline mitigation measures and PPPs to reduce and/or eliminate any impacts, as applicable and feasible. For example, Section 5.3, <i>Air Quality</i>, of this DSSEIR addresses air quality impacts, and Section 5.4, <i>Greenhouse Gas Emissions</i>, addresses global climate impacts of the 2012 Modified Project, as compared to the 2011 Approved Project. These sections outlined mitigation measures and PPPs from the 2011 Certified EIR and associated MMRP that apply to the 2012 Modified Project and that will reduce any air quality and global climate change impacts to the extent feasible Additionally, the types of uses and configuration of uses contemplated by the 2012 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 above response to RTP Goals G2-G4.

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Table 5.7-3
**Consistency with SCAG's 2012 Regional Transportation Plan/
Sustainable Communities Strategy Goals**

RTP Goals	Modified Project Compliance
RTP G7: Actively encourage and create incentives for energy efficiency, where possible.	Consistent: The 2012 Modified Project's impact on energy use is addressed in Sections 5.3, <i>Greenhouse Gas Emissions</i> , and 5.13, <i>Utilities and Service Systems</i> , of this DSSEIR. See also above response to RCP Policy LU-6.2 in Table 5.7-2.
RTP G8: Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	Consistent: The land uses contemplated by the 2012 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, the 2012 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. Furthermore, elements will be incorporated into the future design of the 2012 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. See also above response to RTP Goals G2-G4.
RTP G9: Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other agencies.	Not Applicable: This is not a project-specific goal and is therefore not applicable.

Source: 2012 SCAG Regional Transportation Plan

SCAG Compass Blueprint Consistency Analysis

Table 5.7-4 provides an assessment of the 2012 Modified Project's consistency with advisory SCAG Compass Blueprint principles. The analysis contained in Table 5.7-4 demonstrates that the 2012 Modified Project would be consistent with the advisory SCAG Compass Blueprint principles. Therefore, implementation of the 2012 Modified Project would not result in significant land use impacts related to the advisory SCAG policies, goals, and principals, as compared to the 2011 Approved Project.

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Table 5.7-4

Consistency with Compass Blueprint 2% Strategy Area Principles

	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 2012 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 2012 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. Elements will also be incorporated into the future design of the 2012 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 (see Figures 5.12-32 and 5.12-33). See also above response to RTP Goals G1-G4 in Table 5.7-3.
GV P1.2	Locate new housing near existing jobs and new jobs near existing housing.	Consistent: The 2012 Modified Project allows for residential development near onsite non-residential development and is located near existing major employment and activity centers, including the Irvine Business Complex and the Irvine Spectrum. By providing a wide range of housing opportunities near existing and proposed employment and activity centers, the 2012 Modified Project locates new housing near existing and foreseeable jobs, and vice versa. Additionally, the proposed zoning for the proposed Combined PA 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 2012 Modified Project, but also to existing and future residents in surrounding communities.

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Table 5.7-4
Consistency with Compass Blueprint 2% Strategy Area Principles

	Compass Blueprint Principles	Modified Project Compliance
GV P1.3	Encourage transit-oriented development.	Consistent: See above responses to RCP Policies OSC-8 and OSC-9 in Table 5.7-2. Additionally, the proposed 8.1 Trails and Transit Oriented Development zoning designation will allow many of the uses that are currently permitted in Existing PAs 30 and 51 in zones 3.2 Transit Oriented Development, 4.3 Vehicle-Related Commercial, and 5.4B General Industrial, 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. 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.
GV P1.4	Promote a variety of travel choices.	Consistent: See above responses to Principles GV P1.2 and P1.3.
Foster Livability in All Communities		
GV P2.1	Promote infill development and redevelopment to revitalize existing communities.	Consistent: The 2012 Modified Project is an infill development and is located in a highly urbanized area of Irvine and adjacent to urbanized areas of the City of Lake Forest. The 2012 Modified Project would implement a master-planned community on a former military base. Also see above response to RCP Policy OSC-10 in Table 5.7-2
GV P2.2	Promote developments, which provide a mix of uses	Consistent: The 2012 Modified Project would further the development of a master-planned community on a former military base with a mix of uses, including residential, commercial, research and development, recreational, open space, and office.
GV P2.3	Promote “people scaled,” walkable communities.	Consistent: See above responses to Principles GV P1.2 and P1.3.
GV P2.4	Support the preservation of stable, single-family neighborhoods.	Consistent: The 2012 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 2012 Modified Project’s impacts on housing are discussed in Section 5.9, <i>Population and Housing</i>, of this DSSEIR. The 2012 Modified Project consists of 4,894 already approved dwelling units plus 4,606 additional dwelling units (3,412 base units and 1,194 DB units). The 2012 Modified Project also includes the option to convert up to 535,000 square feet of Multi-Use to up to 889 base dwelling units and 311 DB units, granted pursuant to State law. The 2012 Modified Project allows for an array of housing types and densities (low, medium and high), including single-family attached and detached

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Table 5.7-4

Consistency with Compass Blueprint 2% Strategy Area Principles

	Compass Blueprint Principles	Modified Project Compliance
		and clustered homes, which would accommodate a broad range of income levels and lifestyles and respond to local and regional housing needs. 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 residents of the 2012 Modified Project would be served by existing schools within IUSD or SVUSD. Additionally, the 2011 Approved Project included two K-8 school sites, each with a capacity of 1,000 students. The 2012 Modified Project also proposes a 2,600 student high school to be located on the Proposed Project Site. Residents of the 2012 Modified Project would be served by these new schools. Furthermore, the existing 6.1 Institutional zoning designation in Existing PA 51 would continue to exist in the proposed Combined PA 51 and would continue to allow the development of public and quasi-public facilities such as churches, schools (public and private) or utilities. Additionally, the 2012 Modified Project would not interfere with adopted 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 2012 Modified Project strives to mitigate environmental impacts and in doing so upholds environmental justice regardless of race, ethnicity, or income class. Additionally, the 2012 Modified Project would not result in impacts to surrounding communities considered socioeconomically disadvantaged, as none are present in the surrounding area. See also above response to Principle GV P3.1.
GV P3.4	Support local and state fiscal policies that encourage balanced growth.	Consistent: The 2012 Modified Project encourages balanced growth in the Proposed Project Site through the development of a mix of uses, including residential, commercial, institutional, recreational, open space, and office. Additionally, the 2012 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, and commercial properties in the proposed Combined PA 51.
GV P3.5	Encourage civic engagement	Consistent: The 2012 Modified Project promotes social and civic engagement through the development of a mix of uses interconnected with recreational opportunities and facilities, including the adjacent Orange County Great Park. Such integrated uses would foster community interaction and gathering.

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Table 5.7-4		
Consistency with Compass Blueprint 2% Strategy Area Principles		
	Compass Blueprint Principles	Modified Project Compliance
Promote Sustainability for Future Generations		
GV P4.1	Preserve rural, agricultural, recreational, and environmentally sensitive areas.	Consistent: As discussed in the 2011 Certified EIR and in Section 5.11, <i>Recreation</i> , of this DSSEIR, the 2011 Approved Project includes approximately 1,475 acres, or 2.3 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. The Relocated Wildlife Corridor Feature, which will be adjacent to the Borrego Canyon Channel, will help to preserve environmentally sensitive areas. The 2012 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 above response to RCP Policy WA-13 in Table 5.7-2.
GV P4.2	Focus development in urban centers and existing cities.	Consistent: The 2012 Modified Project is an infill master-planned community located in a highly urbanized area of Irvine and adjacent to urbanized areas of the City of Lake Forest.
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 5.3, <i>Air Quality</i> , 5.4, <i>Greenhouse Gas Emissions</i> , and 5.13, <i>Utilities and Service Systems</i> , of this DSSEIR address the potential environmental impacts of the 2012 Modified Project related to resource efficiency, pollution, and solid waste. As outlined in those DSSEIR sections, the 2012 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 above response to RCP Policy LU-6.2 in Table 5.7-2.
GV P4.4	Utilize “green” development techniques	Consistent: See above response to RCP Policy LU-6.2 in Table 5.7-2.
Source: SCAG Compass Blueprint		

OC SCS Consistency Analysis

Table 5.7-5 provides an assessment of the 2012 Modified Project’s consistency with pertinent OC SCS sustainability strategies. The analysis contained in Table 5.7-5 demonstrates that the 2012 Modified Project would be consistent with the applicable sustainability strategies of the OC SCS. Therefore, implementation of the 2012 Modified Project would not result in significant land use impacts related to the OC SCS sustainability strategies, as compared to the 2011 Approved Project.

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Table 5.7-5
Consistency with Orange County's Sustainability Communities Strategy

OC SCS Sustainability Strategies	Modified Project Compliance
Sustainability Strategy A: Support transit-oriented development.	Consistent: The existing and proposed areas zoned 8.1 Trails and Transit Oriented Development allow many of the uses that are currently permitted in Existing PAs 30 and 51 in zones 3.2 Transit Oriented Development, 4.3 Vehicle-Related Commercial, and 5.4B General Industrial, 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. 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. Additionally, the 2012 Modified Project is in proximity to the Irvine Station, which provides existing AMTRAK and Metrolink rail service.
Sustainability Strategy B: Support infill housing development and redevelopment.	Consistent: The 2012 Modified Project is an infill project that is located in a highly urbanized area of Irvine and also adjacent to urbanized areas of the city of Lake Forest. The 2012 Modified Project entails the development of a master-planned community on and reuse of the former MCAS El Toro. The 2012 Modified Project consists of 4,894 already approved dwelling units plus 4,606 additional dwelling units (3,412 base units and 1,194 DB units). The 2012 Modified Project also includes the option to convert up to 535,000 square feet of Multi-Use to up to 889 base dwelling units and 311 DB units, granted pursuant to State law.
Sustainability Strategy C: Support mixed-use development and thereby improve walkability of communities.	Consistent: See above response to Sustainability Strategy A. Additionally, elements will be incorporated into the future design of the 2012 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.
Sustainability Strategy D: Increase regional accessibility in order to reduce vehicle miles traveled.	Consistent: The 2012 Modified Project is located adjacent to I-5 and in proximity of the Foothill and Eastern Transportation Corridor toll roads. Additionally, the 2012 Modified Project is in proximity to the Irvine Station, which provides existing AMTRAK and Metrolink rail service. Furthermore, the 2012 Modified Project involves the placement of new housing in close proximity to existing and future employment and activity centers, including future development on-site, the Irvine Business Complex and the Irvine Spectrum. By allowing for a wide range of housing opportunities near existing and proposed employment and activity centers, the 2012 Modified Project would promote fewer and shorter vehicle trips and thereby reduce VMT.
Sustainability Strategy E: Improve jobs-to-housing ratio.	Consistent: The 2012 Modified Project allows for the development of an array of housing types and densities (low, medium and high), including single-family attached and detached and clustered homes, which would accommodate a broad range of income levels and lifestyles and respond to local and regional housing needs. Therefore, the 2012 Modified Project would help the City further meet its RHNA

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Table 5.7-5

Consistency with Orange County's Sustainability Communities Strategy

OC SCS Sustainability Strategies	Modified Project Compliance
	through 2025. In addition, the 2012 Modified Project's additional housing would help improve the City's jobs-to-housing balance. Jobs/housing balance and consistency with the City's Housing Element are further discussed in Section 5.9, <i>Population and Housing</i>, of this DSSEIR.
Sustainability Strategy F: Promote land use patterns that encourage the use of alternatives to single-occupant automobile use.	Consistent: See above responses to Sustainability Strategies A and D. Additionally, the types of uses and configuration of uses contemplated by the 2012 Modified Project maximize the use of existing urbanized areas and increase alternatives to the single-occupant vehicle.
Sustainability Strategy G: Support retention and/or development of affordable housing.	Consistent: The 2012 Modified Project consists of 4,894 already approved dwelling units plus 4,606 additional dwelling units (3,412 base units and 1,194 DB units). The 2012 Modified Project also includes the option to convert up to 535,000 square feet of Multi-Use to up to 889 base dwelling units and 311 DB units, granted pursuant to State law. The 2012 Modified Project allows for the development of an array of housing types and densities (low, medium and high), including single-family attached and detached and clustered homes, which would accommodate a broad range of income levels and lifestyles. The 2012 Modified Project's impact on housing is addressed in Section 5.9, <i>Population and Housing</i>, of this DSSEIR.
Sustainability Strategy H: Support natural land restoration and conservation and/or protection offering significant carbon mitigation potential via both sequestration and avoidance of increased emissions due to land conversion.	Consistent: The 2011 Approved Project incorporates the 974-acre NCCP Habitat Preserve into the 2011 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.
Sustainability Strategy I: Eliminate bottlenecks and reduce delay on freeways, toll roads, and arterials.	Consistent: The 2012 Modified Project's land uses would complement and improve the existing and proposed circulation and transportation facilities in and around the Proposed 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. Additionally, all 2012 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. The 2012 Modified Project's impacts on traffic and circulation are discussed in detail in Section 5.12, <i>Transportation and Traffic</i>, of this DSSEIR.

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Table 5.7-5
Consistency with Orange County's Sustainability Communities Strategy

OC SCS Sustainability Strategies	Modified Project Compliance
Sustainability Strategy J: Apply Transportation System Management and Complete Street practices to arterials and freeways to maximize efficiency.	Consistent: Future subdivision maps associated with the 2012 Modified Project will be reviewed for compliance with the Complete Streets Act (Assembly Bill 1358). Additionally, as outlined in Mitigation Measure TRAN 1, future non-residential development shall participate in an existing or future transportation management association to reduce traffic, air quality and noise impacts. See above responses to Sustainability Strategies A, D and I and below response to Sustainability Strategy O.
Sustainability Strategy K: Improve modes through enhanced service, frequency, convenience, and choices.	Consistent: See above responses to Sustainability Strategies A, D and I.
Sustainability Strategy L: Expand and enhance Transportation Demand Management practices to reduce barriers to alternative travel modes and attract commuters away from single occupant vehicle travel.	Consistent: See above response to Sustainability Strategy F.
Sustainability Strategy M: Continue existing, and explore expansion of, highway pricing strategies.	Not Applicable: This is not a project-specific goal and is therefore not applicable.
Sustainability Strategy N: Implement near-term (Transportation Improvement Program and Measure M2 Early Capital Action Plan) and long-term (LRTP 2035 Preferred Plan) transportation improvements to provide mobility choices and sustainable transportation options.	Consistent: See above responses to Sustainability Strategies A and D and J.
Sustainability Strategy O: Acknowledge current sustainability strategies practiced by Orange County jurisdictions and continue to implement strategies that will result in or support the reduction of GHG emissions.	Consistent: See above response to RCP Policy LU-6.2 in Table 5.7-2. Additionally, Section 5.4, <i>Greenhouse Gas Emissions</i> , of this DSSEIR addresses global climate impacts of the 2012 Modified Project. That section outlines mitigation measures and PPPs from the 2011 Certified EIR and associated MMRP that apply to the 2012 Modified Project and that will reduce air quality and global climate change impacts to the extent feasible. Furthermore, the types of uses and configuration of uses contemplated by the 2012 Modified Project maximize the use of existing urbanized areas and increase alternatives to the single-occupant vehicle, both of which work to minimize emissions impacts.

Source: Orange County Sustainable Communities Strategy

5.7.5 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, and other employment-oriented uses that would carry out the vision and goals of the 2011 Approved Project. The 2012 Modified Project evaluated in this DSSEIR would help maintain consistency with the 2011 Approved Project's overall goals and would help fulfill the goals, objectives, and policies of the General Plan and the City's vision for the future of the overall Great Park. The 2012 Modified Project would also further previous City actions concerning the Great Park site by developing certain elements and portions of the Proposed Project Site. Additionally, the 2012 Modified Project consists of 4,894 already approved dwelling units plus 4,606 additional dwelling units (3,412 base units and 1,194 DB units). The 2012 Modified Project also includes the option to convert up to 535,000 square feet of Multi-Use to up to 889 base residential units and 311 DB units, granted pursuant to State law. Therefore, the

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LAND USE AND PLANNING

2012 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 2011 Approved Project.

Intensification of various land uses under the 2012 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 2012 Modified Project's General Plan Amendment and Zone Change, development under the 2012 Modified Project would be consistent with applicable plans, programs, policies, and regulations of the General Plan and Zoning Ordinance, SCAG's RCP, RTP, and Compass Growth Vision, and the HCP/NCCP, as provided in detail above. The 2012 Modified Project allows for a host of jobs, restaurants, retail, entertainment, and other support services and uses would be within walking and biking distance of many of the existing and future 2012 Modified Project residential uses, as well as urban areas located immediately adjacent to the Proposed Project Site. Therefore, the 2012 Modified Project would create a cohesive community of residential and other support uses, in turn contributing to the development of a sustainable urban neighborhood. Furthermore, future individual development projects on the Proposed Project Site 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 2012 Modified Project to result in cumulatively considerable land use impacts, as compared to the 2011 Approved Project.

5.7.6 Applicable Mitigation Measures from the 2011 Certified EIR

No mitigation measures were outlined in the 2011 Certified EIR because land use impacts of the 2011 Approved Project were considered less than significant without mitigation.

5.7.7 Level of Significance Before Additional Mitigation

Upon implementation of existing regulatory requirements, the following land use impacts would be less than significant: Impact 5.7-1. As was the case for the 2011 Approved Project, all 2012 Modified Project impacts on land use and planning would be less than significant before mitigation.

5.7.8 Additional Mitigation Measures for the 2012 Modified Project

Because land use impacts of the 2012 Modified Project are less than significant without mitigation, no additional mitigation measures are required.

5.7.9 Level of Significance After Mitigation

No significant impacts relating to land use and planning have been identified. All 2012 Modified Project impacts related to land use would be less than significant without mitigation.