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Planning Ahead

A publication of The Irvine Company that explores elements of a balanced community.

www.goodplanning.org March 2007



Planning Ahead

What's Next?

WITH THE SUBMISSION OF THE PROJECT APPLICATION, the city will finalize the scope of work for an environmental consultant who will conduct the environmental assessment of the project as required by the California Environmental Quality Act (CEQA).

The city will issue a Notice of Preparation to begin the Environmental Impact Report (EIR) process, which will include the preparation of a Draft EIR by a city-appointed consultant. A public scoping meeting will tentatively be held on April 3, 2007. This meeting is an opportunity for the public to comment on issues to be addressed in the Draft EIR.

The next step in the planning process is the thorough analysis of potential impacts to the surrounding area. The results of this analysis will be contained in the Draft EIR. After the Draft EIR has been completed, the city will circulate the document for public review and comment. The city's numerous advisory commissions will review the proposal in public meetings before the City Council's final action after considering the response to public comments on the Draft EIR and the recommendations of the various city commissions.

How to Learn More

Building quality communities takes teamwork. At The Irvine Company, it's a highly collaborative process that involves extensive input from community groups and residents, as well as city officials. We look forward to hearing your questions and feedback as we move forward with plans for a new village in North Irvine.

Throughout the planning process, we will periodically mail updates to residents as information becomes available. You can also stay informed by going to www.PA40update.com or by completing and returning the enclosed Keep Me Informed card.

The information and land uses shown in this newsletter may change at any time. Depicted land uses are based on planning information believed to be accurate as of the date of this newsletter. Future development and construction of infrastructures and other facilities not shown in this publication may occur. The facilities and amenities portrayed in this newsletter are artists' renderings. Actual development may vary.

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What Is an Environmental Impact Report?

The Draft Environmental Impact Report describes the project, the potential environmental impacts of various alternatives, and plans for mitigation measures. The City of Irvine will conduct extensive technical studies to identify potential impacts associated with the proposed project. All environmental impacts of the project, including traffic, noise and water quality, to list a few, will be addressed in the EIR.

The project mitigation section is one piece of the entire EIR. Based on findings of the EIR, the city will determine what mitigation measures need to occur in order to reduce or eliminate the project's potential impacts. It will be The Irvine Company's responsibility and commitment to accommodate and fulfill those measures.

For up-to-date information regarding the public planning process, visit the city's web site at www.cityofirvine.org.



New Village Will Help Meet Housing Needs As Irvine's Job Base Continues to Grow



IF IT'S TRUE THAT "LOCATION, LOCATION, LOCATION" IS THE MOST important consideration when it comes to housing, then the setting for the City of Irvine's newest planned residential village is ideal. Surrounded by trails, parks and open space, existing award-winning neighborhoods, and minutes from thousands of jobs in Irvine's thriving business centers, the village will further enrich North Irvine, already one of the city's most charming and picturesque areas.

Another very important aspect of the new village is the range of housing it will provide to help meet current needs and to support anticipated employment growth as Irvine reaches build-out in the next two decades. With a current jobs-to-housing ratio of 3.3 to 1, it is vital that the city continues to strive to achieve a more balanced ratio to protect and enhance Irvine's acclaimed quality of life.

Known at this point simply as Planning Area 40, the as-yet unnamed village is in the early planning stages. But as we do with each new community in Irvine, we wanted to communicate with you from the outset as plans progress on the village, which is bounded by Jeffrey and Trabuco roads, the Santa Ana (I-5) Freeway, and the Orange County Great Park. It will be similar in size and design to its national-award-winning neighbor, the village of Woodbury®.

Bringing a village of needed new homes makes sense for this location for several reasons, including:

- Future residents will be just minutes away from thousands of job opportunities at Irvine Spectrum and other local business centers.
- Many entertainment, shopping and dining opportunities also are nearby at Irvine Spectrum Center, Trabuco Grove Shopping Center® and the new Woodbury Town Center®.
- Quality higher education institutions are close by at Irvine Valley College, Concordia and UC Irvine.
- Recreational opportunities will surround the new village. It will be right next to the vast open area that is to become the Orange County Great Park. In addition, a major component envisioned for the village is a half-mile-long central recreation complex; plus, a key segment of the Jeffrey Open Space Trail system will be completed in tandem with the village.

In this issue of *Planning Ahead*, you'll learn more about the plans that are taking shape for the new village. As always, we will keep you informed throughout the planning process, and I hope you will take advantage of opportunities to participate in discussions about community needs and concerns.

Sincerely,

MICHAEL LE BLANC Senior Vice President, The Irvine Company

Why is Balancing Jobs and Housing So Vital?

IRVINE'S ECONOMY IS BOOMING. FUELED BY VIBRANT BUSINESS centers and an ever-growing influx of companies large, medium and small, the city's economic strength is envied throughout the county, state and nation. At Irvine Spectrum alone, more than 55,000 people work for some 2,500 companies.

That's the good news.

On the flip side, the desire to work in Irvine is matched—and quite possibly exceeded—by a desire to live here as well. But the city's housing supply has never kept pace with its job base. Achieving and maintaining a better balance between jobs and housing is critical for a number of reasons—to reduce traffic, protect the environment and enable workers to spend more time with their families, for starters.

The availability of quality housing is also crucial to continued job growth, since companies want to base their operations in places where their employees would like to put down roots.

The jobs-to-housing ratio in Orange County is 1.56 jobs for every house; it's even greater in Irvine—3.3 jobs for every house. This is significantly higher than the Southern California Association of Government's recommendation—or the standard jobs-to-household ratio—of 1.0 to 1.29.

Clearly, achieving and maintaining a thoughtful balance of jobs and housing is a fundamental key to Irvine's economic vitality. The following from the Orange County 2005 Community Indicators Report is still timely as Irvine addresses its housing needs today:

"Orange County is facing a continued housing crisis driven by the combination of a stable and expanding local economy, population growth, and a persistently insufficient supply of housing to meet demand. The county's long-term economic health as well as environmental well being and quality of life depend in large part on how and when new housing is developed."

Irvine's jobs-to-housing ratio is 3.3 jobs for every house—more than twice the ratio for Orange County overall. Achieving and maintaining a balance of jobs and housing is crucial to Irvine's continued economic vitality.



Key Features and Amenities Balance the Community

THE NEW VILLAGE IN PLANNING AREA 40 will reflect the exceptional planning and design innovation that make every community on The Irvine Ranch® distinctive. Like all other residential villages on the ranch, it also will be balanced and self-contained and offer excellent schools; extensive parks, trails and open space, and convenient retail centers.

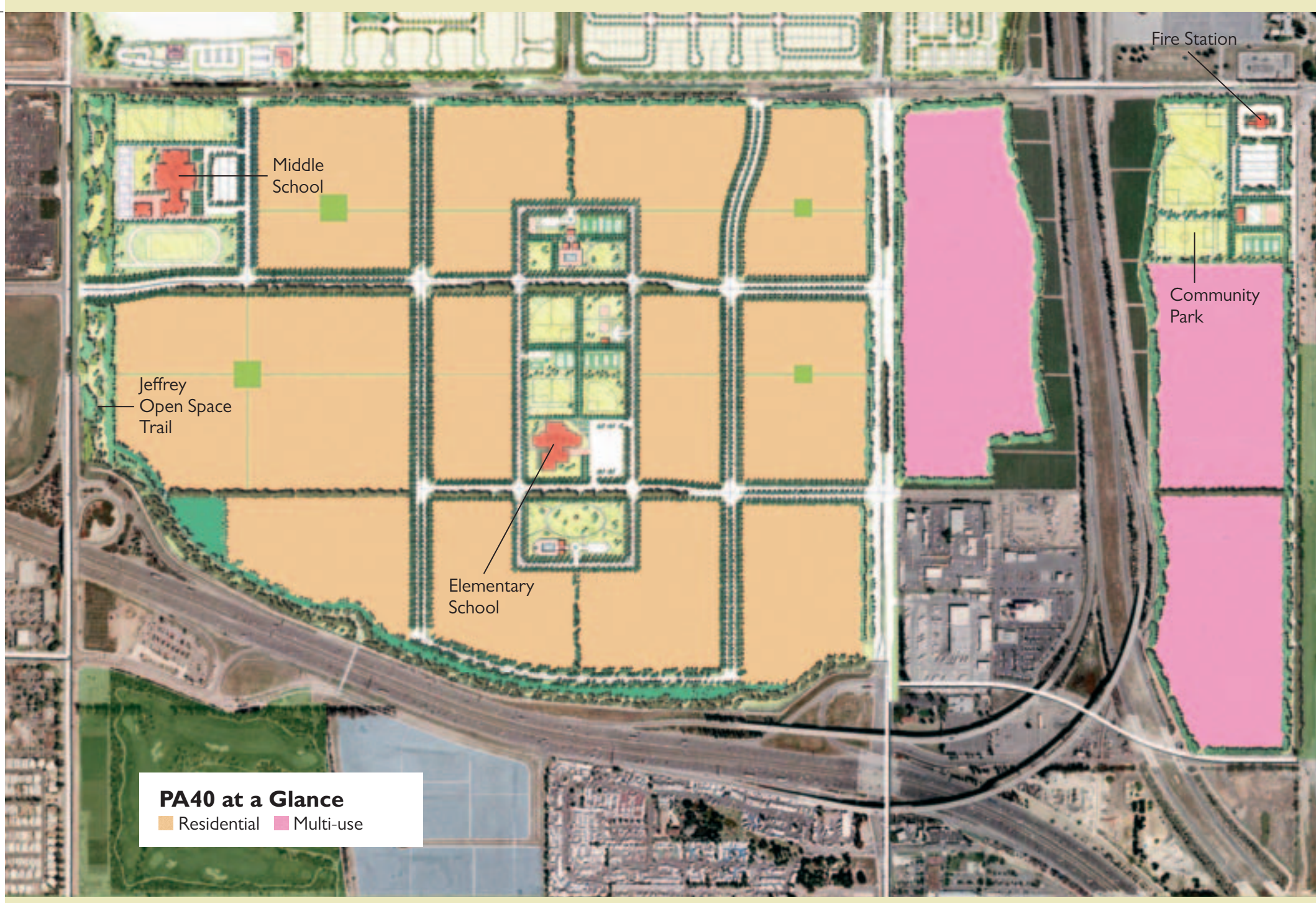
The village will have just under 4,000 housing units. Key features include:

- A full range of housing types to provide much-needed homes near jobs as Irvine's economic growth continues.
- A newly located middle school to serve students in North Irvine by 2009, as well as a neighborhood elementary school.
- New parks, trails and open space, including the completion of the southern segment of the Jeffrey Open Space Trail system.
- A half-mile-long central recreation complex.
- A Trabuco Road landscape corridor that will serve as a major entry into the Orange County Great Park.
- Interchange improvements at Trabuco Road and SR 133.
- Landscape treatment along the Santa Ana Freeway (I-5) to serve as a buffer.
- Integration of existing eucalyptus windrows into the overall plan.

The overall character of the new village will be similar to neighboring Woodbury®, a traditional community with a small-town feeling that has recently been named America's Best Master-Planned Community by the National Association of Home Builders.



Like all North Irvine villages, the new community will feature parks and trails designed with families in mind, including a half-mile-long recreation complex (at center of illustration, below). Above, a toddler cools off at Pasadena Gardens in the nearby village of Northpark.®



Expanding Access to Parks, Trails and Open Space

THE PLANNING FOR EACH NEW VILLAGE ON THE IRVINE RANCH® includes not only the demand for distinctive, quality housing, but also recognition of the desire to live in a place where residents can enjoy nature's beauty and experience all types of recreation.

In keeping with this tradition, the new village in Planning Area 40 will provide greater access to parks, trails and open space for all Irvine residents.

Among the village's recreational amenities:

- Community and neighborhood parks.
- A system of neighborhood trails and walking paths.
- A half-mile-long central public recreation complex featuring swimming pools and play areas to accommodate a wide range of sports.

Jeffrey Open Space Trail

Another exciting recreation feature planned for this area is completion of a key segment of the Jeffrey Open Space Trail that will eventually link The Irvine Ranch's northern and southern open space preserves.

The Jeffrey Open Space Trail (shown in the above photos) meanders along Jeffrey Road through the heart of Irvine, passing through wooded areas, grassy meadows and scenic picnic spots as it connects the city's network of parks, paths and wildlands. To be completed over time as new communities are developed, the trail will eventually run from the foothills north of Irvine to the Pacific Ocean. At both ends, the trail will connect to regional trails leading deep into preserved wildlands on the Irvine Ranch Land Reserve.®

The Jeffrey Open Space Trail is a key feature of the historic Open Space Agreement overwhelmingly approved by residents in 1988. This agreement ensured that Irvine would have more open space than any other Orange County city. In fact, more than one-third of the entire city, a total of some 16,500 acres, has been or will be preserved as parks, trails and natural wildlands.



Long-range Planning Keeps Traffic Moving

NITM. THE ACRONYM DOESN'T EXACTLY ROLL OFF THE TONGUE. But the significant traffic improvements that will come from the North Irvine Transportation Mitigation (aka NITM) promise to keep residents moving.

Good planning and coordination between the city and The Irvine Company ensure that circulation improvements needed to keep traffic flowing smoothly will occur in pace with—or in advance of—the development of new communities.

With this goal in mind, in 2003 the Irvine City Council adopted NITM—a comprehensive transportation program that will help minimize traffic impacts as long-anticipated growth takes place in North Irvine. The NITM program:

- Requires that periodic traffic studies be conducted to reevaluate transportation needs and identify where to widen roads, add lanes or traffic signals, widen freeway ramps and make other improvements to prevent traffic problems as new communities are developed.
- Provides approximately \$135 million in developer fees to fund a wide range of circulation improvements in the area. As new neighborhoods are built in Irvine to meet the demand for housing near job centers such as Irvine Spectrum, these transportation enhancements will effectively handle traffic in the city and adjacent areas.

As a key participant in the innovative program, The Irvine Company will pay nearly \$40 million in NITM fees to the city to accommodate traffic associated with the new village in Planning Area 40. Among the measures that will be taken to improve traffic flow in this area are interchange improvements at Trabuco Road and the SR 133 Toll Road, upgrading the Sand Canyon/I-5 interchange and the intersection improvements at Jeffrey/Walnut and Jeffrey/Irvine Center Drive.

The process of planning Irvine's circulation system began even before the city was incorporated in 1971. This is an integral part of the Irvine Ranch Master Plan, which projects traffic volumes that will result from planned growth and phases in transportation improvements as needed.

This long-range planning, combined with the city's commitment to keeping motorists moving as housing needs are addressed, has made Irvine's road system one of the most sophisticated in the state.



Minimizing traffic delays and keeping motorists moving is a top priority for the City of Irvine. At the Irvine Traffic Research and Control Center (ITRAC) at City Hall (shown in photo), traffic engineers use advanced computer technology to monitor and manage traffic circulation throughout the city and make adjustments to signal timing as necessary.

Measure M Benefits Irvine: \$84.4 Million—and Counting

NITM isn't the only major transportation-improvement program at work improving circulation and traffic flow throughout Irvine. The city has already benefited from \$84.4 million in projects funded by Measure M, a half-cent local transportation sales tax approved by Orange County voters for a 20-year period ending in 2011.

Last November, Orange County voters approved The Transportation Investment Plan for the Renewed Measure M—which extends the sales tax for another 30 years. It assures an additional \$150 million in street and intersection improvements that will have a direct impact to the city. In addition, freeway lane and interchange improvements will benefit Irvine, including:

Renewed Measure M Projects:

- Adding new lanes to the San Diego Freeway (I-405) through Irvine from SR-55 to the Santa Ana Freeway (I-5)
- Building new lanes and improving the interchanges on the I-5 Freeway between SR-55 and SR-133. This segment of I-5 is the major route serving Irvine
- Adding new lanes to SR-55 between the Garden Grove Freeway (SR-22) and the I-405
- Extending Jeffrey from Portola to the Foothill Transportation Corridor (SR-241)
- Widening Campus from University to Jamboree
- Improving intersections on Jamboree at Alton/Barranca/Main/Tustin Ranch
- Widening Main from Red Hill to Harvard
- Widening Barranca from San Diego Creek to SR-55
- Widening MacArthur from Main to SR-55