



# **Irvine Business Complex**

***ELEMENT N***  
**IRVINE BUSINESS COMPLEX (IBC)**

***GOAL: To create a cohesive planning framework for residential and mixed use development in the IBC that is compatible with existing non-residential development.***

**Description of the IBC Element**

The IBC Element formally establishes the goals and objectives for future planning for residential and mixed use development in the IBC based on the IBC Vision Plan and Mixed Use Overlay Zoning Code Planning Process conducted by the City of Irvine between 2005-2010. The text of the Vision Plan document is presented in this element, reformatted into City of Irvine General Plan objective and policy statements.

**Introduction**

The Irvine Business Complex (IBC) is a unique part of the City of Irvine. Dating from the 1970s, the IBC was developed solely as a commercial and industrial center serving Southern California as a regional economic and employment base, including hotel, restaurant, commercial, retail, industrial, and office uses. (Figure N-1 Regional Location)

Transition in land use was contemplated in the original entitlement program for the IBC with the amount and variety of land use within an individual parcel being dictated by a trip generation strategy. A provision was created that permits Transfer of Development Rights between parcels based upon trip generation and environmental analysis. Market forces, however, have increased development pressures in the IBC and are encouraging a rapid transition from a suburban mixed-use commercial and industrial center into a more urban regional mixed-use center. This evolution, to a more urban environment, will include an array of commercial, industrial, retail and residential land uses constituting changes to the look, feel, and function of the business complex.

In early 2004, the number of applications for residential units within the IBC increased dramatically and City of Irvine anticipates that the total number of units in the IBC could increase to more than 10,000 within the next five to ten years. This increase in residential units represents a significant increase over the original residential cap of 3,896 dwelling units in the IBC established in 1992. The City of Irvine identified the opportunity for a mixed-use

community with a coordinated urban design framework within the IBC while ensuring the continued economic viability of existing and future businesses.

These development pressures have created the desire for a vision to bring the IBC-into the 21st Century. The purpose of this Vision Plan is to develop a comprehensive strategy and guiding urban design framework for future IBC development. This Vision Plan and the Irvine Business Complex Residential Mixed-Use (IBCRMU) Overlay Zone, call for creating sustainable urban neighborhoods within a framework of new streets and open spaces; a new approach than has traditionally been considered within other residential areas of Irvine.

This Vision Plan reflects a long-term view of the IBC as a mixed-use community, and reflects the best planning techniques available to assist in the evolution of the IBC from a traditional office and industrial area. This Vision Plan also builds on the principles established through the public meeting process and at the IBC Design Charrette held in July 2005.

Together, the Vision Plan and the IBCRMU Overlay Zone will become the basis for determining the coordination of public and private sector initiatives for the development and implementation of a sustainable, quality mixed-use community within the IBC.

## **Existing Conditions**

### **Location**

Lying on the southwestern edge of the City of Irvine and adjacent to the cities of Tustin, Santa Ana and Newport Beach, the IBC is a regional hub within Orange County. The IBC extends over 2,700 acres, making it the largest business complex in Orange County. The complex was originally designed as the bustling working machine for the City, creating a unique environment for economic growth and vitality.

The boundaries of the Irvine Business Complex, located on the southwestern portion of the City of Irvine, are well defined. John Wayne Airport forms the northwestern boundary and San Diego Creek forms the southeastern boundary, with two arterial roads - Barranca Parkway and Campus Drive – forming the northeast and southwest boundaries of the IBC area.

### **Regional Influences**

There are several regional influences that are important in terms of the location of the IBC. These influences include:

#### ***John Wayne Airport***

The IBC benefits from its close proximity to the John Wayne Airport, which provide an important transportation hub for the region. The airport has a service area of three million people with an annual volume of over nine million passengers. To keep up with population growth, the County has approved plans to expand facilities at the airport. The airport is located at the intersection of Michelson Drive and MacArthur Boulevard.

#### ***University of California Irvine (UCI)***

The UCI campus is located on 1,500 acres to the east of the IBC. According to the UCI 2007 Long Range Development Plan, student enrollment by 2025 is anticipated to be over 35,000 students. The campus is anticipated to employ more than 11,000 people and provides a rich resource for the IBC area.

#### ***Regional Development***

The developments proposed at the former MCAS Tustin (Tustin Legacy) and El Toro (Great Park and Great Park Neighborhoods), and the existing Spectrum Center, along with the South Coast Metro area within Costa Mesa and Santa Ana are emerging as significant draws within the region, both to residents and visitors. The IBC has played an important role in the image of the City since regional transportation connections flow through the IBC between the airport and these regional facilities.

#### ***San Diego Creek***

The San Diego Creek, which runs along the southeastern boundary of the IBC, provides an important connection to a comprehensive system of parks and open space developed within the City of Irvine. The San Joaquin Wildlife Sanctuary, which abuts the IBC, offers ten miles of trails for walkers, joggers, bikers. The “Mountains to the Sea” trail, a 22-mile network of hiking, biking, and riding trails, connecting the historical Irvine Ranch and the northern foothills, to Upper Newport Bay and the Pacific Ocean, runs along the eastern side of the San Diego Creek.

## **Planning Issues**

### ***Transportation***

Existing streets within the IBC are designed to accommodate high speed through traffic, especially on the major arterials. These wide streets make it difficult for pedestrians and bicycles to cross and would not be classified as “pedestrian-friendly” in character. However, any future planning must maintain the street capacities required to accommodate development previously approved within the IBC and address capacities as needed for any additional proposed intensity.

The IBC is served by a system of public transportation bus routes aligned on most major arterial streets. Currently, there are a number of local and regional bus routes serving the IBC. The routes are part of the wider Orange County Transportation Authority (OCTA) network of buses and trains within the region. The Tustin Metrolink train station is located 1.5 miles to the north of the IBC. There are existing OCTA bus routes that service the IBC from other parts of the region. The existing bus routes provide connectivity throughout the IBC along Alton Parkway, Michelson Drive, Red Hill Avenue, Jamboree Road, Dupont Drive, Main Street, and Von Karman Avenue.

On March 31, 2008 the i shuttle, which is operated by the City of Irvine and designed for the IBC community, began operating. The shuttle allows residents and employees to have an alternative way to commute to jobs and locations throughout the IBC.

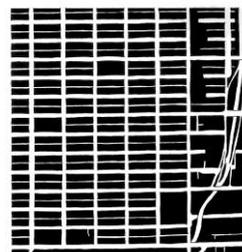
The shuttle offers multiple routes to accommodate residents and employees traveling within the area and to and from the IBC. Future expansion of the shuttle service is anticipated as demand increases.

### ***Existing Urban Form***

The existing block system within the IBC has evolved based on industrial functionality and large user size resulting in a large grid, “super block” street pattern. For these practical reasons, little or no consideration was given to the pedestrian. In the book *Great Streets* by Allan B. Jacobs, the IBC was compared to various cities throughout the world in terms of scale and block size. The blocks within the IBC are three and four times the size of notable “walkable cities” such as Santa Monica and San Francisco. The comparative studies, below, show the disparity in the size of the blocks between the IBC and more urban, pedestrian-oriented environments, which typically are comprised of smaller blocks.



Irvine Street Blocks



Santa Monica Street Blocks



San Francisco Street Blocks

Many streets within the IBC do not have sidewalks and on-street parking is not permitted in a majority of the complex. The large scale of the blocks and width of the streets have restricted pedestrian connectivity. As a result, accessibility and pedestrian movement is very difficult.

The existing urban form in many areas of the IBC lacks a distinctive “sense of place” or strong identity. The IBC tends to blend with neighboring industrial areas in adjacent jurisdictions with no clear demarcation. The perception of the area comes from its wide streets which provide the dominating visual experience with buildings typically set far back from the street. These characteristics are appropriate for a business park, but lack human scale, diversity and visual richness if a high value, mixed-use or residential district is the goal.

### ***Existing Uses***

The IBC offers a wide range of industrial and service industries ranging from specialty pharmaceutical, healthcare and medical products, clothing manufacturers and other commercial and financial institutions. As a result of the close proximity to the airport, other service industries have developed, including hotels and restaurants. Several companies, such as Allergan and Edwards Life Sciences, have located their company headquarters within the IBC, some of which date back prior to the City of Irvine’s incorporation in 1971. It is important that existing businesses be allowed to not only continue their business as usual but are empowered to expand consistent with current development rights.

## **Trends**

### ***Increased Housing Demand***

A number of factors have created an impetus for the IBC to transition to an urban, mixed-use center. These factors include:

- A desire for housing in closer proximity to local jobs.
- An emphasis on a newer lifestyle geared more towards urban living rather than traditional suburban living.

### ***Resident and Employee Characteristics***

Alfred Gobar Associates performed a survey of the current residents of the IBC in 2005 and an additional survey of residents and employees within the IBC in 2007. All IBC residents currently reside in higher density apartment and condo-style dwellings. The characteristics of these existing households are seen to predict fundamental demographic traits (household size, number of cars, number of children, etc.) of future residents expected to reside in new, higher density housing planned in the IBC area.

Characteristics of special note found through the survey are as follows:

#### Resident Surveys

- Approximately 25-40 percent of IBC residents also work in the IBC.
- There is an average of 1.65 persons per household
- 48% of households are single-person; 20% include 3 or more persons
- Roughly 10% of households have children present; less than 4% have children present full-time; balance only on weekdays, weekends, or scheduled visits
- Nearly 30% of households in current residence less than 1 year; 67% of households in current residence less than 3 years
- Approximately 57% of households bought their home; 43% rent their home
- Approximately 47% of current households relocated from another home in Irvine-Central O.C

#### Business Survey

- 57% of IBC businesses are engaged in office activities, 12% in retail activities, 16% in industrial activities, and 18% in various miscellaneous activities, including lodging, education, etc.
- 43% of surveyed businesses have been in the IBC over 10 years while

20% have been in the IBC no more than two years

- 25% of surveyed businesses have relocated to the IBC, with 78% of these businesses coming from other sites in Irvine or Central Orange County
- 1 out of 3 IBC businesses indicate plans to expand their operations. Of these businesses 40% plan to expand within the next 12 months while another 30% plan to expand within the next 24 months
- Of the IBC businesses planning to expand, about 60% are seeking a site in the IBC. Less than 5% of businesses expanding plan to add more than 25,000 square feet, while 85% plan to add less than 10,000 square feet

### ***Parks and Open Space***

A number of private, internal recreation facilities have been developed as part of the residential developments within the IBC. These facilities are predominantly gated or indoor facilities serving the individual developments.

The Bill Barber Marine Corps Memorial Park, located adjacent to the IBC, serves the area for Community Park outdoor recreation facilities as well as the San Joaquin Freshwater Marsh and San Diego Creek Trail.

### ***Community Participation***

Throughout the IBC planning process, the involvement of various individuals, organizations, key stakeholders, local businesses and developers have been sought to build and develop a broad based consensus for the effective Vision Plan. The Irvine City Council adopted a series of recommendations directing the preparation of this document as well as the IBC Residential Mixed-Use Overlay Zone. As part of this effort, the City Council adopted five vision elements for use in guiding the preparation of development standards, which serve as the five objectives outlined in this element, as follows:

- Protect the existing job base within the IBC.
- Develop mixed-use cores.
- Provide transportation, pedestrian, and visual connectivity.
- Create useable open space.
- Develop safe, well-designed neighborhoods.

The City hosted a IBC Design Charrette to develop new standards and guidelines for residential development within the IBC. Key urban design principles created at the Design Charrette have formed the basis of this element and the IBC Vision Framework Plan (Figure N-2)

#### Identification of Issues

1. How can the existing job base in the IBC be protected from impacts of residential and mixed use development.
2. How can the planning process accommodate a wide range of uses in the IBC?
3. How can the transportation network and pedestrian linkages in the IBC be improved to facilitate mobility through the evolving neighborhoods in the IBC.
4. How can open space areas be provided for residents and employees in the IBC?
5. How can new residential and mixed use neighborhoods be designed to be compatible with the surrounding IBC environment?

## **The Vision – Overarching Concepts**

The purpose of the Vision Plan, as incorporated into this IBC Element is to address the opportunities and constraints previously discussed and develop an urban design framework to guide future development in the IBC. This element suggests a dynamic mix of uses, with urban housing integrated into a conceptual framework of streets, landscape improvements, pedestrian walkways, and urban open spaces.

In order to achieve a balanced urban environment, the IBC needs walkable neighborhoods where people can work, live, and play; feeling part of an evolving and vibrant cosmopolitan city. This requires a mix of uses and places that are activated both day and night, drawing together diverse community segments both business and residential.

***Provide a Guide for Future Development***

This IBC Element will serve as a guide for public improvements within the complex, including criteria for park locations, a conceptual new street network, and improvements to the streetscape design.

***Provide Housing Opportunities***

New residential development will provide for a range of housing opportunities including rowhouses, live-work units, courtyard housing, commercial blocks, podiums, liners and towers (all as defined in the IBC Design Criteria adopted in conjunction with this element), while still retaining the mature industrial development and its associated job base.

Private developments will be subject to the regulations of the new IBC Residential Mixed Use (RMU) Overlay Zone. In addition, a funding mechanism is being established concurrently with the adoption of this element to provide for implementation of the community-oriented pedestrian and infrastructure improvements to increase walkability within the IBC as outlined in this document.

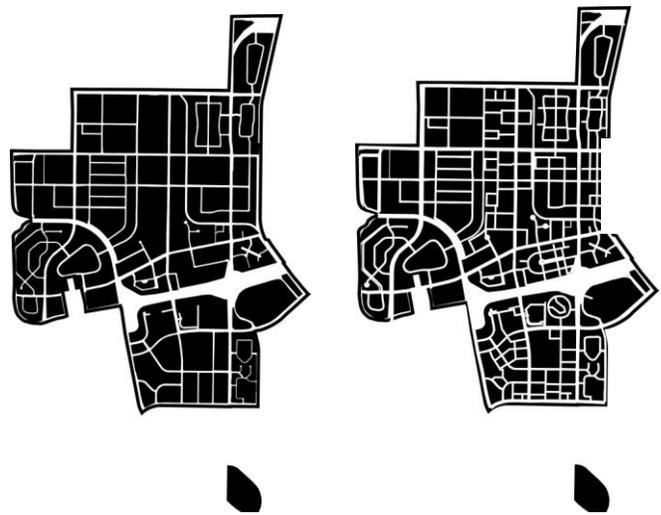
***Create New Streets and Smaller Blocks***

A key consideration for the future of the IBC is the introduction of new streets, reducing the size of blocks to a pedestrian scale. A component of walkable neighborhoods is smaller blocks. While the existing arterial road system needs to continue to function as planned to move vehicles through the IBC, the new streets

and pedestrian paseos will connect to the arterials at key locations.

New connections will be encouraged and designed that keep ultimate curb locations as planned under existing policies and requirements but move the sidewalk away from the curb into the required setback area where appropriate. Landscape parkways or wide sidewalks with tree wells will be encouraged in key locations.

The new standards in the IBCRMU Overlay Zone and associated-design criteria will lead to buildings that are more human-scaled, on smaller blocks, which provide a greater variety of pedestrian-friendly experiences.



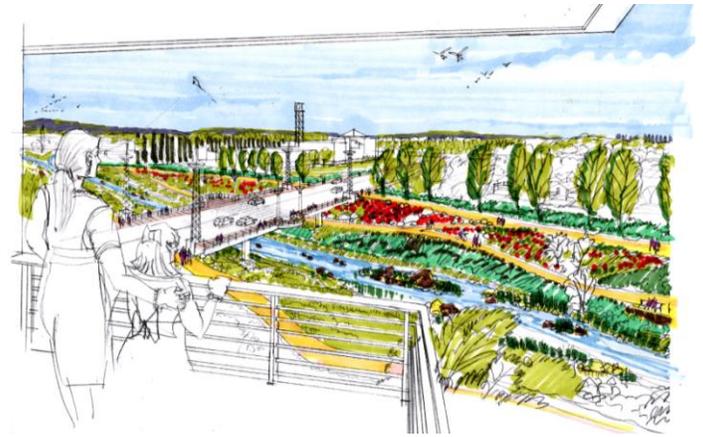
Existing Street Network

Conceptual Street Network

***Develop a Pedestrian Linkage System***

A system of pedestrian linkages, parks, and urban open spaces will be a critical component of future projects connecting residential to employment opportunities within the IBC as well as link to the San Diego Creek and San Joaquin Marsh.

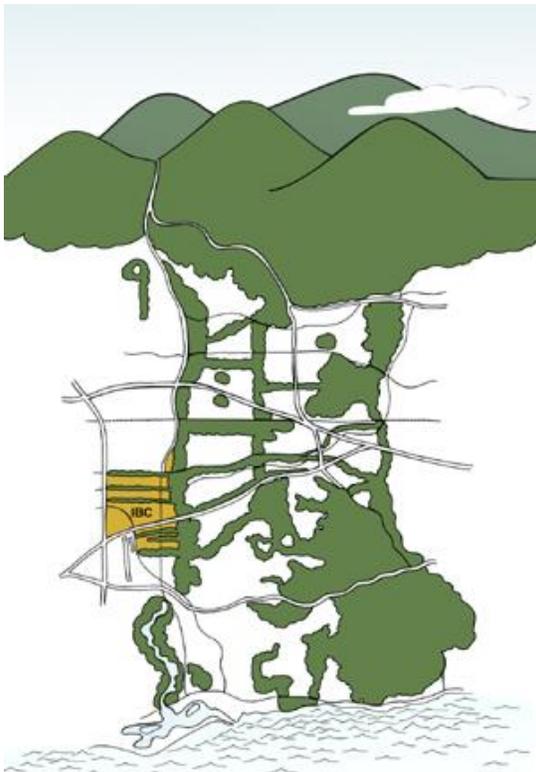
A pedestrian “Creekwalk” system is envisioned adjacent to the San Diego Creek that will ultimately provide a trail connection to the Great Park from the IBC and the Civic Center.



**Creekwalk – IBC Illustrative Concept**

***Vision Framework Plan***

The Vision Framework Plan (Figure N-2) provides the land use and urban design structure by which new residential development may occur. The Framework is a summary exhibit of the key elements and attributes to ensure the development of high quality, sustainable neighborhoods and a mixture of uses which will achieve and maintain the highest economic value within the long-term like the Land Use Element of the General Plan. The Regulating Plan in the IBC RMU Overlay Zone implements the objectives and polices of this Vision Element.

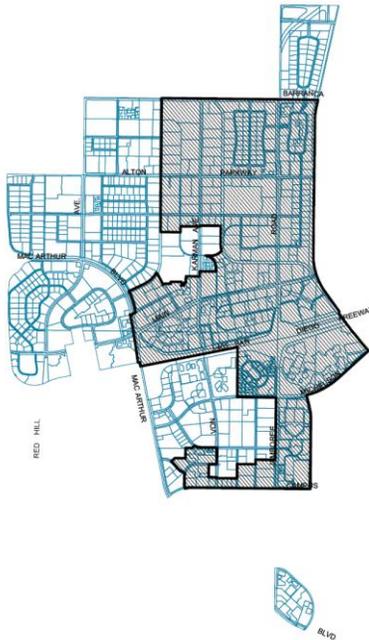


**Open Space Connection –  
Mountains to Bay**

## *New Districts*

The IBC Element distinguishes the character of the different areas of the IBC by creating two districts, each with its own unique identity, based on the existing urban character within these districts and the opportunities for additional mixed-use development within. (see Figure N-3, IBC RMU Regulating Plan). The purpose of creating different districts is to influence the pattern of development and land uses within each district. This will be achieved through a range of land uses, development types, scale of buildings, the streetscape design, and setbacks. As a whole, the districts will create distinct areas which will become the focus for the activity or facility within each district and together they will create a unique ‘sense of place’ within the City of Irvine.

### **Urban Neighborhood (UN)**



The Urban Neighborhood District includes the majority of the IBC and allows a range of land uses and buildings of up to twenty stories (however, in certain areas more precisely defined in Figure 1, following Section 5-8-3 of the Zoning Code as approved for first reading on July 13, 2010, the height limitation for residential buildings in the Urban Neighborhood District is limited to 75 feet). Generally, these neighborhoods are envisioned to be primarily residential with retail, offices and restaurants allowed on the first floor.

- Auto-oriented uses are not appropriate in this district.
- Street frontages throughout the district are pedestrian-oriented.
- Off-street parking is provided in shared garages, or located away from street frontages behind buildings.
- On-site parking may be appropriate on the new connector streets.
- Streetscapes are urban in character with enhanced pedestrian experience.



## **Vision Elements**

The following five Vision Elements, discussed as Objectives N-1 through N-5, organize the Vision Plan and includes key principles identified during public meetings. Following the introduction of each Vision Element are the key components that implement the Vision Plan.

## ***Response to Issues***

The following objectives, and policies have been formulated to respond to land use issues.

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## ***OBJECTIVE N-1 JOB BASE***

### ***Protect Existing Job Base***

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In order to maintain long-term property value and economic health, the IBC will not only attract new office, retail, and residential uses but will protect those businesses that wish to remain and possibly expand. As market strength shifts between uses over time, the value of all uses will be enhanced by a fully integrated and mixed-use district approach. New residential neighborhoods must coexist with mature industrial uses for the balanced community concept to succeed.

The following policies support Objective N-1:

***Policy (a):*** Preserve a core area to protect the existing job base and provide for future job growth.

***Policy (b):*** Provide housing opportunities for the local and regional employment base that support and complement commercial and industrial uses in the IBC.

***Policy (c):*** Maintain existing zoning rights for all property owners.

***Policy (d):*** Create criteria that protect both industrial and residential operations.

### ***Overlay Zone Implementation***

The Overlay Zone allows all property owners to maintain their current zoning for non-residential development subject to existing development standards. The Overlay Zone only applies to properties for which new residential is proposed. The Business Complex District designation also protects a number of existing businesses. The Overlay Zone outlines land use criteria by which residential and mixed use projects will be evaluated.

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***OBJECTIVE N-2  
MIXED USE AREAS***

***Develop Mixed Use Areas***

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The development of mixed-use districts within the IBC will help stimulate and reinforce the integration of uses and provide housing adjacent to local services and jobs within a walkable environment.

The following policies support Objective N-2:

***Policy (a):*** Allow for locations for mixed-use cores of higher density commercial and residential development.

***Policy (b):*** Create pedestrian activity centers within and around the cores with services, food, child care, and transit within walking distance of residences and employment.

***Policy (c):*** Provide incentives for mixed-use and the inclusion of retail and other support services within core areas.

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***OBJECTIVE N-3  
CONNECTIVITY***

***Provide Transportation,  
Pedestrian and Visual  
Connectivity***

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The Vision Plan suggests a more ‘pedestrian oriented, urban living experience’ within the emerging residential and mixed-use districts of the IBC. In the long-term, it is hoped that the need to drive within the IBC will be reduced. To achieve this, it is essential that each new development make a positive contribution towards an expanded and connected street system, comfortable and secure walking paths and an expanded transit opportunity. Attractive buildings, ‘eyes on the street’ residential design and integrated open space will also encourage an enhanced pedestrian and vehicular experience.

In an attempt to transition from large-scale blocks to sustainable urban residential neighborhoods, new residential developments will be encouraged to utilize smaller blocks and more interconnected streets and pedestrian ways to create a network of linkages.

The following policies support Objective N-3:

**Policy (a):** Enhance project relationships to transit systems, including the i-Shuttle, Metrolink, OCTA buses and UCI shuttles.

**Policy (b):** On larger projects, introduce additional local streets within and between parcels to improve vehicular, emergency and pedestrian access.

**Policy (c):** Provide pedestrian linkages that facilitate improved resident access to local services, recreation facilities, the City's trail network and transit access.

**Policy (d):** Create attractive, safe (eyes on the street) and well landscaped pedestrian environments.

**Policy (e):** Provide linkages and support facilities to promote use of city and regional bicycle trail systems.

**Policy (f):** Connect all new residential development with existing and future transit services.

**Policy (g):** Work with school districts to establish safe routes to schools for IBC residents.

#### Arterial Streets

Arterial streets within the IBC are proposed to maintain wider building setbacks of 30 feet from ultimate curb line with an extensive landscaped frontage. New roadway sections proposed for the City's standard plans for roadways include a parkway adjacent to the street and a sidewalk are proposed. In addition, on-street bike lanes will connect along Red Hill Avenue, Von

Karman Avenue and parts of Jamboree Road, into the wider City of Irvine Bikeways network.

#### **Gateways and Landmarks**

A hierarchy of gateways has been identified to create identity for the IBC and strengthen and unify the Urban Neighborhood Districts. The introduction of these elements, such as new bridges or enhancement to existing bridges at key intersections will enhance the 'sense of place' and identity for the area, and will let visitors know they have arrived at a major destination. The gateways will create a strong urban design context through the uses of architectural and streetscape design elements. These design elements could include also civic or monumental gateways, landmark buildings, new urban plazas, street lighting, new hardscape and landscape treatments, integrated with public art.

#### **Regional Gateways**

The IBC is highly visible when viewed from the 405 freeway. The 405 freeway bisects the IBC, and the off ramps at Jamboree Road and MacArthur Boulevard, could create an "entrance" to the IBC.

#### **Local Gateways**

These local gateways to the IBC need to be recognized and enhanced, to provide an identity to the area as a vibrant place to live and work. The pedestrian bridges over Jamboree Road could form important gateways for local residents in the adjacent neighborhoods and the City of Irvine, to the IBC.

### ***Streetscape***

The rapid transition of land use in the IBC provides an opportunity to create a distinctive streetscape system of tree-lined streets, new sidewalks, street lighting and furniture, bicycle trails, parks, plazas and open spaces.

The streetscape elements including gateways, public art, light fixtures, street furniture, and signs need to be coordinated with a landscape concept plan unique to the IBC. This landscape concept plan (Figure N-4) should be designed to reinforce pedestrian walkability and create a unified and coordinated planting structure to the IBC, with some variations within the different districts to create some visual interest and ecological variety within the landscape. One of the next steps to implement the Vision Plan is to refine the Landscape Concept Plan and update the Master Streetscape Plan.

To create this distinctive streetscape, the following elements should be provided:

- Wide tree-lined sidewalks with a canopy of shade trees, benches, and coordinated street furniture, including bus shelters and trash receptacles.
- Visual unification and integration of the facilities and uses within the IBC through the use of streetscape, lighting, special paving, and landscape treatments.
- Shared sidewalks for pedestrians and bicycles
- Pedestrian connections to the transit system.
- Landscape street planting program that can be coordinated with future developments.

- Pedestrian and bicycle connectivity to every public park and urban open space.
- Enhanced intersection treatments and pavement.

The implementation of the streetscape within the various rights-of-way will occur as new sites are developed within the IBC, unless otherwise determined by the City. Every development within the IBC should be thought of as an opportunity to enhance the walkability and livability of the area and contribute to the streetscape system.

Generally, for arterial and local streets, sidewalks are proposed to be located away from the street with a landscaped parkway providing a buffer between pedestrians and traffic.

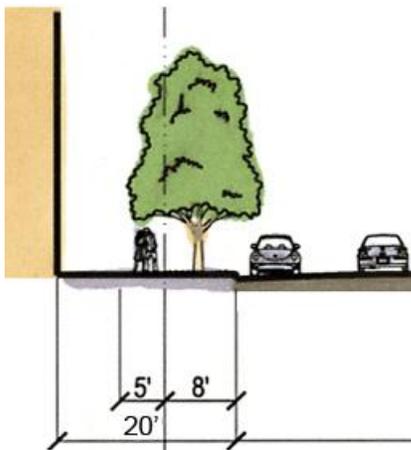
### ***Road Capacity***

The vehicular capacity of these streets is important to maintain while improving the pedestrian experience. Certain arterial streets are planned to be widened - including Main Street and Red Hill Avenue. In conjunction with the certified EIR for the Vision Plan project, certain roadways will be downgraded – including Jamboree Road between Barranca and McGaw (10-lanes to 8-lanes) and Barranca Parkway between Red Hill and Jamboree (8-lanes to 7-lanes). In conjunction with the certified EIR for the Vision Plan project and upon approval of an Amendment to the County of Orange’s Master Plan of Arterial Highways, certain roadways will be downgraded - including Von Karman Avenue (6-lanes to 4-lanes) and Alton Parkway between Red Hill and Jamboree (6-lanes to 4-lanes)..

## Local Streets

The proposed new streets, as well as existing local streets, in the IBC are smaller scale; providing the opportunity for a more pedestrian oriented 'green' network of streets, connecting business and residential districts to the San Diego Creek and the citywide open space system. Canopy trees for shade are proposed in eight-foot parkways and a minimum of five-feet for sidewalks should be provided.

The existing east-west streets proposed to be enhanced for pedestrian use include: Alton Parkway, Barranca Parkway, Campus Drive, McGaw Avenue, Main Street and Michelson Drive.



**Typical Local Street Cross Section**

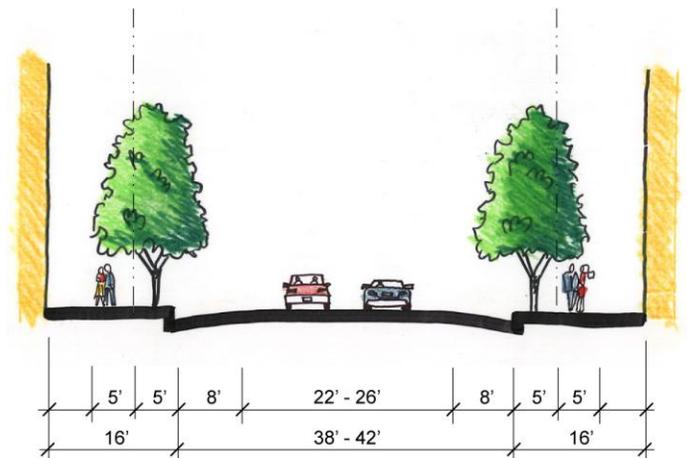
## *Expanding the Street Network*

The Vision Plan as outlined in this element seeks to address the imbalance between pedestrian and automobile users, by deconstructing large super blocks into smaller parcels through the creation of new local vehicular and walking streets. The ultimate aim is to provide improved connectivity between blocks and the existing street network for the benefit of all the community. This system will encourage access to the interior of existing large parcels. This proposed street network will provide improved emergency fire and police access, trash pick-up, access to parking areas, and a more pedestrian friendly access system to local services, workplaces, and transit.

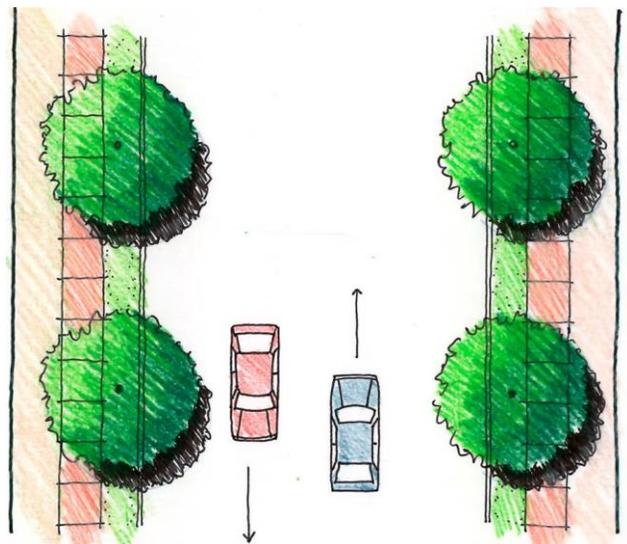
While maintaining the existing arterials and enhancing the pedestrian experience, the plan calls for the introduction of a “finer grain” street pattern allowing for a greater diversity in housing types by reducing the scale and size of developments and making it easier to mix housing types within a single large project site. The smaller blocks can create a more walkable pedestrian network by providing various routes to a variety of destinations.

Proposed sections for these new streets are shown in the section of this element on Typical Street Cross Sections. When a new street straddles or is adjacent to a property line, the first development will be required to provide selected improvements as identified in the street sections of this Vision document and in the Overlay Zone adjacent to their project and a minimum travel way to ensure fire access. The proposed conceptual street plan shows conceptual locations of new local streets.

To maintain connectivity, new local streets should not be gated.



**New Conceptual Street Section**



**New Conceptual Street (IBC Private Way) Plan**

## ***Transit***

The City Council adopted a Citywide Transit Vision in April 2009. The Citywide Transit Vision is in compliance with a development condition for Planning Area 40. The Transit Vision evaluates a citywide rubber-tired clean technology shuttle system intended to provide convenient, safe, environmentally friendly, direct connections from Irvine and Tustin Stations to other development areas in the Irvine Spectrum, the Orange County Great Park and Heritage Fields, Woodbury/North Irvine, and the IBC. The Citywide Transit Vision builds on the success of the City's i-Shuttle, the University of California Irvine Student Shuttle Program, and the planned expansion of Metrolink service by the Orange County Transportation Authority (OCTA). Implementation of the City service is expected to occur in phases.

## ***Complete the Sidewalk System***

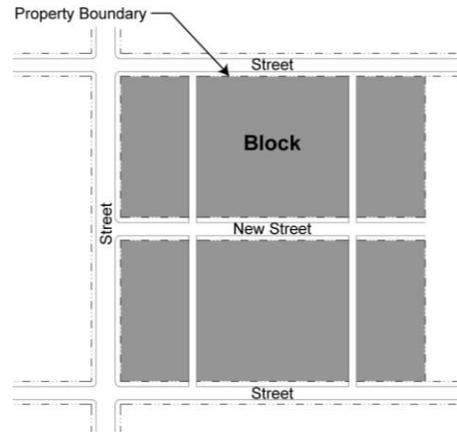
Many of the streets within the IBC do not have sidewalks. The existing sidewalk improvement program will continue to be implemented and embellished with enhanced standards for improved walkability and connectivity to create an interconnected system of pedestrian-friendly boulevards, avenues and streets.

**Proposed Completion/Infill of Existing Sidewalks**

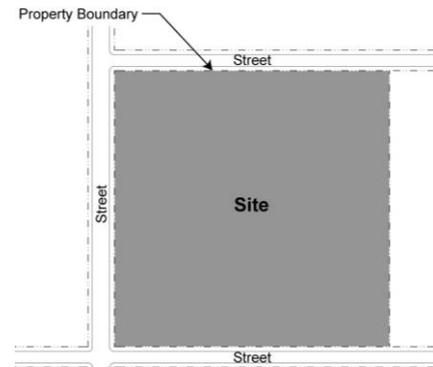
***Overlay Zone Implementation***

The Overlay Zone recommends new development exceeding a certain size to incorporate new vehicular or walking streets that improve access, create smaller block sizes and induce a mix of housing types. New streets shall connect with the existing street network except in cases where intersection spacing precludes such connections; in such cases walking streets shall be provided. Sidewalks and parkways are required adjacent to new residential development. These sidewalks will be located within the private setback area. Street setbacks have been established for all the streets within the Overlay.

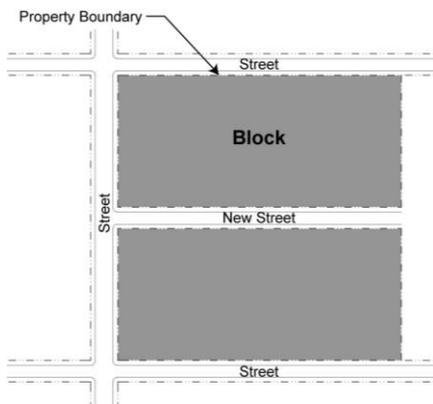
**Introduce Streets**



**Introduce New Streets/Access**



**Existing Block Size**



**Mix of Housing Types**

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## **OBJECTIVE N-4 OPEN SPACE**

### ***Create Usable Open Space***

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Higher density neighborhoods need parks and urban space to offset building intensity and provide space for informal activities. The vision is to create a system of new public parks, urban plazas, open spaces, and private or public recreation areas that are interconnected by streets, bikeways, and trails. Well crafted and programmed public space encourages people gathering and neighborhood events.

The following policies support Objective N-4:

**Policy (a):** Contribute fees to new community park within or adjacent to the IBC that serves new residents and provides a variety of amenities.

**Policy (b):** Provide smaller, neighborhood scale parks and urban open space within and between projects that provide local park areas for residents.

**Policy (c):** Provide private on-site recreational facilities and open space for use by neighborhood residents in meeting recreation, health and wellness needs.

**Policy (d):** In addition to providing the park and recreational requirements, additional private open space in the form of patios, courtyards, and balconies for most dwellings will be required.

**Policy (e):** Provide a balance between landscape and built form by providing sufficient planting space around buildings and within internal spaces.

### ***Regional Open Space***

The San Diego Creek and the San Joaquin Freshwater Marsh, which lie adjacent to the IBC, are part of the wider open space system adjacent and easily accessible to the IBC. This open space system is a mosaic of habitats ranging from wetlands and coastal sage scrub, and includes an important ecologically diverse ecosystem.

This open space system then connects with the Santa Ana Mountains along several open space corridors, including Peters Canyon Wash and Jeffrey Open Space Trail (the 'Mountains to the Sea' trail), and the Upper Newport Bay Ecological Reserve to the Pacific Ocean. This extensive open space system offers a comprehensive network of 43 miles of off-street and 132 miles of on-street trails for biking.

As part of this Vision, the open space system provides a unique resource on the doorstep of the residents and businesses of the IBC. An opportunity exists to provide an interconnected system of streets, bikeways and trails, connecting the new streets, parks, and urban plazas within the IBC to the wider system of City open space.

### ***Parks and Public Spaces***

Parks in the City of Irvine are provided at 5 acres per 1,000 population. Within the IBC, Community Park dedication shall only be provided through payment of in-lieu fees at the required 2 acres per 1,000 population. Neighborhood Parks in the City of Irvine are provided at 3 acres per 1,000 population. However, in order to provide needed public facilities within the IBC, minor modifications in the park dedication distribution is needed. The public/private distribution of Neighborhood Park land within the IBC is proposed to be allocated for the Overlay Zone as follows:

- Public: two acres per 1,000 population
- Private: one acre per 1,000 population

The following new parks should be provided in the IBC:

- A new Community Park south of the 405 freeway. Bill Barber marine Corps Memorial Park serves the park needs for the area north of the 405 freeway.
- At least six new Neighborhood Parks to provide a local park within one-half mile of every resident. Such parks would be part of the continued requirements for recreational facilities for residential development

projects, but could be given public park credit if designed as urban open space with public access. This would help create a network of urban open space as part of the proposed development within the IBC

- Community/civic building within the IBC to serve the needs of the IBC community; facilities could include a library and a community building with meeting rooms, theater, or gallery space.

## **San Diego Creek ‘Creekwalk’**

San Diego Creek ranks as one of Irvine’s most valuable natural assets. It defines the eastern boundary of the Irvine Business Complex (IBC) while also serving as an integral component of the regional open space network – connecting the Orange County Great Park, Irvine Open Space Preserve, and the Upper Newport Bay Ecologic Reserve.

### ***Existing Conditions***

The Creek affords several opportunities to provide the city and IBC with meaningful recreational and park amenities. It is uniquely situated to draw users to itself by becoming a destination to experience the natural environment and partake in programmed activities and events. Presently, the Creek’s west bank is inaccessible in parts.

Transmission lines of Southern California Edison (SCE) run alongside the Creek. Abutting SCE’s corridor are chain link fences that define the rear edges of adjoining low-rise developments – typically occupied by parking lots and service areas. A multi-purpose trail is located on the east side of the Creek channel – this can potentially be connected with a new trail system on the west bank. The character of the Creek channel itself is a blend of man-made, rip-rap embankments and natural, riparian environment.



Creekwalk Perspective

### ***Urban Design Opportunities***

The SCE corridor along the San Diego Creek forms the eastern boundary of the IBC. It traverses from Main Street to Barranca Parkway. This corridor is ideally located for reconfiguration into an accessible linear open space to serve as the interface between the IBC and the creek environment. This open space, designated as “Irvine’s Creekwalk”, will provide valuable amenities, serve as a destination, and also create opportunities for new Creek edge development by significantly enhancing the value of land in its vicinity, which will benefit both landowners and the City.

It is vital, above all, to announce the presence of the Creek. Enhancing existing creek crossings by introducing sculptural features will signify the importance of the crossings as gateways and points of arrival and transition. The alignment of the Creek affords excellent opportunities to create special places and vista points. The two most significant are the existing promontories downstream of Barranca Parkway and upstream of Main Street. Located strategically at bends in the Creek, they provide excellent downstream and upstream views. There are also opportunities to build new pedestrian bridges across the Creek to connect and make the trail system continuous on both banks. The concrete buttresses that extend on the upstream side of existing bridges at Main Street and Alton Parkway could support new pedestrian walkways.

The long term vision of the Creekwalk includes the introduction of a new street – which will flank the western edge of the open space. This new street will improve access and help to activate the Creek’s edge. Also in the long term, the City should encourage mid-rise residential development (with some street-level restaurants and cafes) along the Creek to positively change the character of the water’s edge. Key developments along the Creek should in the future be expanded and reoriented to acknowledge the waterway. This is particularly important with regard to Irvine City Hall and Jamboree Center since the Creek currently serves as backyard for these key uses.

### **Articulation of Creekwalk**

San Diego Creek will not revert to its untouched natural state; nor is it

Creekwalk’s intention to make it do so. The proposed design takes the Creek’s urban setting as an opportunity to interpret and express the interface of natural and urban edges.

The linear open space will have twin and contrasting characters. Closer to the Creek’s edge several varieties of natural grasses of Southern California will be introduced to highlight the Creek’s water-oriented environment. Closer to the urban edge, manicured grasses and formal pathways are proposed. This zone incorporates urban elements, such as children’s play areas, pathways, benches, and public artwork. Transition from the natural to the urban occurs at trails which form the spine of the open space.

Special plazas are proposed within the Creekwalk area at or near the termination of east-west streets and pedestrian pathways. These incorporate elements that will draw users to the Creek’s edge – such as, vista points, special paving, lighting, and water features. The plazas punctuate the mile-long length of the open space, and where possible Bougainvillea shrubs may cascade down the rocky rip-rap to soften the edge of the Creek. The design proposes no other intervention within the Flood Control District’s right-of-way.

Any available parcel near the eastern end of McGaw Avenue (outside SCE’s right-of-way) could potentially become a new neighborhood park. This park, in conjunction with a proposed plaza within the Creekwalk will become the Creek’s most significant node and destination. McGaw Avenue will serve as the main east-west connection to the Creekwalk, providing both physical and

visual linkages from Jamboree Road. The neighborhood park helps to draw the Creek's natural environment into the urban fabric, thereby enhancing development potential value along McGaw to Jamboree.

A new pedestrian bridge is proposed across the Creek to connect the plaza at McGaw with San Marco Park on the east bank. Two new trail bridges are also proposed – at Alton and at Main – supported on the upstream buttresses of the existing road bridges.



**Existing San Diego Creek**

### **Implementation**

The Creekwalk and adjacent new street will most probably be developed in an incremental manner recognizing the distributed patterns of landownership and undetermined availability of funding. One potential scenario of phasing could envision the neighborhood park and adjoining plaza be the first pieces implemented, followed by smaller plazas and their corresponding pedestrian connections to Murphy Avenue. These in turn can be followed by the missing segments of Creekwalk and adjacent new street, building piece by piece the full vision of the proposed design. This phasing strategy has convenient 'pick and choose' options that allow the City to first implement pieces of the project that will have maximum benefit and likelihood of success – knowing that these short term actions will not preclude realization of the long term vision.

### ***Trails and Bikeways***

The City of Irvine has an extensive trails and bikeways network throughout the City.

However, the connections from the IBC to this network are very limited. Continuous on-street bicycle lanes currently exist only along Main Street. Bicycle lanes are proposed along parts of Jamboree Road, Red Hill Avenue, Von Karman, Michelson Carlson Avenue, Barranca Parkway, and Alton Parkway.

Key principles are:

- Establish the San Diego Creek Creekwalk, along the easement on the west side of the creek, further connecting the ‘Mountain to the Sea’ Trail.
- Improve bicycle and pedestrian connections to San Marco Park, adjacent to the San Diego Creek, across the San Diego Creek with a new pedestrian bridge.
- Explore the opportunity to develop new shared use trails along the existing drainage channels and creeks within the IBC – Barranca channel and the Armstrong channel.
- As a larger team effort, establish the ‘Rails to Trails’ program to convert the abandoned railroads within the IBC, to walking and bicycle trails. The trails will eventually connect to the wider system of public realm improvements to create an interconnected pedestrian/bicycling experience within the street network of the IBC.

### ***Bridges***

The San Diego Creek forms an important physical feature between the IBC and the City of Irvine. Several existing bridges cross the creek providing vehicular and pedestrian access to the IBC.

The Vision creates an opportunity to celebrate these crossings, as gateways to the IBC and provide a ‘sense of arrival’ to the IBC. These gateways could be enhanced with the provision of new civic or monumental features including new street lighting, monuments, signage, street furniture, and landscaping.

The major bridges include Barranca and Alton Parkways, Main Street, and Michelson Drive. The Coronado Bridge also forms an important local connection across the creek, providing access to the IBC (Figure N-5).

To provide enhanced pedestrian connectivity to the IBC, new bridges are proposed to create enhanced pedestrian and bicycle connections with the IBC and to the wider system of trails.

Several new pedestrian bridges are envisioned within the IBC:

- Across the San Diego Creek, connecting to Bill Barber Marine Corps Memorial Park.
- Across the San Diego Creek, connecting McGaw to the new 'Creekwalk,' San Marco Park, and the existing 'Mountains to the Sea' trail along the San Diego Creek.
- A bridge crossing on Jamboree Road from Central Park to Park Place.
- Improve the bridge/underpass along San Diego Creek at the 405 freeway.

### **Overlay Zone Implementation**

The IBC Design Criteria adopted in conjunction with this element and the Residential Mixed Use Overlay Zone describes the type of open spaces that can qualify for the public and private Neighborhood Park requirement. Urban open spaces such as plazas and squares may qualify as a Public Neighborhood Park if they meet the design criteria.

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## **OBJECTIVE N-5 NEIGHBORHOOD DESIGN**

### ***Develop Safe, Well Designed Neighborhoods***

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A major goal of the Vision Plan is to create long lasting and enduring neighborhoods that maintain their value and socio-economic vitality. The Vision Plan and the Overlay Zone should provide a strong and appropriately scaled framework of urban blocks, streets, parks, and urban open spaces. Only by providing these essentials can a truly rich, sustainable urban community be achieved. The new Overlay Zone and associated Design Criteria will regulate the building form and encourage a diverse mix and variety of urban living choices.

The residential uses should be compatible with the existing businesses within the IBC. This element and associated Overlay Zone and Design Guidelines attempt to set the framework to create a high quality living environment for both businesses and residents.

The following policies support Objective N-5:

**Policy (a):** Build sustainable and energy efficient residential buildings.

**Policy (b):** Create a pedestrian friendly walking environment that is attractive, safe, and engaging.

**Policy (c):** Provide visually rich and engaging street scenes along designated local and collector roads, encouraging pedestrian use and adding aesthetic value to neighborhoods.

**Policy (d):** Visually differentiate and emphasize retail in the mixed-use residential developments.

**Policy (e):** Implement suitable landscape and building treatments along arterial roadways.

**Policy (f):** Be sensitive to existing industrial uses when designing new residential developments.

**Policy (g):** Encourage variation in building heights and housing types (liners, podium, and towers) to avoid massive “project” appearance within each IBC residential project.

**Policy (h):** Design buildings with articulated massing and roof forms to avoid an institutional character and feel.

**Policy (i):** Incorporate architectural detailing that leads to a sense of quality, diversity, and authenticity in design.

**Policy (j):** Design roof forms with variation and that are attractive when seen from both the ground and taller buildings.

**Policy (k):** Buffer and blend parking structures into the neighborhood so that they are not visually obtrusive or detract from the quality of the pedestrian environment.

**Policy (l):** Provide parking solutions that are incentives for creative site planning and neighborhood design.

**Policy (m):** Create a safer living and work environment through use of Crime Prevention Through Environmental Design (CPTED) principles.

**Policy (n)** Develop residential uses that are not in conflict with nearby John Wayne Airport Operations



**Typical Setback Cross Section**

### ***Street Frontages - Setbacks***

The IBC has developed in a manner that has resulted in a patchwork of building frontages and setbacks. Building setbacks currently range between 20 to 40 feet measured from the curb. These setbacks were designed with the vehicle in mind which has created an environment that is unfriendly to pedestrians within the IBC. In addition, some buildings along Jamboree Road turn their backs on the major streets and do not contribute to an attractive street frontage.

Buildings should be designed in a manner that creates an attractive, safe pedestrian scale along public streets.

A hierarchy of street setbacks has been established in the IBCRMU Overlay Zone which proposes different setbacks for different types of streets and in some cases location within the IBC. A typical street cross section is shown below demonstrating the relationship between buildings and street. Detailed cross sections can be found in the Typical Street Cross Sections section of this element.

### ***Provide Variation in Housing and Building Types***

A healthy variety of housing and building types not only enhances long term economic stability but provides a public benefit by serving a wider demographic spectrum. It is especially important for the IBC to have a balance of for-sale and rental housing, if the districts are to maintain values and quality over time. The following housing types are considered appropriate within the IBC:

- Rowhouse;
- Live/work;
- Court;
- Mixed-use commercial block;
- Liner;
- Podium; and
- Tower.

Multiple housing types are encouraged within individual development projects to create blocks and buildings of a size and scale that are not overwhelming. Height and coverage criteria within the IBCRMU Overlay Zone will guide developments toward appropriate variations in block size, building density and integrated open space.

### ***Provide Variety in Building Heights***

The scale of buildings varies dramatically within the IBC. The existing scale of the built form remains fairly uniform throughout the IBC, with 1 and 2 story industrial buildings throughout, and the introduction of numerous “wrapped” 4-story residential building types built with the residential units built to clad or wrap the exterior of the parking structure. There are two notable areas, the existing multiple use districts, mainly adjacent to the I-405,

where the height of buildings increases with towers up to 20 stories.

Towers and tall buildings contribute to the skyline and act as landmarks and visual references for the area. The Vision Plan enhances the existing concentration of tall buildings within the IBC, in particular within the Multiple Use Districts.

The Overlay Zone provides specific design criteria to require building heights to vary within a project as well as from district to district. An overall goal is to guide taller buildings to areas around mixed-use/commercial cores.

### ***Landmarks***

New buildings should address arterial street intersections with architecture and/or landscape enhancements, offering an opportunity to create visual cues and reference points for both visitors and locals within the IBC. Corner buildings should be both expressive and visually interesting and contribute to the character of the urban neighborhoods and the street scene as a whole, but consistent with the underlying Code.

### ***Parking***

The Vision seeks to create safe attractive parking places for businesses, residents and visitors and address opportunities for shared use parking throughout the IBC.

- Develop a shared parking structure strategy for use by workers during the day and residents to use at night.
- Develop strategies to re-use existing under-utilized parking structures within the IBC.

- Encourage employer transit subsidies to reduce employee parking demand.

### ***Protection from Airport Operations***

The IBC Residential Mixed-Use Overlay District (*Section 5-8-4.C.*) incorporates a number of development standards to mitigate residential impacts on airport operations. These standards include maximum *noise levels*, *maximum building heights*, required notification of residents (*including deed and tenant disclosures*) of the airport proximity and compliance with obstruction lighting and marking criteria.

### ***Sustainability***

While the IBC is Irvine’s largest job center with approximately 83,000 jobs, this business district is rapidly transitioning into an urban core for Orange County. This element will guide the evolution of the IBC into a mixed-use, pedestrian-friendly, residential, industrial, office, commercial and recreational center. The implementation of the IBC Vision Plan and associated Overlay Zone and Design Criteria, as contained in this element, promotes the City’s long-term sustainability goals of mobility, livability, and prosperity.

### ***Mobility***

The Irvine Business Complex (IBC) is now transitioning from a highly successful business district into a mixed-use urban core for central Orange County, and to help guide this process, the City has developed the Vision Plan, as incorporated into this IBC Element, which will allow a total of 15,000 residential units in the IBC. The City has also created an infrastructure

improvement plan for the IBC which includes pedestrian linkages, trails, bridges, sidewalks, a library, parks and recreation facilities. In March 2008, the City implemented a shuttle service, complementing regional bus service and providing direct express service to and from the nearby Tustin Metrolink Station, John Wayne Airport, and throughout the IBC, providing employees and residents with an alternative mode of transportation for making trips in and outside the IBC. The shuttle, known as the “i” operates fully accessible, compressed natural gas busses, and is funded by the City of Irvine and OCTA.

With approximately 90,000 jobs, the IBC is one of two major job centers in the city. The area also includes more than 4,500 housing units. The desirability of the IBC and the resulting high price of land create a challenge for the City in producing affordable housing.

However, the concentration of such a large mix of residences and employment, in addition to approximately 1.3 million sq. ft. of retail services within the 1,800-acre mixed use core of the IBC does provide opportunities for decreased commute times and distances by providing jobs closer to employment, and allowing for combining vehicle trips for both work and non-work related (i.e. shopping, recreation) purposes.

## **Livability**

The opportunity to transition the IBC into a mixed use center resulted in the IBC Vision Plan. Through a series of community workshops, the City developed this plan to incorporate not only residential land uses into the area, but also the amenities and support services that Irvine's residential communities desire.

The land uses in the IBC have noticeably changed over the decades from tilt-up manufacturing and light industrial, to high-rise office, hotel and high-density residential. Luxury apartments and high-rise condominiums have been built along Jamboree Road, mixed with retail centers, restaurants, offices and light manufacturing. The City has supported and facilitated this mix of uses, and through the implementation of the IBC Vision Plan the City will help add the additional amenities and connectivity that will make this urban center a truly livable community. The IBC's housing units include studios and apartments, lofts, townhouses, and luxury high-rise apartments and condominiums, creating an excellent mix of choices for the IBC workforce who can live close to work avoiding long commutes. The City's shuttle system further improves livability, decreasing traffic congestion by encouraging employees not living in the IBC to commute to work using mass transit.

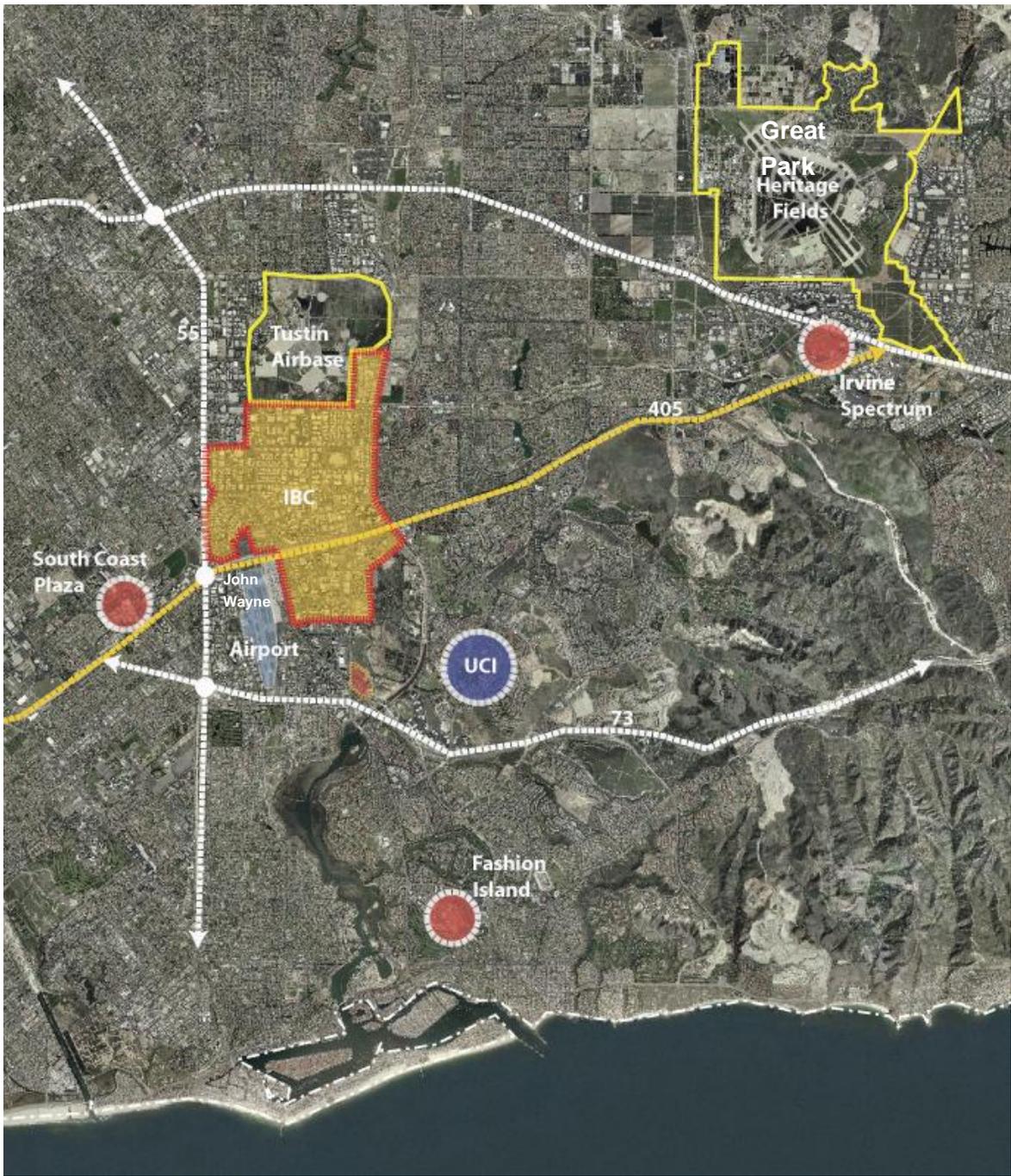
## **Prosperity**

The variety of housing that has been built in the IBC includes rental and ownership with monthly apartment rents

up to \$3,100 and luxury condos priced over \$3 million.

The City's Housing Strategy is designed to create a full spectrum of housing to meet the shelter needs of all income groups in all stages of life. The City's affordable housing programs ensure that the community is served, regardless of race, ethnicity or income. In addition, the City's long-term commitment to Universal Design features ensures that housing units will be accessible to all persons.

Irvine's Housing Strategy, and IBC planning policies are all part of the local policies that ensure the balanced growth of this community and support the principles of the SCAG 2% Compass Blueprint plan to encourage balanced growth in Southern California. By incorporating County funds for the shuttle system and State affordable housing funds together with local resources, Irvine is an outstanding example of how SCAG's and the State's growth policies can and should be implemented.



***City of Irvine***  
***General Plan***

***Figure N-1***  
***Regional Location***

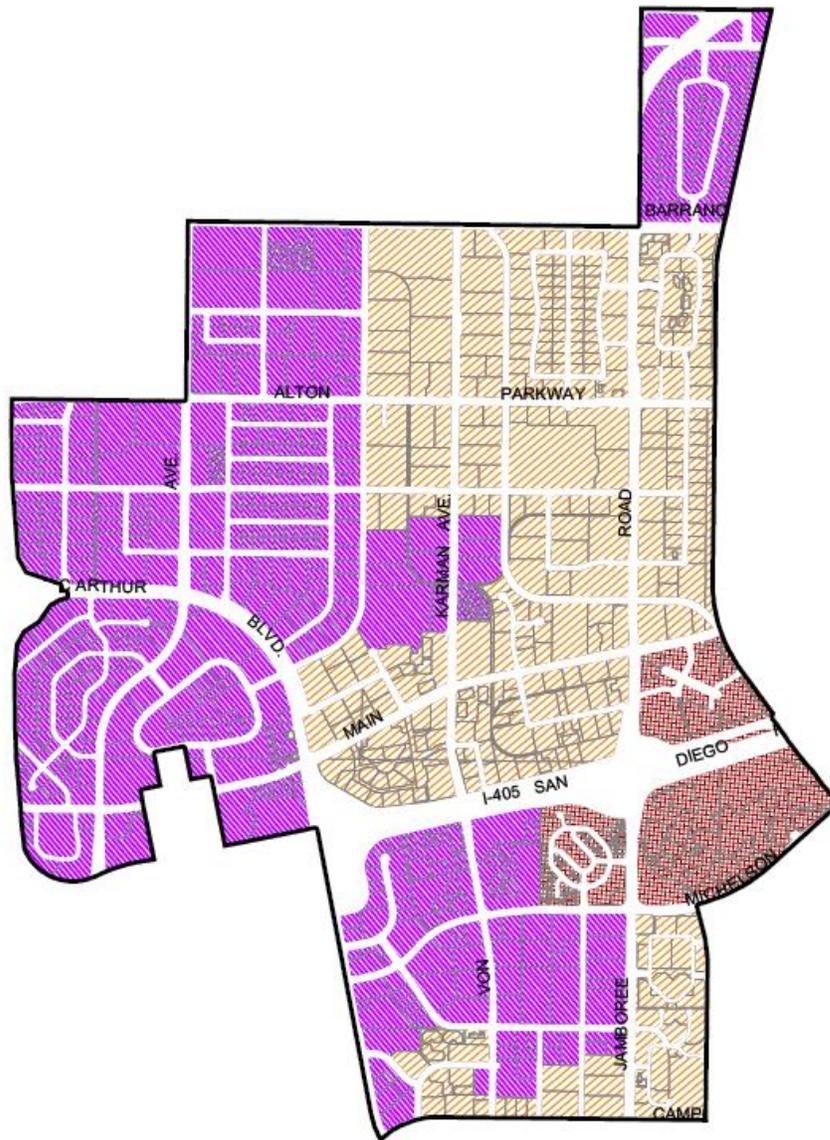


Source: City of Irvine 2009



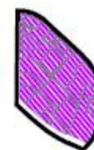
**City of Irvine  
General Plan**

**Figure N-2  
IBC Vision  
Framework Plan**



**Overlay Districts**

-  Business Complex
-  Urban Neighborhood - Height limit 75 feet above ground level
-  Urban Neighborhood - Height limit 20 stories or FAA height limits as determined by Part 77 of FAA regulations, whichever is less.



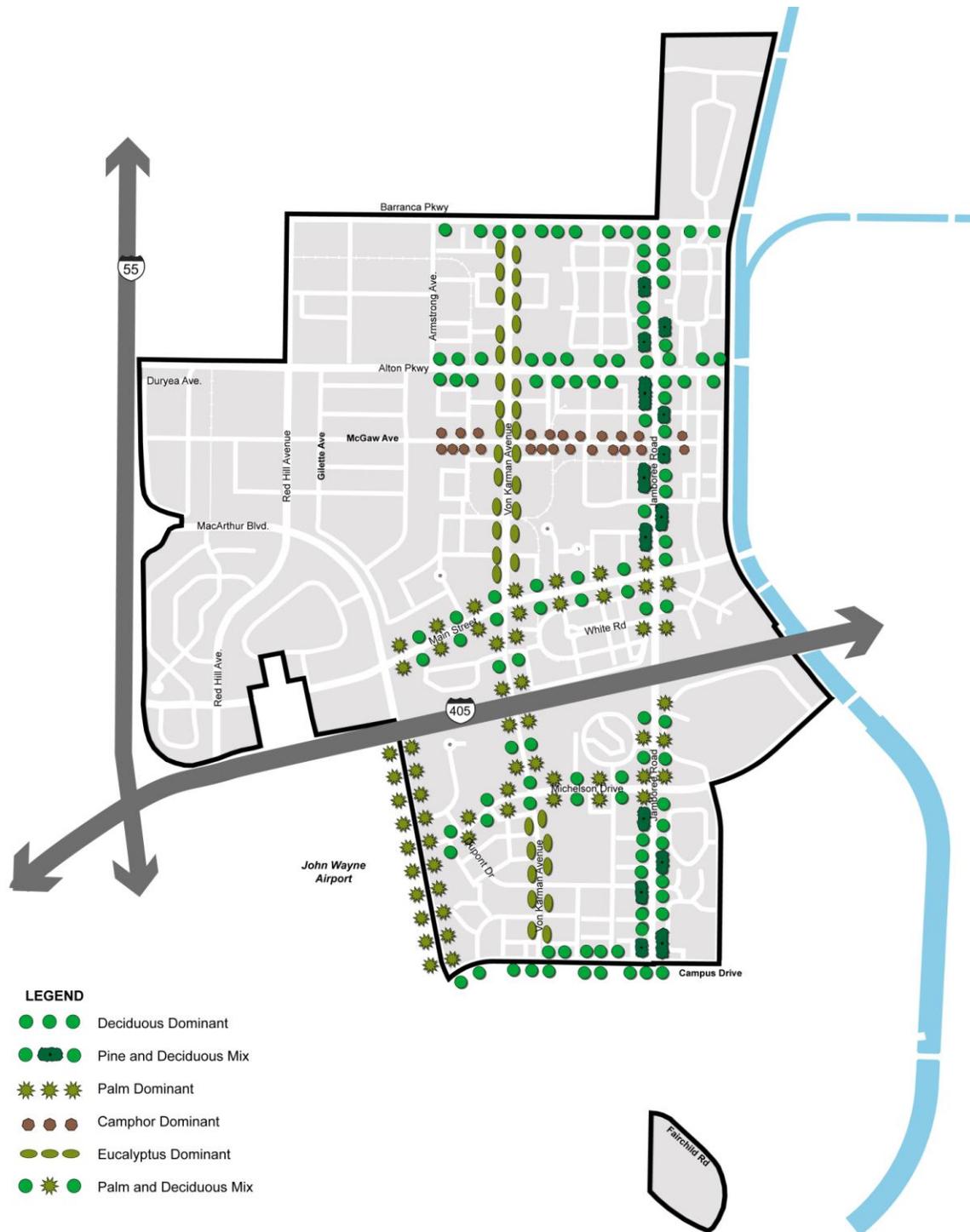
**City of Irvine  
General Plan**

**Figure N-3  
IBC Residential- Mixed Use  
Overlay Zone- Regulating Plan**



**City of Irvine**  
**General Plan**

**Figure N-4**  
**IBC Trail System**



Conceptual Landscape Plan  
 Irvine Business Complex



**City of Irvine**  
**General Plan**

**Figure N-5**  
**Conceptual Landscape**  
**Plan for Major Roadways**