

4.9 Land Use/Planning

This section analyzes potentially significant impacts related to land use and planning that could result from implementation of the project.

4.9.1 Existing Conditions

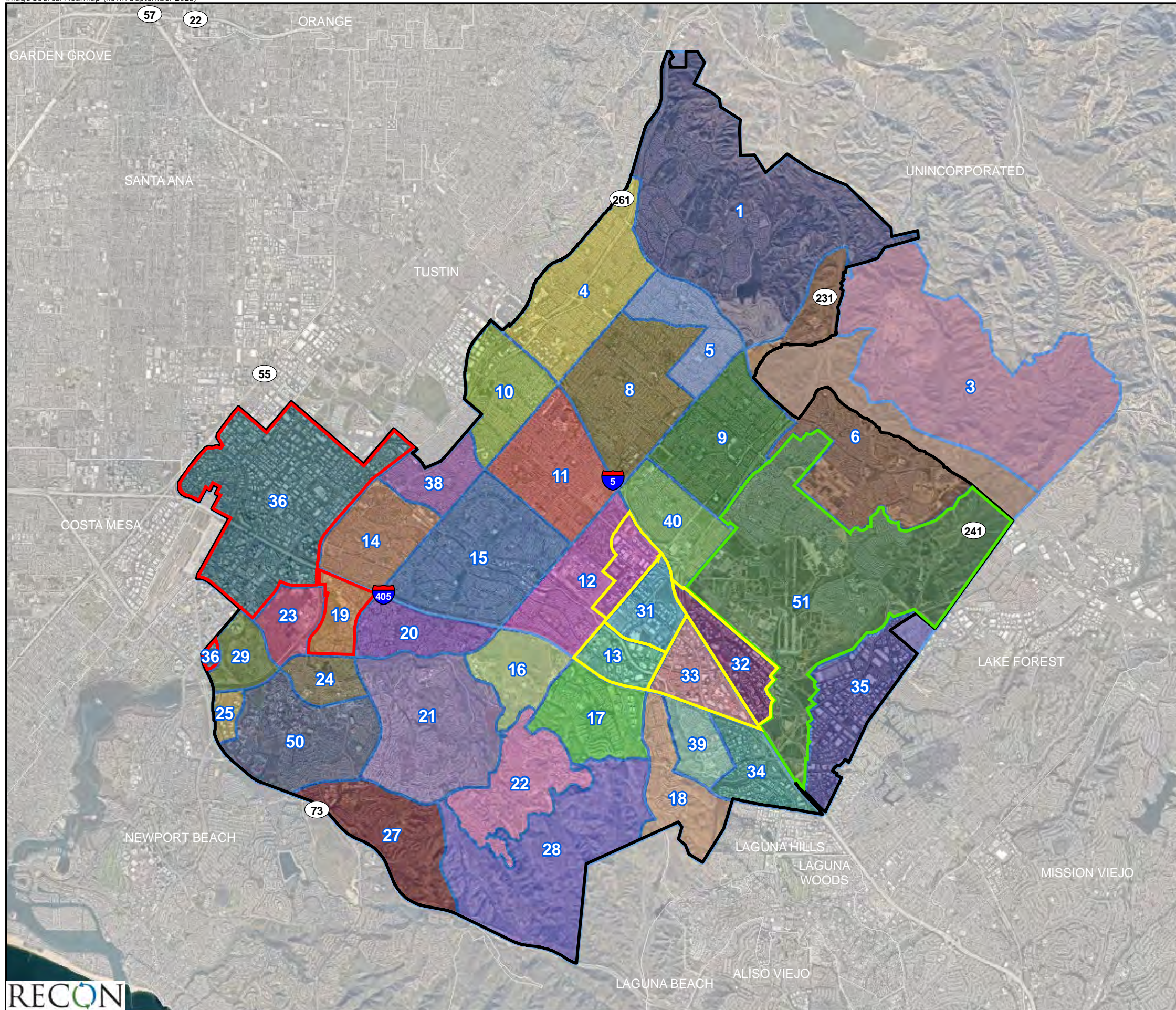
The City of Irvine (City) adopted its first General Plan in December 1973, and the last comprehensive update was completed in 2000. The General Plan has been updated over the years to address necessary General Plan amendments. With the adoption of the certified 2021-2029 Housing Element in May 2022, the City is required to update the appropriate elements of the General Plan to accommodate the residential site inventory from the 2021-2029 Housing Element (6th Cycle). Specifically, the updated General Plan address the additional 57,656 units needed to meet the City's 6th Cycle Housing Element Regional Housing Needs Assessment (RHNA). Other updates to the General Plan are also proposed to reflect changes in state law.

4.9.1.1 Existing Land Uses

The City is divided into a series of master-planned communities or neighborhoods called planning areas (otherwise referred to as "villages"), with each planning area having its own character and development goals (Table 4.9-1). Figure 4.9-1 presents the locations of the planning areas throughout the City.

Residential growth has primarily been concentrated within the northern and central flatlands of the City, with some residential uses in the northern and southern hillside areas. Prior to 2000, residential development has primarily been concentrated within the central portions of the City, known as the residential core. More recent residential growth has been concentrated within or near the job centers of the Irvine Business Complex (IBC), Irvine Spectrum, and Great Park areas. Employment growth (e.g., commercial, retail, office, industrial) has been concentrated adjacent to regional transportation facilities (e.g., John Wayne Airport, Interstate-5 and Interstate-405, Irvine Station) on the western and eastern edges of the City (i.e., Planning Area 35: Irvine Spectrum, Planning Area 36: Irvine Business Complex).

Land use issues can be divided into two general categories: land use compatibility and land use consistency. Land use compatibility addresses the placement of new sensitive land uses (e.g., residential, parks, schools, assisted living facilities, childcare, and hospitals) near sources of air pollutants, odors, and noise, and the placement of new industrial/commercial land uses near sensitive land uses. Land use consistency addresses the consistency or compliance of a site-specific project with adopted goals and policies described in Section 4.9.2 below. Land use consistency and compatibility are assessed in Section 4.9.5



- Irvine City Boundary
- Focus Area 1
- Focus Area 2
- Focus Area 3
- Planning Area**
- 1 | Orchard Hills
- 3 | Limestone Canyon
- 4 | Lower Peters Canyon
- 5 | Northwood Point
- 6 | Portola Springs
- 8 | Northwood
- 9 | Woodbury and Stonegate
- 10 | Walnut
- 11 | El Camino Real
- 12 | Oak Creek
- 13 | Irvine Spectrum 4
- 14 | Westpark
- 15 | Woodbridge
- 16 | Quail Hill Open Space
- 17 | Quail Hill
- 18 | Laguna Altaura
- 19 | Rancho San Joaquin
- 20 | University Park
- 21 | Turtle Rock
- 22 | Shady Canyon
- 23 | San Joaquin Marsh
- 24 | University Town Center
- 25 | University Research Center
- 27 | Turtle Ridge
- 28 | Bommer Canyon Open Space
- 29 | UCI North Campus
- 31 | Irvine Spectrum 6
- 32 | Irvine Spectrum 3
- 33 | Irvine Spectrum Center
- 34 | Irvine Spectrum 5
- 35 | Irvine Spectrum 2
- 36 | Irvine Business Complex
- 38 | Westpark II
- 39 | Los Olivos
- 40 | Cypress Village
- 50 | University of California, Irvine
- 51 | Orange County Great Park

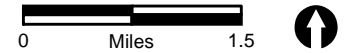


FIGURE 4.9-1
Planning Areas

Table 4.9-1 Planning Areas	
Number	Plan Area
PA 1	Orchard Hills
PA 3	Limestone Canyon
PA 4	Lower Peters Canyon
PA 5	Northwood Point
PA 6	Portola Springs
PA 8	Northwood
PA 9	Woodbury and Stonegate
PA 10	Walnut
PA 11	El Camino Real
PA 12	Oak Creek
PA 13	Irvine Spectrum 4
PA 14	Westpark
PA 15	Woodbridge
PA 16	Quail Hill Open Space
PA 17	Quail Hill
PA 18	Laguna Altura
PA 19	Rancho San Joaquin
PA 20	University Park
PA 21	Turtle Rock
PA 22	Shady Canyon
PA 23	San Joaquin Marsh
PA 24	University Town Center
PA 25	University Research Park
PA 27	Turtle Ridge
PA 28	Bommer Canyon Open Space
PA 29	UCI North Campus
PA 31	Irvine Spectrum 6
PA 32	Irvine Spectrum 3
PA 33	Irvine Spectrum Center
PA 34	Irvine Spectrum 5
PA 35	Irvine Spectrum 2
PA 36	Irvine Business Complex
PA 38	Westpark II
PA 39	Los Olivos
PA 40	Cypress Village
PA 50	University of California , Irvine
PA 51	Great Park
PA = Planning Area	

4.9.2 Applicable Regulatory Requirements

This section describes the various planning documents and local planning initiatives that affect the City.

4.9.2.1 State and Regional

a. General Plan

California Planning and Zoning Law requires each city or county to prepare and adopt a comprehensive, long term general plan for the physical development of the City, and of any land outside its boundaries. The law requires the general plan to include the following elements:

1. Land Use Element;
2. Circulation Element;
3. Housing Element;
4. Conservation Element;
5. Open Space Element;
6. Noise Element;
7. Air Quality;
8. Safety Element; and
9. Environmental Justice Element (or policies related to this topic area must be addressed throughout a general plan) is required when there is a designated Disadvantaged Community

Agencies may also include additional optional elements.

The City and its sphere of influence encompass over 66 square miles located within the coastal and foothill region of central Orange County. Existing General Plan elements regulating development within the City and its sphere of influence include the land use, circulation, housing, seismic, cultural resources, noise, public facilities and services, integrated waste management, energy, safety, parks and recreation, conservation and open space, growth management, and Irvine Business Complex elements.

The City adopted a certified 2021-2029 Housing Element in May 2022 and is required to update the appropriate elements of the General Plan to accommodate the residential site inventory from the 2021-2029 Housing Element. This includes updates to the land use element and the circulation element. The City will also make updates to the open space element, safety element, and noise element to address statutory requirements, and will combine existing optional elements into the updated state-required elements. The City will also introduce an optional environmental protection and climate action element. The updated General Plan will provide long-term policy direction and communicate the vision, values, and goals for the City's physical development and overall quality of life.

Proposed General Plan Updates:

Mandated Elements:

- **Land Use**
Incorporates information from existing Growth Management and Irvine Business Complex Elements
- **Circulation**
- **Housing**
- **Conservation and Open Space**
Incorporates information from existing Parks and Recreation, Public Facilities and Services, and Cultural Resources Elements
- **Noise**
- **Safety** (includes information from Seismic Safety Element)

Optional Elements:

- **Environmental Protection and Climate Action Element**
Incorporates information from existing Energy, Public Facilities and Services, and Integrated Waste Management Elements

b. Subdivision Map Act

The Subdivision Map Act is a California state law established in 1972 that requires governments to review and approve land divisions. This law allows governments to regulate growth and establishes multiple types of land divisions. The law created a standard approval process to regulate subdivisions and ensure that infrastructure for new development is adequately funded. The map depicts required land improvements such as sidewalks, storm drains, and roads.

c. California Coastal Act

The California Coastal Act of 1976 established the California Coastal Commission to regulate the use of land and water in the coastal zone. Development activities, which are broadly defined by the Coastal Act to include construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the Coastal Commission or the local government.

The Coastal Act addresses issues including shoreline public access and recreation, lower cost visitor accommodations, terrestrial and marine habitat protection, visual resources, landform alteration, agricultural lands, commercial fishers, industrial uses, water quality, offshore oil and gas development, transportation, development design, power plants, ports, and public works. It is implemented at the local and regional level via a Local Coastal Plan.

4.9.2.2 Regional Plans and Projects

a. Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy: Connect SoCal

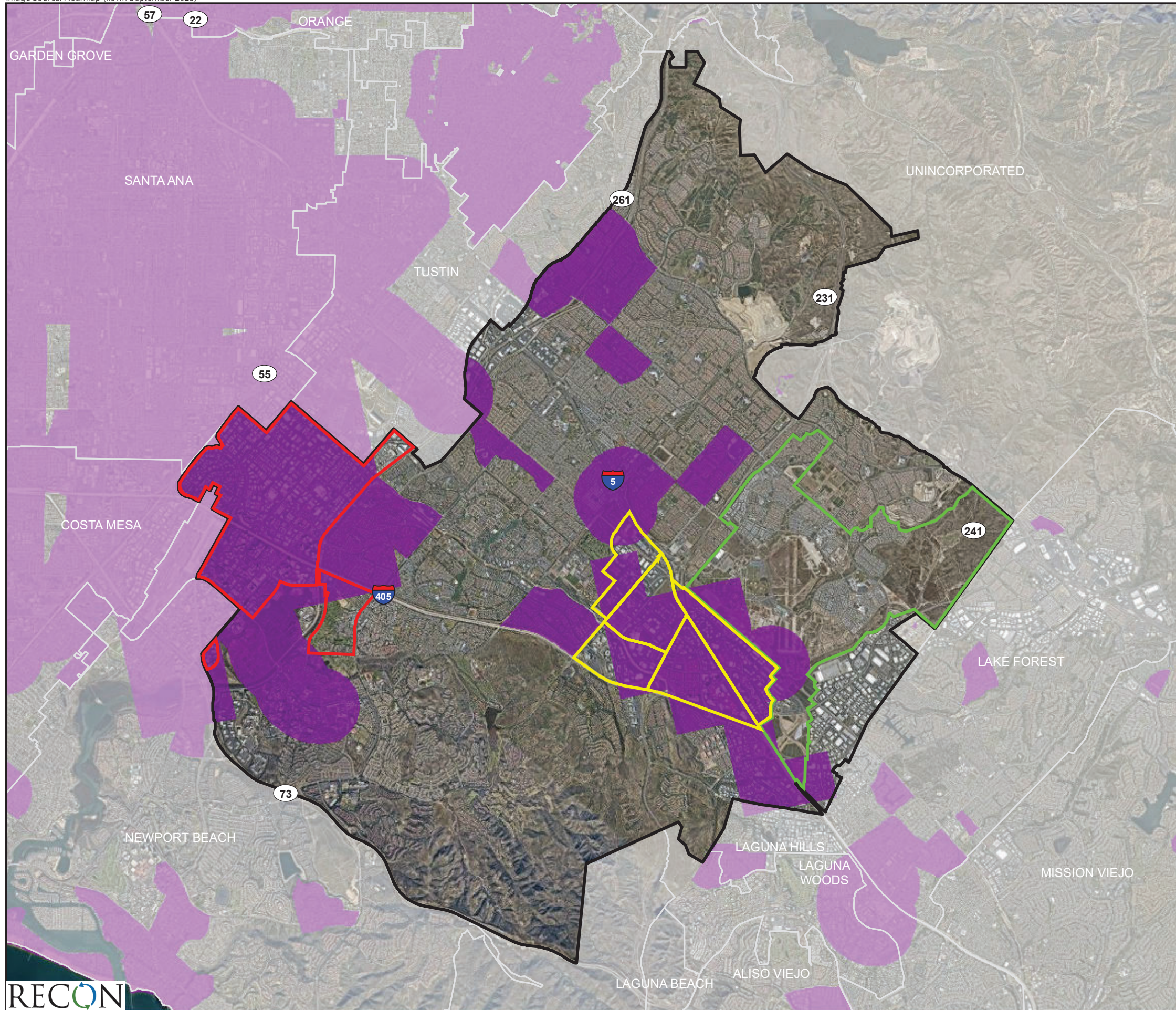
The Southern California Association of Governments (SCAG) is responsible for developing long-range transportation plans and a Sustainable Communities Strategy for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. Connect SoCal 2020-2045 is a Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Connect SoCal also includes a Regional Housing Supportive Infrastructure strategy.

The SCS recommends several land use tools that can be implemented at the local level to promote human-scale, compact and pedestrian-oriented development. These tools represent a menu of options that local jurisdictions are encouraged to utilize, however, are not bound to implementing. The tools include:

1. Center Focused Placemaking
2. Transit Priority Areas
3. High Quality Transit Areas
4. Spheres of Influence
5. Transfer of Development Rights
6. Urban Greening
7. Greenbelts & Community Separators

Connect SoCal implements the Federal Transportation Improvement Program, State Transportation Improvement Program, Interregional Transportation Program, and Regional Transportation Improvement Program and includes a project list for roadway improvement projects. Figure 4.9-2 shows Transit Priority Areas as defined by SCAG.

It should be noted that SCAG is currently in the process of updating this document and recently released the draft Connect SoCal 2024 for review and comment. The final Connect SoCal 2024 document is expected to go to the Regional Council for adoption in April 2024.



- Irvine City Boundary
- Focus Area 1
- Focus Area 2
- Focus Area 3
- Priority Growth Areas

FIGURE 4.9-2
SCAG Priority Growth Areas

b. Southern California Association of Governments Regional Comprehensive Plan

The Regional Comprehensive Plan (RCP) is a voluntary framework that links broad principles to an action plan that moves the region towards collective transportation, housing, environmental, and economic goals. It contains nine chapters focusing on specific areas of planning or resource management including: land use and housing, open space and habitat, water, energy, air quality, solid waste, transportation, security and emergency preparedness, and economy. The document contains strategic initiatives, policies, and potential direct and indirect benefits. It also describes at which level of government or which entity should implement the action: for example, federal, state, regional, local governments, developers, or non-profits. The voluntary RCP was initiated by SCAG in 2008 and has not been updated since, therefore some of the voluntary strategic initiatives and policies may be outdated or are no longer relevant.

c. Airport Environs Land Use Plan John Wayne Airport

In 1975, the Airport Land Use Commission (ALUC) of Orange County adopted the Airport Environs Land Use Plan (AELUP), which was most recently amended in 2008. The AELUP covers John Wayne Airport, Fullerton Municipal Airport, and the Joint Forces Training Base Los Alamitos.

The AELUP is a land use compatibility plan that is intended to minimize adverse impacts to the public associated with aircraft noise, to ensure that people and facilities are not located in areas that are susceptible to aircraft accidents, and to ensure that no structures or activities adversely affect navigable air space. The AELUP identifies development standards for areas within the airport's planning area based on noise contours, accident potential zones, and building heights. ALUC is also authorized under state law to assist local agencies in ensuring land use compatibility in areas adjacent to airports. While ALUC is not an implementing agency in the manner of local governments and does not issue project permits, each local agency having jurisdiction over any area within the airport planning areas is required to submit its general plans for that area to the Airport Land Use Commission for a consistency/inconsistency determination prior to adoption by the local agency in accordance with the Government Code for the State of California, Section 65302.3 and Public Utilities Code Section 21676. The submittals should highlight those areas which address the AELUP noise impact, safety compatibility, and height restriction zones. The only requirement is that the submittals illustrate how local agencies will incorporate the performance standards outlined in the AELUP into their planning, zoning, and development processes.

John Wayne Airport is in the City of Santa Ana in unincorporated Orange County along the western border of the City, adjacent to the IBC. A portion of Focus Area 1 (greater IBC area) is located within the AELUP Airport Planning Areas. Structures in this area are required to abide by land use regulations within the Airport Land Use Plan (Table 4.9-2).

Within the boundaries of the AELUP, a land use may be found to be "inconsistent" with the AELUP if any of the following four conditions would occur:

1. Places people so that they are affected adversely by aircraft noise,
2. Concentrates people in areas susceptible to aircraft accidents,

3. Permits structures of excessive height in areas which would affect adversely the continued operation of the airport, or
4. Permits activities or facilities that would affect adversely aeronautical operations.

The following provides additional information related to each of these four conditions. Any land use which is in conformance with the general policies shall be consistent with the AELUP.

Aircraft Noise

Table 4.9-2 Airport Environs Land Use Plan Limitations on Land Use Due to Noise						
Land Use Category	Community Noise Equivalent Level dB					
	55	60	65	70	75	80
Residential (all types): Single and Multi-Family Residences						
Community Facilities: Churches, Libraries, Schools, Preschools, Day-Care Centers, Hospitals, Nursing/Convalescent Homes, & Other noise sensitive uses						
Commercial: Retail, Office						
Industrial						
SOURCE: John Wayne AELUP (2008).						
Normally Consistent	Conventional construction methods used. No special noise reduction requirements.					
Conditionally Consistent	Must use sound attenuation as required by the California Noise Insulation Standards, Title 25, California Code of Regulations. Residential use sound attenuation required to ensure that the interior CNEL does not exceed 45 dB. Commercial and industrial structures shall be sound attenuated to meet Noise Impact Zone "1" criteria (refer to Section 3.2.3 of the AELUP).					
Normally Inconsistent	All residential units are inconsistent unless they are sound attenuated to ensure that the interior CNEL does not exceed 45 dB, and that all units are indoor oriented so as to preclude noise impingement on outdoor living areas.					

Aircraft Accidents

A land use may also be found to be inconsistent with the AELUP if it concentrates people in an area susceptible to aircraft accidents. Aircraft accidents are defined as a number of people situated on the ground so as to increase the potential magnitude of a major crash catastrophe (i.e., a larger number of fatalities or injuries than otherwise may occur).

Building Height

Adverse effects of structure height refer to a structure of such height and/or location that its existence would threaten the continued operation of the airport, or would decrease the airport's

utility, such as by creating an obstacle in the flight paths or other aircraft traffic patterns employed at the airport, or by interfering with visual or electronic navigation systems.

Aeronautical Operations

Adverse effects of activities or facilities refers to a land use that would hamper aeronautical operations within the boundaries of the AELUP of an airport by producing or causing excessive glare, light, steam, smoke, dust, or electronic interference, or by attracting birds.

d. Orange County Central and Coastal Natural Community Conservation Plan

In May of 1996, the City, the County of Orange, various other cities, and landowners entered into an agreement to place certain lands within the Natural Community Conservation Plan (NCCP) Reserve and commit to certain responsibilities under this plan. Most of the northeastern part of the City is part of the NCCP. Additional NCCP reserve lands also exist in other parts of the City. Development is limited within the NCCP areas to "Covered Activities" and compatible uses. All proposals for development that are within the NCCP are required to meet these requirements and would be reviewed by the City prior to approval.

e. California Coastal Act

The California Coastal Commission was established by voter initiative in 1972 (Proposition 20) and later made permanent by the Legislature through adoption of the California Coastal Act of 1976. In partnership with coastal cities and counties, the Coastal Commission plans and regulates the use of land and water in the coastal zone. Development activities, which are broadly defined by the Coastal Act to include (among others) construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the Coastal Commission or the local government.

The Coastal Act includes specific policies that address issues such as shoreline public access and recreation, lower cost visitor accommodations, terrestrial and marine habitat protection, visual resources, landform alteration, agricultural lands, commercial fisheries, industrial uses, water quality, offshore oil and gas development, transportation, development design, power plants, ports, and public works. The policies of the Coastal Act constitute the statutory standards applied to planning and regulatory decisions made by the Commission and by local governments, pursuant to the Coastal Act.

4.9.2.3 Local Plans and Projects

a. Existing General Plan (2000)

The City's currently adopted General Plan consists of the land use, circulation, housing, seismic, cultural resources, noise, public facilities and services, integrated waste management, energy, safety, parks and recreation, conservation and open space, growth management, and Irvine Business Complex elements.

As previously noted, the project includes a comprehensive update to the City's General Plan to address increased development capacities needed to meet the City's RHNA requirements and updates needed to address changes in state law that have occurred since the last comprehensive General Plan update in 2000. While the existing vision, policies and objectives guide development and activities within the City, it is important to note that the newly proposed goals, objectives, policies, and implementation actions would serve as the guiding regulations if the project is adopted. These proposed goals, objectives, policies, and implementation actions are described throughout this Program Environmental Impact Report (PEIR) where relevant to each topic area.

Housing Element

The following goals and policies in the 2021-2029 Housing Element have informed development of the project and will affect land use:

Goals:

8.1.1 Goal 1: Provide for safe and decent housing for all economic segments of the community.

Policies:

HE-A.1 Identify residential zones where allowable density can be increased or suitable Floor Area Ratio (FAR) specified for affordable housing, including for extremely low-income households.

HE-A.2 Identify commercial and institutional zones where zoning can be changed to allow for mixed-use and/or higher-density residential development.

HE-A.3 Ensure appropriate land use planning and developer mitigation/improvements are provided for adequate infrastructure, services, and facilities to serve existing and future residents.

HE-A.4 Monitor residential construction and the use of residential and mixed-use designated lands. Ensure adequate residential sites are available to meet the City's housing needs.

Goals:

8.1.2 Goal 2: Maximize land utilization for residential development.

Policies:

HE-C.1 Promote infill development in appropriate areas.

Goals:

8.1.7 Goal 7: Improve quality of life and promote placemaking.

Policies:

HE-L.1 Encourage placemaking and public spaces to serve residents of all incomes, interests, ages, physical abilities, and cultures.

- HE-L.2 Encourage infill development that includes capital improvements, such as sidewalk repair and lighting improvements.
- HE-L.3 Encourage development that includes active transportation infrastructure, such as new and wider sidewalks, trails, and protected bike lanes.
- HE-L.4 Continue to preserve existing open space in the City.
- HE-L.5 Encourage development that brings new community amenities and services like community meeting spaces, public art, community health clinics, after school programs, and childcare.

Level of Service

Per Senate Bill 743, the California Environmental Quality Act (CEQA) no longer mandates that transportation impacts are evaluated in terms of congestion, or level of service (LOS), and instead measures transportation impacts in terms of vehicle miles travelled (VMT). As such, this PEIR evaluates transportation impacts with respect to VMT. Refer to Section 4.13, Transportation, for additional information on project-related transportation impacts.

The City, as a policy, continues to examine transportation impacts with respect to LOS as a mechanism to determine necessary project-specific infrastructure improvement updates. However, LOS is not reviewed for the purposes of determining transportation impacts under this PEIR. This evaluation would continue under the project, with the following policy update included in the proposed Circulation Element:

Goal 1, Objective C-1:

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 and Figure B-5, which are in the City of Irvine or its sphere of influence, and which are under the City's jurisdiction.

1. LOS "E" or better shall be considered acceptable within the Irvine Business Complex (IBC Planning Area (PA) 36), Irvine Spectrum Center (PA 33), and at the following three intersections: Bake Parkway and the I-5 northbound off-ramp, Bake Parkway and Marine Way, and Trabuco/Great Park Boulevard and SR-133 southbound ramps.
2. In conjunction with traffic studies for development proposed in Planning Areas 5B, 6, 8A and 9, a LOS "E" standard or better would be considered acceptable for application to intersections impacted in Planning Areas 13, 31, 32, 34, 35 and 39.
3. In conjunction with traffic studies for development proposed in Great Park (PA 51), a LOS "E" standard or better would be considered acceptable for application to intersections impacted in Planning Areas 13, 31, 32, 34, 35 and 39 and a portion of 51.
4. Applicable to 2a and 2b above. LOS "E" or better would be acceptable subject to the following:
 - Preparation, submittal, processing, and approval of a traffic study for the specific subdivision map.

- Level of Service “E” or better will only be considered acceptable for an intersection that does not contain a residential quadrant unless the residential development has a net density of 30 dwelling units per net acre or greater. No Level of Service “E” will be accepted along Sand Canyon except at the Sand Canyon/I-5 Interchange ramps/intersections.
 - Participation/funding to an upgraded traffic signal system as defined in the Traffic Management Systems Operations Study (TMSOS) and/or a parking and mobility fund, as applicable and which may be in place at the time of processing of the individual traffic study. The City, in conjunction with the specific traffic study, shall determine the level of participation/funding using criteria and processes developed concurrently.
5. LOS “D” or better shall be considered acceptable within all other areas.

City of Irvine Local Coastal Program

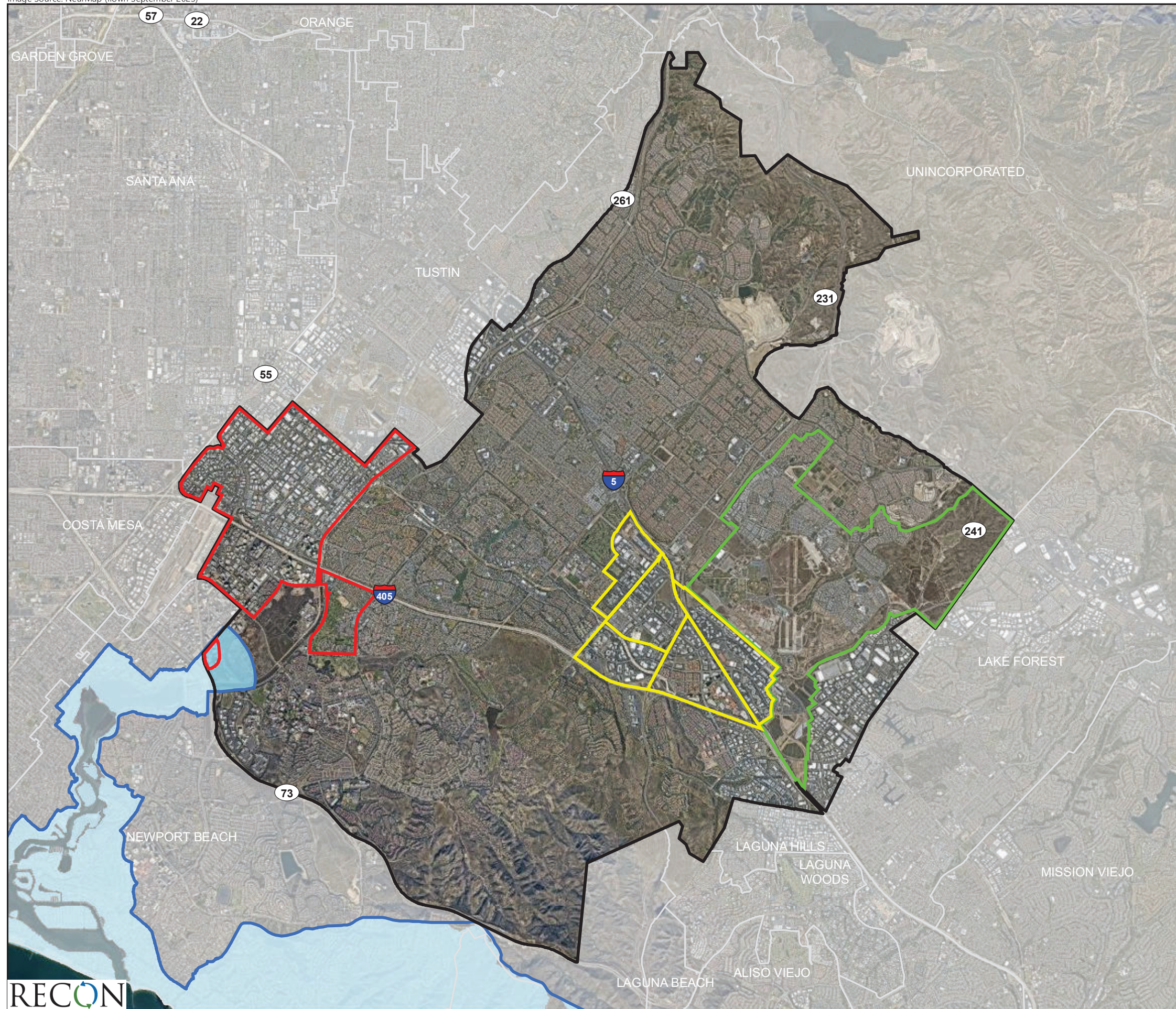
The City of Irvine Local Coastal Program (LCP) was certified by the California Coastal Commission on March 3, 1982.

Approximately 250 acres within the City is located within the Coastal Zone, with most of this area dominated by the San Joaquin Marsh, which is owned by the University of California, Irvine, and is therefore not covered by the City’s Local Coastal Program. However, a total of 40 acres of land within the IBC area at the intersection of MacArthur and Jamboree is owned by the City and is covered by the Local Coastal Program. The General Plan calls for this area to be restricted to research and light industrial uses. Figure 4.9-3 shows the portion of Irvine that is located within the Local Coastal Program area. All development occurring within this area must demonstrate compliance with the City’s General Plan, Local Coastal Program, and Municipal Code.

According to the LCP, new development and public works facilities should not have adverse impacts on coastal resources according to the Coastal Zone Conservation Act of 1976. Regulations related to the LCP are included as Zoning Ordinance Chapter 2-7 Coastal Zone Regulations for Developments Located in Coastal Zone.

Zoning Ordinance

The Zoning Ordinance establishes land use regulations and development standards for the City. Division 9 of the Zoning Ordinance establishes planning areas and zones which are required to be vertically consistent with the General Plan. The Zoning Ordinance establishes over 30 planning areas. These planning areas (PAs) are located within the City, except for PA 3, which is in the unincorporated County within the City’s sphere of influence. Each planning area contains various zoning districts and special development requirements that pertain only to those planning areas. Zoning districts establish land use, intensity, and development standards for individual parcels.



- Irvine City Boundary
- Focus Area 1
- Focus Area 2
- Focus Area 3
- Coastal Program Area
- Critical Coastal Areas



FIGURE 4.9-3
Local Coastal Program Area

b. Parks Master Plan

The City's Parks Master Plan was adopted in 2017. The Master Plan helps guide the future maintenance, development, and operation of the City's parks and recreation system for the next 10 years. It highlights opportunities for enhancing the City's public parks, park facilities, and recreation programs to respond to evolving resident needs. The plan focuses on projects for public parks, park facilities, and recreation programs that may enhance the public experience and respond to evolving needs and expectations. The Master Plan also includes criteria that assists in the identification of projects to include in the annual Capital Improvement Program budget.

c. Parks and Park Facilities Standards

The purpose of the Parks and Park Facilities Standards is to establish park development standards for guidance in acceptance of park land, collection of park fees, or provision of in lieu improvements, and criteria for design of public and private parks. The City's General Plan and Subdivision Ordinance require developers to dedicate park land and/or improvements/amenities, and/or pay fees in lieu of dedication, at a rate of five acres per thousand population (General Plan, Element K and Subdivision Ordinance, Section 5-5-1004). The City's public park system is divided into two park categories: community parks and neighborhood parks. Neighborhood parks are further divided into public and private parks. The allocation of land and improvements is apportioned at 2 acres to community parks and 3 acres to public and/or private neighborhood parks. The following guidelines are used when planning parks:

1. To serve the community as a whole, a 20-acre improved community park for every 10,000 population is the Community Services Commission's goal when developing residential villages. Development agreements are considered when needed to vary the allocation of park credits to allow for development of community parks.
2. Public neighborhood parks are incorporated within residential developments to serve the immediate neighborhood, supplemented by private parks. Private parks and/or improvements to private parks shall be provided when they have a clear benefit to the community.
3. The Community Services Commission, working with the development community, endeavor to address the development of parks at the earliest stages of development, to communicate the City's park interests.

d. University of California, Irvine, Long Range Development Plan

The 2007 University of California, Irvine (UCI), Long Range Development Plan (LDRP) identifies general types of campus development and land uses to support projected expansion of existing academic programs and to enable new academic program initiatives at UCI through the plan horizon year of 2025-26. In addition, it provides a foundation for post-2025 development at UCI. The 2007 LDRP is accompanied by an EIR that identifies potential environmental effects of the plan and prescribes mitigation measures for reducing significant environmental impacts from campus physical development.

e. Existing Plans, Programs, and Policies

Compliance measures are regulations imposed uniformly by the approving agency based on the proposed action taken and are required of the project to reduce its potential environmental effects. Because these features are standard requirements, they do not constitute mitigation measures. The following measures are existing plans, programs, or policies (PPP) that apply to the project and will help to reduce and avoid potential impacts related to land use and planning:

- PPP LU-1: Compliance with the Airport Environs Land Use Plan for John Wayne Airport
- PPP LU-2: Compliance with the Orange County Central and Coastal Natural Community Conservation Plan (NCCP)
- PPP LU-3: Compliance with the City Local Coastal Program and Zoning Ordinance Chapter 2-7 Coastal Zone Regulations for Developments Located in Coastal Zone
- PPP LU-4: Compliance with Zoning Ordinance
- PPP LU-5: Compliance with the City Parks Master Plan
- PPP LU-6: Compliance with the UCI LDRP

Proposed General Plan Strategies and Policies

The following proposed goals, objectives, policies, and implementation actions are applicable to the analysis of land use and planning and would replace existing goals, strategies, and policies outlined in the City's existing General Plan following project approval:

Land Use Element

Goal 4: Manage Growth to Ensure Balanced Residential and Nonresidential Development Throughout the City.

Objective LU-4. To achieve a balanced and sustainable distribution of land uses throughout the City by implementing equitable and inclusive land use policies that optimize the efficient use of land, promote environmental stewardship, and enhance quality of life for all residents.

Goal 6: Achieve Harmonious Land Use Patterns Throughout the City.

Objective LU-6. To establish cohesive and harmonious land use patterns throughout the City by implementing integrated planning strategies that promote connectivity, sustainability, and community well-being while respecting the unique character and identity of different neighborhoods.

Goal 7: Develop Mixed Use Areas.

Objective LU-7. To cultivate vibrant mixed-use areas throughout the City by implementing land use policies and strategies that promote the integration of residential, commercial, recreational, and cultural uses within cohesive and walkable neighborhoods, enhancing livability, economic vitality, and community well-being.

Goal 12: Promote the Implementation of Proximity Villages.

Objective LU-12 Implement the use of proximity villages through a range of policies that promote sustainable and community-oriented development.

4.9.3 Significance Determination Thresholds

The City has adopted Appendix G of the State CEQA Guidelines as the significance thresholds for land use and planning impacts. A project would normally have a significant effect on the environment if the project would:

- 1) Physically divide an established community.
- 2) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

4.9.4 Methodology

Preparation of this section was based on review of existing land use conditions in the City including aerial images and geographical information systems land use data. This was followed by an evaluation of how the proposed General Plan Update land use, goals, and policies would affect existing land uses within the City.

4.9.5 Topic 1: Physically Divide an Established Community

Would the project physically divide an established community?

4.9.5.1 Impact Analysis

Implementation of the project would not include new major infrastructure, such as a freeway, that could physically divide an established community. The project applies to city-wide development, but focuses residential and residential mixed-use development in existing urbanized areas throughout the City using proposed overlay zones. The project would focus increased density in Focus Areas 1, 2 and 3, which are located near existing or planned travel corridors. Future development and redevelopment would utilize existing transportation facilities and would provide opportunities for new employment, housing, and recreational uses within existing planning areas.

Focus Area 1 is located in the IBC, which is one of the two employment centers located within the City. It connects to the Tustin Transportation Center and has direct access to the Tustin Transportation Center (Metrolink and Orange County Transportation Authority [OCTA] transit service) through the iShuttle and has direct access to Interstate 405, State Route 73, and State Route 55, which provide access to various city and countywide destinations. The project would allow for up to 15,000 new residential units within the subject focus area through the proposed overlay.

Focus Area 2 is located in the Greater Spectrum Area, which is an emerging employment center located near the Irvine Transportation Center (ITC– Metrolink, Amtrak, and OCTA transit service). The project would allow for up to 26,607 new residential units within Focus Area 2 through the proposed overlay.

Focus Area 3 is in the Great Park, which is an existing mixed-use planning area that features a mix of residential uses at varying densities surrounding the Irvine Great Park. The project would increase the number of residential units permitted in the Great Park with a focus on higher density near or adjacent to the ITC. Specifically, the project would allow for up to 13,989 new residential units within Focus Area 3 through the proposed overlay.

Outside of the three focus areas, the project would allow for the development of up to 8,536 units throughout the City. These units are expected to be developed as redevelopment/infill projects, on sites that are currently developed with low-intensity residential uses.

By strategically directing future development to the three focus areas, the project aims to retain the existing character of more established residential communities in the central area of the City and concentrate higher-density development in more urban areas. The project also encourages the preservation of existing residential communities through infill development facilitated by the Residential and Residential Mixed-Use Overlay, which would reduce potential conflicts between contrasting land uses and would enhance existing neighborhoods by responsibly integrating new development into existing communities. Furthermore, the Land Use Element Update includes applicable goals and objectives aimed at managing growth to ensure a balanced residential and nonresidential development pattern throughout the City and achieving harmonious land use to further the City's goal of minimizing potential land use conflicts. Supporting objectives would develop land use policies that promote the efficient use of land in the City, adopting planning strategies to promote the community well-being while respecting the unique character of existing neighborhoods, adopting strategies that promote the integration of all land use types in walkable and cohesive neighborhoods, and the use of proximity villages to promote community-oriented development that is also compatible with surrounding uses and neighborhoods. Therefore, implementation of the project would ensure the development of cohesive neighborhoods without physically dividing existing communities and while also maintaining the features that make each village in the City unique.

Additionally, the project includes nonresidential improvements to the Great Park area and an extension to Ada, a local roadway. All Great Park improvements are intended to serve visitors of the park and would occur within an area slated for buildout of a regionally serving park. Furthermore, the Ada extension is intended to increase connectivity in the area near the ITC. Both the improvements planned within the Great Park and improvements to Ada would occur within nonresidential areas (on nonresidential properties), and as such would not result in the physical division of established community.

4.9.5.2 Significance of Impacts

The project would introduce new residential land uses throughout the City in a manner that would be compatible with existing established communities and would not introduce any large-scale infrastructure or other improvements that would result in the physical division of the community. As such, impacts would be less than significant impacts.

4.9.5.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.9.6 Topic 2: Conflicts with Applicable Plans and Policies

Would the project cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

4.9.6.1 Impact Analysis

The project is a comprehensive update to the City's existing General Plan in support of the City's RHNA goals. In total, the project would facilitate the future development of up to 57,656 new residential units, with most of these units concentrated in the three focus areas. Additional project-activities include nonresidential improvements to the Great Park area, the extension of Ada (a street in the area near the Irvine Transit Center), and the continuation of nonresidential uses permitted at the same intensities as allowed under the existing General Plan.

Typical plans and policies to be consulted for this analysis include the City's General Plan, City's Municipal Code, City's Zoning Ordinance, Local Coastal Plan, John Wayne AELUP, City's Parks Master Plan, and UCI's LRDP. Refer to Section 4.13, Transportation, for a discussion of land use compatibility impacts with respect to SCAG's RTP/SCS.

a. General Plan, Municipal Code, Zoning Ordinance

The project would encourage the future development of residential and residential mixed-use development in existing nonresidential areas throughout the City through implementation of residential overlay zones. Most increased housing is proposed near existing or planned travel corridors within the three focus areas. As such, future development and redevelopment would utilize existing transportation facilities and would provide opportunities for new employment, housing, and recreational uses within existing planning areas.

Adoption of the General Plan update would also ensure consistency with state law in regards to necessary updates to the City's General Plan required to address multiple state laws that have occurred since the City's last General Plan adoption (2020) and land use changes (i.e., the proposed overlay) required to accommodate the City's RHNA allocation. Once adopted, goals, objectives, policies, and implementation measures outlined in the proposed General Plan update would become the applicable regulations guiding development and other activities in the City.

Furthermore, future development would be reviewed to consider consistency with all applicable plans, including the City's General Plan, Municipal Code, and Zoning Ordinance. Additionally, development within the City's focus areas would be required to adhere to the land use plans that provide supplemental development regulations for those areas, as well as applicable regulations in the Municipal Code that serve to reduce or avoid environmental impacts. Therefore, land use

consistency impacts associated with adoption of the General Plan Update would be less than significant.

b. Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy: Connect SoCal

The project would serve as an important action towards implementing the City's 6th Cycle 2021-2029 Housing Element and the associated RHNA allocation of 23,610 units. Because the housing assessment in the RHNA is determined by SCAG, any future development of vacant and/or developed sites would accommodate planned increases in population based on SCAG's demographic projections. As described in Section 4.11.1.1 above, SCAG anticipates that the City's population will increase from 261,600 in 2016 to 327,700 in 2045, which would constitute an 11 percent increase in population during this 29-year time frame. Growth forecast data for the City of Irvine is provided to SCAG through Orange County Projections (OCP), Orange County's official growth forecast. OCP is prepared by the Center for Demographic Research with direct input from local jurisdictions, including the City of Irvine. According to OCP-2018, the growth forecast provided to SCAG for the development of 2020-2045 Connect SoCal, the City's housing is projected to increase from 93,300 in 2016 to 121,700 in 2045, which would constitute a 30 percent increase during that 29-year time frame. It is also important to note that in 2022, OCP was updated to reflect 2020 Census data. According to OCP-2022, the total number of housing units in the City is projected to increase from 117,544 in 2020 to 142,979 in 2050. This updated forecast reflects the more aggressive production of housing units that occurred between 2016 and 2020. Therefore, future housing developed under the project would provide housing necessary to meet the City's RHNA allocation of 23,610 units, as well as accommodate future population growth and housing needs accounted for in SCAG's growth projections. Therefore, land use consistency impacts related to conflicts with SCAG would be less than significant.

c. John Wayne AELUP

Airport operations and associated noise and safety hazards require careful land use planning on adjacent lands to ensure the safety of residents and visitors within the area. As previously noted, John Wayne Airport is directly adjacent to the IBC in Irvine (Focus Area 1), which was approved for the development of 15,000 residential units under the City's existing General Plan.

As previously noted, any land use within the boundaries of the AELUP may be found to be inconsistent with the AELUP which:

- 1) Places people so that they are affected adversely by aircraft noise,
- 2) Concentrates people in areas susceptible to aircraft accidents,
- 3) Permits structures of excessive height in areas which would affect adversely the continued operation of the airport, or
- 4) Permits activities or facilities that would affect adversely aeronautical operations.

As shown in Figure 4.7-3, a portion of Focus Area 1 is located within the John Wayne Airport Safety Zones 2, 3, 4 and 6. Zone 2 (Inner Approach/Departure Zone) prohibits residential uses except on large agricultural parcels and limits nonresidential uses to activities which attract few people. Zone 3

(Inner Turning Zone) limits residential uses to low densities when deemed to be acceptable due to noise and limits nonresidential uses having moderate to higher usage intensities. Zone 4 (Outer Approach/Departure Zone) limits residential uses to very low densities (if deemed to be acceptable when considering noise) and allows for higher densities as infill urban areas when alternate uses are impractical. Zone 4 includes similar limitations on nonresidential uses. Zone 6 (Traffic Pattern Zone) aims to avoid residential uses unless they are airport related and includes similar limitations on nonresidential uses to Zone 3.

In addition, it is expected that over the years, noise impacts to the City from aircraft operations at John Wayne Airport will not increase due to agreements in place restricting the number of flights, hours of noise, and aggregate noise. The John Wayne Airport noise contours are shown in Figure 4.10-3. Future development under the project would be subject to proposed General Plan Noise Element Goal 1, Objective N-1, Policy (a) which requires all plans submitted for development review to demonstrate whether the plan area is located within an existing or future Noise Element noise contour, including vehicle, rail, and aircraft noise contours. Portions of Focus Area 1 are also located within the FAR Part 77 Notification Area and Obstruction Imaginary Surfaces for John Wayne Airport and would therefore be subject to FAA height limits.

The project would retain all existing land use designations throughout the City, including in Focus Area 1. Future development resulting from implementation of the project would be required to comply with height, use and noise limitations designated in the AELUP. Additionally, future projects would be required to file for a consistency determination with ALUC as specified in Section 4.7 of the AELUP (PPP-LU-1). If ALUC determines that a project is inconsistent with the AELUP, ALUC is required to notify the City. The City may modify the project to be consistent with the AELUP and resubmit to ALUC or the City can overrule ALUC by following the procedures in Public Utilities Code Sections 21676 and 21676.5. This procedure would require the City to hold a public hearing on the matter, make specific findings that the proposed overruling is consistent with Public Utilities Code Section 2160, and overrule ALUC by at least two-thirds vote of the applicable governing body (likely the City's Planning Commission and/or City Council).

As with future projects, the project (the General Plan Update) is required to be reviewed by ALUC for a consistency determination with the AELUP. If ALUC determines that the project is inconsistent with the AELUP, ALUC is required to notify the City. The City may modify the project to be consistent with the AELUP and resubmit to ALUC or the City can overrule ALUC by following the procedures in Public Utilities Code Sections 21676 and 21676.5. In that event, the City would hold a public hearing on the matter, make specific findings that the proposed overruling is consistent with Public Utilities Code Section 2160, and overrule ALUC by at least two-thirds vote of the City Council.

For the reasons outlined above, land use compatibility impacts related to conflicts with the AELUP would be less than significant.

d. Orange County NCCP

In May of 1996, the City, the County of Orange, various other cities, and landowners entered into an agreement to place certain lands within the NCCP/Habitat Conservation Plan (HCP) Reserve and commit to certain responsibilities under this plan. Most of the northeastern part of the City is part of

the NCCP/HCP. Additional NCCP/HCP reserve lands also exist in other parts of the City. Development is limited within the NCCP/HCP areas to "Covered Activities" and compatible uses. All proposals for development that are within the NCCP/HCP are required to meet these requirements and would be reviewed by the City prior to approval (PPP LU-2).

Future development resulting from implementation of the project would be required to comply with the NCCP/HCP. As part of the project approval process, each future project with the potential to impact biological resources would be required to conduct an initial site assessment to determine if sensitive biological resources could be present within and/or adjacent to the proposed development project (refer to mitigation measure BIO-1). Individual projects would also be assessed for compliance with the NCCP/HCP depending on whether the project site lies inside the NCCP/HCP Reserve System (including the Irvine Open Space Preserve of the Irvine Open Space Initiative) or Special Linkage Areas. If no sensitive biological resources have a potential to occur within and/or adjacent to the project, the City may approve the project to proceed without further biological resource analyses. If sensitive biological resources have potential to occur, future development may have the potential to conflict with the NCCP/HCP.

e. City of Irvine Local Coastal Program

As illustrated by Figure 4.9-3, a small portion of the City within Focus Area 1 is located within the coastal zone of the City of Irvine Local Coastal Plan. Allowable uses within this area include commercial, industrial, light research, and development uses.

The project would require an amendment to the City's Local Coastal Program to ensure consistency between the land use updates included as part of the project and the Local Coastal Program. The Local Coastal Program amendment is required to be reviewed and processed by the California Coastal Commission, a process that would start immediately following project approval. Once approved, any future development under the project that would be located within the coastal zone would be required to comply with development standards and applicable policies in the City's Local Coastal Program (PPP LU-3). Therefore, land use compatibility impacts related to conflicts with the City's Local Coastal Program would be less than significant.

f. Zoning Ordinance

Future development under the project would be required to comply with land use regulations and development standards set forth in the City's Zoning Ordinance (PPP LU-4). Therefore, land use compatibility impacts related to conflicts with the City's Zoning Ordinance would be less than significant.

g. City Parks Master Plan

The City relies on the Quimby Act (Section 5-5-1004 of the Irvine Municipal Code) to acquire and pay for new parks related to new development. Future development would be subject to in lieu fees or would be required to provide both new recreational facilities and funds for the maintenance and enhancement of existing recreational resources as part of the implementation of the City Parks Master Plan (PPP LU-5). Impact fees would be triggered during the building permit process and

would be guided by the Parks and Park Facilities Standards to provide guidance in acceptance of park land, collection of park fees or provision of in lieu improvements, and criteria for design of public and private parks.

Pursuant to the Quimby Act, the Irvine's Parks and Recreation Element of the General Plan and the Subdivision Ordinance (Section 5-5-1004 of the Irvine Municipal Code) require developers to dedicate park land and/or improvements/amenities and/or pay fees in lieu of dedication, at a rate of five acres per 1,000 persons. New development under the project would be consistent with this plan as it would implement or fund the implementation of the City Parks Master Plan. Therefore, land use compatibility impacts related to conflicts with the City's Parks Master Plan would be less than significant.

h. UCI LDRP

If sensitive biological resources have potential to occur, future development may have the potential to conflict with the NCCP/HCP, which would be considered significant. Conflicts with all other plans would be less than significant.

4.9.6.2 Significance of Impacts

Implementation of mitigation measures BIO-1 through BIO-10 would reduce conflicts with the NCCP/HCP to a level less than significant. Conflicts with all other plans would be less than significant and would not require mitigation.

4.9.6.3 Mitigation

Refer to mitigation measures BIO-1 through BIO-10 in Section 4.3, Biological Resources regarding consistency with the NCCP/HCP. All other impacts would be less than significant and would not require mitigation.

4.9.6.4 Significance of Impacts after Mitigation

Implementation of mitigation measures BIO-1 through BIO-10 would reduce conflicts with the NCCP/HCP to a level less than significant. All other impacts would be less than significant and would not require mitigation.

4.9.7 Cumulative Analysis

As defined in Section 15130 of the State CEQA Guidelines, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for land use. The study area for the assessment of cumulative impacts related to land use and planning is defined as the City. Given that the project involves a comprehensive update to the City's existing General Plan, the project itself is cumulative in nature, as it would shape growth in the City through 2045. As such, future development under the project would be required to comply with all applicable land use plans and regulations. All future development resulting from implementation of the project would also be required to

comply with all existing land use plans and policies. Additionally, future projects with the potential to impact biological resources would be required to comply with mitigation measures BIO-1 through BIO-10 to reduce potential conflicts with the NCCP/HCP. Compliance with these requirements and mitigation measures would ensure that individual site-specific projects would avoid cumulative impacts related to land use consistency.

The City is almost entirely developed with a wide variety of established land uses. Existing land use patterns within the three focus areas where future development is likely to be concentrated largely consist of mixed-use, residential, office, and retail development. As such, it is anticipated that future growth facilitated by the project would largely occur as infill development and redevelopment. Changes to the existing focus areas would likely occur through the conversion of underutilized land, and in limited cases, vacant land. Furthermore, changes proposed to the Great Park as part of the project are limited to visitor-serving recreational uses that would be compatible with the surrounding area and would be located within the existing park boundaries. Similarly, the extension of Ada roadway would be limited to an area that is developed and consists of roadway and associated right-of-way. The project has also incorporated policies to guide development consistent with existing regional and local land use plans and policies, ensuring land use compatibility and avoiding physical division of community.

Implementation of the project would not conflict with applicable land uses. Additionally, the project would address inconsistencies with the City's adopted Housing and General Plan, Zoning Ordinance, Zoning Map, and Local Coastal Program. Therefore, the project would not contribute to a cumulative impact related to land use.