
3 Project Description

This chapter provides a description of the proposed Irvine Gateway Village Project (project). Pursuant to Section 15124 of the California Environmental Quality Act (CEQA) Guidelines, this chapter describes the location, objectives, and characteristics of the proposed project, followed by a statement describing the intended uses of this draft environmental impact report (Draft EIR).

3.1 Project Overview

Brookfield Residential, partnering with the City of Irvine (the City), has proposed a new residential village with approximately 1,360 residential units, called Gateway Village (the proposed project), in the City of Irvine, California. The development would also include parks, paseos, and an extension of the Jeffrey Open Space Trail (JOST).

3.2 Project Location

The approximately 105-acre project site is located in north Irvine, at the northeast corner of Portola Parkway and Jeffrey Road. The site is bounded by Portola Parkway to the south, Jeffrey Road/Hicks Haul Road to the west, and Bee Canyon Access Road to the east. Hicks Canyon Wash is to the north. The regional location is shown on Figure 3-1, Project Location, and the local area is shown on Figure 3-2, Local Vicinity. The northern half of the project site is in a Very High Fire Hazard Severity Zone (CAL FIRE 2025).

3.3 Environmental Setting

North Irvine

North Irvine is an area of recent development within the City, including the development of the residential communities of Portola Springs and Orchard Hills. The residential community of Orchard Hills is currently in its final phase of development. State Route (SR) 261 and SR-241 provide highway access to the area. The developed areas of north Irvine sit adjacent to a large swath of open space called the Northern Open Space Preserve, which includes the approximately 700-acre Gateway Preserve, Limestone Canyon, and Blackstar Canyon and extends to the Cleveland National Forest.

Existing Land Uses

The project site consists primarily of active agricultural fields with equipment storage and laydown areas in the northern portion of the site. According to the California Department of Conservation, the site includes 64.46 acres of designated prime farmland, with small areas of unique farmland (DOC 2024). The current General Plan designation for the project site is Recreation, as shown on Figure 3-3, Existing Land Use, and the current zoning is 1.5 – Recreation, as shown on Figure 3-4, Existing Zoning.

Surrounding Land Uses

Hicks Canyon Wash forms the northern boundary of the project site. Just north of Hicks Canyon Wash is a road that stretches east to the Irvine Ranch Conservancy Native Seed Farm and various other special use sites leased to third parties, including a landscape designer, a pump supplier, and an excavating contractor. Following Hicks Haul

Road to the north are avocado groves, undeveloped open space, and the closed All American Asphalt (AAA) plant. The final phase of the Orchard Hills development (Neighborhood 4, Summit at Orchard Hills), a single-family residential development, is under construction directly to the west of the project site.

Surrounding Circulation Network

Highways

SR-241 is north of the project site, SR-133 is to the east, and SR-261 is to the west. All these highways are part of the Toll Roads system. Interstate (I) 5 is to the south of the project site.

Roadways

The project site would be accessible from Jeffrey Road and Portola Parkway, with one right-in/right-out access drive off Portola Parkway and three access points from Jeffrey Road.

An extension of Jeffrey Road from north of the project site to SR-241 is shown as an unconstructed roadway on the County of Orange Master Plan of Arterial Highways (OCTA 2025). Because the connection to SR-241 is not proposed to occur as part of this project, the City has proposed a temporary condition, which is a parking lot at the terminus of Jeffrey Road north of the project site.

Transit

The Orange County Transportation Authority provides 60 bus routes throughout Orange County, including local, community, and express routes. In addition, Irvine CONNECT, a free shuttle service, is provided by the City to connect the northern end of Irvine to the Irvine Train Station via Yale Avenue, with stops at parks, schools, hospitals, and shopping centers. The closest existing bus stops are located at the northwest and southwest corners of Jeffrey Road/Irvine Boulevard, which are approximately 1 mile away from the project site. The project would include a new transit stop and bus turnout on Jeffrey Road at approximately the northeast corner of Jeffrey Road and “C” Street. This new transit stop would serve the expanded Irvine CONNECT route to be implemented by the City, with the Irvine CONNECT shuttle route going adjacent to the Irvine Gateway Village project site.

Pedestrian and Bicycle Facilities

In the vicinity of the proposed project, sidewalks are currently provided on the south side of Portola Parkway and the west side of Jeffrey Road (south of Portola Parkway). On-street (Class II) bicycle lanes are currently provided on Portola Parkway and Jeffrey Road (south of Portola Parkway). The JOST, which currently terminates at Portola Parkway just south of the project site, is an open space corridor used by pedestrians and cyclists and will be extended to terminate at South Park, the entry point to the Gateway Preserve. A sidewalk on the north side of Portola Parkway along the project property frontage is proposed as a project design feature. Additionally, the cross-section for Jeffrey Road north of Portola Parkway is wide enough to provide two through lanes with on-street (Class II) bicycle lanes. The project would provide bicycle parking amenities that meet the requirements of the Irvine Zoning Ordinance.

Gateway Preserve

The City is in the process of planning for the development of a separate project, called the Gateway Preserve, which would create a 700-acre open space preserve in the hills above north Irvine adjacent to the proposed project site. The Gateway Preserve Project includes a vision for redevelopment of the now closed AAA plant—which has long been a

concern of local residents—into a park, interpretive center, and staging area for hiking. The project site is adjacent to the Gateway Preserve Project and the proposed public park at the northern edge of the project site would act as a transitional space and entry point to the Gateway Preserve. There is currently no specific plan for development of the AAA plant site, and any plans for development of that site would require a subsequent CEQA process.

Cumulative Setting

In many cases, the impact of an individual project may not be significant, but its cumulative impact may be significant when combined with impacts from other related projects. CEQA Guidelines Section 15355 defines cumulative impacts as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” CEQA Guidelines Section 15130(b) states that “the discussion [of cumulative impacts] need not provide as great detail as is provided for the effects attributable to the project alone.” Section 15130(b) further states that a cumulative impacts discussion “should be guided by standards of practicality and reasonableness.”

Cumulative impacts can also occur from the interactive effects of a single project. For example, the combination of noise and dust generated during construction activities can be additive and can have a greater impact than either noise or dust alone. However, substantial cumulative impacts more often result from the combined effect of past, present, and future projects located in proximity to a proposed project. Thus, it is important for a cumulative impacts analysis to be viewed over time and in conjunction with other related past, present, and reasonably foreseeable future projects, the impacts of which might compound or interrelate with those of the project under review.

As provided by CEQA Guidelines Section 15130(b), the following elements are necessary to an adequate discussion of cumulative impacts:

- Either: (A) a list of past, present, and reasonably anticipated future projects producing related or cumulative impacts, including those projects outside the control of the agency; or (B) a summary of projections contained in an adopted general plan or related planning document that is designed to evaluate regional or area wide conditions. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.
- A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available.
- A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable options for mitigating or avoiding any significant cumulative effects of the proposed projects.

The AAA plant closed in 2024 and is considered qualitatively in the cumulative scenario.

For the analysis of cumulative impacts associated with the project, a cumulative project list was developed through consultation with the City. Table 3-1 lists these cumulative projects.

Table 3-1. Cumulative Projects

Project Name	Project Location	Project Description and Status
Pending Projects in North Irvine		
Gateway Preserve	North of the project site	The Irvine Conservancy is taking the lead on a Resource and Recreation Plan for this area that will require approval by the U.S. Fish and Wildlife Service.
Orchard Hills Residential Master-Neighborhood 4	West of Jeffrey Road and North of Portola Parkway	This development of 520 single-family homes is the final phase of buildout of the Orchard Hills neighborhood. The project is currently under construction.
AAA plant closure	North of the project site	Closure of the AAA plant will reduce truck traffic daily trips in the project area.
Pending or Current Projects Elsewhere in the City of Irvine		
Great Park Master Plan PA 51 GPA and Zone Change	West of the project site	A general plan amendment and zone change that includes maps and master plans for 1,834 dwelling units, 691 of which are from a previous entitlement. The remaining 1,143 units will be converted from non-residential uses.
Our Lady of Peace Korean Catholic Center	Intersection of Trabuco Road and Remington	This projects consists of construction of two 320-square-foot detached structures. Plans are currently under review by the City.
Orange County Metrolink Maintenance Facility	Perimeter Road south of Marine Way	This project proposes construction of a Metrolink maintenance facility consisting of five buildings, additional railroad tracks, access roads, and on-site improvements by the Southern California Rail Authority. Plans are currently under review by the City.
Great Park District 6 Residential	Marine Way	This project is a pre-application for a Traffic Study Scope for District 2 and District 6 of the Great Park Neighborhoods. Plans are currently under review by the City.
FivePoint Communities Master Plan Modification	El Toro Boulevard east of Marine Way	This project consists of modification of the previously approved Master Plan within Great Parks Neighborhood Development District 5 and a portion of District 6. The modification proposes changes to the building product mix and alternate plotting. Plans are currently under review by the City.
Cypress Village Residential Master Plan	Southeast corner of Sand Canyon Avenue and Great Park Boulevard	This residential master plan would result in construction of a total of 140 single-family dwelling units. The project has been approved by the City.
Planning Area 40 Master Plan	1 Marine Way	This Zoning Code and General Plan Amendment would allow the transfer of 675,237 square feet of office intensity from the Multi-Use General Plan Land Designation to the Research/Industrial Land Designation and from the 3.1H zoning designation to the 5.5D zoning designation. The project has been approved by the City.
Innovation Office Park Master Plan Modification	250 Progress	The modification of the Innovation Office Park Master Plan would reconfigure buildings, reduce the total number of buildings, modify on-site circulation, and identify the location of future parking. The project has been approved by the City.

Table 3-1. Cumulative Projects

Project Name	Project Location	Project Description and Status
Great Park Neighborhoods District 2 Map	Marine Way, Great Park District 2	This project consists of approval of three tentative parcel maps for District 2 within the Great Park Neighborhood.
Alton & Muirlands Industrial Building	Southeast corner of Alton Parkway and Muirlands Boulevard	The development of a 133,320-square-foot building for warehouse purposes would provide 15,700 square feet of light manufacturing area and 10,000 square feet of office space. The project has been approved by the City.
Irvine Marketplace Master Plan	Jamboree Road at I-5	This project is currently under construction.
Heritage Square Shopping Center Remodel	14100 Culver Drive	This remodel would result in renovation of the façade of two retail buildings and the construction of a new one-story supermarket building, in conjunction with on-site improvements including additional parking stalls, trash enclosures, and landscape/hardscape modifications. The project is currently under construction.
District 5 North	Intersection of Biome and Tank	This revision would introduce a new residential product type and reduce the total number of units by 43. The proposed residential units range in height from one to three stories and are between 1,603 and 3,225 square feet in area. The project is currently under construction.
City of Hope	Marine Way	This project consists of development of a new approximately 60,000-square-foot cancer treatment center and approximately 190,000-square-foot medical offices located in a portion of the FivePoint Gateway campus with a new aboveground parking structure along Barranca Parkway. The project is currently under construction.
Pacifica Place Master Plan	Northeast and southwest corners of Pacifica and Gateway	This master plan would result in construction of 889 apartment dwelling units across two multi-family residential buildings. This project also includes a request for a zone change and General Plan Amendment. The project is currently under construction.

Notes: AAA = All American Asphalt; I = Interstate.

3.4 Project Objectives

CEQA Guidelines Section 15124(b) states that the project description of an EIR shall contain “a statement of the objectives sought by the proposed project.” Section 15124(b) further states that “the statement of objectives should include the underlying purpose of the project.”

The underlying purpose of the project is to develop a new residential community with a variety of housing types in north Irvine. The proposed project’s specific objectives are as follows:

1. **Housing Stock.** Provide diverse housing types and opportunities within the City that address a variety of lifestyles, life stages, and economic segments of the marketplace.
2. **Affordable Housing.** Consistent with Goal 4 of the City’s General Plan Housing Element, provide affordable housing to support balanced housing options at the least cost possible to residents.

3. **RHNA Goals.** Contribute new housing units to the City's housing stock, to help satisfy the State of California Regional Housing Needs Assessment (RHNA) for the 2021–2029 planning period, allowing the City to advance their fair share of regional housing growth goals.
4. **City Revenue Generation.** Generate net revenue for the City of Irvine General Fund.
5. **Attractive Community and Amenities.** Develop a cohesive architectural and landscape themed community with amenities that both residents and guests seek. Create gathering spaces and encourage outdoor vehicle-free movement by providing parks, paseos, streetside green spaces, and outdoor amenity areas. Establish recreational amenities within walking distance of residential neighborhoods.
6. **Circulation Network.** Complete the comprehensive circulation network with integrated mobility options by connecting pedestrians and bicyclists traveling to a non-vehicular bridge across Portola Parkway to the broader Irvine community to the south and west of the project site. Establish connectivity between land uses through the extension of the JOST to its connection point with the 700-acre Gateway Preserve via the South Park trailhead, which sustains the City's goals to enhance quality living environments through parks and open space.

3.5 Proposed Project

The proposed project is the development of a new approximately 105-acre residential village with approximately 1,360 residential units, called Gateway Village. The project would also include development of parks, a community garden, paseos, and a 2,750-foot extension of the JOST north from Portola Parkway to the entrance of the new Gateway Preserve. The project would include 25% affordable housing, consistent with the Surplus Lands Act.

3.5.1 Project Components

Zoning and Land Use Changes

The proposed project would require a General Plan Amendment to change the City's Land Use Map from Recreation to Medium High Density Residential on the project site, with High Density Residential to be applied on the affordable housing portion of the project site only. Additionally, text, tables, and figure updates would be made in the Land Use Element to establish Planning Area 2 (Gateway Village). Additional General Plan updates include revisions to the figures in the Circulation Element; updates to figures, tables, and text in the Conservation and Open Space Element; and updates to figures in the Safety Element. A zone change to the Irvine Zoning Ordinance is also required to change the zoning classification of the project site from 1.5 – Recreation to 2.4J – Medium High Density Residential; add Chapter 9-2, Planning Area 2; and amend Section 3-3-1, Section 3-37-15, and Chapter 9-6 for consistency purposes.

Additional Entitlements

The proposed project requires Tentative Tract/Parcel Maps to subdivide the site; Master Plans; a Park Plan; a Master Landscape and Trails Plan; Park Designs; and the annexation of County of Orange land parcels within the boundaries of the project site.

Residential Development

The project would consist of approximately 1,360 two- and three-story attached and detached homes over 65.5 acres (Figure 3-5, Conceptual Site Plan). Density ranges for different residential development areas would range from 10 to 22 dwelling units per acre at the lowest density to 30 to 40 dwelling units per acre at the highest density.

Two- to three-story single-family attached and detached housing of varying types would be constructed in Development Areas (DAs) 1a through 1d, 2a through 2d, and 3a through 3e, as shown on Figure 3-5.

Attached units would be constructed in DAs 1a through 1d, 2a through 2d, and 3a through 3e, as shown on Figure 3-5.

Multifamily affordable housing DAs of approximately 340 units are proposed. These would be located in DAs 2d and 3c, as shown on Figure 3-5.

Parks

The proposed project would include the construction of five parks totaling approximately 7.2 acres, consisting of neighborhood parks, linear parks, and an approximately 4.9-acre public park complete with parking, restrooms, and trail staging for Gateway Preserve. In addition, a 1.2-acre landscape frontage would be included along Portola Parkway.

Jeffrey Space Open Trail

The JOST is a recreational resource for the residents of the City. It is an important element in the City's overall Open Space system, linking the conservation and open space lands within the City. It provides a key linkage extending from the Pacific Ocean to the Santa Ana Mountains and Cleveland National Forest (City of Irvine 2024). The existing JOST runs south to north along Jeffrey Road from I-5 to Portola Parkway. The JOST is currently being extended westward and over the I-5 from Walnut Avenue to Barranca Parkway. The proposed project would include the extension of the JOST north approximately 2,750 feet from Portola Parkway to South Park at the entrance to the forthcoming Gateway Preserve (Figure 3-5) and would include a pedestrian bridge over Portola Parkway. The total acreage of the JOST extension under the proposed project would be approximately 9.5 acres.

Utilities

The proposed project would include the extension of all utilities to the project site.

Irvine Ranch Water District

Domestic Water

A new domestic 12-inch-diameter water line under Portola Parkway would need to be extended from Wonderview Street at Portola Parkway to serve the proposed project; a new 8-inch-diameter water line would be extended from Jeffrey Road into the site along "C" Street; and a new 12-inch-diameter water line from Jeffrey Road would be extended along "C" Street and then into a 10-inch-diameter water line down "D" Street.

Sewer

A new 8-inch-diameter, 3,200-linear-foot sewer line would be constructed along "C" Street and down "D" Street and "E" Street to Portola Parkway and then to an existing 8-inch-diameter sewer line in the Stonegate development. In addition, a new 12-inch-diameter sewer line would be constructed on Woodhill, Boxberry, Encore, Ovation, Slate, and Crested Bird in Stonegate to accommodate the increased flows from the proposed project.

Reclaimed Water

A new 6-inch-diameter reclaimed water line would need to be added to the project site to connect to the existing recycled water line in Jeffrey Road that starts at 12 inches in diameter at Portola Parkway and reduces to 6 inches in diameter after “A” Street. The new line would connect under “A” Street, “C” Street, and “D” Street, where it transitions to 4 inches in diameter.

Stormwater Lines and Stormwater Detention Basin

Three existing storm drain laterals—48-inch, 18-inch, and 24-inch diameter—are located in Portola Parkway and a 102-inch-diameter storm drain is located in Jeffrey Road. The project site generally drains from the northeast to the southwest. A storm drain would be constructed in “C” Street to intercept off-site flows and convey them to point of connection (POC) 1 and POC-2 just south of South Park and to the Jeffrey Road storm drain. These pipes would be sized to convey 25-year peak flows. In addition, an underground storage tank to hold 17,500 cubic feet of storage would be constructed on site near POC-2. POC-3 would collect flows from the storm drain under “D” Street, which would flow down the center of the project site to the stormwater detention basin in the southeast of the site and ultimately out to Portola Parkway. POC-4 would also convey flows to the storm drain in Portola Parkway. A stormwater detention basin would be constructed in the southeastern corner of the project site to accommodate a 25-year storm event and 190,575 cubic feet of storage.

SCE: Electricity

Southern California Edison (SCE) has existing systems or the ability to upgrade their system to serve the project site (Moran 2023). There are existing underground distribution systems in Bee Canyon Access Road, Portola Parkway, and partially up Jeffrey Road north of Portola Parkway. The existing overhead system in Jeffrey Road is part of planned underground conversion with the realignment and widening of Jeffrey Road. The project would be served by SCE from Jeffrey Road.

AT&T, SCE, and Cox Communications: Telecommunications

AT&T has facilities in place and planned that would be available to serve the project (Moran 2023). There is an existing underground system in Portola Parkway and in Jeffrey Road for a certain extent north of Portola Parkway. AT&T has an overhead system that runs from the corner of Portola Parkway and Bee Canyon Access Road and goes north through the Gateway Preserve parcel and connects to the existing overhead system that SCE has on Jeffrey Road. The overhead system is on existing poles, which SCE will convert to an underground system with the Jeffrey Road construction.

Cox Communications has facilities underground in Portola Parkway and a portion of Jeffrey Road north of Portola Parkway that could serve the project site (Moran 2023). A Cox Communications underground system is also planned in a joint trench with SCE and AT&T in Jeffrey Road (Moran 2023).

SoCalGas: Natural Gas

SoCalGas has existing gas mains in Portola Parkway and Jeffrey Road. As part of the widening and realignment of Jeffrey Road, the existing 8-inch-diameter high-pressure main will be relocated into the new Jeffrey Road alignment. SoCalGas would need to run a new distribution main from Portola Parkway and up Jeffrey Road if natural gas service will be provided to this project (Moran 2023). Residential development would be all electric at the Irvine Gateway

Village Project. However, natural gas service would be required for the main Gateway Village Park and community amenities, where pools would be heated most efficiently with natural gas.

Jeffrey Road Improvements

Jeffrey Road improvements along the western project frontage were completed in 2024 by The Irvine Company. These improvements were included as part of the Orchard Hills development. The roadway segment of Jeffrey Road north of Portola Parkway is a four-lane facility, and the intersection of Jeffrey Road/“A” Street would be striped to provide one northbound through lane and one northbound shared through lane/right-turn lane onto “A” Street.

3.5.2 Project Construction

The project, including extension of the JOST and creation of parks, would be constructed in multiple phases over a total of 74 months from 2026 to 2032. Given the size of the proposed project, grading and implementing development activities across the project site would likely occur concurrently with multiple development areas under construction at the same time and built in response to market demands and according to logical and orderly completion of the project’s streets, public utilities, and infrastructure. Development areas may be constructed out of the expected sequence, or in smaller increments, provided that the required infrastructure and services are available at time of development and adequate access to and from the project site is provided.

Project Phasing

The project’s land development, which would be the most intensive construction phase and would be completed in a single mobilization, would start with the mass grading of the project site, which is estimated to take 5 months. From start to completion, the entire land development phase, including on-site and off-site improvements and underground utilities, internal roadways, and the main recreational amenity/park, would take approximately 16 months. The housing would be constructed in three overlapping phases, with construction in the center of the project site first (Phase 1), then construction in the southern portion of the site (Phase 2), and finally construction in the northern portion of the site (Phase 3). Phase 1 is anticipated to be approximately 29 months, Phase 2 would take approximately 46 months, and Phase 3 would be completed over 52 months. The JOST extension and the main Gateway Village Park amenities would be completed concurrently with Phase 1. The affordable housing parcels would be ready for construction at the completion of the land development phase. The affordable housing is anticipated to be completed during Phases 2 and 3 of development, with each parcel taking approximately 24 months to complete.

Staging Areas

Because the proposed project would be built in phases, which would leave undeveloped areas on site available for use, staging areas would remain within the project site.

3.5.3 Project Operations

Once fully operational, the project would generate 10,825 daily trips.

3.6 Intended Uses of This Draft EIR

An EIR is a public document used by a public agency to analyze the potential environmental effects of a project and to disclose possible ways to reduce or avoid potentially significant environmental impacts, including alternatives to the proposed project. As an informational document, an EIR does not make recommendations for or against approving a project. The main purpose of an EIR is to inform public agency decision makers and the public about potential environmental impacts of the project (14 CCR 15121). This Draft EIR will be used by the City, as the lead agency under CEQA, in making decisions with regard to the proposed project described above and the related approvals required for the project.

Permits and Approvals

The City would obtain all permits and approvals, as required by law. A list of permits or other forms of approval required for the proposed project is provided in Table 3-2.

Table 3-2. Permits or Other Actions Required

Agency	Jurisdiction	Permit Regulatory Requirement/Approval
State		
California Department of Fish and Wildlife	California Fish and Game Code Section 1602	Section 1602 Lake and Streambed Alteration Agreement for Hicks Canyon Wash
Santa Ana Regional Water Quality Control Board	Section 401 of Clean Water Act/Porter-Cologne Water Quality Control Act	<ul style="list-style-type: none"> Section 401 Permit for Hicks Canyon Wash Stormwater pollution prevention plan Construction General Permit
Local		
City of Irvine	Lead agency	General Plan amendments: <ul style="list-style-type: none"> Changing the City's Land Use Map from Recreation to Medium-High Density Residential on the project site, with High Density Residential to be applied on the affordable housing portion of the site only Text, table, and figure updates in the Land Use Element to establish Planning Area 2 (Gateway Village) Figure revisions in the Circulation Element Figure, table, and text updates in the Conservation and Open Space Element Figure updates in the Safety Element
City of Irvine	Lead agency	Irvine Zoning Ordinance changes: <ul style="list-style-type: none"> Changing the zoning classification of the project site from 1.5 Recreation to 2.4J Medium-High Density Residential Adding Chapter 9-2, Planning Area 2 Amending Section 3-3-1, Section 3-37-15, and Chapter 9-6 for consistency purposes.
City of Irvine	Lead agency	Approval of Master Plans
City of Irvine	Lead agency	Approval of Tentative Tract/Parcel Maps
City of Irvine	Lead agency	Approval of a Water Quality Management Plan

Table 3-2. Permits or Other Actions Required

Agency	Jurisdiction	Permit Regulatory Requirement/Approval
City of Irvine	Lead agency	Approval of the Master Landscape and Trails Plan
City of Irvine	Lead agency	Approval of Park Plan
City of Irvine	Lead agency	Approval of Park Design Plans
City of Irvine	Lead agency	City Council approval of the project and certification of the EIR
City of Irvine	Lead agency	Approval of annexation for County of Orange land parcels within project boundaries
Local Agency Formation Commission of Orange County	Cortese Knox Hertzberg Local Government Reorganization Act of 2000	Annexation of county parcels within project boundaries

Note: EIR = environmental impact report.

3.7 References

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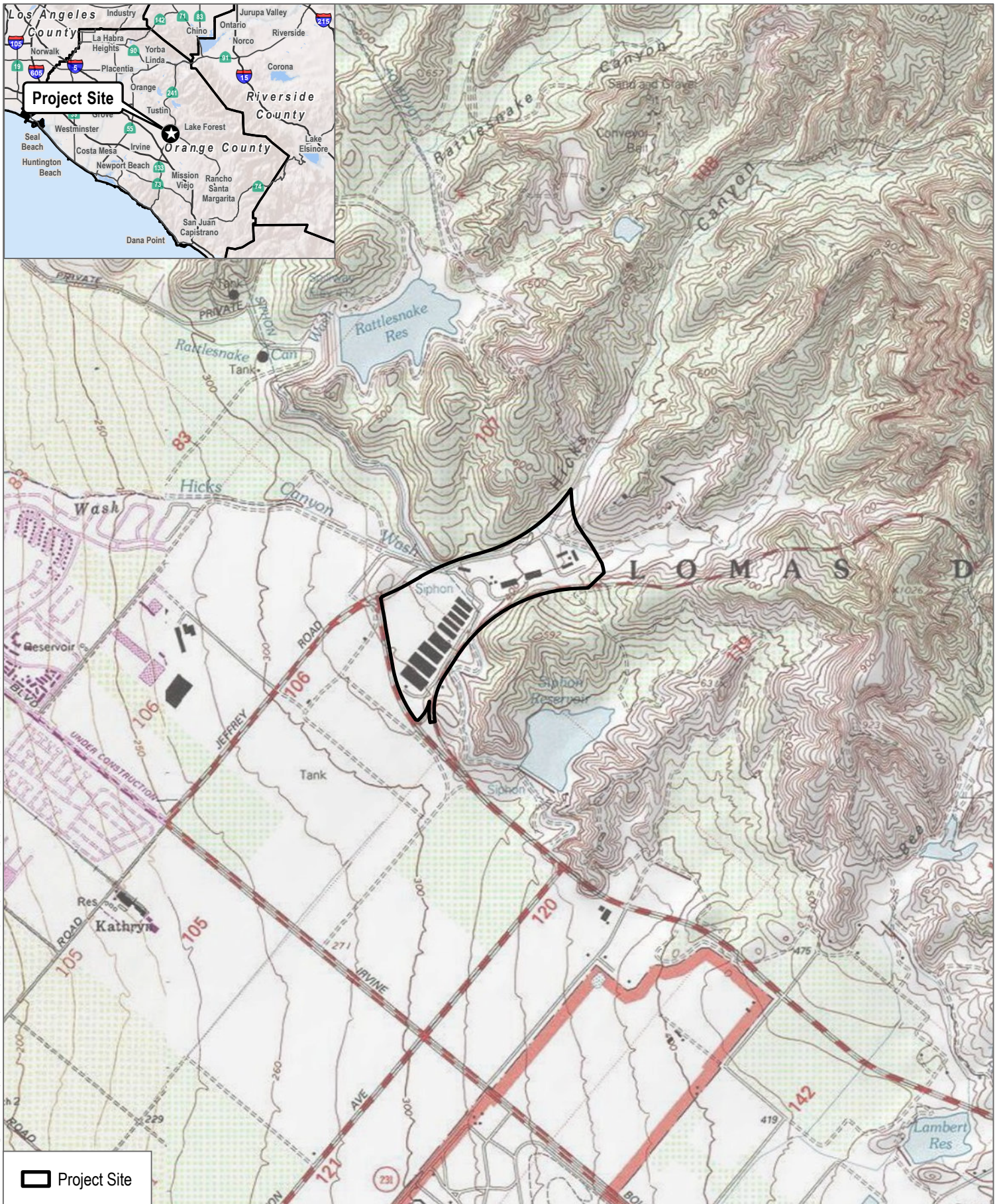
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SOURCE: USGS 7.5 Minute Series

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FIGURE 3-1

Project Location

Irvine Gateway Village Project EIR

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SOURCE: Esri 2023; Open Street Maps 2023

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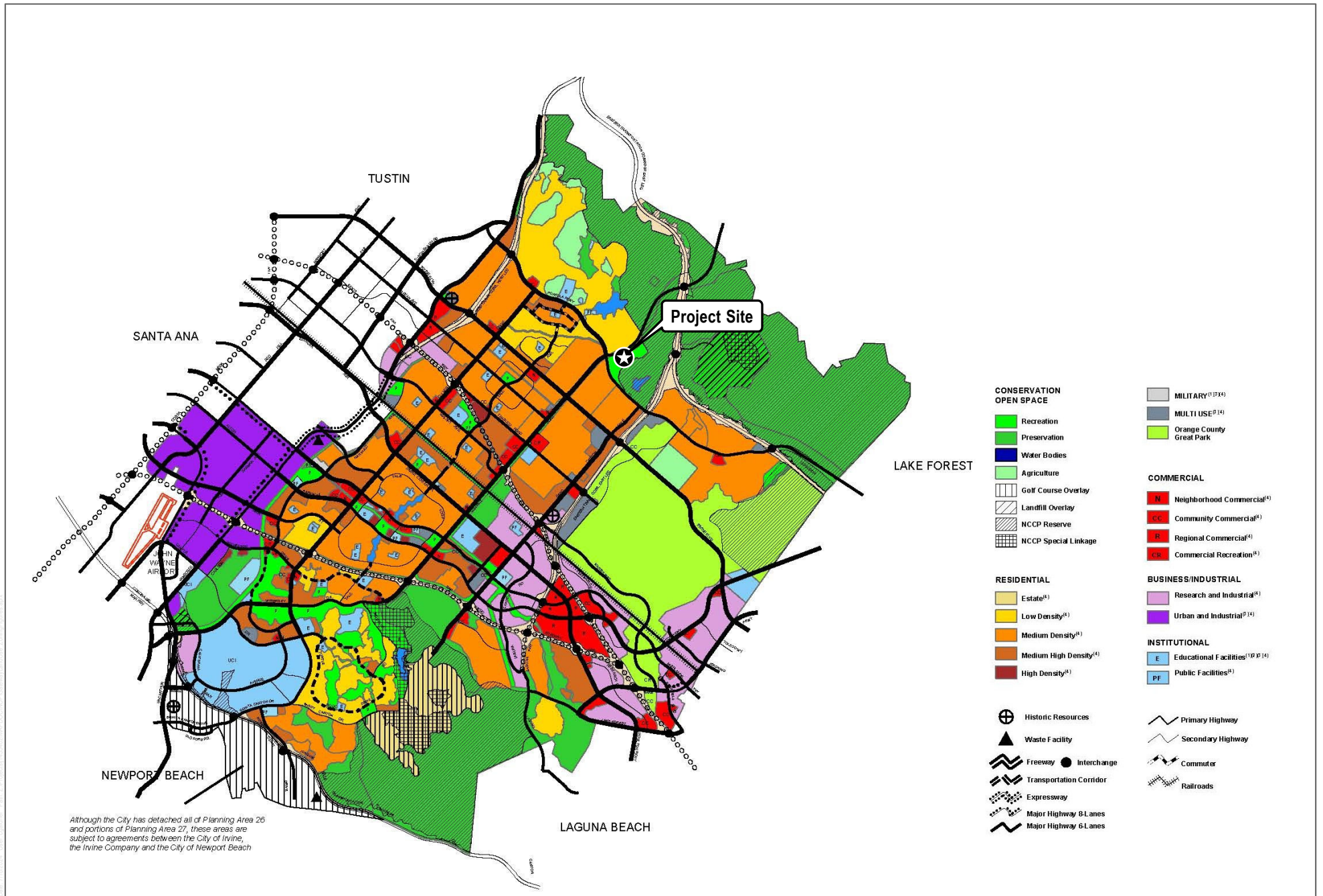
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FIGURE 3-2

Local Vicinity

Irvine Gateway Village Project EIR

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SOURCE: City of Irvine 2015

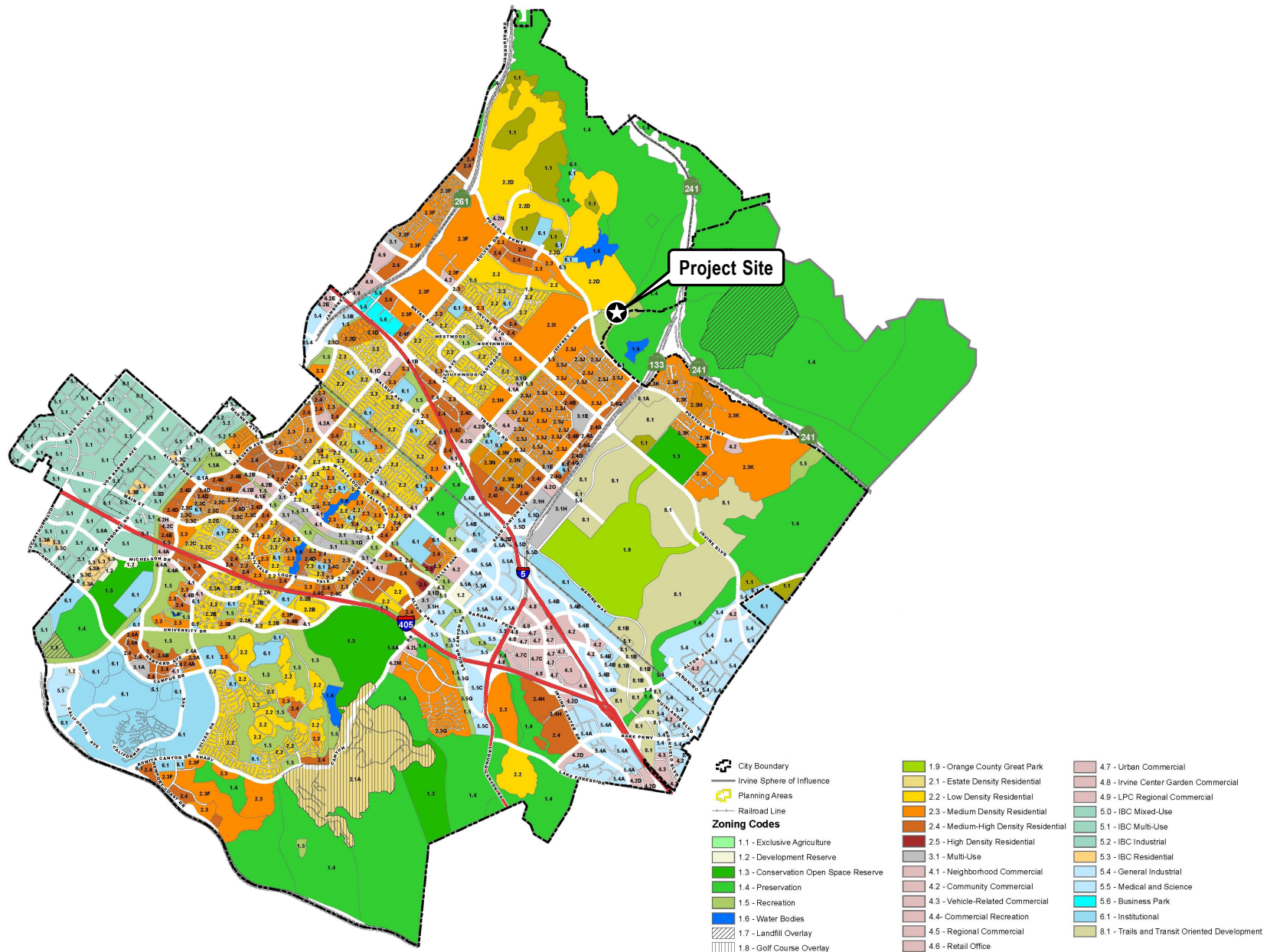
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FIGURE 3-3
Existing Land Use
Irvine Gateway Village Project EIR

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SOURCE: City of Irvine 2014

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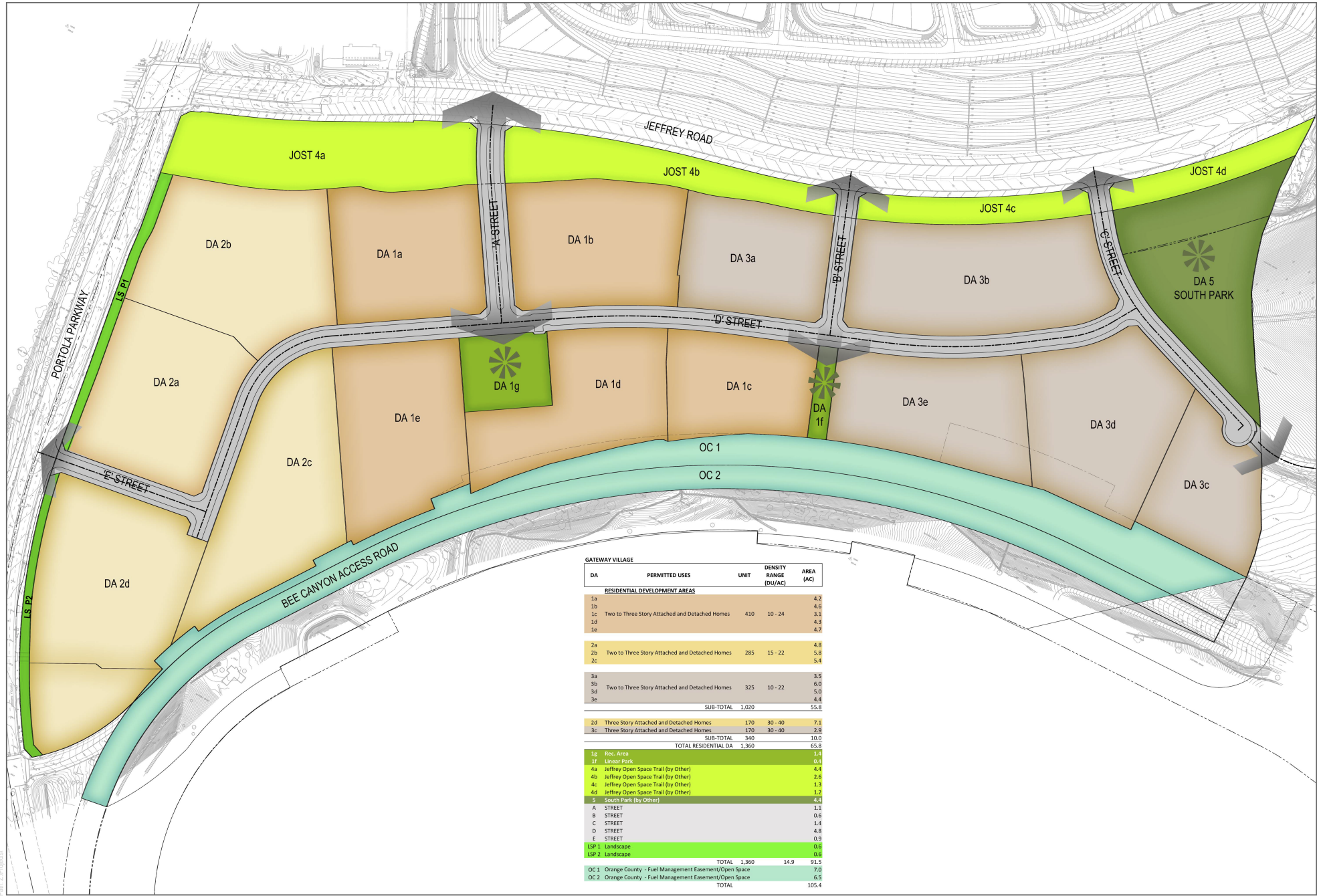


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FIGURE 3-4
Existing Zoning

Irvine Gateway Village Project EIR

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SOURCE: ktgy 2025

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