

4.11 Land Use and Planning

This section describes the existing land use and planning conditions of the project site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed project.

4.11.1 Existing Conditions

Regional Setting

Orange County

Orange County (County) is a coastal Southern California county bordered by Los Angeles County to the north, San Diego County to the south, and Riverside and San Bernardino Counties to the east. The County is approximately 798 square miles in size, with a population of approximately 3,137,164 (County of Orange 2023). The County encompasses 34 cities and various unincorporated areas.

Local Setting

City of Irvine

The City of Irvine (City) is located in central Orange County, with a population of approximately 318,629 (City of Irvine 2025a). The City encompasses 47,128 acres (nearly 74 square miles). Nearly 33% of the land in the City is designated as conservation/open space; 34% is designated as residential; 22% is designated as commercial, institutional, and industrial uses; 10% is composed of the Orange County Great Park (Great Park), and 1% is designated as multi-use (City of Irvine 2024a).

North Irvine

North Irvine is an area of recent development within the City, including the development of the residential communities of Woodbury, Portola Springs, Stonegate, 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 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 is designated as prime farmland, with small areas of unique farmland (DOC 2025). The current General Plan designation for the project site is Recreation, and the current zoning is 1.5 – Recreation (City of Irvine 2024a).

Surrounding Land Uses

North: 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 former All American Asphalt (AAA) plant.

South: The residential neighborhoods of Eastwood Village and Stonegate are located to the south of the project site across Portola Parkway.

East: Bee Canyon Access Road forms the eastern boundary of the project site. To the east of Bee Canyon Access Road is open space, Syphon Reservoir, and the Crean Lutheran High School Athletic Complex.

West: The final neighborhood (Summit) of the Orchard Hills development, a single-family residential development, is under construction directly to the west of the project site.

4.11.2 Relevant Plans, Policies, and Ordinances

State

California Planning and Zoning Law

The legal framework in which California cities and counties exercise local planning and land use functions is provided in the California Planning and Zoning Law, California Government Code Sections 65000 et seq. Under state planning law, each city and county is required to adopt a general plan “for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning” (California Government Code Section 65300). The general plan expresses the community’s development goals and embodies public policy relative to the distribution of future land uses, both public and private. A general plan consists of several elements, including land use, circulation, housing, conservation, open space, noise, and safety; other elements may be included at the discretion of the jurisdiction that relate to the physical development of the county or city.

Local

Irvine 2024 General Plan

The current Irvine 2024 General Plan (General Plan) designation for the project site is Recreation. The proposed project would require a General Plan Amendment to change the land use designation on the project site to Medium-High Density Residential on the site, with High Density Residential to be applied on the affordable housing portion of the site only..

The General Plan consists of the following elements:

- **Circulation Element** – Describes the strategy for fostering a sustainable and efficient transportation network that enhances accessibility, promotes connectivity, and prioritizes the safety and mobility of all residents, workers, and visitors and which evolves in harmony with the City’s growth, economic vitality, and environmental stewardship (City of Irvine 2024b).
- **Conservation and Open Space Element** – Describes the strategy for continued sustainable use, management, and preservation of natural resources to assure their continued availability and viability through comprehensive and long-range preservation of open space lands that are important to the conservation of the City’s natural resources (City of Irvine 2024c).

- **Environmental Protection and Climate Action** – Describes the strategy to continue environmental stewardship, preservation of open space, protection of the natural environment, and development of a community that fosters well-planned living, recreational, educational, and work environments (City of Irvine 2024d).
- **Housing Element (6th Cycle)** – Identifies and analyzes the City’s existing and projected housing needs and contains a detailed outline and work program of the City’s goals, policies, quantified objectives, and programs for the preservation, improvement, and development of housing for a sustainable future (City of Irvine 2022).
- **Land Use Element** – Identifies objectives and policies to ensure that the City’s high quality of life is maintained and enhanced for residents, businesses, and visitors into the future (City of Irvine 2024a).
- **Noise Element** – Describes the existing noise environment in the City and establishes goals and policies to promote compatible growth and minimize noise exposure (City of Irvine 2024e).
- **Safety Element** – Identifies strategies to safeguard the community from natural and human-caused hazards to help ensure the security of public health and safety, minimize disruption to the economy and protect people and businesses from injury, property damage, and other losses (City of Irvine 2024f).

City of Irvine Zoning Ordinance

The City Zoning Ordinance ensures consistency between the City’s General Plan and proposed development by identifying land use categories, boundaries, and development standards (City of Irvine 2024g). The current zoning of the project site is 1.5 – Recreation. The project involves a Zone Change to change the City’s Zoning Map from 1.5 – Recreation to 2.4J – Medium High Density Residential.

City of Irvine Parks Master Plan

Adopted in June 2017, the City’s Parks Master Plan (PMP) provides guidance for the development, maintenance, and enhancement of Irvine’s public parks over a 10-year period. It includes systemwide objectives and recommendations to guide the planning of park projects over the plan period. The PMP recognizes that as the City approaches buildout, future park planning must focus on maintenance and enhancement of existing park resources but it should also identify site opportunities for the construction of new parks. The PMP identifies sites for development of new parks, including three community parks and two neighborhood parks. One of the proposed development sites is Gateway Park, located on the proposed project site (City of Irvine 2017). Updates to the PMP will be made to better reflect the proposed location and acreages of the parks associated with the proposed project.

Local Approvals and Permits

As described in Section 3.6 of the Project Description, the proposed project would require the following local approval and permits by the City of Irvine:

- 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 site only. Additionally, text, tables, and figure updates in the Land Use Element would be made 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

- 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
- Approval of Master Plans
- Approval of Tentative Tract and Parcel Maps
- Approval of Master Landscape and Trails Plan
- Approval of Park Plan
- Approval of Park Design Plans
- Approval of annexation for County of Orange land parcels
- City Council approval of the proposed project and certification of the Draft EIR

4.11.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to land use and planning are based on Appendix G of the CEQA Guidelines. According to Appendix G, a significant impact related to land use and planning would occur 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.

4.11.4 Impacts Analysis

1. *Would the project physically divide an established community?*

No Impact. The proposed project would develop a new residential community adjacent to existing residential development on land that is currently mostly vacant and does not contain an established community. The project site is on the northern edge of existing development within the City of Irvine, adjacent to the proposed Gateway Preserve (a separate project), which would create a 700-acre open space preserve in the hills above north Irvine adjacent to the proposed project site. The newly proposed public park at the northern edge of the project site, South Park, would act as a transitional space and entry point to the Gateway Preserve.

The proposed project would include an extension of the Jeffrey Open Space Trail (JOST), which is an important element in the City's overall Open Space system, linking the conservation and open space lands within the City. The existing JOST runs south to north along Jeffrey Road from Walnut Avenue to Portola Parkway. The proposed project would extend the JOST north, including constructing a pedestrian bridge over Portola Parkway, to terminate at the future Gateway Preserve (a separate project). As such, the proposed project would further connect existing communities and no impact would occur related to physically dividing an established community.

2. *Would the project 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?*

Significant and Unavoidable Impact. To evaluate the proposed project's impacts related to land use and planning, this analysis examines the project's potential to conflict with both regional and local plans, policies, and regulations that regulate land uses within the project site's vicinity. These plans are as follows:

- Connect SoCal (SCAG 2024–2050 RTP/SCS)
- City of Irvine Parks Master Plan (PMP)
- Irvine 2045 General Plan and City of Irvine Zoning Ordinance

Connect SoCal (SCAG 2024–2050 RTP/SCS)

SCAG's Connect SoCal (the Regional Transportation Plan [RTP]/Sustainable Communities Strategy [SCS]) is a regional growth-management strategy that targets per capita greenhouse gas reduction from passenger vehicles and light-duty trucks in the Southern California region. Connect SoCal incorporates local land use projections and circulation networks from city and county general plans. Typically, a project would be consistent with the RTP/SCS if the project would not exceed the underlying growth assumptions within Connect SoCal. SCAQMD's 2022 AQMP incorporated the updated regional growth projections contained in Connect SoCal. As discussed in Section 4.13, Population and Housing, of this Draft EIR, the project would accommodate up to approximately 3,604 residents. SCAG's Demographics and Growth Forecast Technical Report estimates that the City will have a total population of 327,664 in 2050 (SCAG 2024). The project's 3,604 future residents would equate to approximately 1.10% of the 2050 SCAG estimate for the City's projected total population, which is not significant and would not exceed the underlying growth assumptions in Connect SoCal. Additionally, it is likely that the proposed residential units would accommodate a combination of new City residents and residents that currently reside within the City.

Table 4.8-5, Project Potential to Conflict with Key Project Attributes of CARB 2022 Scoping Plan's Appendix D and Connect SoCal, in Section 4.8, Greenhouse Gas Emissions, of this Draft EIR details an analysis of the project's potential to conflict with Connect SoCal. As detailed in Table 4.8-5, the proposed project would be consistent with many of the key project attributes. In addition to the mitigation measures detailed in Table 4.8-5, Mitigation Measure (MM) GHG-3 (Water Use Efficiency and Water Conservation) and MM- GHG- 4 (Solid Waste Reduction) would also reduce GHG emissions. However, the proposed project would not clearly satisfy the vehicle miles traveled (VMT) reduction, natural or working lands conservation, or transit density project attributes. The project's residential land uses would not conflict with the building decarbonization key project attribute. However, the ancillary residential uses, including the amenity building and swimming pools and spa, would use natural gas for HVAC systems and would thus conflict with the building decarbonization attribute uses by requiring natural gas connections to the project site. Therefore, the proposed project would conflict with certain key attributes of the 2022 CARB Scoping Plan Update, Appendix D.

City of Irvine Parks Master Plan

The PMP states that the "City should continue to develop extensions to the JOST, perhaps exploring Gateway Park as a connection between the JOST and the Northern Open Space" (City of Irvine 2017). The proposed project includes extension of the JOST to South Park at the northern edge of the project site, which would act as a connection between the JOST and the adjacent Northern Open Space. As such,

although the connecting park would be significantly smaller than described in the PMP, the intent of the park as a connection point between the JOST and the Northern Open Space would be preserved.

The PMP identifies the project site as a development opportunity site for a 70.5-acre Gateway Community Park. It describes Gateway Community Park as a “gateway to the JOST and surrounding open space, supporting both active and passive recreation opportunities including trails, disc golf, flexible fields, nature play and a possible indoor gymnasium.” It also states that “Gateway may also be an ideal setting for an outdoor classroom, and/or art space, atelier, nature trails, universal or thematic playground or a large reservable picnic shelter/pavilion for events and programs” (City of Irvine 2017). The proposed project anticipates the construction of five parks totaling approximately 7.2 acres, including South Park, which would be adjacent to the open space to the north. There would also be connectivity to the North Irvine Open Space Preserve, with South Park acting as a transitional linkage. However, most of the project site would be developed with residential uses. As such, the proposed project would require updates to the PMP to revise the description of the park space that would be constructed on the project site and would result in a net loss of approximately 64 acres of planned park space, which would be mitigated through payment of park in-lieu fees by the developer. The PMP states that “new parks will be needed to meet the increasing demand for park land, particularly in new residential areas and villages in the northern part of Irvine.” The project site represents one of the last remaining undeveloped sites within the City, and although there are no sites available to make up for the lost park space that had been planned for the site, the developer would pay in-lieu park fees that would contribute to the development and maintenance of parks throughout the City. Furthermore, since the publication of the City’s PMP in 2017, the Great Park has undergone development that offers the City (and surrounding jurisdictions) various park and recreational opportunities. As noted in the PMP, the Great Park planning process is independent of the PMP (City of Irvine 2017) as it is envisioned as a regional park for Orange County. To date, more than 500 acres of park space has been developed, composed of the Great Park Balloon, the Great Park Carousel, the Great Park Farm and Food Lab, 24 soccer fields, 24 tennis courts, 10 baseball diamonds, 4 volleyball courts, a soccer stadium, an amphitheater, a children’s play area, and other community space (City of Irvine 2025b). Furthermore, an additional 300 acres of development is planned for the Great Park. The Great Park, as built, is approximately 2.2 miles south of the project site and provides ample park and recreation space to the City’s residents and visitors; therefore, although the project’s proposed amendment to the PMP would result in a loss of planned park space, this impact would be reduced by the increased availability of park and recreational amenities near the project site since publication of the PMP in 2017. For these reasons, although the project would result in a net loss of planned park space in the northern part of Irvine and the introduction of more residential uses than anticipated in the General Plan and PMP, with the amendment to the PMP and General Plan land use and zoning amendments, project impacts would be less than significant.

Irvine 2045 General Plan and City of Irvine Zoning Ordinance

The proposed project would conflict with the current General Plan land use (Recreation) and zoning (1.5 – Recreation) designations for the site. However, as described previously in this section and in Chapter 2, Introduction, of this Draft EIR, the project would include a General Plan Amendment to change the land use 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 and a Zone Change to change the Zoning designation from 1.5 – Recreation 2.4J – Medium High Density Residential. Upon City approval of the General Plan Amendment and Zone Change, the proposed project would be required to comply with the

requirements of the General Plan and Irvine Zoning Ordinance. However, although the proposed project would amend the land use designation, the concurrent process of amending the General Plan designation does not necessarily equate to consistency with the document. As such, a consistency analysis with the City's General Plan goals is included in Table 4.11-1.

Table 4.11-1 outlines the applicable policies identified in each element of the General Plan (Circulation, Conservation and Open Space, Environmental Protection and Climate Action, Housing, Land Use, Noise, and Safety) and the project's potential to conflict with each applicable policy.

Table 4.11-1. General Plan Consistency

Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
Circulation Element	
<p>Goal 1: To facilitate the planning, provision, and maintenance of a well-integrated roadway network that effectively meets the anticipated demands of both local communities and the broader regional transportation system.</p> <p>Objective C-1: Plan, provide, and maintain an integrated vehicular circulation system to accommodate projected local and regional needs and growth.</p>	
<p>Policy (c): Evaluate transportation impacts in terms of vehicle miles traveled (VMT) to ensure compliance with Senate Bill 743 and to minimize trip lengths to, from, and within the City.</p>	<p>Consistent. The proposed project's VMT impacts have been assessed in Section 4.16, Transportation, of this Draft EIR. As explained in that section, a VMT analysis was prepared in accordance with the City's adopted Traffic Study Guidelines, which provides screening criteria and VMT thresholds for evaluating a project's potential significant transportation impact. As determined by that analysis, the proposed project would result in a significant and unavoidable impact related to VMT even with implementation of mitigation measures (MM-TRA-1 through MM-TRA-3). The proposed project's VMT rate exceeds the City's VMT threshold, resulting in a significant VMT impact.</p>
<p>Policy (d): Evaluate the incremental additions to the roadway system through use of the City transportation forecasting model.</p>	<p>Consistent. The proposed project's impacts on roadway systems have been evaluated in Section 4.16, Transportation, of this Draft EIR. As evaluated in that section, the proposed project would not conflict with a plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Furthermore, as discussed under Policy (c), the proposed project's VMT impacts were evaluated; although these impacts do not directly measure the project's strain on roadway systems, it does provide a measure for roadway usage.</p>
<p>Policy (e): Support programs and infrastructure that promote non-vehicular travel (e.g., walking/biking), increase vehicle occupancy, and/or reduce VMT.</p>	<p>Consistent. The proposed project would involve improvements for pedestrians and bicyclists that would enhance access to public transit, parks, and open space. The project would include extension of the Jeffrey Open Space Trail (JOST), which is an important element in the City's overall Open Space system, linking the conservation and open space lands within the City. It also links provides pedestrian and cyclist access to public transit stops that parallel the trail, thereby allowing for a more connected public transit system. The extension also includes construction of a pedestrian bridge over Portola Parkway. It would further connect residents to this open space area as well as the three proposed parks as part of the project. Further, as</p>

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Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
	discussed under Policy (c), the proposed project would implement MM-TRA-1 through MM-TRA-3, which are intended to reduce VMT. These measures require the project to include affordable and below-market housing into design, pedestrian network improvements, and an expanded bikeway network.
Policy (f): Cooperate with state, county, and local governments to assure orderly development.	Consistent. The proposed project's impacts related to transportation design hazards and emergency access have been evaluated in Section 4.16, Transportation, of this Draft EIR. As evaluated in that section, the proposed project would result in a less-than-significant impact with mitigation related to design hazards and less-than-significant impact related to emergency access. The proposed project would implement MM-TRA-4, requiring the installation of a traffic signal at "A" Street on Jeffrey Road if and when the extension of Jeffrey Road to SR-241 is built.
Policy (j): Traffic studies completed for proposed developments shall demonstrate that the proposed circulation is adequate to accommodate traffic demand at build out of the General Plan. As part of any traffic evaluation, travel demand reduction measures shall be analyzed to determine if they can be implemented and/or provide funding towards a mitigation program in lieu of any arterial augmentation. Arterial augmentations may include, but not limited to, additional intersection through or turn lanes, signal synchronization, auxiliary lanes, or intersection grade separations.	Consistent. As discussed above, proposed project transportation and circulation impacts have been assessed in Section 4.16, Transportation, of this Draft EIR. Analysis contained in this section is based on a VMT analysis prepared in accordance with the City's adopted Traffic Study Guidelines as well as a comprehensive traffic study performed for the project.
Policy (k): Travel reduction measures and augmentation proposals shall be evaluated and approved by the Transportation Commission and/if required, the Planning Commission.	Consistent. As discussed under Policy (c), the proposed project would implement MM-TRA-1 through MM-TRA-3. These measures, which are intended to reduce VMT, require the project to include affordable and below-market housing, pedestrian network improvements, and an expanded bikeway network in the project design. These measures would be reviewed by the City's approval body prior to adoption.
Goal 2: To design a circulation system that adheres to the highest standards of transportation engineering safety while considering the surrounding land uses and their sensitivities. Objective C-2: Maintain and enhance a circulation system consistent with high standards for transportation engineering safety and with sensitivity to adjoining land uses.	
Policy (e): Ensure safe and efficient traffic flow while providing adequate and convenient access.	Consistent. The project proposes roadway and pedestrian improvements that would ensure safe and efficient traffic flow. The proposed project's impacts related to transportation design hazards have been evaluated in Section 4.16, Transportation, of this Draft EIR. As evaluated in that section, the proposed project would result in a less-than-significant impact with mitigation related to design hazards.

Table 4.11-1. General Plan Consistency

Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
Policy (h): Proposed developments shall include measures to minimize negative impacts of additional vehicular traffic and aim to reduce vehicle miles traveled (VMT).	Consistent. See response to Goal 1, Policy (c).
Policy (i): Encourage intersections and public right of ways to be designed to provide adequate and safe access for all users including pedestrians, bicyclists, and motorists of all ages and abilities.	Consistent. See response to Goal 2, Policy (e).
Policy (l): Incorporate American with Disabilities Act (ADA) requirements throughout the City, and especially within high-volume pedestrian areas.	Consistent. The project proposes roadway and pedestrian improvements that would be built to specifications compliant with ADA requirements.
Policy (m): Encourage safe and accessible routes to school for children and families walking, bicycling, and taking public transportation to schools in the community. Improvements may include but are not limited to, high visibility crosswalks, island refuges, pavement markings, rapid flashing beacons, pedestrian signals, traffic delineators, enhanced bikeways, defined bus stops, and roundabouts.	Consistent. The project includes an extension of the JOST, with a pedestrian bridge over Portola Parkway. Additionally, the cross-section measurement for the extension of Jeffrey Road would be approximately 33 feet in each direction, which is wide enough to provide two through lanes with on-street bike lanes. The project would also provide bicycle parking amenities that meet the zoning ordinance update that was recently approved, including meeting minimum design and location specifications for short- and long-term bicycle parking.
Policy (n): Encourage development projects to support the principles of the Complete Streets principles and engage stakeholders and local community affected by proposed design.	Consistent. The purpose of this Draft EIR is to evaluate the potential environmental impacts, including transportation impacts, associated with implementation of the proposed project. The scope of this Draft EIR includes the potential environmental impacts identified in the Notice of Preparation (NOP) that was available for public review from October 16, 2024, through November 15, 2024, and agency and public written comment received in response to the NOP. The public scoping meeting was held at Irvine City Hall on October 23, 2024. The scoping meeting allowed the local community to comment on the traffic and circulation effects of the proposed design.
Goal 3: To establish a pedestrian circulation system that supports and promotes walking as a viable mode of transportation within the community. Objective C-3. Maintain and enhance the pedestrian circulation system to support and encourage walking as a mode of transportation.	
Policy (a): Link residences with schools, job centers, shopping centers, parks, and other public facilities/destination centers, both within a planning area and to adjacent planning areas, through an internal system consisting of pedestrian facilities (e.g., sidewalks and/or shared-use paths).	Consistent. The proposed project includes the extension of the JOST, which is an open space corridor used by pedestrian and cyclists throughout the City; it connects residents to several job centers, shopping centers, and other public facilities/destination centers throughout the City. The JOST 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 2024h). The JOST,

Table 4.11-1. General Plan Consistency

Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
	which currently terminates at Portola Parkway just south of the project site, would be extended to the entrance of the new Gateway Preserve. The extension also includes construction of a pedestrian bridge over Portola Parkway. It would further connect residents to this open space area as well as the three proposed parks as part of the project.
Policy (b): Encourage proposed developments to provide safe, convenient, and direct pedestrian access to surrounding land uses, on-street parking, and transit stops, as applicable, emphasizing active transportation and supporting the Complete Streets Act.	Consistent. See response to Policy (a). In addition, the proposed project includes the development of three new parks and paseos that would provide additional safe and convenient pedestrian access.
Policy (c): Design and locate land uses that facilitate access by non-automotive means (e.g., walking and/or bicycling).	Consistent. See responses to Policy (a) and Policy (b).
Goal 4: To develop and maintain a comprehensive bicycle network that encourages increased bicycle usage for both commuting and recreational purposes. Objective C-4. Plan, provide, maintain, and enhance a comprehensive bicycle network that encourages increased use of bicycles.	
Policy (a): Encourage proposed developments to provide connectivity to the existing bicycle circulation network, both on- and off-street, and within the proposed planning area. The on-street and off-street trails shall be designed for the safety of all users per approved City plans and documents.	Consistent. The project includes extension of the JOST, which is a major off-street shared-use trail designed for the safety of all users, including cyclists.
Policy (b): Accommodate cyclists of all levels of experience and provide for both recreation and functional transportation when designing shared-use pathways.	Consistent. The project includes an extension to the shared-use JOST would will be designed consistent with the existing JOST and designed to accommodate all levels of cyclists.
Policy (d): Encourage new developments to include detailed circulation plans for pedestrian and bicycle trails providing access to the subject property, adjacent properties, and community facilities, as applicable.	Consistent. A trail and sidewalk diagram was prepared for the proposed project that indicates where new pedestrian and bicycle trails would be provided. It shows where these trails and sidewalks would be connected on the subject property and adjacent properties.
Policy (f): Encourage grade-separated crossings for pedestrians and cyclists, wherever feasible, to increase safety and efficiency.	Consistent. The project includes construction of a pedestrian bridge over Portola Parkway as part of the JOST extension.
Policy (g): Encourage separated, off-street bicycle trails and shared-use paths in areas with minimal cross traffic, such as open space spine, flood control and utility easements, where feasible.	Consistent. The project includes extension of the JOST, which is a major off-street shared-use trail designed for the safety of all users, including cyclists. The extension includes construction of a pedestrian bridge over Portola Parkway.

Table 4.11-1. General Plan Consistency

Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
Policy (i): Incorporate, where appropriate, school and park locations within the design of the bicycle network system.	Consistent. The project includes construction of South Park at the new northern terminus of the JOST, which would act as a connection between the JOST and the adjacent Northern Open Space.
<p>Goal 5: Foster a culture of active transportation by prioritizing walking, cycling, and other non-motorized modes of travel to improve public health, reduce greenhouse gas emissions, and enhance the quality of life for residents and visitors in Irvine.</p> <p>Objective C-5. Enhance the City's infrastructure to support and encourage walking, cycling, and other forms of active transportation by developing safe, accessible, and interconnected networks of pathways, bike lanes, and multi-use trails throughout Irvine.</p>	
Policy (d): Provide secure and convenient bicycle parking facilities, such as bike racks, bike parking and storage, and bike shelters, at key destinations, including transit stops, commercial centers, parks, and employment hubs, to encourage cycling as a viable transportation option and support active commuting.	Consistent. The proposed project would include bicycle parking facilities, such as bike racks and storage, that would support the JOST extension as well as its proposed new parks.
Policy (e): Integrate active transportation planning considerations into land use decisions, transportation projects, and development approvals to prioritize pedestrian and cyclist safety, accessibility, and comfort, and ensure that new developments are designed to support active transportation modes.	Consistent. The proposed project would improve pedestrian and cyclist access throughout the City through the JOST extension. See responses to Goal 3, Policy (a) and Policy (b).
<p>Goal 6: To plan, develop, and maintain a comprehensive trail network that caters to the needs of cyclists, equestrian riders, and hikers, ensuring accessibility and enjoyment for all.</p> <p>Objective C-6. Plan, develop and maintain a trail network to support facilities that support the needs of cyclists, equestrian riders, and hikers.</p>	
Policy (c): Encourage the development of trail facilities that minimize impacts on existing or planned development and wildlife preservation areas.	Consistent. The proposed project includes the extension of the JOST which is a trail facility. See responses to Goal 3, Policy (a) and Policy (b). As discussed in Section 4.4, Biological Resources, the proposed project would not result in significant impacts to wildlife or habitat supporting wildlife. The project would implement several mitigation measures, MM-BIO-1 through MM-BIO-7, to reduce potential wildlife-related impacts to less than significant levels.
Policy (e): Continue to encourage developer dedication and final improvements to the trail system.	Consistent. See responses to Goal 3, Policy (a) and Policy (b).

Table 4.11-1. General Plan Consistency

Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
<p>Goal 7: Foster collaboration and coordination with regional transportation agencies to improve connectivity, accessibility, and efficiency of transportation networks serving Irvine and neighboring communities.</p> <p>Objective C-7. Maintain a public transit system for trips within the City and to/from adjacent areas.</p>	
<p>Policy (a): Plan residential, commercial, and industrial areas to enable effective use of public transit</p>	<p>Consistent. The project includes extension of the JOST, which is an important element in the City's overall Open Space system, linking the conservation and open space lands within the City. The JOST provides a key linkage extending from the Pacific Ocean to the Santa Ana Mountains and Cleveland National Forest (City of Irvine 2024h). It also links provides pedestrian and cyclist access to public transit stops that parallel the trail, thereby allowing for a more connected public transit system.</p>
<p>Goal 9: Improve transportation efficiency and accessibility by optimizing the circulation system to provide convenient, reliable, and inclusive transportation options for all residents and visitors in the City of Irvine.</p> <p>Objective C-9. Maximize transportation efficiency by streamlining traffic flow, reducing congestion, and enhancing connectivity between different transportation modes to facilitate seamless movement within the City.</p>	
<p>Policy (b): Promote active transportation modes such as walking and biking by developing pedestrian- and bicycle-friendly infrastructure, creating and enhancing bike lanes and trails, and implementing traffic calming measures to improve safety and encourage non-motorized travel.</p>	<p>Consistent. The project includes extension of the JOST, which is a major piece of pedestrian- and bicycle-friendly infrastructure in the City.</p>
<p>Policy (d): Prioritize accessibility by ensuring that transportation infrastructure and services are accessible to all residents, including those with disabilities or limited mobility, through the provision of ADA-compliant facilities, accessible transit options, and inclusive transportation planning.</p>	<p>Consistent. The project includes a pedestrian bridge over Portola Parkway, which would be designed to be ADA compliant.</p>
<p>Policy (e): Coordinate land use and transportation planning efforts to ensure that transportation infrastructure aligns with development patterns, promoting mixed-use development, transit-oriented development (TOD), and pedestrian-friendly design to enhance transportation efficiency and accessibility.</p>	<p>Consistent. See response to Goal 3 Policy (a). The proposed project involves the extension of the JOST, which would enhance pedestrian access and transportation efficiency. In addition, the proposed project includes the development of three new parks and paseos that would provide additional safe and convenient pedestrian access.</p>
<p>Policy (f): Support multimodal connectivity by integrating various transportation modes, including public transit, walking, biking, and shared mobility options, to provide residents and visitors with diverse and convenient transportation choices that meet their needs and preferences.</p>	<p>Consistent. See responses to Goal 3 Policy (a) and Goal 7 Policy (a). The proposed project would involve improvements for pedestrians and bicyclists that would enhance access to public transit, parks, and open space.</p>

Table 4.11-1. General Plan Consistency

Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
<p>Goal 10: Foster the transition towards cleaner and more sustainable transportation options to reduce greenhouse gas emissions, improve air quality, and enhance the overall environmental sustainability of the transportation system in Irvine.</p> <p>Objective C-10. Reduce emissions from transportation activities by encouraging the adoption of clean and alternative fuel vehicles, promoting the use of nonmotorized transportation modes, and implementing measures to mitigate vehicle emissions.</p>	
<p>Policy (a): Encourage the adoption of electric vehicles (EVs) by expanding EV charging infrastructure throughout the City, providing incentives for EV purchases, and facilitating partnerships with private stakeholders to increase accessibility to charging stations.</p>	<p>Consistent. The proposed project would include EV charging infrastructure, consistent with the requirements of MM-GHG-1. According to that mitigation measure, the project applicant or designee is required to provide EV charging infrastructure that meets or exceeds 2022 California Green Building Standards Code Tier 2 standards.</p>
<p>Goal 12: Ensure Sustainable Transportation Design for Enhanced Mobility and the support of Environmental Conservation.</p> <p>Objective C-12. Integrate sustainable transportation principles into the City's planning and development initiatives to reduce environmental impact, enhance livability, and improve mobility for all residents.</p>	
<p>Policy (a): Require the incorporation of sustainable transportation features in all new development projects, including bike lanes, pedestrian walkways, and transit-oriented designs. Prioritize the use of environmentally friendly transportation modes, such as electric vehicles, public transit, and active transportation options, in City planning and infrastructure development.</p>	<p>Consistent. See response to Policy (a) of Goal 10. The proposed project involves the development of new pedestrian and bicycle facilities. The proposed project also includes the development of three new parks and paseos that would provide additional safe and convenient pedestrian access. EV charging stations would also be provided at the proposed South Park.</p>
<p>Policy (b): Implement zoning regulations and design standards that encourage mixed-use development and compact, walkable neighborhoods to minimize reliance on automobiles.</p>	<p>Consistent. See response to Policy (a).</p>
<p>Conservation and Open Space Element</p>	
<p>Goal 1. Ensure the permanent protection and preservation of designated conservation and open space areas amidst the development of commercial, industrial, institutional, and residential zones.</p> <p>Objective COS-1: Continue the implementation of programs that effectively integrate the protection and preservation of conservation and open space areas with the development of designated zones.</p>	
<p>Policy (b): Require developers to conduct comprehensive environmental assessments to identify potential impacts on designated conservation and open space areas during project planning.</p>	<p>Consistent. The proposed project includes open space enhancements and has considered open space impacts. The proposed project would include the construction of five anticipated parks that would offer open space and passive/active recreation for the proposed residential development totaling approximately 7.2 acres. In addition, the proposed project also includes the extension of the JOST north 2,750 feet from Portola Parkway to the proposed South Park at the entrance to the forthcoming Gateway Preserve (Figure 3-5,</p>

Table 4.11-1. General Plan Consistency

Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
	Conceptual Site Plan) and would include a pedestrian bridge over Portola Parkway. Therefore, the proposed project would integrate open space elements into the proposed residential development. The project would provide accessible connections to open space and parks for its residents and the public.
Goal 3. Use and preserve geophysical resources, including, but not limited to, ridgelines, hillsides, and waterways, as part of the City's land use pattern. Objective COS-3: Effectively utilize and safeguard geophysical resources, encompassing ridgelines, hillsides, and waterways, within the City's land use framework to maintain ecological integrity, enhance aesthetic value, and promote sustainable development practices that harmonize with the natural landscape.	
Policy (d): Conduct studies on existing drainage channels to determine suitable preservation measures, integrating them into surrounding development designs.	Consistent. The proposed project's impacts related to drainage patterns of the site and area have been evaluated in Section 4.10, Hydrology and Water Quality, of this Draft EIR. As evaluated in that section, the proposed project would result in a less-than-significant impact related to its potential to alter existing drainage patterns. As determined in that section, the proposed project would not result in substantial erosion or siltation, surface runoff resulting in flooding, or runoff exceeding existing or planned drainage systems, nor would it impede or redirect flood flows.
Policy (f): Prioritize minimal alteration of natural topography during necessary modifications, locating buildings to minimize grading and preserve native vegetation (except for fire trails).	Consistent. See response to Policy (d). The project would not alter existing topography in a manner that would significantly impact drainage. As discussed in Section 4.4, Biological Resources, the proposed project would not result in significant direct or indirect impacts to riparian habitat or other sensitive vegetation communities.
Policy (i): Minimize the danger to life and property from geophysical hazards, including, but not limited to, unstable soils, liquefaction, steep slopes, and floodways.	Consistent. See Section 4.7, Geology and Soils, of this Draft EIR. As explained in that section, the proposed project would not result in significant impacts related to geophysical hazards, including unstable soils, expansive soils, liquefaction, steep slopes, earthquake faulting, seismic ground shaking, and landslides. The proposed project's impacts related to floodways on the project site and the surrounding area have been evaluated in Section 4.10, Hydrology and Water Quality, of this Draft EIR. As evaluated in that section, the proposed project is not located in a 100-year floodplain and would not impede or redirect flood flows.
Goal 4. Use and maintain societal resources, including, but not limited to, archaeological, historical, and paleontological resources, as part of the City's land use pattern. Objective COS-4: To effectively utilize and preserve societal resources, encompassing archaeological, historical, and paleontological assets, within the City's land use framework, ensuring their integration and maintenance in alignment with conservation and open space goals.	
Policy (a): Continue to coordinate General Plan level resource information to determine the level and type of resource(s)	Consistent. See Section 4.5, Cultural Resources, of this Draft EIR. As explained in that section, no historical resources or historic properties were identified within the project site as a result of archival research, a records search, a field survey, and

Table 4.11-1. General Plan Consistency

Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
potentially impacted by proposed development.	<p>significance evaluations. While the project would not have any impacts on known significant or unique archaeological resources, there is a moderate potential for the inadvertent discovery of subsurface archaeological resources during project implementation. Therefore, to address impacts related to the inadvertent discovery of yet unknown archaeological resources, mitigation is required. MM-CUL-1 requires that all project construction personnel participate in cultural resources sensitivity training for the proper identification and treatment of inadvertent discoveries. MM-CUL-2 requires the retention of an on-call qualified archaeologist to address inadvertent discoveries. With implementation of MM-CUL-1 and MM-CUL-2, significant impacts to archaeological resources would be reduced to less than significant.</p> <p>See Section 4.7, Geology and Soils, of this Draft EIR. As explained in that section, no paleontological resources were identified within the project site as a result of the institutional records search or desktop geological and paleontological review (Appendix E-2). Impacts related to paleontological resources would be considered less than significant with mitigation (MM-GEO-1) incorporated during construction.</p> <p>See Section 4.17, Tribal Cultural Resources, of this Draft EIR. As explained in that section, the proposed project would not result in a substantial adverse change to the significance of a tribal cultural resource; potentially significant impacts would be reduced to a less-than-significant level through the implementation of MM-TCR-1, which requires a Native American monitor to be present during grading and excavation activities.</p>
<p>Goal 6. Establish and maintain a network of parks and recreational areas that offer a wide range of leisure opportunities while promoting their sustainable development and maintenance.</p> <p>Objective COS-6: Maintain and enhance the City's network of parks and recreational areas that provide a variety of recreational opportunities, and which link and integrate other conservation and open space areas into the land use fabric of the City.</p>	
<p>Policy (a): Continue to coordinate parks and recreational opportunities through the General Plan and Parks Master Plan to ensure adequate and timely development of parks and recreational areas.</p>	<p>Consistent. The proposed project includes parks and recreational components. The proposed project would include the construction of three parks that would offer open space and passive/active recreation its residents and visitors: Gateway Village Park would be 1.4 acres, the linear park would be 0.4 acres, and South Park would be 4.9 acres. In addition, the proposed project also includes the extension of the JOST north 2,750 feet from Portola Parkway to the proposed South Park at the entrance to the forthcoming Gateway Preserve (Figure 3-5) and would include a pedestrian bridge over Portola Parkway. One of the private community parks would include amenities such as a clubhouse, pools, seating, and a playground. South Park would include parking, restrooms, and trail staging. An overarching goal of the project is to provide a transition from urban development to the nature preserve to the north, and</p>

Table 4.11-1. General Plan Consistency

Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
	together with the JOST, South Park would act as that transitional space ("the gateway").
Policy (b): Expand opportunities and places for casual nature-related recreation and leisure (e.g., the Jeffrey Open Space Trail) that are distinct from turf parks and protected wildlands.	Consistent. See response to Policy (a). The proposed project includes extension of the JOST and enables the opening of the Gateway Preserve, both of which would offer nature-based recreation opportunities.
Policy (d): 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 and provide safe and easy access for their intended users.	Consistent. See response to Policy (a).
Policy (e): Ensure that Irvine's park system is developed, maintained, and rehabilitated in a manner that is cost-effective and consistent with the community's needs and ability to pay.	Consistent. The parks described in Policy (a), would be developed and maintained by the City, project proponent, and future homeowners. The public neighborhood park and Gateway Community Park (including the JOST) would be maintained by the City. The internal landscaped areas and paseos, as well as the private neighborhood parks, would be maintained by homeowners through the creation of a new homeowner's association (HOA) and associated fees.
Policy (f): Require developers of residential land to dedicate park land and/or improvements/amenities, and/or pay fees in lieu of dedication, at a rate of five (5) acres per thousand (1,000) population, consistent with the Quimby Act, Subdivision Map Act, Irvine Subdivision and Zoning Ordinances, General Plan standards, and Irvine Park Standards Manual.	Consistent. See Section 4.15, Recreation, of this Draft EIR. Pursuant to the Quimby Act (the goal of which is to reduce strain on existing parks and provide adequate park space to accommodate new residential development) and the Subdivision Ordinance (Chapter 10, Section 5-5-1004 of the Irvine Municipal Code), the proposed project's developer is required to dedicate park land and/or improvements/amenities and/or pay fees in lieu of dedication.
Goal 7. Encourage the maintenance of agriculture in undeveloped areas of the City until the time of development, and in areas not available for development. Objective COS-7: To promote the preservation and sustenance of agricultural activities in undeveloped areas of the City until their eventual development, and in areas where development is not feasible or permitted, ensuring the continued vitality of agricultural landscapes and practices within the community.	
Policy (f): Allow for conversion of interim and permanent agricultural uses to development to provide land for the construction of housing units consistent with the Land Use and Housing Elements, and the development of commercial and industrial buildings consistent with the provision of job opportunities as described in the Land Use Element, where such conversion does not conflict with other LU- 10 policies.	Consistent. The project site consists primarily of active agricultural fields. As discussed in Section 4.2.4, the proposed project would result in the loss of 67.46 acres of mapped Important Farmland. This conversion of farmland would allow for the construction of 1,360 homes consistent with the Land Use and Housing Elements of the General Plan. The proposed conversion of agricultural land would not conflict with LU-10 policies, as discussed under Land Use Element Goal 10.

Table 4.11-1. General Plan Consistency

Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
<p>Policy (g): Encourage and support the establishment and maintenance of community gardens within the City by exploring the following: (applicable excerpt included)</p> <ul style="list-style-type: none"> Integrating community garden considerations into urban planning and development processes to ensure their inclusion in future neighborhood designs. 	<p>Consistent. The proposed project includes the provision of a community garden for its residents. It also includes the construction of three parks that would provide community space for residents and visitors. The project site is bordered by the Irvine Ranch Conservancy Native Seed Farm (Seed Farm) to the north. Seed Farm operations include growing and tending to seed-producing plants. The intent of the Seed Farm is to conserve a natural seed bank for the area, with the goal of restoring sensitive habitats. As discussed in Section 4.2.4, the proposed project would not jeopardize the Seed Farm's ongoing operations. Therefore, the proposed project would include community spaces and would be proximate to an ongoing Seed Farm, which is open to the public and promotes similar community benefits.</p>
<p>Goal 9. Enhanced utilization of open space in existing development and new development projects. Objective COS-9: Promote and, when suitable, mandate the incorporation of open space areas in multi-family, mixed-use, and office developments to supplement the available open space and recreational facilities in the City. Optimize the utilization of current public open space assets on a neighborhood scale and explore possibilities for private development to enrich neighborhood open space resources.</p>	
<p>Policy (a): Continue to enforce zoning regulations mandating accessibility to open space for new residential, retail, and commercial developments.</p>	<p>Consistent. The proposed project would include the construction of five parks that would offer open space for the proposed residential development totaling approximately 7.2 acres.</p>
<p>Policy (b): Explore the potential for developers to contribute to the enhancement of existing open space accessibility through a fee payment instead of mandatory on-site parks provision for new developments, with the fee going towards enhancing access to existing open space.</p>	<p>Consistent. See Section 4.15, Recreation, of this Draft EIR. Pursuant to the Quimby Act (the goal of which is to reduce strain on existing parks and provide adequate park space to accommodate new residential development), the Subdivision Ordinance (Chapter 10, Section 5-5-1004 of the Irvine Municipal Code), and the Irvine Parks Standards Manual, the proposed project's developer is required to dedicate park land and/or improvements/amenities and/or pay fees in lieu of dedication.</p>
<p>Policy (c): Promote the creation of rooftop open areas in denser residential, mixed-use, and commercial developments. Ensure that the design of these spaces minimizes potential impacts on nearby properties, such as noise, privacy, and light concerns.</p>	<p>Consistent. The inclusion of rooftop open areas was considered for the proposed project but not selected. The project is not considered a mixed-use project, for which rooftop areas would make sense. The project includes open space areas and amenities at ground level.</p>
<p>Policy (d): Encourage the establishment of incentives for incorporating publicly accessible open space into private development initiatives.</p>	<p>Consistent. The proposed project includes the extension of the JOST, which is a publicly accessible open space corridor used by pedestrian and cyclists. The extension of the JOST would include a new pedestrian bridge over Portola Parkway. The total acreage of the JOST extension under the proposed project would be 9.5 acres. The proposed project would include the construction of three parks that would offer open space for the proposed residential development.</p>
<p>Policy (f): Promote enhancements to open spaces, whether on public or private land,</p>	<p>Consistent. See response to Policy (a).</p>

Table 4.11-1. General Plan Consistency

Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
<p>when opportunities arise. This could involve dedicating areas not able to be developed due to building purposes or lot size, or improving sites for green spaces, as well as upgrading pathways and connections to function as neighborhood landscaping and recreational amenities.</p>	
<p>Goal 10. Enhanced open space accessibility and utilization, and conservation efforts of resources. Objective COS-10: The City commits to creating and fostering well-integrated and sustainable open space resources available to City residents and visitors.</p>	
<p>Policy (a): Provide a variety of public and private parks to meet residents' needs.</p>	<p>Consistent. See response to Policy (a), Goal 9, of the Community and Open Space Element.</p>
<p>Policy (b): Ensure that the City's park, recreation, and open space system is accessible to all residents, including users of different abilities and demographic characteristics.</p>	<p>Consistent. See responses to Goal 9 of the Community and Open Space Element. The project would provide accessible connections to open space and parks for its residents and general public, including the extension of the JOST and the bridge over Portola Parkway</p>
<p>Policy (c): Encourage the creation of dynamic parks as special and unique places, adding or incorporating art and historic resources, innovative features, diverse landscaping, nature, varied color palettes, and welcoming amenities.</p>	<p>Consistent. The proposed project includes the construction of two private community parks and a public neighborhood park (South Park). One of the private community parks would include amenities such as a clubhouse, pools, seating, and a playground. South Park would include parking, restrooms, and trail staging. The project also includes extension of the JOST northward from its existing northern terminus at Portola Parkway to South Park at the entrance to the forthcoming Gateway Preserve. The proposed project would also include public art that harkens back to Irvine's agrarian past.</p>
<p>Policy (f): Ensure that choices related to future development, capital projects, and resource management align with the City's climate objectives, encompassing goals for reducing greenhouse gas emissions and fostering adaptation.</p>	<p>Consistent. See Section 4.8, Greenhouse Gas Emissions. As discussed in that section, the project attributes to reduce operational greenhouse gas (GHG) emissions identified CARB's 2022 Scoping Plan. Per the Scoping Plan, empirical evidence shows that residential and mixed-use development projects that are consistent with these attributes to reduce GHG emissions will accommodate growth in a manner that aligns with the GHG emissions and equity goals.</p>
<p>Policy (g): Coordinate conservation efforts in alignment with Environmental Protection and Climate Action Elements objectives and against the degradation of soil that supports open spaces and passive and active recreational use, the sustainability of water resources, and preservation of cultural and historical resources.</p>	<p>Consistent. The proposed project would not result in the degradation of soil that supports open spaces and passive and active recreational use. The project would include an extension of the JOST and creation of three new parks for active and passive recreational use.</p> <p>See response to Goal 4, Policy (a), above. With implementation of MM-CUL-1 and MM-CUL-2, significant impacts to archaeological resources would be reduced to less than significant. See Section 4.5, Cultural Resources, of this Draft EIR. Also, no historical resources or historic properties were identified within the project site as a result of archival research, a records search, a field survey, and significance evaluations.</p>

Table 4.11-1. General Plan Consistency

Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
<p>Policy (i): Coordinate conservation of water resources in alignment with Environmental Protection and Climate Action Elements objectives and policies to encourage the integration of existing and future water sources (reservoirs, lakes, and drainage courses) into development.</p>	<p>Consistent. See Section 4.18, Utilities and Service Systems, of this Draft EIR. As discussed in that section, sufficient water supplies would be available to serve the project. The project would obtain its water from the Irvine Ranch Water District, which implements published water conservation policies, practices, and procedures. A Water Supply Assessment (Appendix F-1) and Water Supply Verification (Appendix F-2) were completed for the project. Based on these documents, adequate water supplies are available to meet the project's water demands. Further, the project would implement MM-GHG-3, which requires the project applicant or its designee to provide evidence to the City that the residential and recreational building design plans include water use efficiency and conservation measures.</p>
Environmental Protection and Climate Action Element	
<p>Goal 3: Reduce greenhouse gas emissions and mitigate climate change impacts in Irvine to create a more sustainable and resilient community.</p>	
<p>Objective EPCA-3: Achieve significant reductions in greenhouse gas emissions across all sectors within Irvine by implementing targeted policies and initiatives.</p>	
<p>Policy (a): Promote the transition to renewable energy sources, such as solar, wind, and geothermal, for electricity generation within Irvine.</p>	<p>Consistent. As discussed in Section 4.6, Energy, the proposed project would be required to include solar power infrastructure and adhere to other building efficiency standards pursuant to Title 24.</p> <p>See Section 4.3, Air Quality; Section 4.6, Energy; and Section 4.8, Greenhouse Gas Emissions. The project would include implementation of the following mitigation measures that would benefit energy efficiency:</p> <ul style="list-style-type: none"> ▪ MM-AQ-2: Additional Construction Equipment Emission Reductions ▪ MM-AQ-4: Limit Truck and Equipment Idling During Construction ▪ MM-GHG-1: Electrical Vehicle Charging Infrastructure ▪ MM-GHG-2: Energy Conservation ▪ MM-GHG-3: Water Use Efficiency and Water Conservation
<p>Policy (b): Encourage the adoption of energy-efficient technologies and practices in buildings, transportation, and industries to reduce reliance on fossil fuels.</p>	<p>Consistent. See responses to Policy (a), above. The proposed project includes energy-efficient technologies for its proposed residential development that would reduce reliance on fossil fuels. Homes would be all electric and would not include natural gas components. Homes would also be powered through new solar systems and energy storage systems that are sized specifically to the home's specific square footage and available roof area. All homes will be compliant with Title 24 of the California Building Code by a minimum 10% and would comply with the latest California Green Building standards; appliances would also be Energy Star certified. Further, landscaping would be composed of native and drought-tolerant plant and tree species and would comply with water conservation measures.</p>

Table 4.11-1. General Plan Consistency

Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
Policy (c): Prioritize investments in public transit infrastructure, walking and biking paths, and electric vehicle charging stations to reduce emissions from transportation.	Consistent. The proposed project involves the development of new pedestrian and bicycle facilities. In addition, the proposed project includes the development of three new parks and paseos that would provide additional safe and convenient pedestrian access. See response to Policy (a), Goal 10, of the Circulation Element; the project includes the development of new EV infrastructure.
Policy (d): Promote energy conservation measures, such as retrofitting buildings with energy-efficient appliances, insulation, and lighting systems.	Consistent. See response to Policy (b).
Goal 4: Improve air quality and protect public health in Irvine by reducing air pollution and minimizing harmful emissions from various sources. Objective EPCA-4: Achieve and maintain compliance with air quality standards set by regulatory agencies, such as the Environmental Protection Agency (EPA) and the California Air Resources Board (CARB), to ensure a healthy and sustainable environment for residents.	
Policy (a): Promote the adoption of low-emissions and alternative fuel vehicles through incentives, rebates, and infrastructure development.	Consistent. The proposed project would include EV charging infrastructure, consistent with the requirements of MM-GHG-1. According to that mitigation measure, the project applicant or designee is required to provide EV charging infrastructure that meets or exceeds 2022 California Green Building Standards Code Tier 2 standards.
Policy (c): Encourage the use of clean and renewable energy sources, such as solar, wind, and geothermal, to reduce emissions from energy generation and promote a transition away from fossil fuels.	Consistent. See responses to Policy (a) and Policy (d) of Goal 2, above.
Goal 5: Protect and enhance water quality in Irvine through policy implementation and measures to prevent pollution, conserve water resources, and ensure access to safe and clean water. Objective EPCA-5: Achieve and maintain compliance with water quality standards set by regulatory agencies, such as the Environmental Protection Agency (EPA) and the California State Water Resources Control Board (SWRCB), to safeguard public health and the environment.	
Policy (a): Continue to implement measures to prevent and control pollution from various sources, including industrial discharges, stormwater runoff, agricultural activities, and wastewater treatment plants.	Consistent. The proposed project's impacts related to water quality have been evaluated in Section 4.10, Hydrology and Water Quality, of this Draft EIR. As evaluated in that section, the proposed project would result in less-than-significant impacts related to potential conflict with water quality standards or implementation of water quality control plans. As detailed in that section, the project would comply with applicable state and local regulations, implementing low impact design (LID) and best management practices (BMPs).
Policy (e): Continue to implement water efficient landscaping standards, irrigation technology upgrades, and leak detection programs to optimize water use and reduce wastage.	Consistent. The proposed project's landscaping would comply with water conservation measures and be composed of native and drought-tolerant plant and tree species. During operations, the project site would consist of vegetated open space, landscaped areas, buildings, and hardscapes. LID BMPs are required in addition to site design measures and source controls

Table 4.11-1. General Plan Consistency

Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
	to reduce pollutants in stormwater discharges. Furthermore, the project would implement MM-GHG-3, which requires the project applicant or its designee to provide evidence to the City that the residential and recreational building design plans include water use efficiency and conservation measures.
Goal 6: Reduce energy consumption and promote energy efficiency in Irvine. Objective EPCA-6: Achieve significant reductions in per capita energy consumption across residential, commercial, and municipal sectors while promoting the adoption of renewable energy sources and energy-efficient technologies.	
Policy (a): Continue, through the efforts of CALGreen (California Green Building Standards Code), to enforce energy efficiency standards and building codes for new construction and major renovations to improve the energy performance of buildings and reduce energy demand.	Consistent. See response to Goal 3, Policy (b).
Policy (b): Continue to require energy efficient building design, insulation, HVAC systems, lighting, and appliances to minimize energy consumption and lower utility costs for residents and businesses.	Consistent. See response to Goal 3, Policy (b).
Policy (c): Continue to promote the adoption of renewable energy systems, such as solar photovoltaic (PV) panels, wind turbines, and geothermal heat pumps, to generate clean and sustainable electricity for onsite consumption or grid injection.	Consistent. See response to Goal 3, Policy (b).
Goal 8: Mitigate the impacts of climate change, enhance resilience, and transition to a climate-resilient community in Irvine. Objective EPCA-8: Reduce greenhouse gas emissions, adapt to the effects of climate change, and promote climate resilience through comprehensive policies, programs, and initiatives that engage stakeholders, foster innovation, and prioritize equitable and sustainable solutions.	
Policy (a): Implement strategies to achieve significant reductions in greenhouse gas emissions across all sectors, including energy, transportation, buildings, waste, and land use, in alignment with state and regional climate goals.	Consistent. See responses to Policy (a) and Policy (d) of Goal 2, above.
Goal 9: Preserve and enhance natural open spaces, habitats, and biodiversity in Irvine. Objective ECPA-9: Conserve and restore natural ecosystems, protect biodiversity, and expand access to green spaces through comprehensive policies, programs, and initiatives that prioritize ecological integrity, community engagement, and sustainable land management practices.	
Policy (g): Promote the integration of green infrastructure elements into urban planning, infrastructure design, and land development projects to improve air and water quality,	Consistent. The project proposes to develop three new parks, create paseos, and extend the JOST from Portola Parkway to the entrance of the new Gateway Preserve. These project

Table 4.11-1. General Plan Consistency

Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
reduce urban heat island effects, and enhance overall environmental sustainability.	components represent new greenways that would integrate with the proposed residential village.
Goal 10: Continue to promote sustainable land use practices in Irvine. Objective EPCA-10: Implement policies and initiatives that prioritize sustainable land management, smart growth principles, and equitable development strategies to ensure the efficient use of land while protecting environmental quality and promoting community well-being.	
Policy (b): Continue to enforce and update zoning regulations, design standards, and development incentives to promote infill development, higher residential densities, and diverse land uses that enhance accessibility, connectivity, and livability for residents of all ages, incomes, and abilities.	Consistent. The proposed project involves a mixture of housing types and densities; it also includes three new park/open space areas. The project includes the development of two- to three-story single-family detached homes, attached housing units, and multifamily affordable housing units. In addition, the proposed project also includes the extension of the JOST at the entrance to the forthcoming Gateway Preserve and would include a pedestrian bridge over Portola Parkway. Therefore, the proposed project would integrate open space elements into the proposed residential development. The project would provide accessible connections to open space and parks for its residents and the public.
Policy (c): Integrate green infrastructure elements, such as parks, greenways, and open spaces, into land use planning and development projects to manage stormwater runoff, improve air and water quality, and enhance ecological connectivity and biodiversity.	Consistent. The project proposes to develop three new parks, create paseos, and extend the JOST from Portola Parkway to the entrance of the new Gateway Preserve. These project components represent new greenways that would integrate with the proposed residential village.
Policy (e): Incorporate climate-responsive design principles and resilient landscape strategies into land use planning, site design, and infrastructure development to mitigate climate risks, such as flooding, heat islands, and sea-level rise, and enhance community resilience to climate-related hazards	Consistent. See response to Goal 9, Policy (g).
Policy (f): Encourage and incentivize the adoption of Leadership in Energy and Environmental Design (LEED) building standards for new construction and major renovations within the City.	Consistent. See Section 4.3, Air Quality, Section 4.6, Energy, and Section 4.8, Greenhouse Gas Emissions. Although the proposed project would not be LEED certified, it would include implementation of the following mitigation measures that would benefit energy efficiency: <ul style="list-style-type: none"> ▪ MM-AQ-2: Additional Construction Equipment Emission Reductions ▪ MM-AQ-4: Limit Truck and Equipment Idling During Construction ▪ MM-GHG-1: Electrical Vehicle Charging Infrastructure ▪ MM-GHG-2: Energy Conservation ▪ MM-GHG-3: Water Use Efficiency and Water Conservation
Policy (g): Explore the adoption of green building standards, energy-efficient design guidelines, and sustainable construction	Consistent. See response to Goal 3, Policy (b) and responses to Policy (a) and Policy (d) of Goal 2, above.

Table 4.11-1. General Plan Consistency

Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
practices to reduce greenhouse gas emissions, promote energy conservation, and minimize environmental impacts associated with new development and redevelopment projects.	
Goal 11: Foster a sustainable transportation system in Irvine that promotes air quality and enhances community resilience to climate change impacts. Objective EPCA-11: Implement policies and initiatives that promote active transportation, public transit, and low-emission vehicles to reduce reliance on single-occupancy vehicles, minimize traffic congestion, and enhance mobility options for residents of all ages and abilities.	
Policy (a): Develop and maintain a comprehensive network of pedestrian-friendly sidewalks, bicycle lanes, and multiuse trails that connect residential neighborhoods, commercial districts, employment centers, and public amenities.	Consistent. The proposed project includes the extension of the JOST, which is an open space corridor used by pedestrian and cyclists throughout the City; the JOST connects residents to several job centers, shopping centers, and other public facilities/destination centers throughout the City. The JOST 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 2024h). The JOST, which currently terminates at Portola Parkway just south of the project site, would be extended to the entrance of the new Gateway Preserve. The extension also includes construction of a pedestrian bridge over Portola Parkway. It would further connect residents to this open space area as well as the three parks proposed as part of the project.
Policy (b): Implement complete streets policies and design standards that prioritize safe and accessible walking, biking, and rolling infrastructure, including ADA-compliant facilities, pedestrian crossings, and bicycle parking facilities, in all transportation projects and street improvements.	Consistent. See response to Policy (a). In addition, the proposed project includes the development of three new parks and creation of paseos that would provide additional safe and convenient pedestrian access.
Policy (d): Expand the availability of EV charging stations, particularly in public parking facilities, multi-family residential complexes, commercial areas, and workplaces, to facilitate EV adoption and reduce range anxiety for drivers of electric vehicles.	Consistent. The proposed project includes the development of new EV infrastructure; see response to Goal 10, Policy (a), of the Circulation Element.
Housing Element	
Goal 2: Maximize land utilization for residential development. Objective C: Encourage the proper utilization of the undeveloped/underdeveloped residential areas of the City.	
Policy HE-C.2: Promote residential development fully served by public services and utilities.	Consistent. This project is located in a built-out city served by a transportation network, water and sewer infrastructure, and public services. See Section 4.14, Public Services, of this Draft EIR. As explained in that section, the proposed project would not

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Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
	result in unacceptable service ratios, response times, or other performance objectives for fire protection, police protection, schools, parks, or other public facilities such as libraries.
Goal 4: Encourage more affordable housing units.	
Objective F: Leverage publicly owned resources, such as vacant land and underutilized properties.	
Policy HE-F.1: Leverage available resources, such as vacant land and underutilized properties, to incentivize new affordable housing development.	Consistent. The project would consist of developing an underutilized and partially vacant property and would include affordable housing units.
Goal 7: Improve quality of life and promote placemaking.	
Objective L: Encourage developments that provide community benefits.	
Policy HE-L.3: Encourage development that includes active transportation infrastructure, such as new and wider sidewalks, trails, and protected bike lanes.	Consistent. The project includes development of active transportation infrastructure. The project would include an extension of the JOST and creation of three new parks for active and passive recreational uses and would support active transportation.
Land Use Element	
Goal 1: Preserve and strengthen Irvine's identity as a diverse and innovative community.	
Objective LU-1. To develop and implement land use policies that foster the preservation and enhancement of Irvine's diverse and innovative character, ensuring that the City remains a vibrant and inclusive community for all residents, businesses, and visitors.	
Policy (b): Use building masses and landscaping to create a sense of unity throughout the City.	Consistent. The design concept of the proposed project will be "Relaxed Mediterranean" to act as a bridge between Refined Mediterranean (Orchard Hills) and the native landscape of the Gateway Preserve. The proposed project includes construction of 1,360 two- and three-story attached and detached homes over 65.5 acres. Density for different residential development areas would range from 10 to 22 dwelling units per acre (DU/ac) at the lowest density to 30 to 40 DU/ac at the highest density. Regarding landscaping, the project would include the installation of street and screen trees along the project site's southern boundary with Portola Parkway. As proposed, new landscaping would be visually cohesive with existing landscaping along the Portola Parkway corridor, and a sense of landscape unity is envisioned.
Policy (c): Ensure energy efficiency and low maintenance needs through land use planning, building design, and landscaping design.	Consistent. See response to Goal 3, Policy (b), of the Environmental Protection and Climate Action Element.
Policy (f): Promote sustainable development through energy and water conservation, reduced reliance on non-renewable resources, and the use of native trees,	Consistent. The proposed project's landscaping would comply with water conservation measures and would be composed of native and drought-tolerant plant and tree species. Further, the project would implement MM-GHG-3, which requires the project applicant or its designee to provide evidence to the City that the

Table 4.11-1. General Plan Consistency

Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
shrubs, and grasses with low maintenance costs.	residential and recreational building design plans include water use efficiency and conservation measures.
Policy (g): Distinguish individual planning areas in character and physical appearance by considering the following characteristics during design and development: public art, physical and visual separation, architectural style; and planning area edge.	Consistent. See response to Policy (b). Incorporation of the Relaxed Mediterranean style would promote general consistency in style with existing developments in the surrounding Orchard Hills area and would function as a less rigid transition (i.e., less rigid compared to the prevalent Refined Mediterranean style of the Orchard Hills area) to local undeveloped open space. The Planning Area edge would typically feature unprogrammed park spaces or landscaped corridors that would both define the project edge and soften the transition to the residentially developed areas of the project site from perimeter roads and adjacent lands.
Policy (h): Incorporate the following components in each residential planning area: a mixture of housing types and densities, a variety of public and private facilities, activity nodes; and open space areas.	Consistent. The proposed project involves a mixture of housing types and densities; it also includes three new park/open space areas. The project includes the development of two- to three-story single-family detached homes, attached housing units, and multifamily affordable housing units.
Goal 3: Preserve the existing job base. Objective LU-3. To preserve and enhance Irvine's existing job base by implementing land use policies and strategies that support the retention, expansion, and diversification of employment opportunities within the City.	
Policy (b): Provide housing opportunities for the local and regional employment base that support and complement commercial and industrial uses in the IBC.	Consistent. See response to Goal 1, Policy (h). The proposed project would include a mixture of residential unit types that would offer a variety of housing opportunities to the local and regional employment base.
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 the quality of life for all residents.	
Policy (a): Ensure that land uses enable the City to provide necessary municipal services by (applicable excerpt included): <ul style="list-style-type: none"> ▪ All significant environmental impacts are mitigated to a level of insignificance; and - Infrastructure capacity under existing and future (build out) conditions can accommodate additional development in the areas of circulation, fire, police, water, and flood control services 	Consistent. See Section 4.14, Public Services, of this Draft EIR. As explained in that section, the proposed project would not result in unacceptable service ratios, response times, or other performance objectives for fire protection, police protection, schools, parks, or other public facilities such as libraries. See Section 4.18, Utilities and Service Systems, of this Draft EIR. As discussed in that section, sufficient water supplies would be available to serve the project. The project would obtain its water from the Irvine Ranch Water District. A Water Supply Assessment (Appendix F-1) and Water Supply Verification (Appendix F-2) were completed for the project. Based on these documents, adequate water supplies are available to meet the project's water demands. Furthermore, as detailed in that section and a Preliminary Hydrology Report (Appendix F-3), the

Table 4.11-1. General Plan Consistency

Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
<p>Policy (c): Achieve a land-use balance through the following methods:</p> <ul style="list-style-type: none"> ▪ Coordination of land use and circulation patterns to ensure adequate circulation capacity and infrastructure. ▪ Promotion of a diversity of housing types and affordability to meet the development objectives of the Housing Element. ▪ Designation of sufficient institutional land to meet the needs of each planning area. ▪ Provision of adequate housing opportunities to support employment growth. ▪ Preservation of open space areas, and development of retail/commercial to address the increase in housing units required to accommodate the updated housing element. 	<p>project would develop adequate stormwater infrastructure to serve the project.</p> <p>Consistent. The proposed project would be consistent with this policy for the following reasons:</p> <ul style="list-style-type: none"> ▪ Proposed project transportation and circulation impacts have been assessed in Section 4.16, Transportation, of this Draft EIR. Analysis contained in this section is based on a VMT analysis prepared in accordance with the City's adopted Traffic Study Guidelines as well as a comprehensive traffic study performed for the project. As evaluated in that section, the proposed project would result in a less-than-significant impact with mitigation related to design hazards. ▪ The project would consist of 1,360 two- and three-story attached and detached homes. Density for different residential development areas would range from 10 to 22 DU/ac at the lowest density to 30 to 40 DU/ac at the highest density. The project would also include 25% affordable housing, consistent with the Surplus Land Act. ▪ The project would site additional housing close to existing institutional uses such as schools and day-care centers. ▪ The project would include an extension of the JOST and anticipated creation of five new parks for active and passive recreational use.
<p>Policy (d): Reduce expenditures for public services and facilities by clustering residential development.</p>	<p>Consistent. The proposed project would include a mixture of residential unit types and densities throughout the site. The project is the development of a new approximately 105-acre residential village that would result in the clustering of new residential development.</p>
<p>Policy (f): Maintain accurate statistical information and intensity ceilings in the General Plan through the following efforts: (applicable excerpt included)</p> <p>Evaluating land use intensities in conjunction with the review of any zone change to permit development or modify intensity. Factors to be considered include but are not limited to, the following: the maximum intensity allowed under Table A-1 of the General Plan; large infrastructure improvements planned or built in the project area that have reduced land available for development; circulation patterns; environmental constraints; and compatibility with surrounding land uses. If the amount of land available for development is significantly lower than the</p>	<p>Consistent. The project includes 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 site only. Additionally, text, tables, and figure updates in the Land Use Element would be made 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. In conjunction with these land use and zone changes, the City has evaluated land use intensities, environmental constraints and potential impacts, and compatibility with surrounding land uses by virtue of preparing this project-level Draft EIR.</p>

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Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
gross acreage identified in the General Plan, the City shall consider reducing intensity.	
Policy (h): Ensure infrastructure, such as roadways, public facilities, and other services, is provided to meet demand as development occurs.	<p>Consistent. The proposed project would include roadway and pedestrian improvements that would ensure safe and efficient traffic flow. The proposed project's impacts related to transportation design hazards have been evaluated in Section 4.16, Transportation, of this Draft EIR. As evaluated in that section, the proposed project would result in a less-than-significant impact with mitigation related to design hazards.</p> <p>As explained in Section 4.14, Public Services, of this Draft EIR, the proposed project would not result in unacceptable service ratios, response times, or other performance objectives for fire protection, police protection, schools, parks, or other public facilities such as libraries.</p> <p>Further, as discussed in Section 4.18, Utilities and Service Systems, the proposed project would have sufficient utilities and service systems (i.e., water, wastewater treatment, stormwater drainage, electrical power, natural gas, and telecommunication facilities) to serve the project.</p>
<p>Goal 5: Promote economic prosperity by ensuring City revenues meet expenditures and provide quality services without burdensome levels of fees or taxes.</p> <p>Objective LU-5. To optimize the fiscal sustainability of the City by aligning land use policies with economic development strategies to ensure that City revenues meet expenditures, provide quality services, and maintain fiscal stability without imposing burdensome levels of fees or taxes on residents and businesses.</p>	
Policy (a): Maintain or improve existing service levels while extending services to newly developed areas.	<p>Consistent. The proposed project involves the development of a new approximately 105-acre residential village. It includes the development of parks, a community garden, paseos, and extension of the JOST on undeveloped agricultural land.</p>
Policy (e): Encourage maintenance of common areas by community associations and/or maintenance districts rather than the City.	<p>Consistent. See response to Goal 6, Policy (e), of the Conservation and Open Space Element.</p>
Policy (h): Require the preparation of a fiscal analysis for boundary adjustments and General Plan amendments, if necessary, to evaluate the long-term fiscal impact on the City.	<p>Consistent. On May 9, 2023, the City Council adopted a resolution to authorize the project site's ground lease and issue financing authority for the proposed project. This decision was based on fiscal analysis, City staff report, and considered alternatives. In accordance with Section 6586.5 of the California Government Code, the City held a duly noticed public hearing and considered public testimony concerning the possible issuance, sale, and delivery of the financing (Bonds) (City of Irvine 2023).</p>
Policy (i): Evaluate the relationship between projected City revenues and expenditures in conjunction with proposed land use changes.	<p>Consistent. See response to Policy (h), above. The City evaluated the relationship between the projected revenues and expenditures and determined, via resolution that: "it would be in the best interests of the City and residents of the City to authorize the preparation, sale and delivery of the "Irvine</p>

Table 4.11-1. General Plan Consistency

Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
	Facilities Financing Authority (Gateway Preserve Land Acquisition Project) Lease Revenue Bonds, Series 2023A” (the “Bonds”) for the purpose of financing the project” (City of Irvine 2023).
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.	
Policy (a): Safeguard the public health, safety, and welfare of sensitive receptors/land uses when placing them near the following land uses: those dealing with hazardous substances, those causing excessive noise or dust, and those creating other conflicts. Simultaneously, ensure that proposed sensitive receptors/land uses do not impede the ongoing operation or expansion of airports, surface utilities, off-site hazardous waste facilities, solid waste facilities, manufacturing, research and development, mining and processing, or any land use involving hazardous substances as defined by federal and state regulations.	Consistent. The project site is approximately 1.25 miles west of the Frank R. Bowerman Landfill. There are many federal and state regulations in place to ensure that landfill operations minimize impacts to public health and safety. OC Waste and Recycling, which operates the landfill, is required to obtain multiple permits to operate the facility. There is existing residential development within the Portola Hills neighborhood, which is located closer to the landfill, that is not negatively impacted by operation of the landfill. The project would not be subject to health, safety, or welfare concerns, nor would it impede continued operation of the landfill. The project site is also near the All American Asphalt (AAA) plant, which had long been a concern of local residents and was closed in 2024. The forthcoming Gateway Preserve Project includes a vision for redevelopment of the AAA plant into a park, interpretive center, and staging area for hiking.
Policy (d): Work closely with operator(s) of existing landfill sites to minimize deleterious effects on surrounding land uses including possible impacts generated by rodent and insect populations, odors, and groundwater conditions.	Consistent. As described in the response to Policy (a) above, OC Waste and Recycling is subject to many regulations to ensure that landfill operations minimize impacts to public health and safety, as well as to the environment.
Policy (h): Ensure that sensitive uses are allowed in areas with identified hazards only if the hazard has been adequately analyzed and mitigated.	Consistent. Contaminated soils are present on the project site, including organochlorine pesticides and possible undocumented or unknown subsurface contamination due to past commercial and agricultural use of the project site. While contamination levels are below residential screening levels for future use, soils do have concentrations that may characterize them as California hazardous waste for disposal purposes. The impacts of this potential hazard have been identified and analyzed in this Draft EIR. Implementation of MM-HAZ-2, Soil Management Plan, requires preparation and implementation of a soil management plan (SMP) that includes procedures for identification, characterization, management, and proper disposal of known and potentially contaminated soils, as well as health and safety measures for construction workers. The SMP will also include procedures for identification and management of unforeseen

Table 4.11-1. General Plan Consistency

Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
	subsurface features or contamination that may be present on the project site due to past operations.
Policy (j): The City is committed to preserving and planning for greenways in conjunction with planned residential and non-residential development projects. Recognizing the vital role that greenways play in enhancing the quality of life for residents, promoting environmental sustainability, and fostering community connectivity, the City will continue to prioritize their integration into development planning processes.	Consistent. The project proposes to develop five new parks, create paseos, and extend the JOST from Portola Parkway to the entrance of the new Gateway Preserve. These project components represent new greenways that would integrate with the proposed residential village.
Goal 8: Create a visually attractive and efficiently organized City. Objective LU-8. To enhance the visual appeal and functional organization of Irvine by implementing land use policies and design standards that promote high-quality urban design, placemaking, and built environment aesthetics, fostering a sense of identity, pride, and coherence within the cityscape.	
Policy (a): Emphasize planning areas as important community elements with diverse characteristics within a cohesive and unified city framework.	Consistent. The project would be developed as a new planning area with a distinct character that is cohesive with surrounding development.
Policy (b): Implement the concept of a multiple focal point City designed to minimize congestion by conveniently locating facilities and services in each planning area.	Consistent. The project would develop a new planning area that would act as its own focal point and would include parks and recreational facilities to serve the population of the planning area. The project site is also near local-serving schools, retail, and other amenities.
Policy (c): Ensure that each planning area contains an internal system of trails linking schools, shopping centers, and other public facilities with residences.	Consistent. The project would include greenways, paseos, and an extension of the JOST from Portola Parkway to the entrance of the new Gateway Preserve.
Policy (d): Distinguish planning areas in character and physical appearance from each other, considering the following during design and development: 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; and interface with adjacent planning areas.	Consistent. The project would be developed as a new planning area that would include detailed design standards unique to that planning area. These design standards would ensure a distinct, cohesive, and functional character specific to the planning area but harmonious with surrounding planning areas.
Policy (f): Provide visually rich and engaging street scenes along designated local and collector roads, encouraging pedestrian	Consistent. See response to Goal 6, Policy (j). New development of parks, paseos, and an extension to the JOST would encourage pedestrian use and add aesthetic value to neighborhoods.

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Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
use, and adding aesthetic value to neighborhoods.	
Policy (h): Implement suitable landscape and building treatments along arterial roadways.	Consistent. The project would include landscaping along arterial roadways, including landscaping within the JOST extension that would be located along Jeffrey Road.
Policy (i): Be sensitive to existing industrial uses when designing new residential developments.	Consistent. The project site is approximately 1.5 miles from the Frank R. Bowerman landfill and would not impact the operations of this existing industrial use.
Policy (j): Encourage variation in building heights and housing types (liners, podium, and towers) to avoid massive "project" appearance within high density residential projects.	Consistent. The project's design would include a variation in building heights and types. The project includes the development of two- to three-story single-family detached homes, attached housing units, and multifamily affordable housing units.
Policy (k): Design buildings with articulated massing and roof forms to avoid institutional character and feel.	Consistent. The project's design would comply with local design guidelines to ensure that buildings are designed to avoid institutional character and feel. The project's design would feature Relaxed Mediterranean style, with high peaked roofs and Spanish-style architecture, featuring terracotta roofing.
Policy (l): Incorporate architectural detailing that leads to a sense of quality, diversity, and authenticity in design.	Consistent. See Policy (k). The project would incorporate architectural detailing that would foster a sense of quality, diversity, and authenticity in design.
Policy (m): Design roof forms with variations that are attractive when seen from both the ground and taller buildings.	Consistent. See Policy (k). Roof forms would have variations that are considered attractive both from the ground and from taller buildings.
Goal 9: Develop safe, well-designed neighborhoods. Objective LU-9. To create safe and well-designed neighborhoods throughout the City by implementing land use policies and planning strategies that prioritize public safety, accessibility, and community connectivity, fostering environments where residents feel secure, engaged, and empowered.	
Policy (a): Create a pedestrian-friendly walking environment that is attractive, safe, and engaging.	Consistent. The proposed project includes the extension of the JOST, which is an open space corridor used by pedestrian and cyclists. The extension of the JOST would include a new pedestrian bridge over Portola Parkway. The total acreage of the JOST extension under the proposed project would be 9.5 acres. This component of the project would support a pedestrian-friendly walking environment.
Policy (b): Create a safer living and work environment through Crime Prevention Through Environmental Design (CPTED) principles.	Consistent. The proposed project includes the following design features that are consistent with CPTED principles: (1) Natural Surveillance. Throughout Gateway Village, homes would be front-door-facing to public streets, pedestrian paseos and walkways, common area passive open spaces, and the community's park amenities, which encourages visibility by residents and discourages criminal activity by increasing the risk of its being seen. (2) Natural Access Control. Access to the community would be through four public street and sidewalk access points and two

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Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
	<p>pedestrian paseo connections to the JOST that would feature access control-enabled gates. All access points would be designated, visible pathways that limit access to potential criminal areas, making it harder for offenders to move around undetected.</p> <p>(3) Territorial Reinforcement. Gateway Village would feature perimeter walls around the entire site, which establishes clear boundaries between public and private areas of the community that are owned by residents. Moreover, private patios and yards would be obviously separated from the common open space areas by yard walls and fences. This would foster a sense of ownership and responsibility among residents and users.</p> <p>(4) Maintenance. The Gateway Village community would be owned and managed by a resident homeowners association, which would be set up to maintain the community to the level of standards expected within Irvine communities. Keeping the community well maintained signals that the space is actively owned and cared for, aligning with the “broken windows theory” that neglected spaces invite crime.</p> <p>(5) Activity Support. A key tenet of Gateway Village’s community design is to promote walkability and connectivity to the surrounding amenities, inside and outside the community, with JOST and the Gateway Preserve just steps away. Placing homes on a paseo network encourages connectivity, which engages residents with their community, making it less appealing to criminals.</p>
<p>Goal 10: Encourage land use development that preserves the beauty of the natural environment. Objective LU-10. To promote land use development that preserves and enhances the beauty of the natural environment throughout the City of Irvine by implementing sustainable land use policies and practices that protect ecologically sensitive areas, conserve natural resources, and promote biodiversity.</p>	
<p>Policy (a): Engage in best practices for land use considerations in alignment with efforts set forth in the City’s Conservation and Open Space Element.</p>	<p>Consistent. See responses to policies under the Conservation and Open Space Element.</p>
<p>Policy (d): Ensure developments occurring near NCCP/HCP implementation areas are consistent with the NCCP plan and/or implementing agreement.</p>	<p>Consistent. The project site is immediately adjacent to a Reserve identified in the County of Orange Central & Coastal Subregion NCCP/HCP. The City is a signatory to the Implementing Agreement and the project is subject to all applicable measures outlined in the Implementing Agreement, including those related to impacts to least Bell’s vireo.</p>
<p>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.</p>	
<p>Policy (c): Encourage the inclusion of public spaces, such as parks, plazas, and</p>	<p>Consistent. The proposed project is a residential village that includes public spaces for its residents and visitors. The project</p>

Table 4.11-1. General Plan Consistency

Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
community gardens, to enhance the sense of community and provide recreational opportunities.	would develop three new parks for active and passive uses, paseos, and a community garden, and would extend the JOST. These components would enhance the sense of community and provide recreational opportunities to the City.
Policy (d): Prioritize pedestrian and bicycle infrastructure to promote active transportation within proximity villages. Create safe and accessible pathways for walking and cycling.	Consistent. The proposed project includes the extension of the JOST, which is an open space corridor used by pedestrians and cyclists. The extension of the JOST would include a new pedestrian bridge over Portola Parkway. The total acreage of the JOST extension under the proposed project would be 9.5 acres. This component of the project would support a pedestrian-friendly walking environment.
Goal 13: Promote and encourage the development of housing at all income levels. Objective LU-13. Implement the City's Housing Element to meet the housing needs of the community and to ensure a sustainable local talent pool for Irvine businesses.	
Policy (c): Maintain the Housing Element State compliance status by implementing the policies, programs, and actions contained in the Housing Element.	Consistent. The proposed project involves the development of a residential village with 1,360 residential units. The project would create additional housing stock in the City, which would support the City's Housing Element state compliance status. The project also includes 25% affordable housing, consistent with the Surplus Lands Act.
Goal 14: Ensure that residential and non-residential development considers necessary public facilities and support. Objective LU-14. Coordinate planning and development of land within the City to allow services to be provided at desired levels while maximizing cost-effectiveness and staying consistent with the City's identity.	
Policy (a): Establish and implement residential and nonresidential development objectives concurrent with revisions to the Housing Element that facilitate achieving a balanced mix of land uses, including housing, employment, parks and recreation, public services and facilities, and other public amenities.	Consistent. The project proposes the development of both single-family and multifamily residential and park and recreation uses that would benefit its residents as well as the general public. The project proposes to develop five new parks, create paseos, and extend the JOST from Portola Parkway to the entrance of the new Gateway Preserve. These project components represent new greenways that would integrate with the proposed residential village. The extension of the JOST would include a new pedestrian bridge over Portola Parkway. The project would provide accessible connections to open space and parks for its residents and the public.
Policy (b): Ensure infrastructure, such as roadways, public facilities, and other services, is provided to meet demand as development occurs.	Consistent. The proposed project includes the extension of all utilities to the project site to serve its future residents. The project also includes improvements to Jeffrey Road, which is adjacent to the project site. The project includes the expansion/widening of the western extent of Jeffrey Road from Portola Parkway to the northern edge of South Park. The roadway segment of Jeffrey Road north of "A" Street would be a two-lane facility, and the intersection of Jeffrey Road/"A" Street would be striped to provide one northbound through lane and one dedicated northbound right-turn lane onto "A" Street. A traffic signal would be included on Jeffrey Road at "A" Street. As

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	discussed under Policy (a), the project also proposes parks and an extension of the JOST that would be used by the public.
Noise Element	
Goal 1. Noise Control Through Land Use Planning and Design	
Objective N-1. Maintain healthy and safe noise environments consistent with the standards in Table 1 through site design and location.	
<p>Policy (a): Require 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.</p>	<p>Consistent. The proposed project is within the following Noise Element noise contours: existing traffic (60 A-weighted decibels [dBA] Community Noise Equivalent Level [CNEL] and 70 dBA CNEL) and future traffic (60 dBA CNEL and 70 dBA CNEL). See Section 4.12, Noise. As explained in that section, construction and operation, including traffic, of the proposed project would not result in significant noise and vibration impacts.</p>
<p>Policy (b): Avoid new residential development within the 65 dBA CNEL contour for aircraft, roadway, or rail noise unless “normally compatible” exterior noise standards can be maintained in private open spaces, and interior noise standards can be achieved through building design.</p>	<p>Consistent. As discussed under Policy (a), the proposed project is within traffic noise corridor. However, as explained in Section 4.12, Noise, of this Draft EIR, the proposed project would not result in the exceedance of noise standards; noise impacts were determined to be less than significant without the need for mitigation or modification in building design.</p>
<p>Policy (c): Require noise studies to be prepared in accordance with the City's environmental review procedure for all projects that are not “clearly compatible” with the future noise level at the site. Require proposed development projects located in areas that are not “clearly compatible” to demonstrate the incorporation of adequate noise attenuation techniques to achieve compatible interior noise levels.</p>	<p>Consistent. As described in Section 4.12, Noise, the Draft EIR describes the existing noise conditions of the project site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed project. Analysis is based on measurements taken on the project site and vicinity, and data from the project traffic study. See Appendix H-1, Ambient Noise Measurement Data, and Appendix H-2, Construction Noise Modeling Data.</p>
<p>Policy (d): Require noise attenuation for private usable outdoor spaces (backyards and single-family housing developments, and balconies or recreation areas in multifamily housing developments) in all developments where projected exterior noise levels exceed “normally compatible” exterior noise standards.</p>	<p>Consistent. See response to Policy (b). The proposed project would not result in the exceedance of noise standards; noise impacts were determined to be less than significant without the need for noise attenuation for private usable outdoor spaces.</p>
<p>Policy (e): Require the following Single Event Noise Standard for noise-sensitive land uses within the 60 CNEL of aircraft and railroad noise sources:</p>	<p>Not Applicable. According to Figure 3 and Figure 4 of the Noise Element, the project site is not within aircraft or railroad noise contours.</p>

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Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
<ul style="list-style-type: none"> The maximum interior noise levels of the loudest 10% of single noise events [$L_{\max(10)}$] shall not exceed 65 dBA between 7 a.m. and 7 p.m. nor 55 dBA between 7 p.m. and 7 a.m. for typical occupancy. Noise monitoring conducted to determine maximum single-event noise must include representative aircraft operation. 	
<p>Policy (f): Require noise studies conducted per Policy (c) to identify all the measures necessary to reduce noise levels to meet the interior and exterior noise compatibility standards (Table 1) and Single Event Noise Standard (Objective N -1, Policy e), as applicable.</p>	<p>Consistent. See responses to Policy (a), Policy (c), and Policy (d).</p>
<p>Policy (i): Require that new development plans demonstrate that implementation would maintain clearly or normally compatible noise levels at existing receptors. In areas where existing ambient noise levels exceed acceptable noise criteria, require that the project demonstrates that implementation would not result in a more than 3 dBA CNEL change in ambient conditions, including from project-generated vehicle noise sources.</p>	<p>Consistent. See responses to Policy (a), Policy (c), and Policy (d).</p>
<p>Goal 2. Stationary Noise Sources</p> <p>Objective N-2. Reduce noise from non-transportation sources such that City residents are not exposed to stationary noise levels that exceed City Noise Ordinance standards.</p>	
<p>Policy (a): Require any new construction to meet the City Noise Ordinance standards. The project applicant will be required to submit construction-related noise reduction strategies for review and approval prior to the issuance of grading permits.</p>	<p>Consistent. See Section 4.12, Noise. As explained in that section, construction of the proposed project would not result in significant noise impacts. As discussed in Section 4.12, construction of the proposed project would be done in compliance with the City's Noise Ordinance standards</p>
<p>Policy (b): Require project applicants to depict, on any appropriate development application review (including, but not limited to, zone change, subdivisions, conditional use permit, site plan, and building plans), any potential noise sources known at the time of submittal and reduction measures that ensure these noise sources meet the City Noise Ordinance standards. Such sources include, but are not limited to, the following:</p>	<p>Consistent. See Section 4.12, Noise, of this Draft EIR. As explained in that section, construction and operation of the proposed project would not result in significant noise and vibration impacts. Analysis in Section 4.12 reviewed potential noise sources, such as the ones listed in this policy. That analysis concluded that the proposed project would not result in the exceedance of noise standards; noise impacts were determined to be less than significant without the need for mitigation or modification in building design.</p>

Table 4.11-1. General Plan Consistency

Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
<ul style="list-style-type: none"> ▪ Truck pickup and loading areas. ▪ Mechanical and electrical equipment such as air conditioning, swimming ▪ Pool pumps and filters, and spa pumps. ▪ Exterior nuisances such as speaker boxes and outdoor public address systems. 	
Policy (c): Limit the hours of operation for portions of parks and active recreation uses adjacent to residential areas to daytime hours to minimize disturbance to residents.	Consistent. Community amenities will be open from 8 a.m. to 8 p.m. and subject to change per the residents and their homeowners association's discretion.
Goal 3. Noise Abatement Objective N-3. Achieve maximum efficiency in noise abatement efforts through establishing minimum standards, intergovernmental coordination, and public information programs.	
Policy (g): Minimize the use of noise barriers to reduce noise exposure. Consider other attenuation strategies, such as alternative development siting, soundproofing sensitive receptors, building orientation and setbacks, providing buffer areas or landscape berms, modifying source operating hours, modifying roadway design, or utilizing quieter pavement strategies, as applicable, prior to proposing noise barrier installation.	Consistent. See responses to Goal 2 policies of the Noise Element. The proposed project would include landscaped areas around the project site perimeter, which would serve as noise barriers/buffers.
Policy (h): Consider the following in the design of new highways and streets to minimize noise exposure: <ul style="list-style-type: none"> ▪ Alignment: The three-dimensional position of the road, as it relates to distance from sensitive receptors. ▪ Barriers: Any solid material that shields a receiver from a given source of noise. Types of barriers include walls, berms, hills, and intervening structures. ▪ Lateral separation: The horizontal distance between the road and a receiver, which may position an alignment to maximize the distance to the receiver. ▪ Vertical profile: The path of a roadway in the vertical direction, either below-grade (depressed), above-grade (elevated), or at-grade relative to areas adjacent to the road. Generally, traffic noise levels along depressed roadways are substantially 	Consistent. See response to Policy (g). The proposed project includes improvements to Jeffrey Road and Bee Canyon Access Road. These roadways would be separated from the proposed residential village by intervening landscaping that would provide noise reduction.

Table 4.11-1. General Plan Consistency

Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
<ul style="list-style-type: none"> lower than those along roadways that are at grade. 	
Goal 4. Ground-Borne Vibration Objective N-4. Minimize exposure to ground-borne vibration such that City residents are not exposed to nuisance vibration or potential building damage.	
Policy (b): Require all plans submitted for development review that include the use of pile-driving and blasting during construction to consider alternative methods to minimize the potential for building damage and temporary nuisance exposure.	Not applicable. See Section 4.12, Noise, of this Draft EIR. As explained in that section, pile driving is not an anticipated method of construction; construction and operation of the proposed project would not result in significant vibration impacts.
Policy (c): Require all plans submitted for development review to utilize vibration standards published by the Federal Transit Administration to evaluate the potential effects of vibration exposure from new vibration sources, such as construction, or siting of new receptors near existing vibration sources, such as rail operations.	Consistent. See Section 4.12, Noise, of this Draft EIR. As explained in that section, construction and operation of the proposed project would not result in significant vibration impacts. Analysis and impact conclusions in this section related to vibration relied on vibration standards published by the Federal Transit Administration to evaluate the potential effects.
Safety Element	
Goal 3: Anticipate the risks and mitigate the effects that flood hazards pose to the community. Objective S-3: Flood Hazards	
Policy (h): Encourage the use of climate, smart landscaped surfaces (e.g., permeable pavement, stormwater parks, green streets) in new and existing developments to reduce runoff, minimize flood hazards, and maintain existing drainage ways.	Consistent. The proposed project's impacts related to drainage patterns of the project site and surrounding area have been evaluated in Section 4.10, Hydrology and Water Quality, of this Draft EIR. As evaluated in that section, the proposed project would result in a less-than-significant impact related to its potential to alter existing drainage patterns. As determined in that section, the proposed project would not result in substantial erosion or siltation, surface runoff resulting in flooding, or runoff exceeding existing or planned drainage systems, nor would it impede or redirect flood flows.
Policy (i): Continue to encourage the implementation of low-impact development (e.g., rain gardens and rainwater harvesting) to reduce flood risk, filter pollutants, and replenish groundwater over time.	Consistent. The proposed project's landscaping would comply with water conservation measures and would be composed of native and drought-tolerant plant and tree species. During operations, the project site would consist of vegetated open space, landscaped areas, buildings, and hardscapes. LID BMPs are required in addition to site design measures and source controls to reduce pollutants in stormwater discharges.
Policy (j): Continue to promote the application of nature-based solutions (e.g., greenways, tree trenches) to improve resilience and preserve biodiversity.	Consistent. The project proposes to develop five new parks, create paseos, and extend the JOST from Portola Parkway to the entrance of the new Gateway Preserve. These project components represent new greenways that would integrate with the proposed residential village.

Table 4.11-1. General Plan Consistency

Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
Goal 4: Safeguard the community from the threat of urban and wildfire hazards. Objective S-4: Wildfire Hazards	
Policy (f): Encourage public and private landowners to minimize the risk of wildfire moving from wildland areas to developed properties or from property-to-property by increasing structural hardening measures (e.g., fire-rated roofing and fire-resistant construction materials and techniques), maintaining and improving defensible space on site, and supporting vegetation management in adjacent undeveloped areas.	Consistent. See Section 4.19, Wildfire, of this Draft EIR. A Fire Behavior Analysis report (Appendix J-1), Conceptual Fuel Modification Plan (Appendix J-3), and Alternative Fuel Modification Method (Appendix J-4) were prepared for the project. The proposed project would provide a wide, managed fuel modification zone separating homes from unmaintained fuel. New development is also required to adhere to stricter code requirements for building materials and landscape plan implementation. The landscapes would be managed and maintained to remove non-native fuels that may become established over time. The Fire-Resistant Landscape Plan plant palette restrictions, required by MM-WF-2, combined with HOA maintenance, would minimize the establishment and expansion of non-native plants, including grasses. The proposed project would provide roadside fuel modification throughout the project site, and electrical lines would be subterranean. The project would also adhere to the City's Municipal Code, requiring the low ignitability of the proposed structures in accordance with Chapter 7A of the California Building Code, and implementation of fire-resistant measures.
Policy (h): Encourage removal of highly flammable vegetation with little to no biological value in Very High, High, and Moderate Fire Hazard Severity Zones and replant with fire-adapted specimens.	Consistent. See response to Policy (f), above.
Policy (k): Ensure that all new development and redevelopment in the Very High Fire Hazard Severity Zone is developed in compliance with minimum structural fire protection standards in the adopted edition of the California Fire and Building Codes, applicable state or local fire safety and defensible space regulations or standards, and any applicable fire protection or risk reduction measures identified in locally adopted plans.	Consistent. See response to Policy (f), above.
Policy (l): Ensure future neighborhoods are designed with adequate fire access and evacuation egress in the event of an emergency.	Consistent. See Section 4.19, Wildfire, of this Draft EIR. Emergency evacuation for the proposed project is evaluated in Section 4.19, Wildfire, of this Draft EIR. To support this analysis, a Fire Behavior Analysis (Appendix J-1) and Evacuation Travel Time Analysis (Appendix J-2) were prepared for the project. According to these evaluations, under fire emergency scenarios, all emergency access points would remain accessible and would not be impacted directly by fire flame/heat.

Table 4.11-1. General Plan Consistency

Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
	As concluded in Section 4.19, Wildfire, of this Draft EIR, the most conservative evacuation time for the potential evacuation area (including both existing uses and the proposed project) is projected to be approximately 34 minutes in a worst-case fire scenario. However, as noted in Section 4.19, the actual evacuation time is anticipated to be less, as the evacuation time calculation is based on a conservative vehicle ownership per household estimate, 100% occupancy of all residential units, and the simultaneous departure of all evacuees. In addition, the City's Traffic Management Center would adjust the traffic signals in real-time and emergency personnel could be placed at intersections to guide traffic at Jeffrey Road/Portola Parkway and potentially reduce the evacuation time. As such, emergency evacuation impacts would be less than significant.
Policy (m): Avoid expanding new residential development, essential public facilities, and critical infrastructure in areas subject to extreme threat or high risk, such as Very High Fire Hazard Severity Zones, or areas classified by the California Department of Forestry and Fire Protection as having an Extreme Threat classification on Fire Threat Maps, unless all feasible risk reduction measures have been incorporated into project designs or conditions of approval. Example risk reduction measures include, but are not limited to, fuel modification zones or defensible space, structure hardening, enclosed foundations, and highly visible street signs and property addresses.	Consistent. See Section 4.19, Wildfire, of this Draft EIR. Also, see responses to Policy (f) and Policy (l), above. Wildfire impacts would be reduced to less-than-significant levels through the implementation of MM-WF-1 and MM-WF-2. MM-WF-1 would reduce construction-related potential ignition sources to less than significant and MM-WF-2 would reduce the impact of development of a residential land use in a Very High Fire Hazard Severity Zone to less than significant. Implementation of MM-WF-1 would ensure that vegetation be removed from the site prior to the start of construction and the site would be graded to a flat, level surface and other improvements made prior to bringing combustibles on site. Implementation of MM-WF-2 would ensure that the proposed fuel modification plan would be implemented in accordance with defensible space principles discussed in the project-specific fuel modification plan, and that highly flammable vegetation would not be used in project landscaping.
Policy (o): Ensure future neighborhoods are designed with sufficient water pressure to maintain fire flow.	Consistent. See Section 4.19, Wildfire, of this Draft EIR. Also, see responses to Policy (f) and Policy (l), above. As concluded in that section and supporting technical analysis, the project would have a sufficient water supply to serve fire suppression needs and would be constructed with code-compliant fire hydrant systems with adequate water flows to fight fire.
Policy (p): Encourage the use of underground power lines for new developments.	Consistent. Southern California Edison (SCE) has existing systems or the ability to upgrade their system to serve the project site. 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.
Policy (q): Ensure that private development subject to the California Environmental Quality Act evaluate hazard impacts to ensure adequate evacuation in the event of	Consistent. Emergency evacuation for the proposed project is evaluated in Section 4.19, Wildfire, of this Draft EIR. See response to Policy (l), above.

Table 4.11-1. General Plan Consistency

Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
an emergency, and if required, develop standards for the protection of the community.	
Policy (r): Review development proposals and coordinate with regional transportation agencies to ensure that multiple evacuation routes are available under a range of scenarios and identify alternative routes that are accessible to people without life-supporting resources.	Consistent. Emergency evacuation for the proposed project is evaluated in Section 4.19, Wildfire, of this Draft EIR. See response to Policy (l), above. An Evacuation Travel Time Analysis (Appendix J-2) was performed that determined that within the project's vicinity, the evacuation routes are Jeffrey Road, Portola Parkway, Sand Canyon Avenue, State Route 241, and State Route 133, and that no permanent impacts would occur to these roadways that would impede evacuation routes as a result of the project.
Policy (u): Continue the long-term maintenance of fire reduction projects; including but not limited to, a roadside fuel reduction plan, defensible space clearances (including fuel breaks) around structures, subdivisions, and other developments in the Very High Fire Hazard Severity Zone.	Consistent. See response to Policy (f), above.
Policy (v): Maintain established response time standards for fire and life safety service.	Consistent. See Section 4.14, Public Services. Per City Municipal Code Section 2-9-604, the project would be required to pay a Systems Development Charge that would be used for future facility improvements necessary to ensure contribution of its fair share of the cost of facilities and equipment. Fire Station No. 55, located 0.7 miles west of the project site at 4955 Portola Parkway, serves the project site. Additional fire stations in the City are available to assist Fire Station No. 55 with supplemental resources in an event of great need. Fire Station No. 26 (4691 Walnut Avenue) and Fire Station No. 20 (7050 Corsair) are located 2.5 miles and 2.7 miles, respectively, from the project site. Therefore, the project would maintain established response time standards for fire and life safety service.
Goal 5: Protect the community from the threat of drought and extreme heat. Objective S-5: Drought and Extreme Heat	
Policy (d): Encourage drought-tolerant native landscaping, low-flow water fixtures beyond the state minimum code, and daytime watering restrictions on properties throughout the City to reduce water consumption.	Consistent. The proposed project's landscaping would comply with water conservation measures and would be composed of native and drought-tolerant plant and tree species. Further, the project would implement MM-GHG-3, which requires the project applicant or its designee to provide evidence to the City that the residential and recreational building design plans include water use efficiency and conservation measures
Policy (e): Explore the feasibility of recycled water distribution for residential uses on all lot sizes.	Consistent. See Section 4.18, Utilities and Service Systems. The project includes the construction of new recycled water infrastructure, consistent with Irvine Ranch Water District's policies. See Appendix K-3, Recycled Water System Facilities.

Table 4.11-1. General Plan Consistency

Applicable General Plan Goals, Objectives, and Policies	Project Consistency with Policy
Policy (f): Protect groundwater supply against contamination, degradation, or loss due to flooding.	Consistent. The proposed project's potential to contaminate groundwater is discussed in Section 4.10, Hydrology and Water Quality, of this Draft EIR. Analysis within that section determined that the project would not result in significant groundwater quality impacts due to flooding or other reasons. The project would not conflict with or obstruct with implementation of a water quality control plan or sustainable groundwater management plan.
Policy (h): Promote nature-based methods and best management practices (BMPs) (e.g., bioswales, rain gardens, natural ground cover) through the City's stormwater program to promote groundwater infiltration and reduce the impacts of drought.	Consistent. The proposed project's landscaping would comply with water conservation measures and be composed of native and drought-tolerant plant and tree species. During operations, the project site would consist of vegetated open space, landscaped areas, buildings, and hardscapes. LID BMPs are required in addition to site design measures and source controls to reduce pollutants in stormwater discharges.

Impact Summary

Impacts from the proposed project related to land use and planning would be significant and unavoidable because the proposed project would conflict with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Despite implementation of MM-GHG-1 through MM-GHG-4, the project would conflict with certain key attributes of the 2022 CARB Scoping Plan Update, which is intended to avoid or mitigate an environmental effect.

4.11.5 Mitigation Measures

As discussed in Section 4.11.4, and in more detail in Section 4.8, Greenhouse Gases, the project would conflict with key attributes of the 2022 CARB Scoping Plan Update Appendix D and the environmental goals of Connect SoCal. To address this potentially significant impact, the following mitigation measures were identified in Section 4.8, Greenhouse Gases. The following mitigation measures would address project conflicts with the 2022 CARB Scoping Plan and Connect SoCal:

- MM-GHG-1: Electrical Vehicle Charging Infrastructure
- MM-GHG-2: Energy Conservation
- MM-GHG-3: Water Use Efficiency and Water Conservation
- MM-GHG-4: Solid Waste Reduction

Additionally, as described in Table 4.11-1, additional mitigation measures would also address goals, objectives, and policies, of the Irvine 2045 General Plan. Implementation of the following mitigation measures would contribute to the proposed project's consistency with the City's General Plan:

- MM-TRA-1 through MM-TRA-4 (see Section 4.16, Transportation)
- MM-CUL-1 and MM-CUL-2 (see Section 4.5, Cultural Resources)
- MM-GEO-1 (see Section 4.7, Geology and Soils)

- MM-TCR-1 (see Section 4.17, Tribal Cultural Resources)
- MM-AQ-2 and MM-AQ-4 (see Section 4.3, Air Quality)
- MM-WF-1 and MM-WF-2 (see Section 4.19, Wildfire)

4.11.6 Level of Significance After Mitigation

Because the project would conflict with key attributes of the 2022 CARB Scoping Plan Update Appendix D and the environmental goals of Connect SoCal, the project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases despite implementation of the mitigation measures noted in Section 4.8, Greenhouse Gas Emissions. Therefore, impacts regarding conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect would be significant and unavoidable.

4.11.7 Cumulative Impacts

The project would have no impacts regarding the potential to physically divide an established community. As previously discussed in Section 4.11.4(2), the project would conflict with an applicable GHG reduction plan (2022 CARB Scoping Plan Update Appendix D). Therefore, cumulative impacts associated with the conflict of any applicable plan, policy or regulation adopted to reduce GHG emissions would be significant and unavoidable despite implementation of MM-GHG-1 through MM-GHG-4. As such, the project would result in a cumulatively considerable impact related to land use and planning.

4.11.8 References

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