



B

City of Irvine, Ordinance No. 17-08, Facilitating Veterans Cemetery Through Relocation of Previously-Planned Development

Shall Ordinance No. 17-08, approving zone text amendments to allow for a land exchange agreement that facilitates (a) the allocation of development previously planned for the Bake Parkway Site to property near the intersection of Pusan and Irvine Blvd, and (b) the development of the State-approved site for the Southern California Veterans Cemetery on strawberry fields located near the intersection of I-5 and Bake Parkway, be adopted?

What your vote means

YES	NO
A "Yes" vote would approve the Measure adopted by the City Council, in which case it would go into effect, and would be binding on the private property owner when the Cemetery Agreement is final.	A "No" vote would reject the Measure adopted by the City Council, in which case the pre-existing zoning designations would remain in place.

For and against

FOR	AGAINST
<p>Donald P. Wagner Mayor, City of Irvine</p> <p>Daniel E. Ferrari American Legion Post 291</p> <p>Bill Sandlin VFW Post 5868</p> <p>Robert M. Brower American Legion Legislative Commissioner</p> <p>Patrick A. Rodgers Police Lieutenant (Ret.)</p>	<p>Edward S. Pope Veteran, U.S. Army, Chair, Save the Veterans Cemetery, Irvine Resident (46 years)</p> <p>Sam V. Castelo Veteran, U.S. Navy (Ret.), Irvine Resident (42 years)</p> <p>Carolyn Inmon Chair, Irvine Senior Citizens Council, Retired Teacher, Irvine Resident (40 years)</p> <p>Bobby Dunham Veteran, U.S. Navy (Special Forces), Businessman, Irvine Resident (34 years)</p> <p>Tom Robb Veteran, USMC (Ret.), Irvine Resident (38 years)</p>

Ballot Measures-BFull Text of Measure B
City of Irvine

CITY COUNCIL ORDINANCE NO. 17-08

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF IRVINE, CALIFORNIA, APPROVING A CITY-INITIATED ZONE CHANGE (00719550-PZC) TO COMPREHENSIVELY AMEND APPLICABLE SECTIONS OF THE ZONING ORDINANCE (SECTIONS 3-3-1 AND 3-37-39 RELATING TO THE TRAILS AND TRANSIT ORIENTED DEVELOPMENT ZONING DISTRICT, AND PARTS OF CHAPTER 9-51 RELATING TO THE ORANGE COUNTY GREAT PARK) TO REFLECT A LAND EXCHANGE OF THE EXISTING AMENDED AND RESTATED DEVELOPMENT AGREEMENT TRANSFER SITE (TO BE RENAMED AS DEVELOPMENT DISTRICT 9) WITH A PORTION OF DEVELOPMENT DISTRICT 2 WITHIN PLANNING AREA 51 (ORANGE COUNTY GREAT PARK)

WHEREAS, the City of Irvine has an adopted Zoning Ordinance; and

WHEREAS, the City of Irvine has initiated an application for Zone Change 00719550-PZC (Zone Change) requesting the amendments set forth in Exhibit "A," attached hereto and incorporated herein, and summarized in Section 7 of this Ordinance; and

WHEREAS, the Project has a General Plan land use designation of Orange County Great Park and a Zoning Ordinance designation of 8.1 Trails and Transit Oriented Development; and

WHEREAS, this Zone Change will comprehensively amend applicable sections of the Zoning Ordinance ([Sections 3-3-1 and 3-37-39 [relating to the 8.1 Trails and Transit Oriented Development zoning district] and parts of Chapter 9-51 [relating to Planning Area 51, Orange County Great Park (OCGP)]) to reflect a land exchange of the existing Amended and Restated Development Agreement Transfer Site (to be renamed as Development District 9) with the Alternate Site within Planning Area 51; and

WHEREAS, the Zone Change conforms with the City of Irvine General Plan and Zoning Ordinance; and

WHEREAS, the City-initiated Zone Change application is considered a "project" pursuant to the terms of the California Environmental Quality Act (CEQA); and

WHEREAS, pursuant to Section 15168 of the State CEQA Guidelines, this project is within the scope of the project covered by the Heritage Fields Project 2012 GPA/ZC Second Supplemental Program Environmental Impact Report (State Clearinghouse Number 2002101020) (SSEIR) for the Planning Area 51 General Plan Amendment, Zone Change and other associated entitlements for an approximately 4,704 gross-acre project site that includes both of the areas subject to the proposed Zone Change, which was certified by the City Council in November 2013 and incorporated all previous environmental documents concerning the subject property; and

WHEREAS, on September 5, 2017, the Transportation Commission of the City of Irvine held a duly noticed public meeting on the traffic analysis for the corresponding Zone Change, at which time oral and documentary evidence was introduced along with the written recommendations of the Transportation Commission, and the Transportation Commission received public testimony; and

WHEREAS, the Transportation Commission considered information presented by the applicant, the Community Development Department, and other interested parties at that public meeting on September 5, 2017; and

WHEREAS, on September 5, 2017, the Transportation Commission by a 3-2 vote (Commissioners O'Malley, Greenberg and Montgomery voting in favor; Commissioners Moody and Casey voting against) to approve the traffic analysis for the proposed Zone Change; and

WHEREAS, on September 7, 2017, the Planning Commission of the City of Irvine held a duly noticed public hearing on the proposed Zone Change, at which time oral and documentary evidence was introduced along with the written recommendations of the Planning Commission, and the Planning Commission received public testimony; and

WHEREAS, the Planning Commission considered information presented by the applicant, the Community Development Department, and other interested parties at that public hearing on September 7, 2017; and

WHEREAS, on September 7, 2017, the Planning Commission voted 3-1-1 (Commissioners Kuo, Nirschl and Smith voting in favor; Commissioner Bartlett voting against; and, Vice Chair Duong absent) to recommend the City Council approve the City-initiated Zone Change in Planning Area 51; and

WHEREAS, on September 26, 2017 the City Council of the City of Irvine held a duly noticed public hearing on the proposed Zone Change, at which time oral and documentary evidence was introduced along with the written recommendations of the Planning Commission and Community Development Department of the City of Irvine, and the City Council received public testimony; and

WHEREAS, the City Council considered the Planning Commission's recommendations, and information presented by the applicant, the Community Development Department, and other interested parties at a public hearing held on September 26, 2017.

NOW, THEREFORE, the City Council of the City of Irvine DOES HEREBY ORDAIN as follows:

SECTION 1. The above recitals are true and correct and incorporated herein.

SECTION 2. Pursuant to Section 15168 of the State CEQA Guidelines, this project is within the scope of the project covered by the SSEIR. The proposed Zone Change transfers (or "swaps") intensity from one part of Planning Area 51 (i.e., a portion of the existing Development District 2) to another part of the same Planning Area (i.e., the existing ARDA Transfer Site). The overall intensity would remain unchanged within Planning Area 51. The potential environmental impacts of the proposed Zone Change are covered under the scope of the SSEIR and all feasible mitigation measures and

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alternatives developed and identified in the SSEIR will be incorporated into Planning Area 51, as appropriate. In accordance with CEQA, no additional public review is required.

SECTION 3. Pursuant to Section 15162 of the CEQA Guidelines, the following has been determined:

1. There are no substantial changes to the project that will require major revisions to the SSEIR due to new, significant environmental effects or a substantial increase in the severity of impacts identified in the previous SSEIR.
2. Substantial changes have not occurred in the circumstances under which the project is being undertaken that will require major revisions of the SSEIR to disclose new, significant environmental effects or a substantial increase in the severity of the impacts identified in the SSEIR.
3. There is no new information of substantial importance not known at the time the SSEIR was certified that shows any of the following:
 1. The project will have any new significant effects not discussed in the SSEIR.
 2. There are impacts that were determined to be significant in the SSEIR that will be substantially increased.
 3. There are additional mitigation measures or alternatives to the project that would substantially reduce one or more of the significant effects identified in the SSEIR.
 4. There are additional mitigation measures or alternatives that were rejected by the project proponent that are considerably different from those analyzed in the SSEIR that would substantially reduce any significant impact identified in the SSEIR.

SECTION 4. All feasible mitigation measures and alternatives developed and identified in the SSEIR will be incorporated into Planning Area 51, as appropriate. These measures propose to mitigate any potential significant environmental effects thereof, when feasible.

SECTION 5. Pursuant to Fish and Game Code Section 7.11.4(c)(2)(A) and the conclusions of the certified SSEIR, the City previously made a finding that the project involves no potential adverse effects, either individually or cumulatively, on wildlife resources.

SECTION 6. The findings required for approval of a Zone Change as set forth in Section 2-38-7 of the City of Irvine Zoning Ordinance have been made as follows:

1. The proposed Zone Change is consistent with the City of Irvine General Plan.

The proposed City-initiated Zone Change is intended to ensure conformity with the General Plan. These changes include, but are not limited to: updating existing development district characteristics and creating new development district characteristics; updating permitted and conditionally permitted uses; and the redistribution of non-residential intensity within the project site. The Zone Change will allow for a total of 812,000 square feet of Research & Development square footage to be shifted from existing Development District 2 to the new Development District 9 (i.e., the existing ARDA Transfer Site) in Planning Area 51. The proposed changes to the development districts and assignment of development intensity are consistent with the General Plan land use designation of Orange County Great Park. Additional modifications to the Special Development Requirements in Chapter 9-51 of the Zoning Ordinance will clarify the tracking and monitoring of non-residential intensity within Planning Area 51, and implement the desired characteristics for each Development District, subject to subsequent Planning Commission consideration. All changes are consistent with the current General Plan of the City of Irvine.

2. The proposed Zone Change is consistent with any applicable concept plan.

There is no applicable concept plan for Planning Areas 51.

3. The proposed Zone Change meets all the requirements set forth within Division 8 for the dedication of permanent open space through a specified phased implementation program for affected planning areas and zoning districts.

Planning Area 51 is not subject to the phased permanent open space dedication implementation program set forth in Division 8-1; however, the Great Park Development Agreement (recorded on July 12, 2005) required Heritage Fields to dedicate substantial portions of Planning Area 51 for parks and open space uses. Specifically, 179 acres have been dedicated for the wildlife corridor that traverses through Planning Area 51. The City-initiated Zone Change does not affect the established open space areas within the Orange County Great Park in Planning Area 51. Therefore, the project area is in compliance with the open space dedication requirements.

4. The proposed Zone Change is in the best interest of the public health, safety and welfare of the community.

The City-initiated Zone Change is consistent with all applicable provisions of the Zoning Ordinance and is determined to be in the best interests of the health, safety and welfare of the community. The environmental impacts of the proposed Zone Change application are covered under the scope of the SSEIR, which concluded that the proposed project is not anticipated to have any significant effect on the environment beyond those already identified in the SSEIR, including any potential impacts to public health, safety and welfare. As a part of the proposed Zone Change, a traffic evaluation was prepared to analyze any new potential impacts related to the Zone Change. The report concludes that the proposed Zone Change will not cause any significant traffic impacts on intersections, arterial roadway segments, freeway mainline segments and/or freeway interchange ramps. Therefore, staff anticipates there will be no new negative impacts to the circulation system and surrounding community. Therefore, the proposed Zone Change is consistent with and in the best interest of the public health, safety and welfare of the community.

5. Based upon information available at the time of approval, adequate sewer and water lines, utilities, sewage treatment capacity, drainage facilities, police protection, fire protection/emergency medical care, vehicular circulation and school facilities will be available to serve the area affected by the proposed City-initiated Zone Change when development occurs.

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The mitigation measures in the SSEIR and the requirements of subsequent discretionary approvals (such as Tentative Parcel Map, Master Plans and Conditional Use Permits, as appropriate) will ensure that adequate utilities, services, and facilities are provided in conjunction with the development of the project. Where adequate improvements do not exist, the developer will be required to provide such improvements when development occurs.

6. If the proposed Zone Change affects land located within the coastal zone, the proposed Zone Change will comply with the provisions of the land use plan of the certified local coastal program.

The City-initiated Zone Change is not within, nor does it affect, land located within the coastal zone; therefore, this finding is not applicable.

SECTION 7. The City Clerk shall certify to the passage of this Ordinance and shall enter the Ordinance into the book of original Ordinances.

NOW, THEREFORE, based on the above findings, the City Council of the City of Irvine DOES HEREBY APPROVE Zone Change 00629029-PZC, amending the Zoning Ordinance's applicable text consistent with Exhibit A.

PASSED AND ADOPTED by the City Council of the City of Irvine at a regular meeting held on the 10th day of October, 2017.

EXHIBIT A

Sec. 3-3-1. - Land use matrix.

The following land use matrix shows the uses which are permitted, conditionally permitted, and prohibited in specific zoning districts in the City of Irvine. The land use matrix is intended to serve as a mere guide for the convenience of the user of this zoning ordinance. Where the text of this zoning ordinance differs from the land use matrix, the text shall prevail. This section 3-3-1 does not cover Planning Areas 4, 5, 33, 34, and 38. Readers should refer to chapters 9-4, 9-5, 9-33, 9-34 and 9-38 for land use matrixes specific to each of these planning areas.

⁶⁸ Permitted only in 5.5B Jamboree Business Center, East; 5.5C Planning Area 17; and 5.5D Irvine Spectrum 8, if located 225 feet or more from the Jeffrey Open Space Spine.

⁶⁹ Prohibited in 5.5E and 5.5F.

⁷⁰ Prohibited in 5.5B Jamboree Business Center, East.

⁷¹ Prohibited in 5.5B Jamboree Business Center, East; 5.5E and 5.5F.

⁷² Prohibited in 5.5B Jamboree Business Center, East; conditionally permitted in 5.5D Irvine Spectrum 8, if located 225 feet or more from the Jeffrey Open Space Spine.

⁷³ Any "Bar, Tavern Cocktail Lounge" proposing to locate within the same building as a residential use shall be subject to the conditional use permit procedures contained in Zoning Code Chapter 2-9.

⁷⁴ A wireless communication facility, depending on the proposed type of antenna, may be permitted in any zoning district through wireless communication facility permit, a minor conditional use permit or a major conditional use permit as indicated in the table provided in Section 2-37.5-3.

⁷⁵ Only in 4.2C: Planning Area 13; 4.2E: Planning Area 34; 4.2E: Planning Area 35; and 4.2E: Planning Area 10, otherwise, prohibited.

⁷⁶ 4.2N: Drive-thru permitted subject to Master Plan.

⁷⁷ 4.2N: Permitted subject to Master Plan.

⁷⁸ 4.2L: Drive-thru permitted; 4.2N and 4.2O: permitted subject to Master Plan.

⁷⁹ Permitted in 4.2L, 4.2M, 4.2N and 4.2O only.

⁸⁰ Miniwarehouse trip generation rates apply to this use. Consult Section 9-36-8.B.3 (IBC General Land Uses) for more information.

⁸¹ A financial institution located in an existing building which meets all the general development standards, including parking, will not require a conditional use permit and no traffic study will be required.

⁸² Not applicable; deleted per Zone Change 00719550-PZC.

⁸³ In conjunction with demolition, removal and recovery of existing buildings, structures and landscaping associated with the former military use of the property.

⁸⁴ Only within agriculture area.

⁸⁵ 3.1E only.

⁸⁶ Prohibited in 3.1F.

⁸⁷ 3.1H only.

⁸⁸ Permitted in 3.1H.

⁸⁹ Prohibited in 3.1H.

⁹⁰ Conditionally permitted in 3.1H.

⁹¹ 4.2O: subject to Master Plan.

⁹² 4.2O: prohibited use.

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Land Use	1.1 Exclusive Agriculture	1.2 Development Reserve	1.3 Conservation/Open Space Reserve	1.4 Preservation	1.5 Recreation	1.6 Water Bodies	1.7 Landfill Overlay	1.8 Golf Course Overlay	1.9 Orange County Great Park	2.1 Estate Density Residential (0 — 1)	2.2 Low-Density Residential (0 — 6.5)	2.3 Medium-Density Residential (0 — 12.5)	2.4 Medium-High-Density Residential (0 — 31)	2.5 High-Density Residential (0 — 50)	3.1 Multi-Use	3.2 Transit Oriented Development	4.1 Neighborhood Commercial	4.2 Community Commercial	4.3 Vehicle Related Commercial	4.4 Commercial Recreation	4.5 Regional Commercial	4.6 Retail Office	4.7 Urban Commercial	4.8 Irvine Center Garden Commercial	4.9 Lower Peters Cyn. Regional Commercial	5.0 IBC Mixed Use	5.1 IBC Multi-Use	5.2 IBC Industrial	5.3 IBC Residential	5.4 General Industrial	5.5 Medical and Science	5.6 Business Park	6.1 Institutional	7.1 Military	8.1 Trails and Transit Oriented Development			
Cemetery/mausoleum/crematory	•	C	•	•	C ⁶⁰	•	•	•	C	C	C	C	C	C	•	•	•	•	C ⁵	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	C			
Child care center	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•		
Churches (and other places of religious worship)	•	C	•	•	•	•	•	•	•	C	C	C	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•		
Civic, governmental and cultural	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•		
Clinics	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•		
Coastal zone development	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•		
Commercial recreation, nonresidential districts	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•		
Commercial recreation, residential districts	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
Communication transmitting, reception or relay facilities	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
Community facility	•	•	•	•	•	•	•	•	C	C	C	C	C	C	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
Community information centers	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Community recreation	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Composting facility	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
Concrete recycling facilities	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Conference/convention facility	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Congregate care facility	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Convalescent home	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Convenience or liquor store	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•

NOTE: Some permitted and conditionally permitted uses may require a master plan application; see Chapter 2.17.
 • = Permitted
 C = Conditionally Permitted
 - = Prohibited

Ballot Measures-B



Land Use	1.1 Exclusive Agriculture	1.2 Development Reserve	1.3 Conservation/Open Space Reserve	1.4 Preservation	1.5 Recreation	1.6 Water Bodies	1.7 Landfill Overlay	1.8 Golf Course Overlay	1.9 Orange County Great Park	2.1 Estate Density Residential (0 — 1)	2.2 Low-Density Residential (0 — 6.5)	2.3 Medium-Density Residential (0 — 12.5)	2.4 Medium-High-Density Residential (0 — 31)	2.5 High-Density Residential (0 — 50)	3.1 Multi-Use	3.2 Transit Oriented Development	4.1 Neighborhood Commercial	4.2 Community Commercial	4.3 Vehicle Related Commercial	4.4 Commercial Recreation	4.5 Regional Commercial	4.6 Retail Office	4.7 Urban Commercial	4.8 Irvine Center Garden Commercial	4.9 Lower Peters Cyn. Regional Commercial	5.0 IBC Mixed Use	5.1 IBC Multi-Use	5.2 IBC Industrial	5.3 IBC Residential	5.4 General Industrial	5.5 Medical and Science	5.6 Business Park	6.1 Institutional	7.1 Military	8.1 Trails and Transit Oriented Development	
Senior housing	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
Sexually-oriented business	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
Small collection facility	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
Sober living facilities	•	•	•	•	•	•	•	•	•	•	•	P 65	P 65	P 65	P 65	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
Solid waste transfer station	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
Stable, private	P	P	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
Stable, public	C 44	C	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
State veterans cemetery	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
Supermarket	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
Temporary uses 60	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
Transportation support facilities, including park-and-ride and other uses intended to promote	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
Travel agencies	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
Truck terminal	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
Utility building and facility	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Vehicle assembly	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Vehicle body repair, paint or restoration	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Vehicle impound yard	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Vehicle leasing and rental	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•

NOTE: Some permitted and conditionally permitted uses may require a master plan application; see Chapter 2-27.
P = Permitted
C = Conditionally Permitted
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14. Model home sales complex.
15. Office, administrative, business professional.
16. Office, design professional.
17. Office, headquarters.
18. Office, medical.
19. Outdoor vendor.
20. Park.
21. Public park facility (only in public parks).
22. Pushcart.
23. Residential, second unit.
24. Residential, attached.
25. Residential, single-family detached.
26. Research and development.
27. Restaurant.
28. Restaurant, fast food (except drive-thru).
29. Retail and/or service business, general (except drive-thru).
30. Reverse vending machine.
31. School, public.
32. Supportive housing — Small.
33. Stable, private (only within agriculture area).
34. State veterans cemetery.
35. Supermarket.
36. Transitional housing — Small.
37. Wireless communication facility (may require a wireless communication facility permit, a minor conditional use, a major conditional use, or may be prohibited, depending on the type of installation and the location of the installation site, pursuant to the review procedures matrix in Section 2-37.5-3).

D. *Conditional uses.*

1. Ambulance service.
2. Arcade, game.
3. Bar, tavern, cocktail lounge.
4. Boarding house.
5. Car wash.
6. Cemetery/mausoleum/crematory.
7. Child care center.
8. Church.
9. Commercial recreation (over 1,500 square feet).
10. Community facility.



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Sec. 9-51-3. - Statistical analysis.

Planning Area 51:

Zoning Number	Zoning	OCGP Sub Land-Use Categories	Acres in category	Maximum Square feet	Maximum dwelling units
Orange County Great Park					
1.4	Preservation	Wildlife Corridor	179		
1.9OC Great Park	Open Space/Park	367			
Sports Park	170	26,000			
Drainage Corridor	229				
Exposition Center	156	468,000			
Great Park Neighborhoods					
8.1/8.1B Trails and Transit Oriented Development	Community Commercial	(1)	220,000	0	
Residential	(1)		9,500 (2)		
Medical and Science	(1)	3,364,000	0		
Multi-Use	(1)	1,318,200 (5)	0		
Miscellaneous					
1.1	Exclusive Agriculture	Agriculture	117 (3)		
1.4	Preservation	Habitat Preservation	974		
6.1	Institutional	Institutional	135	685,500 (4)	
8.1	Trails and Transit Oriented Development	Transit Oriented Development	35	53,500	0
8.1	Trails and Transit Oriented Development	ARDA Transfer	130.4(6)		
-	-	Major Roadways	185		
TOTALS			4,704	6,135,200 (5)	9,500 (2)

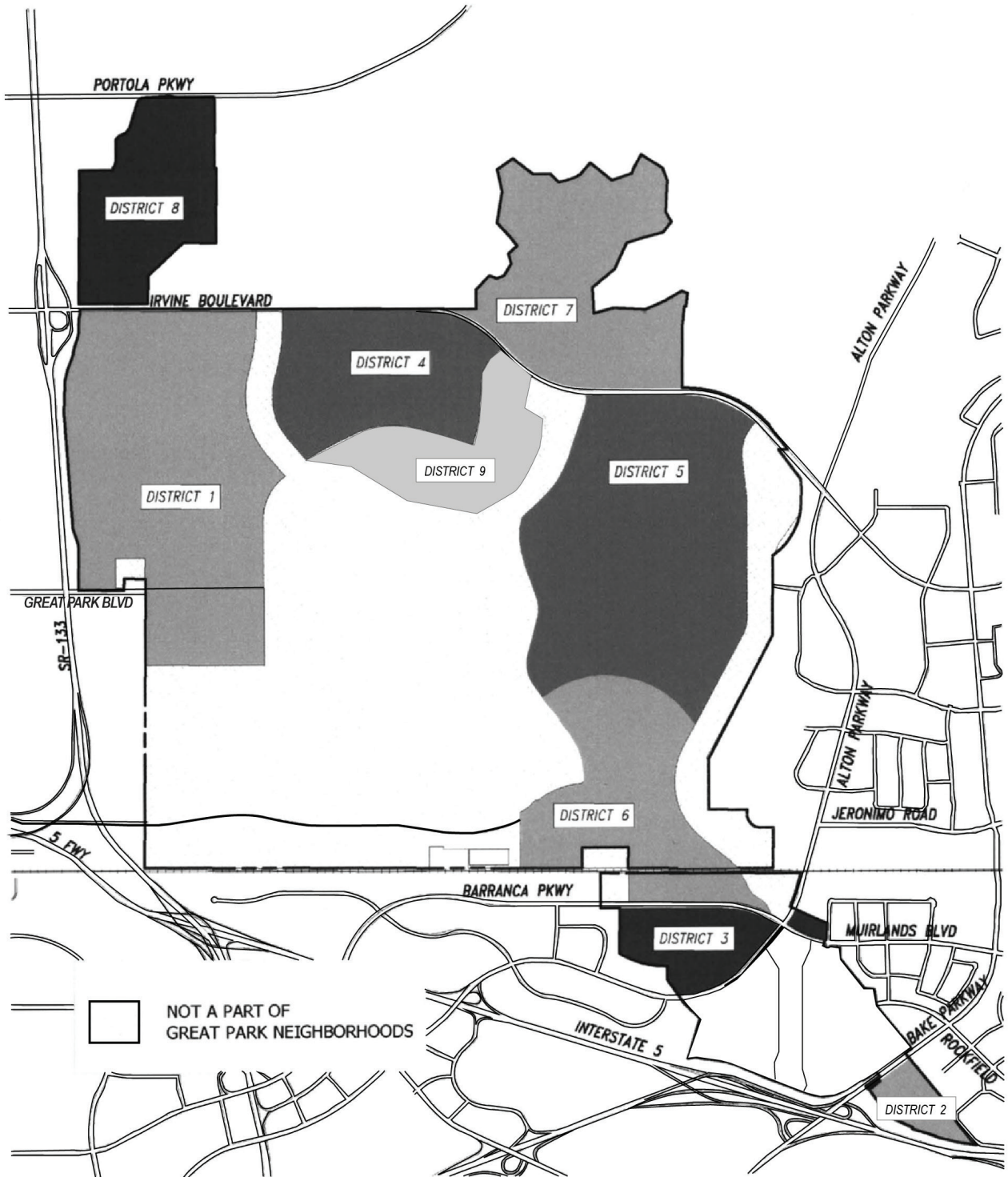
- (1) 2,026 acres of property in PA 51 is zoned 8.1 TTOD.
- (2) This number includes the 1,269 density bonus units granted pursuant to State law, Section 2-3, and Planning Commission Resolution No. 08-2926 and a further 1,194 density bonus units granted pursuant to State law and Section 2-3.
- (3) This acreage includes 27 acres of the Marshburn Basin which shall remain in its current location.
- (4) Includes 122,500 square feet for institutional facilities, 300,000 square feet for County facilities, and 263,000 square feet of "McKinney Act" warehousing.



Ballot Measures-B

- (5) See Section 9-51-6.S (Land Use Conversions). Adjustments to the Statistical Table in accordance with Section 9-51-6.S (Land Use Conversions) do not require a zone change.
- (6) 124.9-acre ARDA Transfer Site and 5.5 acres Police Site per Amended and Restated Development Agreement pursuant to City Council Ordinance No. XX-XX.

Notes on maximum intensities: In order to develop the permitted uses and intensities for Planning Area 51, the master developer has entered into the Amended and Restated Development Agreement pursuant to City Council Ordinance No. 09-09, which requires the dedication of land and the development of infrastructure improvements in excess of the City's standard requirements, and the commitment to long-term maintenance of public facilities (Section 9-51-2).





Ballot Measures-B

Sec. 9-51-6. - Special development requirements.

- A. *Affordable housing.* See Chapter 2-3 Affordable Housing Implementation Procedures.
- B. *Trails and Transit Oriented Development.* The Trails and Transit Oriented Development Zoning District allows a variety of uses on the same site consistent with the Orange County Great Park land use category as defined in the General Plan. The Trails and Transit Oriented Development Zoning District land use designation allows for a mix of residential, commercial, recreational, and educational uses that support a multi-use environment and which are complementary to the Irvine Station and to the Orange County Great Park. Pedestrian paths and trails, including, but not limited to, bike paths, sidewalks, and recreational trails, shall be encouraged in the Trails and Transit Oriented Development Zoning District. The variety of trail types and transit choices are intended to provide connectivity to the Orange County Great Park, to the Irvine Station, to public open space outside the Orange County Great Park, and to other nearby areas.

8.1 Trails and Transit Oriented Development Zoning District intensity.

The maximum residential intensity shall not exceed 9,500 dwelling units. The maximum nonresidential intensity in the Great Park Neighborhoods OCGP sub land use category of the Trails and Transit Oriented Development Zoning District shall not exceed: 220,000 square feet of Community Commercial, 3,364,000 square feet of Research and Development/Medical and Science, and 1,318,200 square feet of Multi-Use.

Development intensity shall be recorded in a Trails and Transit Oriented Development District Development Intensity Database and monitored administratively by the Director of Community Development following the Master Plan approval by the Planning Commission (E below). The following planning standards shall apply throughout the 8.1 Trails and Transit Oriented Development Zoning District:

1. Promote residential communities that are physically connected to each other. Foster community and connectedness between adjacent land uses.
 2. Promote livability, transportation efficiency, and walkability.
 3. Promote diversity of land uses. Allow residential dwelling units to be mixed with other uses providing choice in location, type and size based on compatibility with the surrounding uses.
 4. Promote the development of trails that serve as recreational opportunities and as transportation connections between residential uses, commercial, and industrial uses, the Orange County Great Park and transportation hubs.
 5. Encourage clustering of residential units, where feasible, to provide for opportunities to develop public and private open spaces within the development.
 6. Promote a diversity of housing types to accommodate a range of economic levels and age groups to live within a community.
 7. Provide appealing and functional pedestrian street environments to promote pedestrian activity.
 8. Vertical and horizontal integration of commercial office and retail land uses into the residential development should be encouraged, where feasible.
 9. Total average daily trips (ADT) shall not exceed the trip budget established for the development within the Orange County Great Park (C below). The developer shall provide additional traffic analysis for the review and approval of the Director of Community Development to support the consideration of trip reduction design standards and integration with transit systems.
 10. Neighborhood parks shall be provided in accordance with City of Irvine Park Code. Community park requirements shall be met through participation in the original dedication in the Development Agreement adopted by the City in July 2005, as amended by the Amended and Restated Development Agreement adopted pursuant to City Council Ordinance 09-09.
 11. The introduction of land uses that are not specified in the permitted and conditionally permitted uses but fit within the intent of the Trails and Transit Oriented Development Zoning District (Section 3-37-39) shall be encouraged subject to an initial determination by the Director of Community Development and subsequently, subject to a conditional use permit approved by the Planning Commission.
 12. Prior to approval of a Master Plan for development of areas within the Trails and Transit Oriented Development Zoning District site (E below), the Planning Commission shall make a specific finding that the Master Plan meets the intent of the Trails and Transit Oriented Development Zoning District planning standards.
 13. Pedestrian connections within and between the Irvine Station, the public areas of the Orange County Great Park and the adjacent development shall be provided. An emphasis on pedestrian, way-finding signage and graphics, and the integration of nonresidential uses shall facilitate pedestrian access in lieu of automobile access to the site amenities.
- C. *Trip budget.* Based on the socioeconomic-based trip generation average daily trip (ADT) rates used to analyze the Orange County Great Park traffic impacts, the total trips for the entire Orange County Great Park project area are not to exceed 148,910 ADT, not including the ADT associated with the 1,269 density bonus units granted pursuant to State law, Section 2-3, and Planning Commission Resolution No. 08-2926, and 1,194 density bonus units subsequently granted pursuant to State law.
- D. *Great Park Development Monitoring Database.* The purpose of the Database is to monitor the development intensity and trips in Planning Area 51 and update the allocated intensity for all parcels as they develop.
- a. The development in Planning Area 51 is subject to specific limits as follows:
 1. Maximum square footage - see Section 9-51-3, Statistical Analysis.



Ballot Measures-B

2. Maximum residential units - see Section 9-51-3, Statistical Analysis.
 3. Maximum daily vehicle trips - 148,910 ADT, not including the ADT associated with any density bonus units granted from time to time pursuant to State law and Section 2-3 of the Zoning Ordinance (Affordable Housing Implementation Procedure), including Planning Commission Resolution No. 08-2926 (Density Bonus Agreement).
- b. In conjunction with the submittal of any of the following development applications that allocates (or reallocates) development intensity: 1) subdivision map, 2) lot merger, or 3) lot line adjustment or in conjunction with the submittal of a building permit for properties located in Planning Area 51, the master developer shall submit documentation to the Director of Community Development identifying the following:
- i. A unique reference number that identifies the data record;
 - ii. Project name;
 - iii. Legal description for each parcel;
 - iv. Addresses affiliated with each building, if applicable;
 - v. Land use designation, by square footage, for each building or lot;
 - vi. Number of residential units;
 - vii. The cumulative and remaining square footage and residential units of remaining development (including ADT); and
 - viii. A comprehensive summary describing the square footage of nonresidential development and the total number of residential units of all Development Districts in Planning Area 51 (including ADT).

E. *Review process.* Prior to the commencement of any private development in the 1.9 Orange County Great Park, 8.1 Trails and Transit Oriented Development or 6.1 Institutional Zoning Districts within Planning Area 51, the City shall review and approve a Master Plan for the specific project, containing the following information for the specific development proposed:

1. Location, acreage, types of land use and estimated square footages or number of dwelling units for each area.
2. A community design program, which characterizes the design features of the development, including signage design, fencing design, landscape themes, architectural theme, and other community design features.
3. Landscape treatments including:
 - a. Planning area edge and entry widths and general character.
 - b. Special landscaping themes, if any.
 - c. Palette of plant materials, walls, and hardscape for areas in and adjacent to the public rights-of-way.
 - d. Ownership of landscape areas.
4. Wildlife corridor edge condition treatments, consistent with the Irvine Wildlife Corridor Plan, including:
 - a. Light and noise mitigation programs and techniques.
 - b. Palette of compatible plant materials.
 - c. Walls, fences, and/or barrier mechanisms to protect the wildlife corridor from unwanted intrusions.
5. Other information as required by the Director of Community Development. The application for said Master Plan shall be accompanied by maps, text, or other documentation to satisfy the above requirements. The form and content of such submittals shall be made to the satisfaction of the Director of Community Development.

F. *Changes in boundaries and/or intensities.* Boundaries and acreages in the Orange County Great Park plan are approximate and shall be established by Master Plan approval (E above).

G. *Reuse of existing facilities.* The former MCAS El Toro site has a number of facilities suitable for civilian reuse, including warehouses, hangars, and other buildings. The zoning accommodates a number of these existing facilities, encouraging adaptive reuse wherever possible. Some existing facilities can possibly be adapted for civilian use on a long-term, permanent basis; others can serve interim uses during development of the site. For example, aviation hangars located in the southern portion of Planning Area 51 could be appropriate for reuse as warehousing, manufacturing, or motion picture production studios. Close proximity to the permanent open space areas may also facilitate reuse of the hangars as museum, sports, cultural facilities, or other uses consistent with the zoning of the site.

Prior to the issuance of occupancy permits for any existing structure, a fire life-safety evaluation of the structure, including recommendations for improvements required for compliance with current Building Codes adopted by the City for the use of existing structures, and plans for any required improvements shall be submitted to the Chief Building Official for review and approval.

H. *Recycling operations.* Existing runways are located on a substantial portion of the site planned for open space and related uses. Runways, aprons, and associated taxiways exist on the site reflecting its prior usage as a Marine Corps air station. In order to use the site for urban purposes, the runways will be removed. Concrete and asphalt from the runways intended to be removed will be crushed and, where feasible, used as aggregate base or recycled for other roadway or development uses.



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The runways will be removed in a sequential manner. The removal of most of the runway paving is anticipated. Some portion of runway may be preserved for use as playing surfaces and parking areas or for historic purposes. Demolition of the runways is to occur in accordance conjunction with the phasing program adopted by the City and Master Developer pursuant to the Amended and Restated Master Implementation Agreement. Stockpiled material will be placed in designated areas and distributed as required to provide aggregate for development projects. Once the material has been used, the land will become available for development. Concrete recycling facilities and stockpiling of demolished or recycled material are considered an appropriate interim land use, subject to the approval of a minor conditional use permit.

I. *Trails plan.* In conjunction with the submittal of the master tract map the applicant shall submit a conceptual Master Landscape and Trails Plan or a detailed exhibit depicting potential trail connections on site to the City's existing or planned regional trail network.

In addition, in conjunction with subsequent tract maps, Master Plans or building permit submittals, whichever comes first, the applicant shall provide a specific and detailed trails plan depicting the exact location, alignment and connectivity of on-site trails to the City's existing or planned regional trail network.

J. *Child care.* The need for child care facilities shall be recognized in the development of Planning Area 51. In 2011, the City approved a Child Care Need Analysis for the first 4,894 residential units in Planning Area 51. That study indicated that the child care needs generated by those residential units will be satisfied within Planning Area 51. Prior to the approval of the first residential tentative tract map that causes the total combined approved residential dwelling units, excluding senior housing units, to reach 6,300 in Planning Area 51, the Master Developer of Great Park Neighborhoods shall submit another child care needs study to the Director of Community Services for review and approval. Upon approval of the Study by the Director of Community Services, the Master Developer of Great Park Neighborhoods shall identify ways to provide any unmet private child care needs created by their residential development in Planning Area 51. Any private sector child care center(s) shall:

1. Accommodate the determined number of slots, which shall be based on the actual number of residential units to be built and on a determination of child care need within the project.
2. Be located at a site that is compatible with adjacent uses. Development of a child care center in conjunction with proposed elementary schools and public neighborhood parks, religious institutions, affordable housing developments, residential development and/or neighborhood commercial center shall be encouraged.
3. Be located at a site that has been evaluated with regard to factors that might be detrimental to public health, safety, or welfare, including, but not limited to, proximity to high-traffic volume roadways, hazardous material, and major generators of traffic.

K. *Edge conditions.* Prior to the grading of development pads within those portions of Development Districts adjacent to the Great Park, the applicant shall submit a pre-application, for the review and approval by the Director of Community Development that provides a detailed design for the edge conditions where the development abuts the Great Park. The design detail should demonstrate an attractive edge between the private development and the public park. Private residential development is encouraged and preferred to face outward toward the park and provide for architectural cohesion between the two land uses.

L. *Transit.* Prior to the recordation of the first residential tract map in any Development District (except Development District 8) in the Great Park Neighborhoods development, the applicant shall prepare, fund, and work in cooperation with the City to develop a transit study, consistent with the City's 30-year Transit Vision Plan approved by the City Council in April 2009, ensuring that a route for the iShuttle is identified. At a minimum, the route should circulate along "O" Street, Irvine Boulevard, and Marine Way (or similar) and the study should contemplate a route circulating along "LQ" Street and "B" Street as well. The master developer shall identify strategic shuttle stop locations based upon developer's approved Master Plans. The master developer will continue to work cooperatively with the City, the Irvine Company, and other agencies to help identify and secure funding for the new iShuttle route identified in the transit study.

M. *Charging stations for electric vehicles.* To the extent feasible, the applicant shall install electric vehicle charging stations at the commercial retail components of the project in District 1 North and District 4. The parking spaces in these centers will include electric vehicle charging devices.

N. Reserved.

O. *Reciprocal Use of Recreational Amenities.* Prior to the issuance of the first building permit for any dwelling unit other than model homes, in a particular Development District (i.e., District 1 North, 1 South, 4, 7, or 8), the applicant shall provide evidence to the Director of Community Development of a framework for a reciprocal use agreement or CC&Rs for private recreational amenities to be available for use by homeowners within the applicable Development Districts. If the master developer elects to allow reciprocal use among homeowners in other Development Districts of certain amenities, the use agreement or CC&Rs shall be finalized and executed to incorporate each subsequent district prior to the issuance of the first building permit for any dwelling unit other than model homes in that subsequent district.

P. *Orange Bike Program.* The developer shall incorporate a bike share program into their development program that takes advantage of, and expands upon, the "Orange Bike Program" being implemented by the Great Park Corporation with an emphasis on connecting the Great Park Neighborhoods to the Great Park. The bike share program shall tap into marketing opportunities for other existing programs that exist regionally, such as the one that currently exist at the University of California, Irvine. In addition, the program shall be promoted through the developer's home sales program.

Q. *District character.* Each neighborhood within Planning Area 51 has a distinct character:

- i. *Development District 1:* A horizontally mixed-use community featuring a significant main-street style town center and employment area. With up to approximately 1.5 million square feet of nonresidential uses, this district may contain a variety of land uses and businesses including, among other uses, commercial services, entertainment, hotel, accessory retail and restaurants; office, medical and research facilities; amenities such as a civic facility, schools, religious institutions, child care, and neighborhood parks. A FAR range from 0.25—1.5 allows for both a low-level campus-like setting as well as higher-density, multi-story buildings.



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The circulation within the residential uses consists of a modified grid network, creating multiple vehicular, bicycle, and pedestrian routes. Tree-lined streets with wide landscaped parkways are located throughout the residential neighborhoods and emphasize a small-scale community atmosphere.

The nonresidential uses are generally west of “O” Street and along Trabuco, the main western gateway to the OCGP. Allowing up to 2,226 dwelling units, this district offers a highly diverse residential market: multifamily attached, single-family attached, single-family detached, and may include affordable units.

- ii. *Development District 2:* Employment center dedicated to low- to mid-rise buildings housing a variety of uses including, among other uses, high-tech, manufacturing, research and development, and office-style businesses. A FAR range from 0.25—1.5 allows for both a low-level campus-like setting as well as higher-density, multi-story buildings. The land uses will be similar in nature to the nearby Spectrum Planning Areas. District-serving accessory retail is encouraged to serve employees. Nearby arterial Backbone streets with a complete pedestrian sidewalk network are expected in this area to accommodate traffic and pedestrians.
- iii. *Development District 3:* Area-wide employment center with a majority of the area dedicated to low- to mid-rise buildings housing a variety of uses including, among other uses, high-tech, manufacturing, research and development, and office-style businesses. A FAR range from 0.25—1.5 allows for both a low-level campus-like setting as well as higher-density, multi-story buildings. Residential uses are limited to a maximum of 400 dwelling units on 20 percent or less of the district’s land area and are intended to allow for the possibility for high density (average densities of 20 du/ac or greater) and/or affordable dwelling units located in conjunction with the Master Affordable Housing Plan. District-serving accessory retail is encouraged to serve employees. Arterial Backbone streets with a complete pedestrian sidewalk network are expected in this district to accommodate traffic and pedestrians.
- iv. *Development District 4:* Primarily a residential suburban neighborhood providing area-wide services and retail. This community includes a small main-street or town center style commercial district. This neighborhood’s circulation consists of a modified grid network, creating multiple vehicular, bicycle, and pedestrian routes throughout the neighborhood. Tree-lined streets with wide landscaped parkways are located throughout, emphasizing a small-scale neighborhood atmosphere. In addition to bordering the OCGP, neighborhood parks are strategically located to put all residents within easy walking distance. A maximum of 1,102 dwelling units will be located in this district, offering a highly diverse residential market: multifamily attached, single-family attached, single-family detached units, and may include affordable housing. Up to 70,000 square feet of neighborhood and OCGP serving commercial land uses are allowed. Other land uses may include, among other uses, schools, religious institutions, and child care facilities.
- v. *Development District 5:* Primarily a residential suburban neighborhood with an average density of 5—12.5 du/ac, characterized by a majority single-family detached, single-family attached product types and may include affordable housing. Nonresidential land uses are limited to 10-percent or less of the district’s land area and are intended to provide neighborhood services and/or conveniences. The district is characterized by narrow, slow-speed streets, and pedestrian trails. Other land uses may include, among other uses, schools, religious institutions, and child care facilities. Residential neighborhoods within this district are unique due to the adjacency of the Wildlife Corridor, Agua Chionon Open Space Corridor and the Orange County Great Park. Therefore, open space linkages are abundant for this district encouraging alternative means of transportation, such as walking and bicycling. To accomplish the desired vision, a maximum of 3,700 residential units are allowed along with a maximum of 100,000 square feet of neighborhood serving commercial development.
- vi. *Development District 6:* Mixed-use urban core serving as a regional destination, with nonresidential uses such as, without limitation, mid- to high-rise office, corporate headquarters, research and development, medical, and cultural/institutional/entertainment facilities of regional interest. This district is characterized by a high floor area ratio and a walkable character. Residential neighborhoods will feature high-density, multi-story residential units (average densities of 20 du/ac or greater within the area south of future Marine Way), which may include affordable housing units. Vertical mixed uses within buildings are allowed (i.e., ground floor office or retail with residential above). The development pattern is focused on increasing density with approaching proximity to the Irvine Station. The focus is to create a thriving, walkable, mixed-use community with a diverse mix of land uses, architecture, landmarks and outdoor gathering places to create a walkable urban environment that encourages on-street pedestrian activity and reduces dependence on the automobile for everyday needs. To accomplish the desired vision, this district will contain a minimum of 1,200 dwelling units and a minimum of 150,000 square feet of nonresidential development with a goal of a minimum jobs to housing ratio of 2:1 within one-half mile of the Irvine Station.
- vii. *Development District 7:* This district is a primarily residential suburban neighborhood with a lower average density of 5—10 du/ac for a maximum of 840 dwelling units, characterized by single-family detached, single-family attached products types, and may include affordable housing. Access to regional trails and open space is maximized through the Agua Chionon riding and hiking trail, which bisects the district, and the existing open space to the east (El Toro Wildlife Preserve). Compatible edge conditions and interface is required between the residential uses and these features. Roundabouts, traffic calming devices, narrowed street widths, and pedestrian trails are characteristic of this district. Other land uses may include, among other uses, schools, religious institutions, and child care facilities.
- viii. *Development District 8:* This district is primarily a residential suburban neighborhood with a lower average density of 5—10 du/ac for a maximum of 892 dwelling units, characterized by single-family detached, single-family attached product types, and may include affordable housing. Less than 10 percent of the district may be designated for neighborhood serving uses including, but not limited to, religious institutions and child care for a maximum of 21,000 square feet. Roundabouts, traffic calming devices, narrowed street widths, park space, and pedestrian trails are characteristic of this district.

Notes:

1. The maximum number of residential dwelling units per Development District can be increased by up to 10% of the total allowable dwelling units in Planning Area 51 as long as the total number of units within Planning Area 51 does not exceed the total established in Section 9-51-3 (Statistical Analysis). Any increase to the number of residential units designated in an



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approved Master Plan will require a modification to said Master Plan in accordance with Chapter 2-19.

2. The maximum amount of nonresidential square footage mentioned above can be increased by up to 10% in District 1, 5% in District 4, and 1% in Districts 5 and 8, based on the total allowable nonresidential square footage in Planning Area 51 as long as the total square footage within Planning Area 51 does not exceed total established in Section 9-51-3 (Statistical Analysis).
- ix. *Development District 9:* in Zoning Ordinance Section: Employment center with a majority of the area dedicated to low- to mid-rise buildings housing a variety of uses including, among other uses, high-tech, manufacturing, research and development, and office-style businesses. A FAR range from 0.25-1.5 allows for both a low-level campus-like setting as well as higher-density, multi-story buildings. District-serving accessory retail is encouraged to serve employees. Nearby arterial Backbone streets with a complete pedestrian and bicycle sidewalk network are expected in this area to reduce traffic and accommodate pedestrians.
- R. *Alternative setback standards.* Alternative setback standards for setbacks internal to the planning area may be approved in conjunction with any subsequent Planning Commission approval. A description of the proposed setbacks and how they differ shall be submitted. The Planning Commission will consider the following criteria and make appropriate findings, if necessary:
 1. *General character.* Relationship in scale, bulk, coverage, and density with surrounding land uses.
 2. *Quality of Life.* Whether the proposed alternative standard will result in an adverse impact on existing neighborhoods.
 3. *Suitability.* The physical suitability of the site for the proposed project.
 4. *Limitations.* Such setbacks shall not be used to deviate from setbacks established for village edges.
- S. *Nonresidential land use conversions.* The “Heritage Fields Project 2012 General Plan Amendment and Zone Change Traffic Impact Analysis, approved (insert approval date) 2013” or subsequent traffic analysis approvals amending these assumptions analyzed 1,318,200 square feet of Multi-Use (Office) in Planning Area 51. If any other nonresidential land uses within the 8.1 TOD Zoning District are proposed in lieu of Multi-Use (Office), the square footage may be adjusted accordingly within the Zoning Statistical Table without the need for a zone change.
- T. *Future traffic analysis.* Subsequent discretionary applications shall require further traffic analysis, if revisions occur that are different (i.e., creates materially different trip generation resulting in new or altered traffic impacts) than the assumptions in the “Heritage Fields Project 2012 General Plan Amendment and Zone Change Traffic Impact Analysis, approved (insert approval date) 2013” or subsequent traffic analysis approvals amending these assumptions. The traffic analysis for the conversion, depending on the proposed use, may include a long-term/General Plan build-out analysis. This requirement will address any land use conversions between Multi-Use (Office) and other nonresidential land uses as provided in Section 9-51-6.5 (Land Use Conversions) that differ from those assumed in the 2012 traffic analysis and approval or subsequent approvals and that may result in new or altered traffic impacts. Any future traffic analysis shall be used to update the Great Park Development Monitoring Database. Notwithstanding the requirements of City Council Ordinance 03-20 (The NITM program), The Director of Community Development may waive this requirement if the applicant can demonstrate that these revisions do not result in significant differences compared to the underlying traffic analysis.
 - i. Conversion to other nonresidential uses within the Multi-Use category is subject to a traffic analysis to assess traffic impacts due to the change in land use. To the degree other uses are proposed above their maximum limits, a corresponding adjustment in allowable Multi-Use (Office) intensity shall occur in terms of equivalent traffic generation based on a.m. peak, p.m. peak, and average daily trips (ADT). The adjustment will be based on Socioeconomic (SED) trip rates derived from ITAM 8.4-10, and using an average trip generation rate (12.55 ADT, 1.13 a.m. peak hour trips, 1.21 p.m. peak hour trips per 1,000 square feet of office use) and applicable rates for any proposed non-office use based on trip generation rates in table 3-1 of the approved “Heritage Fields Project 2012 General Plan Amendment and Zone Change Traffic Impact Analysis, approved (insert approval date) 2013.” If the proposed non-office use and associated trip generation rate is not included in table 3-1, the Director of Community Development shall approve the application of an appropriate rate.
- U. *Land sales - special development requirements.* Any purchase agreement for the sale of land for initial development (excluding sales once the initial development has occurred and excluding sales for public uses) in PA 51 shall include a recorded deed or special land use restriction (SLUR) or covenants, conditions and restrictions (CC&Rs) document with the following:
 - i. The legal tract and lot number(s);
 - ii. County Recorder’s recordation number which will be reflected on the recorded grant deed;
 - iii. The maximum number of residential units (by type - single-family or multifamily); and
 - iv. The maximum nonresidential square footage by land use with maximum ADT.

The SLUR, and any subsequent modification to the SLUR, shall be recorded by the County of Orange Recorder’s Office. Within 30 days of recordation (or any amendments thereafter), the developer shall provide documentation of the information identified in Section 9-51-6.D.d.i—iv above to the Director of Community Development.



Ballot Measures-B

Impartial Analysis City of Irvine Measure B

This measure involves two approximately 125-acre properties within the City's "8.1 Trails and Transit Oriented Development" zoning district. Both properties are on the former Marine Corps Air Station El Toro and are located near, but outside, the boundaries of the Orange County Great Park.

The first property is privately-owned and located near the intersection of Bake Parkway and Interstate 5. The City's Zoning Code assigns this property to a sub-district known as "Development District 2," which generally envisions an area-wide employment center. In Senate Bill 96 (2017) the State of California directed the Department of Veterans Affairs (CalVet) to acquire, study, design, develop, construct and equip this property with a state-owned and operated Southern California Veterans Cemetery. Senate Bill 96 refers to this property as the "Bake Parkway site."

The second property is City-owned and located adjacent to Irvine Boulevard, between Ridge Valley and Alton Parkway. This property, referred to as the "ARDA Transfer site," is not assigned to a specific Development District in the Zoning Code.

In October 2017, the City Council adopted Ordinance 17-08 (Measure), which (1) simplifies the process for development of a state veterans cemetery in the 8.1 Trails and Transit Oriented Development zoning district, and (2) effectively "swaps" the requirements applicable to the Bake Parkway site and the ARDA Transfer site. Specifically, the Measure would create a "state veterans cemetery" land use category and add that use as a permitted use throughout the 8.1 Trails and Transit Oriented Development zoning district. Further, while both properties would remain in the 8.1 zoning district, the Measure would remove the Bake Parkway site from "Development District 2," and would assign the ARDA Transfer site to a newly-created "Development District 9," which has a sub-district character statement nearly identical to that of Development District 2.

As a result of a 2010 statutory development agreement between the City and the owner of the Bake Parkway site (Owner), the Measure will not be binding on the Owner unless and until a "Veterans Cemetery Land Swap Agreement" (Cemetery Agreement), executed by the City and the Owner in October 2017, becomes final. The Cemetery Agreement generally provides for the City's acquisition of the Bake Parkway site in exchange for its conveyance of the ARDA Transfer site to the Owner. Following that exchange, the City would immediately convey the Bake Parkway site to CalVet for use only as a veterans cemetery and for interim agricultural uses.

After the City Council's adoption of Ordinance 17-08, the Measure was placed on the ballot by a petition signed by the requisite number of voters.

A "yes" vote would approve the Measure adopted by the City Council, in which case it would go into effect, and would be binding on the private property owner when the Cemetery Agreement is final.

A "no" vote would reject the Measure adopted by the City Council, in which case the pre-existing zoning designations would remain in place.

Dated: February 13, 2018

s/ Jeffrey Melching
City Attorney



Ballot Measures-B

Argument in Favor of Measure B

Your yes vote gives Orange County Veterans the dignified cemetery they have sought and deserved for years. It gives them the cemetery sooner, cheaper, and on the historic El Toro base which means so much to them.

That is why veterans' organizations like the American Legion, Veterans of Foreign Wars, and Orange County Memorial Veterans Cemetery Committee ask for your yes vote.

A yes vote allows the Orange County Veterans Cemetery to be built on a clean, State approved site, that will be a highly visible, honored, and a honorable resting place.

That is why State and City leaders, taxpayer organizations, and both the Orange County Republican and Democratic Parties ask for your yes vote.

A yes vote costs Irvine taxpayers nothing extra, but means a \$10 million payment from a developer to promptly begin cemetery construction. That \$10 million payment does not permit the developer to put a single new car on Irvine's roads. Your yes vote means no new traffic.

In stark contrast, a no vote hides the Veterans and their cemetery outside of the Great Park in a corner of the city cluttered by dilapidated buildings and polluted with World War II, Korean War, and Vietnam War era hazardous waste. Our veterans deserve better.

A no vote means the Veterans Cemetery will be built only if the City spends as much as \$40 million taxpayer dollars. A no vote stubbornly sticks to outdated and failed "planning" like that which has plagued the Great Park in past years. Irvine citizens deserve better.

Vote yes to reject wasteful spending. Make the developer pay \$10 million to help build the cemetery.

Join veterans, Taxpayers, State leaders, and both political parties. Give our Veterans the world-class cemetery they deserve! Vote yes.

s/ Donald P. Wagner
Mayor, City of Irvine

s/ Daniel E. Ferrari
American Legion Post 291

s/ Bill Sandlin
VFW Post 5868

s/ Robert M. Brower
American Legion Legislative Commissioner

s/ Patrick A. Rodgers
Police Lieutenant (Ret.)

Rebuttal to Argument in Favor of Measure B

Following Measure B's defeat on June 5th, Councilmembers Jeff Lalloway and Lynn Schott will re-introduce their resolution to immediately commence construction of the Veterans Cemetery alongside *the Great Park*. The plain truth is that the CalVet-designed and VA-approved Great Park Veterans Cemetery would be under construction today, with \$30 million of State funding, if three Councilmembers — Wagner, Shea, and Fox — hadn't sabotaged the project by adopting Ordinance 17-08.

Ordinance 17-08 is a zone-change trade that enables a developer to build massive office and industrial projects on the 125-acre Veterans Cemetery site alongside our Great Park, reaping enormous profits.

No wonder the developer has spent millions enlisting their favorite politicians, insiders, and political organizations to support their scheme. They bully, and wangle support by spreading money and fake news.

For example, the developer's political operatives claim a Veterans Cemetery alongside the Great Park would have graves amid dilapidated buildings and trash, while graves at the developer's preferred site (at the I-5/I-405 interchange) will be in "strawberry fields." Nonsense! The truth is that the Cemetery, at either site, will be built to the highest standards — and maintained forever by the State at absolutely *no cost* to the City.

Claims that putting the Veterans Cemetery at the developer's freeway interchange site would save taxpayers money are baseless. So is the developer's phony talk about putting \$10 million into the project. This is all part of the developer's strategy to bluff and bully their way alongside our Great Park, and push our veterans out.

We can't let them do it. Vote NO on Measure B!

s/ Edward S. Pope
Veteran, U.S. Army, Chair, Save the Veterans Cemetery,
Irvine Resident (46 years)

s/ Sam V. Castelo
Veteran, U.S. Navy (Ret.), Irvine Resident (42 years)

s/ Carolyn Inmon
Chair, Irvine Senior Citizens Council, Retired Teacher,
Irvine Resident (40 years)

s/ Tom Robb
Veteran, USMC (Ret.), Irvine Resident (38 years)



Ballot Measures-B

Argument Against Measure B

For the first time in decades, on June 5th Irvine voters will decide on the future growth and development of our City.

- Your **NO vote on Measure B** will STOP three Irvine City Councilmembers from trading properties with a giant developer including the 125-acre site alongside *the Great Park* that our City dedicated four years ago for creation of a peaceful, beautiful Veterans Cemetery.
- Your **NO vote on Measure B** will also STOP accompanying zone changes that permit the developer to build 812,000 square feet of massive office, commercial, manufacturing and industrial development alongside the Great Park, adding more than 8,000 car and truck trips every day on Irvine Boulevard, Sand Canyon, Jeffrey, and throughout Irvine.
- Your **NO vote on Measure B** will make sure the Southern California Veterans Cemetery is built alongside *the Great Park*, as planned, designed *and* approved by the City of Irvine, CalVet, and the U.S. Department of Veterans Affairs. The project has been ready for a year.

Most important: Your **NO vote on Measure B** paves the way for Councilmembers Jeff Lalloway and Lynn Schott to re-introduce their resolution to immediately commence construction of the Veterans Cemetery alongside the Great Park, as originally planned and promised. Once built, the Veterans Cemetery will be operated and maintained in perpetuity by the State, at *no cost* to the City.

Voter beware! Measure B, drafted for the developer's benefit by three pro-developer Councilmembers, will move the planned Veterans Cemetery three miles away — to the developer's deceitfully named "Strawberry Fields" site — at the I-405 and I-5 interchange, one of the busiest, most congested and polluted stretches of freeway in the nation.

Please join with your 19,164 Irvine neighbors who signed the Referendum Petition that gives you the opportunity to **Vote NO on Measure B**. For information and official documents, go to: **www.VoteNOonIrvineMeasureB.com**.

s/ Edward S. Pope
Veteran, U.S. Army, Chair, Save the Veterans Cemetery,
Irvine Resident (46 years)

s/ Sam V. Castelo
Veteran, U.S. Navy (Ret.), Irvine Resident (42 years)

s/ Carolyn Inmon
Chair, Irvine Senior Citizens Council, Retired Teacher,
Irvine Resident (40 years)

s/ Bobby Dunham
Veteran, U.S. Navy (Special Forces), Businessman,
Irvine Resident (34 years)

s/ Tom Robb
Veteran, USMC (Ret.), Irvine Resident (38 years)

Rebuttal to Argument Against of Measure B

This initiative is not about "saving" the Veterans Cemetery. Your YES VOTE on Referendum 17-08 designates where the future Veterans Cemetery will be built in Irvine. A no vote jeopardizes our progress for a future Veterans Cemetery. Please do not believe the deceptive "No Campaign."

The "No Campaign" favors a polluted site, hidden in the center of MCAS El Toro, NOT in the Great Park, costing taxpayers more than \$40 million to clean-up, before cemetery construction can even begin.

Your YES VOTE saves taxpayers millions of dollars, allowing construction to begin sooner on an undeveloped, pollution free, prominent part of the base – a fitting, dignified location for our veterans!

This initiative is also not a "growth and development" land use decision. No new growth or development is permitted, especially in the Great Park. Bad land use decisions by prior councils – including some of the very people now desperately arguing for a No vote – have overburdened Irvine's streets. Don't let them compound their mistakes!

Finally, it's not a "give away" of land. The two parcels are sized equally. It is an acre-for-acre exchange. Veterans and Irvine voters will receive clean land, ready for creating the Southern California Veterans Cemetery, saving millions in local tax dollars.

Your YES VOTE will: stop the spread of Irvine traffic into other parts of the city, save taxpayers more than \$40-million, and make the developer, not taxpayers, pay \$10-million to jumpstart building the Southern California Veterans Cemetery.

Save taxpayer dollars, support our veterans, vote YES!

s/ Donald P. Wagner
Mayor, City of Irvine

s/ Patrick A. Rodgers
Police Lieutenant (Ret.)

s/ Robert M. Brower
American Legion Legislative Commissioner

s/ Daniel E. Ferrari
American Legion Post 291