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*General Plan*

*Appendices*

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## LAND USE ELEMENT

### APPENDIX A

#### Irvine Ballot Measure "C": Initiative Resolution No. 88-1 An Initiative Resolution of the City of Irvine Directing the Amendment of the Conservation and Open Space Element and the Land Use Element of the General Plan

#### IMPLEMENTATION ACTION PROGRAM

This program integrates the Land Use and Conservation Open Space Elements together through the development entitlement process. The purpose of the program is to provide for the permanent protection of significant, large scale conservation and open space areas for public ownership. A summary of the Phased Dedication Program is provided in Figure 4.

**a. Phased Dedication and Compensation Development Program.** The policies set forth in the Program are to be considered integral components of both the Conservation and Open Space Element and the Land Use Element of the General Plan. The Program shall integrate the Land Use and Conservation and Open Space Elements together by establishing a program which links the dedication of conservation and open space areas to the development entitlement process. The purpose of the Program is to provide permanent protection of open space by means of public ownership.

With the completion of the Program described below, all major open space preservation areas (under the ownership of The Irvine Company or its successors) that are required to assure the appropriate balance of development and open space will be secured.

Other conservation and open space areas and development areas not under the ownership of The Irvine Company or its successors will, through subsequent planning processes (i.e. General Plan Amendments, Zone Changes, Concept Plans, and subdivision applications), be required to assure the appropriate balance of development and conservation and open space areas as outlined in the Land Use and Conservation and Open Space Elements and their respective goals, objectives, and implementing actions.

**b. Dedication/Development Program.** The portions of the City directly involved in this

dedication/development program have been divided into separately lettered "Districts" containing both open space lands for ultimate conveyance to the City and corresponding development areas, as shown on Figure 1. The open space lands and development areas of a District are, in some cases, not contiguous. The Irvine Company or its successors in interest ("TIC") shall convey the open space lands (consisting of Preservation Areas, minor preservation areas, and Spines as depicted on Figure 1 by the letter references "P" and "S" respectively, and collectively referred to in this Implementation Actions program as "conveyance areas") within a District to the City or other appropriate public agency as reasonably approved by the City so that they may be preserved as open space in return for the completion of development on other land in the same District owned by TIC (referred to in this Implementation Actions Program as "development areas"), more particularly as shown on Figures 1 and 2, consistent with the following procedures. The City shall undertake such actions as are necessary to secure for TIC the right to develop development areas in the manner set forth herein, and pursuant to a mutually agreeable development schedule. Upon request by TIC, the City shall enter into development agreements, or approve vesting maps, for these purposes.

**c. Map Interpretation.** All boundaries on Figure 1 are conceptually delineated and are not intended to be exact. Gross acreages of conveyance areas and development areas stated

in Figure 2 are estimated and include some lands which ultimately may not be part of the Implementation Actions Program, e.g., roadways, utilities and other public facilities. Preservation Areas are assumed to include any necessary edge treatments, fuel modification areas, and manufactured slopes located at the boundary between development and Preservation Areas ("transition zone"). The precise boundary of the conveyance areas and abutting development areas, and the precise acreage to be offered for conveyance, are to be determined by mutual agreement at subsequent stages of development.

d. **Two-Part Conveyance.** As illustrated on Figure 3, offers of conveyance may be made in two parts. The first part shall contain, to the greatest extent possible, substantially all of the Preservation Area and shall be offered for conveyance at the time specified in Implementing Action e below, but Preservation Area lands abutting potential development areas may be excluded from the first part. The boundaries of the second part shall be defined and offered for conveyance upon the recordation of final maps for development abutting the area to be dedicated. Where appropriate, the transition zone may be offered for conveyance as open space easements.

e. **Preservation Area Conveyance.**

Concurrent with the recordation of the first final tract map within a development area of each District shown on Figure 1 (except District H), an offer of conveyance for all the conveyance areas within the District shall be recorded. Each offer will provide that it may be accepted no sooner than ninety days following issuance of building permits for 75% of the development in the District as indicated on Figure 2 40-or completion of development in the District, whichever occurs first.

f. **Offer of Conveyance.** Each offer will be subject to non-monetary encumbrances, easements, liens, restrictions and title exceptions of record or apparent which do not prevent use of the conveyance areas consistent with the uses set forth in Conservation Open and Space Element Appendix L: Implementing Action d of Objective L-8(4) and Zoning Ordinance Section V.E-711 (Jeffrey Road Open Space Spine), Conservation Open and Space Element Appendix L: Implementing Action d of Objective L-8(3) and Zoning Ordinance Section V.E-715 (Planning Area 12 Preservation Area), and the definition of

Preservation Areas set forth earlier in this element as may be applicable to the conveyance area as identified in Figure 1, and consistent with intent of this Program, and the adjacent conveyance requirements.

**Offer of Conveyance Requirements for Policy f.**

1.The offer shall provide for conveyance of title by grant deed subject to land use restrictions and/or open space easements assuring that the conveyed land shall be used in perpetuity consistent with the intent of the dedication and the purposes to be served by Open Space Spines and Preservation Areas, with corresponding means of enforcement. Lands reserved for road, transportation, transit, drainage, flood control, water, sewer and utility purposes by public agencies may be excluded from the offer at TIC's discretion.

2.Mineral rights and water rights (excluding the right of surface entry) will be reserved by TIC on conveyed lands. TIC shall make full written disclosure with respect to toxic or hazardous substances which in its knowledge were stored on or deposited in the land to be dedicated. Road, transportation, transit, flood control, drainage, water, sewer, and utility easements necessary to accomplish development in adjoining areas and/or to accomplish planned facilities by public agencies and utilities will be reserved by TIC on conveyed lands. Easements will be reserved on conveyed lands if necessary to preserve or facilitate agricultural uses on adjoining Preservation Areas not yet conveyed.

3.The enhancement of habitat areas by The Irvine Company, particularly riparian habitat, shall be allowed in conveyed Preservation Areas consistent with applicable standards and procedures for purposes of environmental impact mitigation in development areas.

4.The City or other appropriate public agency shall accept the offer within two years after all other conditions to acceptance have been satisfied. However, acceptance may be delayed beyond two years by mutual agreement of the City and TIC.

**g. Transferability of Dwelling Units.**  
**Subject**

to Zoning Ordinance Section V. E-718, the total number of residential dwelling units in Planning Areas 17, 18, 22, 26 and 27 may not exceed 10,600. These dwelling units may be freely transferred by TIC among the aforementioned planning areas without the need for any amendment to the City's General Plan. Any transfer which increases the number of dwelling units allowed in a Planning Area by more than 15% above the amounts designated in Figure 2 of the General Plan, or greater percentage may be subject to review as part of the subdivision process. It is the intent of this provision to allow a total of 10,600 dwelling units (except as modified in Zoning Ordinance Section V.E-718) to be constructed in these Planning Areas, to be measured cumulatively by actual permits as issued.

**h. Incomplete Development.** The development areas shown on Figure 1 are believed to be free of environmental constraints which would require development in such areas to be limited or which otherwise would render development infeasible. If, however, governmental or developmental standards or requirements constrain development within the development areas of a District due to extraordinary biotic, geologic or other hazard (but excluding MCAS El Toro operations), archaeologic or paleontologic constraints or limitations, the City shall transfer the development opportunities eliminated by such standards or conditions to other mutually acceptable locations.

Additionally, if governmental or developmental standards or requirements constrain development within the development areas of a District due to health or safety constraints attributable to USMCAS El Toro operations the City and The Irvine Company will seek to transfer the portion of the development opportunities reduced by such additional standards, regulations or conditions to other mutually acceptable locations. If another mutually acceptable location cannot be agreed upon, the City and the Irvine Company will meet and confer on appropriate adjustments to the Implementation Action Program.

If the total allowable development in any district is not constructed because the landowner (TIC) and or developer elects not to build to the allowable development intensity, except as provided in Zoning Ordinance Section V.E-718, the City shall not

be required to transfer that balance/difference elsewhere.

**i. Additional Open Space Requirements.** No additional open space dedication exactions may be imposed on any land owned by TIC, its successors or assignees, within the City or its Sphere of Influence (excluding unincorporated lands presently designated as agriculture in the Irvine General Plan in Planning Areas 5, 6, 8 and 9, which are not a part of this Program) except as ordinarily required on a project by project basis for compliance with provisions of the City's subdivision ordinance (for example, Quimby Act requirements, village edges and building setbacks).

However, if for reasons other than those governed by Implementing Action h above TIC, its successors or assignees request intensification of the land uses beyond the land use intensities set forth in Figure 2, the City reserves the right to require additional open space dedication exactions.

**j. Open Space Improvements.** No conditions will be attached to any land owned by TIC, its successors or assignees, requiring improvements to or maintenance of Preservation Areas conveyed under this program except for habitat enhancement as provided in Implementing Action f(3) above, for "transition zone" improvements as provided in Implementing Action b above, and for utilities and infrastructure necessary to serve The Irvine Company development.

No conditions will be attached to any land owned by The Irvine Company, its successors or assignees, requiring improvements to or maintenance of the Jeffrey Open Space Spine as defined in paragraph n below, except for utilities and infrastructure necessary to serve Company development and also the permanent trail construction in accordance with the City's 1985 "Guidelines For Bicycle Facilities in Irvine" (excluding grade separations solely used for trail systems) in the spine adjacent to the development. Improvements will be made to the Jeffrey Open Space Spine by the City which are compatible with and complementary to adjoining development. The Jeffrey Open Space Spine will serve as the Village Edge for the adjoining development areas, and no further Village Edge dedications or improvements will be required for adjoining development areas.

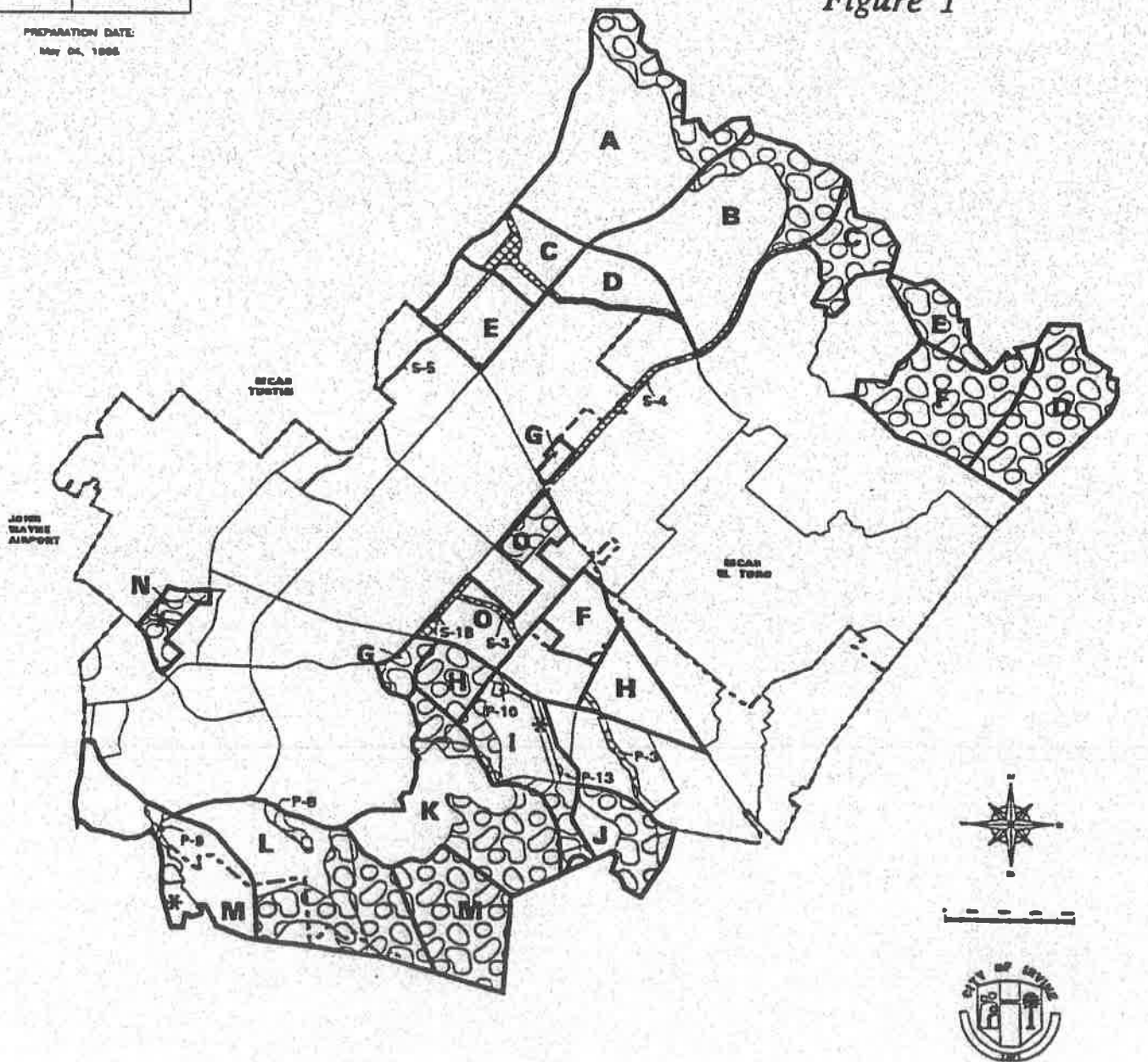


DATE	RESOLUTION #
8/10/93	83-129
4/7/95	86-37

PREPARATION DATE:  
May 06, 1995

# IMPLEMENTATION DISTRICTS

Figure 1

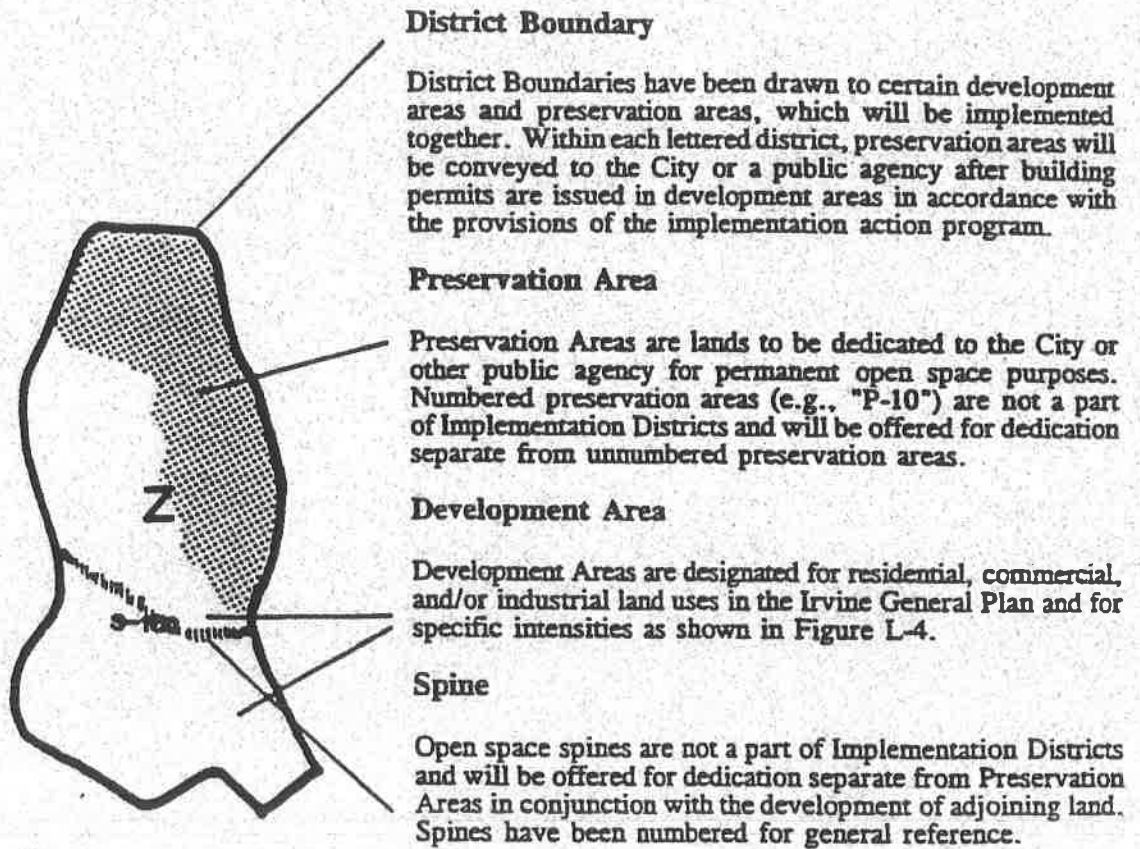


## MAP INTERPRETATION

1. All boundaries on Figure 8 are nonsectored districts and are not intended to be exact.
  2. Green acreages of conveyance areas and development areas stated in Figure 10 are estimated and include some lands which ultimately may not be part of the Implementation Actions Program, e.g., roadways, utilities and other public facilities.
  3. Preservation Areas are assumed to include any necessary edge treatments, fuel modification areas, and manufactured homes located at the boundary between development and Preservation Areas (Transition Areas).
  4. The precise boundary of the conveyance areas and existing development areas, and the precise acreage to be offered for conveyance, are to be determined by mutual agreement at subsequent stages of development.
- NOTE: Areas with asterisk or number are not a part of implementation district.

- City Sphere of Influence
- City Boundary
- Preservation Area
- Spine

**FIGURE 1A  
IMPLEMENTATION DISTRICT LEGEND**



**Note:** Areas shown with an asterisk are not a part of the Implementation District.

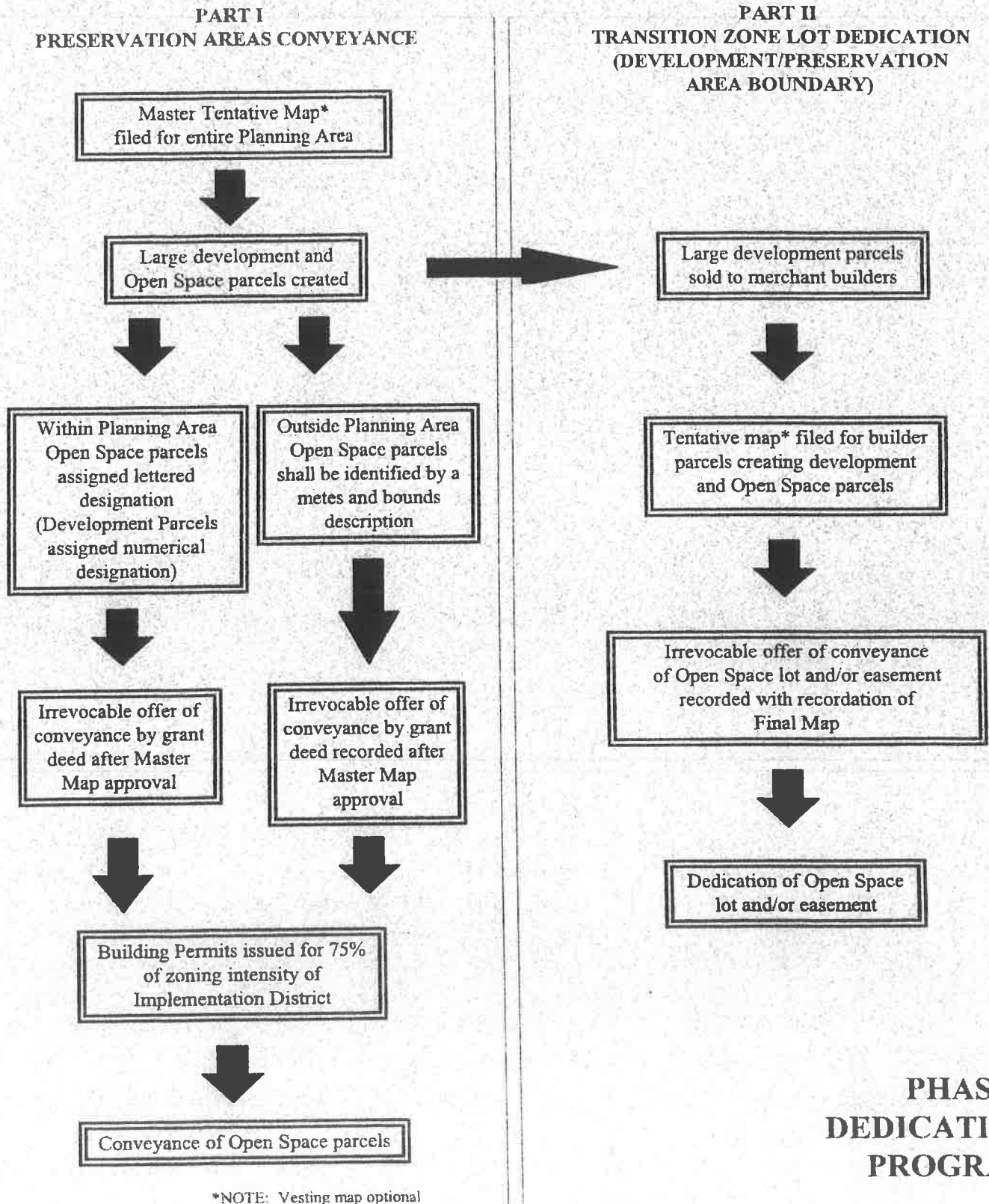
**FIGURE 2**  
**IMPLEMENTATION ACTION PROGRAM**  
**DEVELOPMENT INTENSITY AND DEDICATION AREA**  
**BY DISTRICT**

DISTRICT	DU'S	COMMERCIAL SQ. FT.	INDUSTRIAL S.F.	DEVELOPMENT ACRES	PRESERVATION ACRES <sup>1</sup>
A	4,627	23,769	0	1,532	530
B	3,286	0	0	1,441	487
C	3,900	255,077	0	410	532
D	2,885	23,769	0	551	961
E	4,745	72,680	0	615	350
F	0	0	4,700,000	361	1,266
G	0	786,000	0	68	50
H	0	1,514,000	0	N/A	275
I <sup>2</sup>	2,030	300,000	910,000	588	589
J <sup>2</sup>	750	0	0	205	445
K <sup>2</sup>	2,360	0	0	888	837
L <sup>2</sup>	3,460	0	0	907	1,054
M <sup>3</sup>	2,000	600,000	0	588	1,088
N	1,000	0	0	25	192
O	4,050	1,575,000	2,372,931	552	176

1. All acres are estimates of gross acres and are subject to refinement. Acreage will be refined and allocated to specific land use categories in subsequent planning processes. Preservation Areas on this exhibit do not include Spines and Minor Preservation Areas as described in Appendix A, Implementation Action Program (b).
2. The distribution of dwelling units among these planning areas may be adjusted according to provisions of Appendix A, Implementation Action Program (h).
3. These figures may be adjusted according to the provisions of the Zoning Ordinance Development Standards for Planning Area 26.



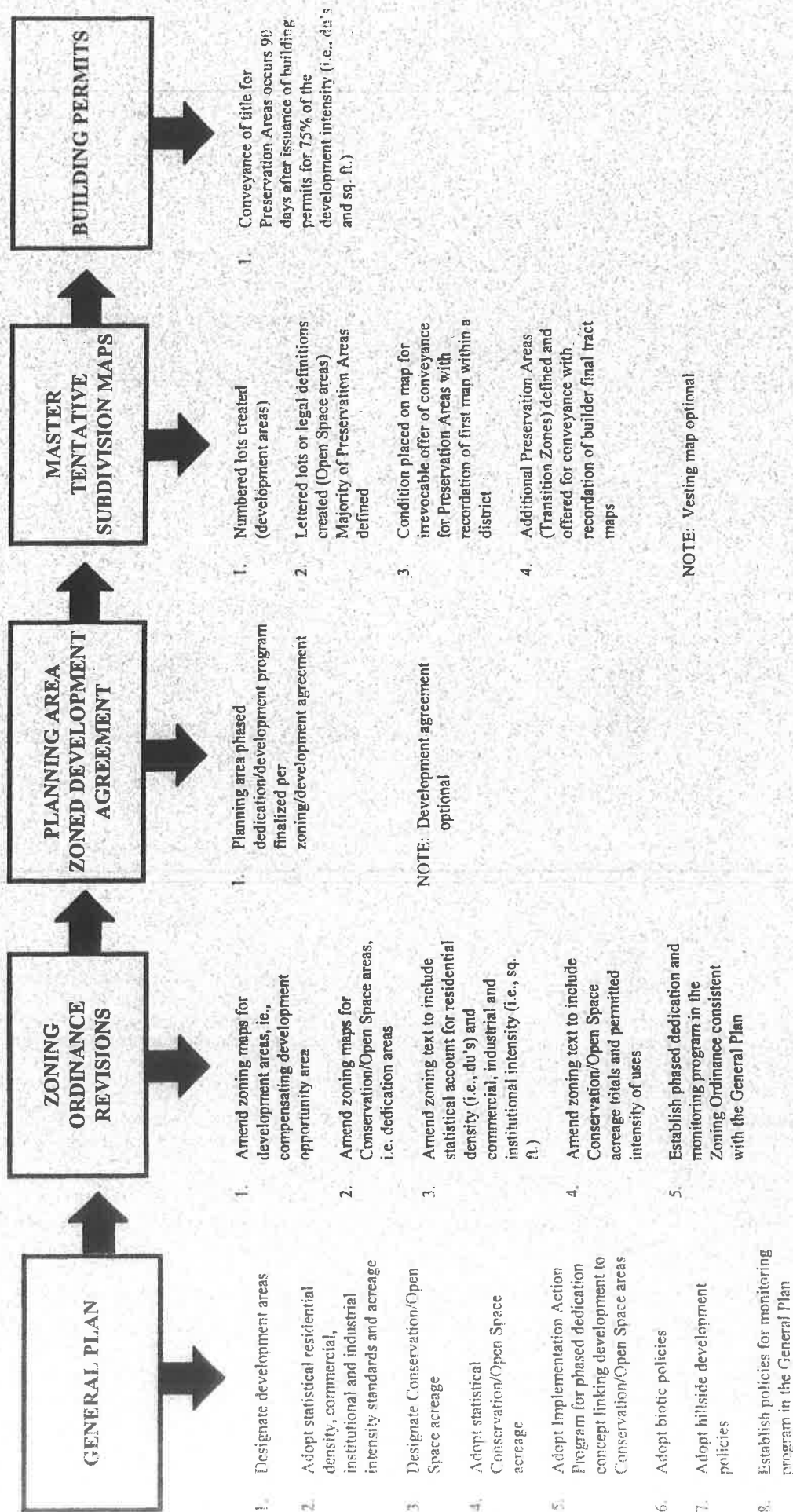
**FIGURE 3  
TWO-PART SUBDIVISION PROCESS**



**PHASED  
DEDICATION  
PROGRAM**

FIGURE 4

# LAND USE AND CONSERVATION/OPEN SPACE PHASED DEDICATION PROGRAM



## SEISMIC ELEMENT APPENDIX D

### SEISMIC LAND USE COMPATIBILITY MATRIX INSTRUCTIONS

The Seismic Land Use Compatibility Matrix reflects the relative sensitivity of each land use to potential hazards, however it does not imply a specific level of risk. The matrix can be used to provide decision-makers with relative risk assessments so that uses and areas with the highest sensitivity are identified. There are few areas in the City that should be developed by seismic criteria exclusively. Rather it is suggested the matrix be used to judge the level of detail of information that should be provided prior to development approval.

### SEISMIC LAND USE COMPATIBILITY

#### IRVINE STUDY AREA

	SEISMIC RESPONSE AREA				
	1	2	3	4	5
Low Density Residential	5	3	4	4	4
High Density Residential	8	6	7	7	8
Commercial Center	9	7	8	7	8
Industrial Buildings	7	4	6	5	7
Public Facilities	9	8	9	8	9
Airport/Air Station	7	5	6	6	7
Flood Control	1	1	1	1	1
Open Space	1	1	1	1	1

1 = Most Compatible

10 = Least Compatible

Source: Wilsey & Ham, base information provided by Woodward, McNeil & Associates



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## NOISE ELEMENT

### *Appendix F*

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#### DESCRIPTION OF NOISE

##### Characteristics of Noise:

Sound is the result of a sound source inducing vibration in the air. Sound has three variables: amplitude/loudness, frequency/pitch, and pattern of time.

Amplitude/loudness is the sound pressure measured in decibels (dB). Decibels are based on a logarithmic scale because the range of sound intensities is so great that it is convenient to compress the scale to encompass all the sounds needed to be measured.

Frequency/pitch is the rate at which a sound source vibrates or makes the air vibrate. The means by which it is measured is known as Hertz (Hi), which is the number of cycles per second.

Pattern of time and level produces different sounds such as continuous (long periods at a constant level, e.g., waterfall); intermittent (short periods, e.g., aircraft takeoff); impulse (extremely short span of time, e.g., band clap); fluctuation (variations in level over time, e.g., traffic sounds at a busy intersection).

The time when sound occurs contributes significantly to the objectionable nature of sound. Sound levels that normally occur during daylight hours and are not considered objectionable, may be excessive when they occur at night, a period when most people demand quiet.

##### Measuring Sound:

Individual sounds can be expressed in terms of A-weighted decibels (dBA). The A-weighted scale is a frequency dependent rating scale. It de-emphasizes the very low and very high frequency components, thus placing greater emphasis on sound frequency within the sensitivity range of the human ear. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). The average level of conversation ranges from 60 to 80 dBA. Sound becomes physically painful at 120 dBA.

The Leq is the energy average of a fluctuating noise source over a specified period of time. The energy average (Lea) of each hour of the day, weighted for the more sensitive time periods within 24 hours, describes the Community Noise Equivalent Level (CNEL) or Day Night Average (Ldn).

##### Mitigation of Noise:

The transmittal of sound involves three statistical components: source, transmission path, and receiver. Noise can be mitigated by treatment of any of the three components such as: The effect of noise on the community can be achieved by reducing the noise produced by the source, increasing the distance between the source and the receiver (path), and placing a barrier between the noise source and receiver, and insulating the receiver. The following are examples of these mitigation measures:

Fixed noise sources:	A doubling of distance (transmission path) will produce a 6 dBA reduction in sound level.
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Transportation sources:	A doubling of distance (transmission path) will produce a 4.5 dBA reduction in sound level. A row of two-story buildings will provide a reduction of about 10 dBA.
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## INTEGRATED WASTE MANAGEMENT ELEMENT

### APPENDIX H

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#### DESCRIPTION OF WASTE MANAGEMENT

Solid wastes can be disposed of in the following ways:

1. Sanitary landfill: Unsorted solid wastes are placed, usually in a canyon, and then covered daily with soil to prevent odors from escaping or water from saturating the filled material.
2. Recycling: Reusable solid wastes, including but not limited to newspaper, glass, or metals can be removed from the waste stream and disposed of at recycling centers for their eventual reuse.
3. Waste-to-energy facilities: Refuse are disposed of at a waste-to-energy facility where waste is incinerated to produce heat for either steam production or electrical generation.
4. Composting: Biodegradable wastes such as tree trimmings, grass, or kitchen wastes can be composted to produce a humus-like product. Humus can be used either commercially for fertilizer or for land reclamation projects or for the final cover at landfills.

Sludge removed from liquid, non-hazardous wastes can be disposed of in the following several ways:

1. Sanitary landfill: Sludge can be mixed with solid wastes at a landfill and covered with a daily layer of soil.
2. Sludge farming: Sludge can be air dried at "sludge farms," composted, and used for either commercial or land reclamation uses.
3. Incineration: Sludge is mixed with either solid wastes or other combustible material to be incinerated. The resulting heat can be used to produce steam for either commercial use or electrical generation.

## MATRIX INSTRUCTIONS

- I. Proximity to Sensitive Uses: The City of Irvine considers residential, schools, public institutions and unique open space areas, both existing and planned, to be sensitive uses for any solid waste facility. Proximity to commercial uses is usually unacceptable for a waste to energy facility, except when design considerations are accounted for. Proximity to industrial uses for a transfer station is normally acceptable. Commercial and industrial uses are not acceptable near a landfill site.
- A. Impact Rating: When considering a solid waste facility's impact on sensitive uses, the following items should be considered. Will the facility subject large concentrations of people to noise, dust, odors, vectors or view of the facility?
- |     |   |                    |
|-----|---|--------------------|
| 0   | = | no impact          |
| 1,2 | = | minimal impact     |
| 3,4 | = | nuisance           |
| 5   | = | significant impact |
- B. Mitigation Potential: A facility can best be mitigated by distance from sensitive uses; however, other considerations such as prevailing wind conditions or screening by landforms could be used to assess the mitigation potential.
- |     |   |                                  |
|-----|---|----------------------------------|
| 0   | = | no mitigation potential          |
| 1,2 | = | minimal potential                |
| 3,4 | = | significant potential            |
| 5   | = | all impacts completely mitigated |
- II. Access Through Sensitive Use Areas\*: Access routes through any residential areas are unacceptable to the City of Irvine. Care should be taken to minimize access along routes where schools, hospitals and other public institutions are located. For a transfer station, access routes as well as egress routes should be analyzed. Industrial areas are normally acceptable as an access/egress route for a transfer station or waste to energy facility. Commercial areas are normally not acceptable for access to any facility.
- A. Impact Rating: When assessing an access route, care should be taken to consider not only uses adjacent to the route but also the number of vehicles proposed, impacts of noise and litter and visibility of trucks to uses.
- |     |   |                    |
|-----|---|--------------------|
| 0   | = | no impact          |
| 1,2 | = | minimal impact     |
| 3,4 | = | nuisance           |
| 5   | = | significant impact |
- \*both existing and planned
- B. Mitigation Potential: The best mitigation would be relocation of the access route through a non-sensitive area (i.e., open space areas with no scenic value), but consideration should also be given to screening of access routes(s).
- |     |   |                                  |
|-----|---|----------------------------------|
| 0   | = | no mitigation potential          |
| 1,2 | = | minimal potential                |
| 3,4 | = | significant potential            |
| 5   | = | all impacts completely mitigated |

**III. Relation to Major Arterials:** Waste facilities should be located near major arterials so that traffic impacts are minimized. In addition, major arterials are generally built for heavy vehicular and truck traffic. The addition of collection vehicles then would not be unexpected.

A. Impact Rating: Items to consider when reviewing a facility's proximity to arterials are the arterials' ability to handle additional traffic, their structural ability to handle daily heavy loads, and the pedestrian/vehicle conflict potential.

0	=	adequate arterials available, no impact to circulation
1,2	=	adequate arterials available minor circulation impact
3,4	=	limited arterials, major traffic impacts
5	=	no arterials nearby for use

B. Mitigation Potential: Possible mitigation measures would be street improvements such as widenings or signalization of intersections. Special consideration should be given to proposals that reduce traffic congestion or conflict.

0	=	no mitigation potential
1,2	=	minimal potential
3,4	=	significant potential
5	=	all impacts completely mitigated

**IV. Size of Facility:** Waste facilities can range from small local facilities to large scale facilities which serve a large portion of the region. Size of the facility is usually indicative of the impacts a facility will have on surrounding land uses in terms of noise, odors, traffic and visual intrusion.

A. Impact Rating: When considering the size of a facility, acreage as well as capacity should be reviewed to determine its impact rating. Whichever factor presents the greatest impact shall be used.

0	=	not applicable
1,2	=	5 acres or less; less than 100 tons/day (TPD) accepted
3,4	=	20 acres or less; less than 1,000 TPD accepted
5	=	21 or more acres; over 1,000 TPD accepted

B. Mitigation Potential: Not applicable, assigned a "0".

**V. Expected Lifetime:** Facilities which have the potential for long term operation will have long term impacts on land use planning in adjacent areas. Given the potential for land use implications, the City considers a long lifetime to be a significant impact on adjacent properties.

A. Impact Rating: Facilities shall be rated as follows:

0	=	not applicable
1	=	less than 5 years
2	=	6-10 years
3	=	11-20 years
4	=	21-25 years
5	=	25 or more years

B. Mitigation Potential: Not applicable, assigned a "0".



**VI. After Use Potential (Landfills Only):** The City of Irvine considers it important for landfill sites to be developed so their after use potential can be maximized. Landfills which are poorly developed or restrict an effective after use are not acceptable to the City.

A. **Impact Rating:** When reviewing a landfill's after use potential, care should be given to determining the extent of natural habitat/scenery destruction, relationship with adjacent uses, and compatibility with the City's General Plan land use map.

0	=	significant potential
1,2	=	significant potential; some cost to habitat
3,4	=	limited potential
5	=	no potential

B. **Mitigation Potential:** Landfills can be developed which mitigate destruction to large areas of wildlife or the natural scenery. Other items to consider are the landfill's grading plan which can maximize after use, contouring to blend in the after use with adjacent uses and compatibility with the after use and adjacent open space areas.

0	=	no mitigation potential
1,2	=	minimal potential
3,4	=	significant potential
5	=	all impacts or restrictions to after use mitigated

**VII. Waste Generation Area:** The City of Irvine accepts responsibility for wastes generated within its own planning area. However, the City is not obligated to provide a waste disposal solution for other cities or areas which have not or will not find a solution for themselves. In reviewing a facility the percentage of Irvine wastes to be accepted there shall be considered and rated.

A. **Impact Rating:** Facilities shall be rated as follows:

0		
0	=	100% of waste is locally generated
1	=	85% - 99% of waste is locally generated
2	=	60% - 84% of waste is locally generated
3	=	45% - 59% of waste is locally generated
4	=	30% - 44% of waste is locally generated
5	=	less than 30% of waste is locally generated

B. **Mitigation Potential:** Not applicable, assigned a "0".



**FIGURE 1**  
**LAND USE COMPATIBILITY MATRIX**

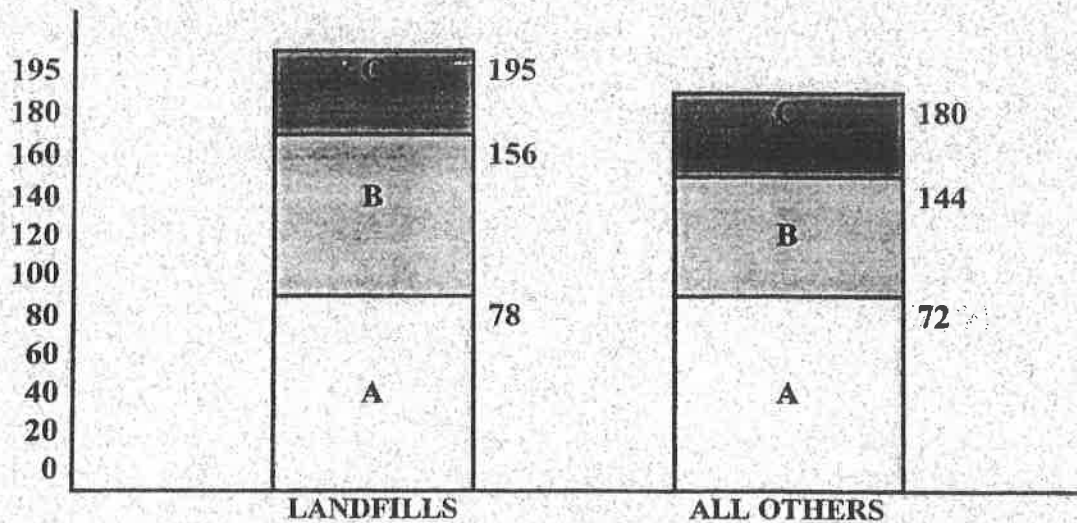
**HOW TO USE THIS MATRIX:**

1. Refer to Land Use Compatibility Matrix Instructions
2. Multiply factor weight and the sum of the impact rating minus mitigation potential to figure weighted value
3. Add weighted value to figure total
4. Compare total with Figure 2- Land Use Compatibility Rating Chart

FACTOR	FACTOR WEIGHT	IMPACT RATING -	MITIGATION POTENTIAL	WEIGHTED VALUE	NOTES
Proximity to sensitive uses	10 existing uses; 8 planned				Score of 45 or higher will exclude potential site from future consideration
Access through sensitive areas	8 existing uses; 6 planned uses				
Proximity to major arterials	6				
Size of facility	5		0		
Expected lifetime	5		0		
After use potential	3				Use for review of landfills only
Waste generation area	2		0		

<b>Total</b>	<b>minimum 12</b>	<b>Max. 195</b>	<b>landfills</b>
	<b>minimum 12</b>	<b>Max. 180</b>	<b>all others</b>

**FIGURE 2**  
**LAND USE COMPATIBILITY RATING CHART**



- A. Acceptable: no significant impact on adjacent uses.
- B. Acceptable with conditions: proposals in this category will have some significant impacts on the City of Irvine. Approval of sites should be contingent on circumstances that would add benefits to the city to offset some of the impacts. This higher rating indicates the more severe impacts, therefore the benefits should also rise proportionally.
- C. Not acceptable: significant impacts on adjacent uses. Site should be removed from further consideration.

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## CONSERVATION AND OPEN SPACE ELEMENT

### APPENDIX L

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#### Objective L-9 Recreation Areas

##### Policy (d):

Require that an applicant submit to the City, as part of the zoning and concept plan request for a planning area and/or implementation district area containing the open space spines identified below, a conceptual site plan for the treatment of the open space spines. The conceptual site plan shall encompass the entire open space spine within the planning area and/or implementation district. The plan will establish the general relationship of the open space spine to adjacent developments. The plan shall address at a minimum the following items: 1) type of trails 2) landscape elements; and 3) other special design features.

The plan shall be adopted and incorporated into the appropriate development approvals (i.e., Zoning Ordinance and Concept Plan). Further policies regarding individual open space spines are listed below.

1. Peters Canyon Wash Corridor: The Peters Canyon Wash Corridor is a north/south open space spine that links regional open space areas outside the City and its sphere of influence to open space areas inside the City and its sphere of influence. The Peters Canyon Wash Corridor is defined as the Peters Canyon Wash Flood Control Channel and the areas immediately adjacent to the channel along both the east and west edges. These policies apply to Planning Areas 1, 4, 7, and 10 as defined in the General Plan.
  - A variety of land uses are permitted in this corridor as indicated on the land use plan, including residential, commercial, industrial, institutional, parks, roads, as well as hiking, bicycling, and equestrian trails. These uses shall be developed in the locations shown on the land use plan, that is other uses may not be substituted and the arrangement of the uses cannot be revised without a general plan amendment.
  - The design of the Wash shall be integrated into the design of the adjacent land uses in the corridor through the use of landscaping materials, complementary open spaces, continuous trail systems, and similar techniques.
  - Adaptive, drought-tolerant plant materials should be utilized whenever possible to minimize future maintenance needs.
  - An extra attempt should be made in the design of the Peters Canyon Wash Corridor to enhance its perception as a natural amenity when viewed from the Santa Ana Freeway, Walnut Avenue, and Irvine Center Drive. A special landscape treatment shall be provided where each of the above identified roadways cross the Peters Canyon Wash. Because of the importance attached to the Santa Ana Freeway crossing, a minimum area of four acres shall be reserved on each side of the freeway. The configuration and amount of this acreage to be located on each side of the Peters Canyon Wash, and immediately adjacent to the freeway shall be determined through a conceptual plan submitted at the time of zoning. If a project area that is submitted for zoning is located on only one side of Peters Canyon Wash and adjacent to the Santa Ana Freeway, then the conceptual site plan shall establish the design concept for the entire four-acre landscape feature where the channel crosses that side of the freeway.
  - Berms, walls, landscaping, and other techniques shall be used between the wash and the industrial and commercial uses to screen unattractive elements of those uses from residential and open space areas.



- Uses which are included in the Peters Canyon Wash Corridor and which are open space in nature such as parks, greenbelts, recreation areas, trails, and parking areas should be located adjacent to the Wash wherever feasible to enhance the open space character of the Peters Canyon Wash Corridor. Special consideration shall be given to the relationship between neighborhood parks and the Peters Canyon Wash Corridor.
  - As part of the first request for zoning involving an area adjacent to Peters Canyon Wash, a conceptual site plan for the treatment of the Peters Canyon Wash Corridor shall be submitted to the City by the developer for that area to be zoned. This plan shall be developed to illustrate the compatibility of the proposed development with these policies. The conceptual site plan shall encompass a study area which measures 500 feet from the channel's centerline or which is defined by the nearest paralleling arterial roadway whichever is less. The plan will establish the general relationship of the Peters Canyon Wash Corridor to the adjacent developments, and will not be construed as a precise design, but rather the basis for establishing development standards for a variety of interface conditions between the Wash and adjacent development. The development standards derived from the conceptual site plan shall be incorporated within the Planned Community Ordinances. Subsequent zoning submittals for other development areas located adjacent to Peters Canyon Wash shall also be accompanied by conceptual site plans. These plans shall reflect the previously adopted design standards which provide for overall continuity within the setback area throughout the length of Peters Canyon Wash within Planning Area 10. These elements will include trails, landscape elements, and other special design features. Preliminary site plans shall be submitted for approval by the Planning Commission prior to residential tentative subdivision maps. Final site plans must be submitted for approval by City staff prior to building permit issuance. Existing nearby residential areas shall be notified of the filing of these site plans and be provided an opportunity to comment prior to approval.
  - A minimum building and parking setback of 25 feet with an average building setback of 35 feet shall be provided on the westerly edge of the Wash. Standards for the reservation of open space on the easterly side of Peters Canyon Wash shall be developed as part of the open space (greenbelt) study, and in no event shall zoning be granted prior to development of standards for the preservation of open space
  - The Peters Canyon Wash Corridor should be designed in coordination with the Orange County Flood Control District, the Army Corps of Engineers, and the City of Irvine.
  - The corridors should provide adequate flood control protection in accordance with the City and County requirements.
  - The design of the flood control channels and adjacent land uses shall be well integrated, especially where parks can be located adjacent to the channels.
  - Linear parks adjacent to the channel shall be a minimum of 150 feet wide.
  - The corridors should be designed to accommodate and provide continuity for transit and trail systems adopted in the General Plan Circulation Element for that area.
  - Access to the commercial sites by both vehicular and nonvehicular means shall be maximized.
2. San Diego Creek The San Diego Creek is an east/west open space spine that links together recreational and preservation areas within the City. The San Diego Creek Open Space Spine is defined as the San Diego Creek Flood Central Channel and the areas immediately adjacent to the channel.

The following policies apply only to Planning Area 13 as defined in the General Plan. For the purposes of these policies, Planning Area 13 open space corridors are defined as the San Diego Creek and the Edison substation transmission line right-of-way, and the areas immediately adjacent to these corridors as depicted through the approved concept plan.



- The types of uses which are permitted within these corridors are limited to conservation and open space uses. These include both passive and active open space and recreational uses, natural or man-made water courses, and trail systems.
  - The corridors shall be integrated with adjacent land uses through the use of elements such as landscaping materials, complementary open spaces, greenbelts, appropriate setbacks, and continuous trail systems. Except for these integrative elements, the San Diego Creek corridor area shall be maintained in a natural state, inasmuch as the adequate flood control standards are met as required by the City, County, and State.
  - Adaptive, drought tolerant plant materials should be utilized whenever possible to minimize future maintenance needs and costs.
  - Any improvements within the corridors should enhance their perception as natural open space amenities, to the extent feasible, when viewed from the surrounding highways and freeways.
  - Reins, walls, landscaping, and other techniques shall be used between the corridor area and adjacent industrial, commercial, and institutional uses to screen unattractive elements of these uses from the corridors.
  - Uses which are open space in nature such as parks, greenbelts, recreation areas, and trails should be located adjacent to the San Diego Creek whenever feasible to enhance
  - Guidance of development within these open space corridors shall be provided by conceptual plans submitted to the Director of Community Development for review and approved by the Planning Commission. These plans shall delineate the treatment of the open space areas encompassed by the Edison right-of-way and the San Diego Creek.
  - The corridors should be designed in coordination with the Orange County Flood Control District, the Army Corps of Engineers, California Department of Fish and Game, Southern California Edison, and the City of Irvine.
  - The corridors should be designed to accommodate and provide continuity for intra-city transit and trail systems adopted in the General Plan Circulation Element for that area.
3. Planning Area 12: The following policies apply only to Planning Area 12 as defined in the General Plan. For the purpose of these policies, Planning Area 12 open space corridor is defined as the San Diego Creek, and the areas immediately adjacent on either side of the San Diego Creek.
- The types of uses which are permitted within the corridor are limited to conservation and open space uses. Specifically, these are passive and active open space and recreational uses as permitted in the Preservation and Recreation Areas definitions.
  - The design of the San Diego Creek flood control facility should incorporate channel stabilization and sediment control methods which optimize the avoidance of impacts on the existing wetland habitat and meet the Orange County Flood Control District design criteria for flood control improvements.
  - Existing wetland habitat that can be retained will incorporate a portion(s) of the existing San Diego Creek. On-site mitigation is encouraged to augment the existing habitat at areas which are retained. The precise size, location and opportunities for public access to the preservation area shall be determined in cooperation with U.S. Fish and Wildlife Service, California Fish and Game and other applicable resource agencies.
  - The improve San Diego Creek corridor shall be integrated with adjacent land uses through the use of elements such as landscaping materials, complementary open spaces,

greenbelts, linear park, appropriate setbacks, and continuous trail and hiking system. The improved corridor may potentially establish additional on-site wetland biotic resources while serving to provide the necessary 100-year flood storm protection for the surrounding area.

- Adaptive, drought tolerant plant materials should be utilized whenever possible to minimize future maintenance needs and costs.
- Berms, walls, landscaping, and other techniques shall be used between the corridor area and adjacent residential, commercial, and institutional uses to screen unattractive elements of these uses from the corridor.
- Uses which are open space in nature such as parks, greenbelts, recreation areas, and trails should be located adjacent to the San Diego Creek whenever feasible to enhance the open space corridor system.
- Guidance of development within this open space corridor shall be provided by conceptual plans submitted to the Director of Community Development for review and approved by the Planning Commission. These plans shall delineate the treatment of the open space areas encompassed by the San Diego Creek.
- The corridor should be designed in coordination with the Orange County Flood Control District, the Army Corps of Engineers, California Department of Fish and Game, Southern California Edison, and the City of Irvine.
- The corridor should be designed to accommodate and provide continuity for intra-city transit and trail systems adopted in the General Plan Circulation Element for that area.

4. Jeffrey Road Open Space Spine: The Jeffrey Road Open Space Spine is a north south spine that generally traverses the City's center (Figure 2). The following implementing actions apply only to that portion of the spine in Planning Area 12.

- Jeffrey Road Open Space Spine. The Jeffrey Road Open Space Spine will provide a continuous open space edge of variable width along the eastern side of the ultimate alignment of Jeffrey Road. Except for utilities and general plan roadway improvements, surface uses will be limited to trails and associated passive public recreation and park and ride facilities. It will be composed of the following gross areas generally depicted on Figure 2.

Additionally, should a park-and-ride facility be located in the Open Space Spine (i.e. southeast corner of Jeffrey Road and I-5), The Irvine Company may convey that portion of the Open Space Spine needed for the facility to Caltrans or other appropriate public agency.

- Parcel S-IB.

Between I-405 and the Barranca Parkway, the spine shall total 14 gross acres. The width of the spine at the southern end, abutting the Edison ROW-1 shall be greater than the average width of Parcel S-IB.

- Edison Row-2 and 3.

The spine for the portion of Jeffrey Road adjacent to the existing Edison right-of-way shall lie within that right-of-way.

- Parcels S-IA and S-IC

Between I-5 and Barranca Parkway, the spine shall be 16 gross acres. A park and ride facility may be located in the spine. Should a park and ride facility be located in the

spine (i.e. southeast corner of Jeffrey Road and I-5), The Irvine Company may convey that portion of the spine needed for the facility to Caltrans or other appropriate public agency.

• Parcel S-4.

Between I-5 and the Preservation Area in the Lomas de Santiago Ridge, the spine will average 300 feet in width. The Company acknowledges the importance of completing the link of the Jeffrey Spine between the I-5 Freeway and the Lomas de Santiago Hills. The Company agrees to include plans for the spine with future development programs (either in the County or the City) for the land easterly of this spine in Planning Areas 6 and 9 and, pursuant to acceptable dedication agreements with the appropriate jurisdiction, provide offers of dedication for the spine. The City acknowledges and affirms its intention to cooperate in and coordinate planning efforts to arrive at mutual agreement on appropriate land use designations for this area pursuant to the Annexation Policy Agreement between the Company and the City dated February 8, 1984.

5. Northwood Railroad Right-of-Way: The Northwood Railroad Right-of-Way open space spine is an east/west spine that is primarily located within the Northwood Planing Area (8).

- The open space spine shall follow the abandoned Northwood railroad right-of-way and be developed as bike and hiking greenbelt trail system.
- Encourage the extension of the open space spine through Planning Area 4 and/or 7 (at the time of zoning/concept plan) in order to connect with the Peters Canyon Wash Corridor open space spine.
- Encourage the connection of the open space spine to the Jeffrey Road open space spine in Planning Area 9.

6. Hicks Canyon Wash: The Hicks Canyon Wash open space spine is an east/west spine that is located in the City's northern sphere of influence. The Hicks Canyon Open Space Spine is defined as the Hicks Canyon Wash and the areas immediately adjacent to the channel.

- At the time of zoning and/or concept plan for Planning Areas 1 and 2, a conceptual site plan for the treatment of the Hicks Canyon Wash Open Space Spine shall be submitted to the City by the developer for review and approval. The plan will establish the general relationship of the open space spine to the adjacent development. The plan shall address the following items: 1) the overall setback throughout the length of the open space spine; 2) connections with the Peters Canyon Wash Corridor and Jeffrey Road Open Space Spines; 3) type of trails; 4) landscape elements; and 5) other special design features. Preliminary plans shall be submitted for approval by the Planning Commission at the time of residential tentative subdivision approvals. Final plan must be submitted for City approval prior to building permit issuance.
- The Hicks Canyon Wash Open Space Spine should be designed in coordination with the Orange County Flood Control District, the Army Corps of Engineers and the City of Irvine.
- The Hicks Canyon Wash Open Space Spine shall be designed to accommodate and provide for the trail systems adopted in the General Plan Circulation Element.

7. Edison Easement: The Edison Easement open space spine is an east/west spine that is located generally in the City's center (Planning Areas 15 and 38).

- The open space spine shall follow the Edison Easement and be developed to accommodate the trail systems provided for in the adopted General Plan Circulation Element.

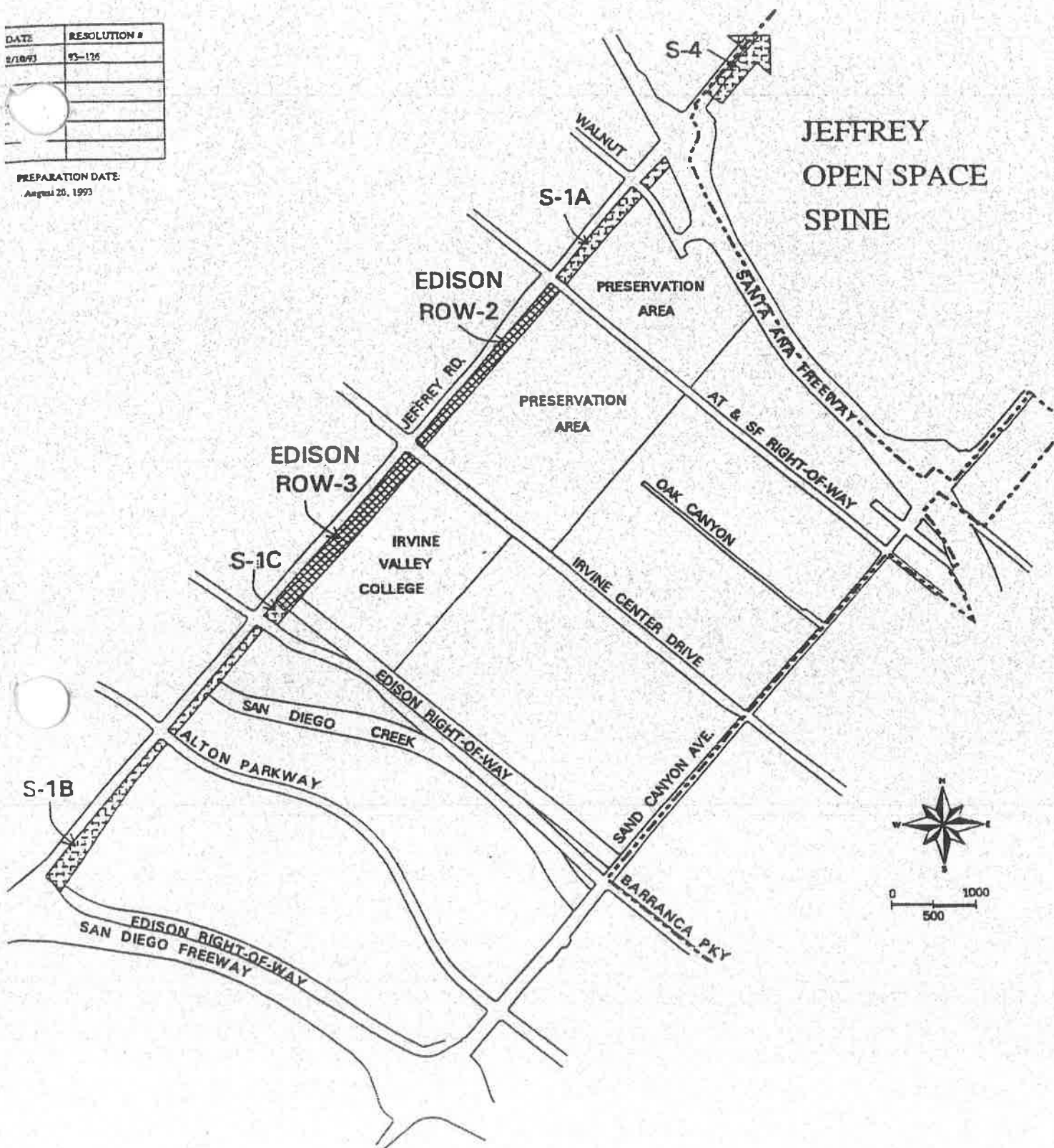


- At the time of zoning and/or concept plan for Planning Area 38, a conceptual site plan for the treatment of Edison Easement Open Space Spine within Planning Area 38 shall be submitted to the City by the developer for review and approval. The plan will establish the general relationship of the open space spine to the adjacent development. The plan shall address the following items: 1) the overall setback treatment within Planning Area 38; 2) connection with the Peters Canyon Wash Corridor; 3) type of trails; 4) landscape elements; and 5) other design features.
8. I-405/Edison Easement: The I-405/Edison Easement open space spine is an east/west spine that is located in the City's center (Planning Areas 12, 14, and 15).
- The open space spine shall follow the I-405/Edison Easement and be designed to accommodate and provide for the trail systems adopted in the General Plan Circulation Element.
  - At the time of entitlement for Planning Area 12, a conceptual site plan for the treatment of the open space spine within Planning Area 12 shall be submitted to the City by the developer for review and approval. The plan will establish the general relationship of the open space spine to the adjacent development. The plan shall address the following items: 1) the overall setback treatment within Planning Area 12; 2) connection with the Jeffrey Road Open Space Spine; 3) type of trails; 4) landscape elements; and 5) other design features.
9. Mason Regional Park: The Mason Regional Park Open Space Spine is an east/west spine that is located in the southern portion of the City (Planning Areas 21 and 24).
- The open space spine shall follow Mason Regional Park and be designed to accommodate the trail systems adopted in the General Plan Circulation Element.
  - Coordinate with the appropriate county agencies to ensure that the trail systems are developed.
  - Encourage the connection and extension of the trail system to Planning Areas 16, 21 and 22 open space systems.



DATE	RESOLUTION #
9/10/93	93-126

PREPARATION DATE:  
August 20, 1993



CITY OF IRVINE GENERAL PLAN APPENDIX FIGURE 2