
CONSERVATION AND OPEN SPACE ELEMENT

APPENDIX L

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.

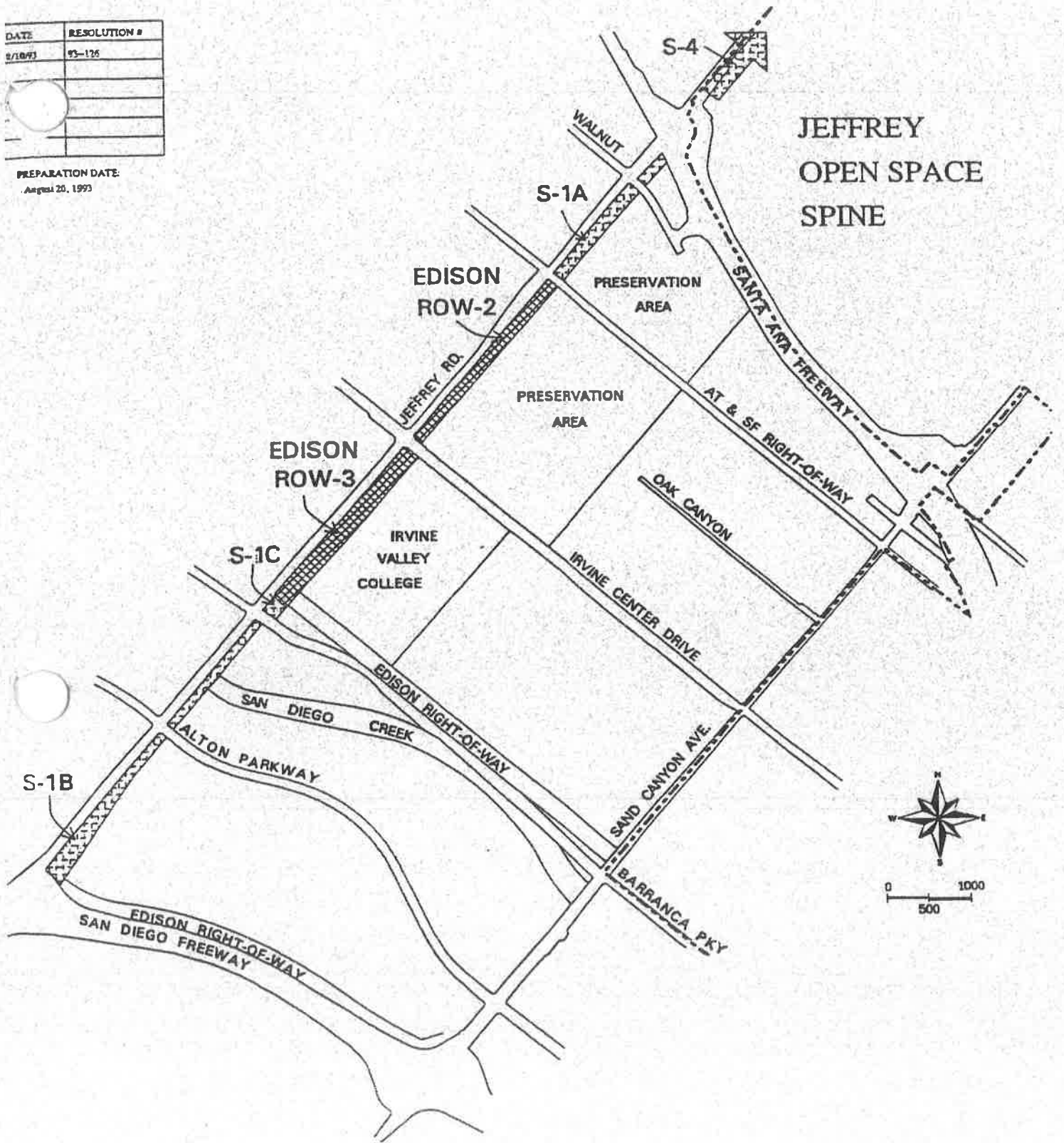
7. Edison Easement: The Edison Easement open space spine is an east/west spine that is located generally in the City's center (Planning Areas 15 and 38).

- 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