

East Tustin Specific Plan City of Tustin

March 1986

Revisions:

June 1989

December 1991

May 1993

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March 1997

July 1997

August 1997

November 1997

EAST TUSTIN SPECIFIC PLAN

Prepared for:

CITY OF TUSTIN

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1.0 Introduction

1.0 INTRODUCTION

1.1 Location and Setting

1.1.1 Location

The East Tustin Specific Plan study area is entirely within the City of Tustin. It is located along the eastern edge of the City in central Orange County. The 1,746-acre site extends north from the Santa Ana Freeway (Interstate 5) into the Lomas de Santiago foothills, just south of Peter's Canyon Reservoir, and is partially contiguous with Myford Road on the east. The eastern edge of the site is also the eastern boundary of the City; Browning Avenue and the existing development in Cowan Heights and Lemon Heights comprise the western edge of the planning area. The regional and local context of the site is illustrated in Exhibits A and B.

1.1.2 Setting

The East Tustin planning area represents a portion of the Irvine Company Property which was annexed to the City of Tustin in the mid-1970's. It is within the jurisdiction of the City and remains under the ownership of The Irvine Company. The southern two-thirds of the site is virtually flat with a two percent slope or less. The northern one-third is predominantly hilly. Much of the flat portion of the site has historically been used for agricultural purposes, including the cultivation of row crops, asparagus, and citrus and avocado orchards, while most of the hilly areas have remained in natural state.

The western and southern edges of the site are adjacent to existing and proposed urban development. Within the City limits south of the freeway, there are light industry and medium high density residential uses. As the site extends north into the foothills, the western edge is bounded by residential development, ranging from medium high density, multi-family attached units near the freeway to low density, single-family detached development in the unincorporated hillside communities of Cowan Heights and Lemon Heights.

The northern and eastern edges of the study area are surrounded by undeveloped land and orchards in the hillside areas and land in agricultural use in the flatland regions. Much of this land is in City of Irvine's sphere of influence and the remainder is within the jurisdiction of the County of Orange. Residential development is planned for most of these areas. The Eastern Transportation Corridor is planned to extend from the Santa Ana Freeway through the foothills to the Riverside Freeway (State 91). This facility is assumed to be located east of the planning area.

1.2 Purpose and Intent

The East Tustin Specific Plan has been prepared to address relevant planning issues in accordance with California Government Code Sections 65507 and 65451 (pertaining to the preparation of specific plans). Prepared in conjunction with a General Plan Amendment, the East Tustin Specific Plan provides policies, guidelines, procedures, programs, and regulations necessary to implement each element of the General Plan.

The East Tustin Specific Plan is also consistent with the "Browning Corridor" agreement that has been established between the City of Irvine, the City of Tustin, The Irvine Company, and the Department of the Navy.



Regional Location Map

EAST TUSTIN SPECIFIC PLAN

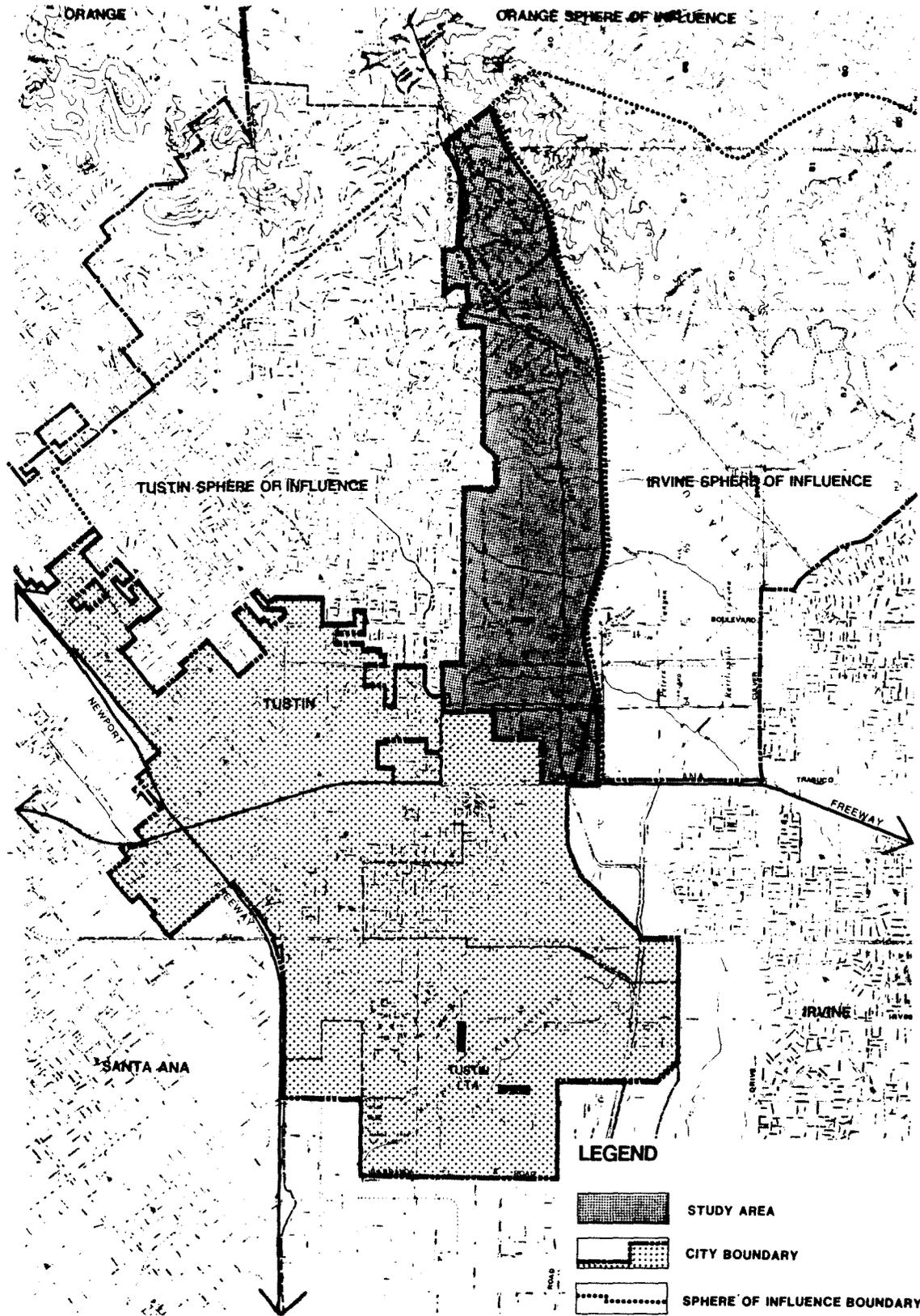
City of Tustin 

EXHIBIT A



NOT TO SCALE

EDAW Inc.



Vicinity Map

EAST TUSTIN SPECIFIC PLAN

City of Tustin 

EXHIBIT B



NOT TO SCALE

EDAW Inc.

The Specific Plan will be adopted by two City legislative actions. Sections 1.0 and 2.0 will be adopted by resolution and Section 3.0 will be adopted by ordinance.

1.3 Relationship to the General Plan

The East Tustin Specific Plan is consistent with the goals and policies of the General Plan and is intended to implement each of the General Plan Elements. The following is a comparative description, outlining how the Specific Plan meets and implements the relevant policies contained within the General Plan.

General Plan Policies

Specific Plan Conformance

Land Use Element

- | | |
|--|--|
| <ul style="list-style-type: none">o To promote an economically balanced community with complimentary and buffered land uses to include industrial, commercial, professional, multi-family and single-family development.o To provide neighborhood parks and open space in geographical areas based upon the same location and distribution as appropriate for elementary school sites.o To provide a variety of residential product types with an emphasis on single-family residential units. | <ul style="list-style-type: none">o Land uses, including single-family and multi-family residential, commercial and mix-use development have been balanced in reasonable proportions.o Parks and open space acreage has been geographically situated based on the population distribution and the City's minimum acreage requirements for Neighborhood and Community Parks.o A variety of residential product types, with an emphasis on single-family residential units adjacent to existing single-family residential development, will be provided. |
|--|--|

Circulation Element

- | | |
|---|---|
| <ul style="list-style-type: none">o To develop a Circulation Plan that serves the Land Use Element and regional requirements. | <ul style="list-style-type: none">o The arterial routes account for the County's Master Plan of Arterial Highways and new uses in the study area. |
|---|---|

Open Space and Conservation Element

- | | |
|--|--|
| <ul style="list-style-type: none">o A variety of open space areas to accommodate diverse needs related to recreation, noise attenuation and visual amenities for the residents of the community. | <ul style="list-style-type: none">o Visual and recreation open space areas including community parks, neighborhood parks, hiking/biking trail linkages, streetscape, noise buffer zones and a golf course which together offer diverse passive and active recreational opportunities are provided. |
|--|--|

General Plan Policies

Housing Element (cont.)

- o Reducing dependency upon the automobile for transportation by locating housing facilities convenient to service and employment centers thereby enabling walking or bicycling to places of employment.

- o The availability of a variety of housing accommodations and housing values to enable economic integration of neighborhoods and communities.

- o The conservation and improvement of existing residential neighborhoods.

- o Housing stock that is safe, decent and affordable.

Noise Element

- o To protect the health and welfare of the public in the City through noise identification, control and abatement. To establish measures for controlling noise levels within the City of Tustin and thereby maintain a more pleasant community atmosphere.

Specific Plan Conformance

- o Housing areas have been designated in consideration of a variety of community services, including parks and schools, commercial, and employment centers so as to encourage pedestrian and bicycle use and discourage the dependency on the automobile as a source of transportation within the community.

- o A mix of housing types encompassing a range of housing values have been provided throughout the Specific Plan area to enable economic integration of the neighborhoods and communities.

- o The conservation and improvement of existing residential neighborhoods by stipulating the need for development of compatible neighborhoods with housing types and density categories adjacent to existing residential neighborhoods is encouraged.

- o The variety of housing types and density ranges provides the opportunity for and encourages the development of new renter and owner-occupied housing that is safe, decent and affordable.

General Plan Policies

Noise Element (cont.)

- o As technological advances in noise suppression are realized, they should be reflected in this Element by the lowering of allowable noise levels.
- o Noise levels transmitted across property lines should not adversely affect activities in the receiving area.
- o New developments should not be permitted in areas with noise levels which already exceed the standards set forth for each land use classification unless the development contains adequate means to protect itself from the noise.

Seismic Safety Elements

- o To identify potential seismic and seismic related occurrences in the Tustin area and their impacts on Tustin.
- o To minimize the level of danger to life and property from natural and man-made hazards such as fire, transportation hazards, non-seismic geologic hazards, and air operations accidents.

Specific Plan Conformance

- o The use of the most technologically advanced noise abatement techniques for the purpose of lowering the allowable noise levels is required.
- o The combination of siting compatible land uses adjacent to each other while concurrently employing noise abatement procedures will insure that noise levels transmitted across property lines do not adversely affect activities in the receiving area.
- o No new development has been proposed for areas where noise levels exceed the standard set forth for each land use classification unless the development contains adequate means to protect itself from the noise; this includes buffers for new residential areas from traffic noise, etc.
- o Mapping of the El Modena Fault, which is classified as inactive, determines the location and specific types of development that can occur relative to the alignment of the fault as dictated by the Alquist-Priolo Act.
- o Land uses have been designated on the basis of minimizing the level of danger to life and property from the natural and man-made hazards such as fire, transportation hazards, non-seismic geologic hazards, and air operations accidents. Also, all structures are to adhere to the standards in the Uniform Building Code.

General Plan Policies

Seismic Safety Elements (cont.)

- o Through land use controls, the City will attempt to regulate the type and intensity of development in areas of known potential land use hazards and hazards of air operations.
- o The City will encourage the use of fire resistant roofing materials in high-hazard areas.
- o The City will study the possibilities of upgrading emergency waterline capacities in deficient areas.

Specific Plan Conformance

- o Land uses and height restrictions in the Specific Plan are consistent with the "Browning Corridor" agreement.
- o Policies in the Hillside Guideline Section 2, require the use of fire resistant roofing as defined by the underwriters laboratory, Chicago, Illinois, within the Hillside areas.
- o As development occurs within the specific Plan Area waterlines will be planned and developed to serve the domestic and safety needs of the area.

1.4 Goals and Objectives of the Specific Plan

The planning goals and objectives of the Specific Plan are responsive to the following issues: (1) the need for additional park and recreation facilities, specifically a golf course; (2) the opportunity to provide additional revenue generating sources such as commercial and employment areas to balance the anticipated residential areas; (3) the City's concern for how this area fits into the local and regional traffic circulation system and coordinates with the Eastern and Foothill Transportation Corridors which are currently under study by the County; and (4) the need to respond to the physical characteristics of the study area identified in the environmental documentation.

Goal

Develop a community which is a part of and extension of the City of Tustin and the existing residential development adjoining the specific plan area.

Objectives:

- o Plan for compatible residential development adjacent to existing residential areas and promote a cohesive appearance.
- o Plan for commercial, recreational and employment opportunities with a compatible interface to existing development.
- o Plan for phasing which provides incremental development that is coordinated with the existing adjacent development, infrastructure and market opportunities.
- o Plan for a golf course to create an image to the community within the southerly flat portion of the site.

Goal

Create a Specific Plan which includes a mix of residential, commercial, employment, and recreational opportunities.

Objectives:

- o Plan for commercial uses to serve the needs of the community.
- o The residential housing mix should provide for a broad range of densities from estate to medium high; provide flexibility to incorporate a variety of housing types to meet housing demands; provide opportunities for affordable housing in both owner occupied and rental housing; and provide housing opportunities for families to move up to more traditional housing types.
- o Plan for a mixed use area with freeway and arterial exposure so as to maximize the opportunity to develop viable and marketable commercial retail and hotel/motel uses and also maintain flexibility to provide other non-residential, non retail business related uses in the event that the entire mixed use area is too large to accommodate viable commercial retail uses.
- o Plan for adequate park and recreational facilities for the new community.
- o Plan for neighborhood commercial centers to conveniently serve surrounding residents. This is especially important in the northern area. Locate these facilities to maximize access and identity.

Goal

Develop for a fiscally sound program of public facilities and services.

Objectives

- o Plan for and define the extent of public facilities and services, and the revenue source to develop, maintain and operate them.
- o The Plan should provide for uses which will provide a positive source of income to the City such as commercial uses, auto center, hotel, etc.

Goal

Create a system of both public and private recreation and open space which meet the needs of the new community.

Objectives

- o The Plan should incorporate a high quality golf course: not City owned, but open to the public.
- o The Plan should recognize the study area for Peters Canyon Regional Park as well as recognize the regional trail system for Peters Canyon Wash.
- o Plan for public park sites in combination with school sites where appropriate.

- The Plan should consider Peters Canyon Wash as both a potential recreational amenity as well as a flood control and drainage facility.
- If feasible, locate a park site as part of the Regional Park System, for passive recreational activities at Lower Peters Canyon Reservoir once other higher park priorities can be achieved within the overall park allocation for the planning area.
- Equestrian trails should not intrude into existing and proposed residential areas.
- If there is a choice in number and types of community parks, the following is an order of priority related to park uses: 1) active; 2) cultural; and, 3) passive.

Goal

Develop a traffic circulation system which serves both existing and new development.

Goal

Provide for school facilities that meet the needs of the new community.

Objectives

- Work with the School District to determine the number, size, and location of elementary schools, intermediate schools and high school.
- Combine school and public park sites where appropriate to optimize play area efficiency and minimize maintenance costs.

1.5 Review Procedure

The Specific Plan consists of two major divisions which separate policy direction from standards and regulations.

Section 2.0 identifies programs, policies and procedures for each component of the Specific Plan, including Land Use, Circulation, Housing, Infrastructure, Parks, Recreation and Open Space, Urban Design and Hillside District Guidelines as well as those programs, policies and procedures unique to each sector. This section provides a broad overview of the various physical characteristics of the plan and their interrelationships; it also focuses on the characteristics of each sector that make it distinct from the rest and must be incorporated into development design. This section is adopted by resolution.

In order to implement the policies contained within Section 2.0, subdivision maps for the development of the property shall be submitted for approval as follows:

- Initial subdivision maps for residential sectors (Sectors 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, and 11) are to encompass one or more whole sectors as defined in this Specific Plan; subdivision maps for the commercial sector¹² may encompass less than the whole sector. However, the conceptual site plans shall be done for the whole of the commercial sector, illustrating the overall internal circulation concept for the sector, the drainage concept, sector vehicular access points within the sector and shall be approved by the Director of Community Development.
- Prior to final approval of the subdivision maps, the Director of Community Development or his designate, shall find that a proposed map is in compliance with the spirit and intent of all applicable policies and guidelines in Section 2.0.
- Additional information as specified by the Director, or his designate, may be required in order to demonstrate compliance with applicable policies.

Section 3.0 identifies specific development standards that must be used to design specific development projects. This section is adopted by Ordinance.

All required subdivision maps and permits are to be consistent with the development regulations in Section 3.0.

2.0 Specific Plan Policies, Programs and Guidelines

2.0 SPECIFIC PLAN POLICIES, PROGRAMS AND GUIDELINES

The overall land use concept for the East Tustin Specific Plan is intended to provide a planned community that expands and enhances the existing amenities of the City. In order to accomplish this, the Plan allows a wide variety of residential product types, employment centers, commercial complexes, school facilities, parks, recreation and open space amenities; and a comprehensive vehicular circulation system.

More intense land uses, consisting of commercial, mixed use, higher density residential uses and active recreation areas are concentrated at the southeastern end of the Specific Plan area. As development extends towards the existing community at the western edge of the site and northward into the foothills, the intensity of development diminishes.

The arterial circulation system will provide sufficient access and around the site and to and from the existing community. It also provides the opportunity to connect with the regional circulation system, for a broader level of service.

The parks, open space, riding/hiking trails and golf course, when viewed together offer opportunities for a wide range of active, passive and cultural recreational activities. Also, these areas coupled with streetscape elements and other visual buffers, create a continuum of open space amenities extending from the I-5 Freeway northward into the foothill region of the site.

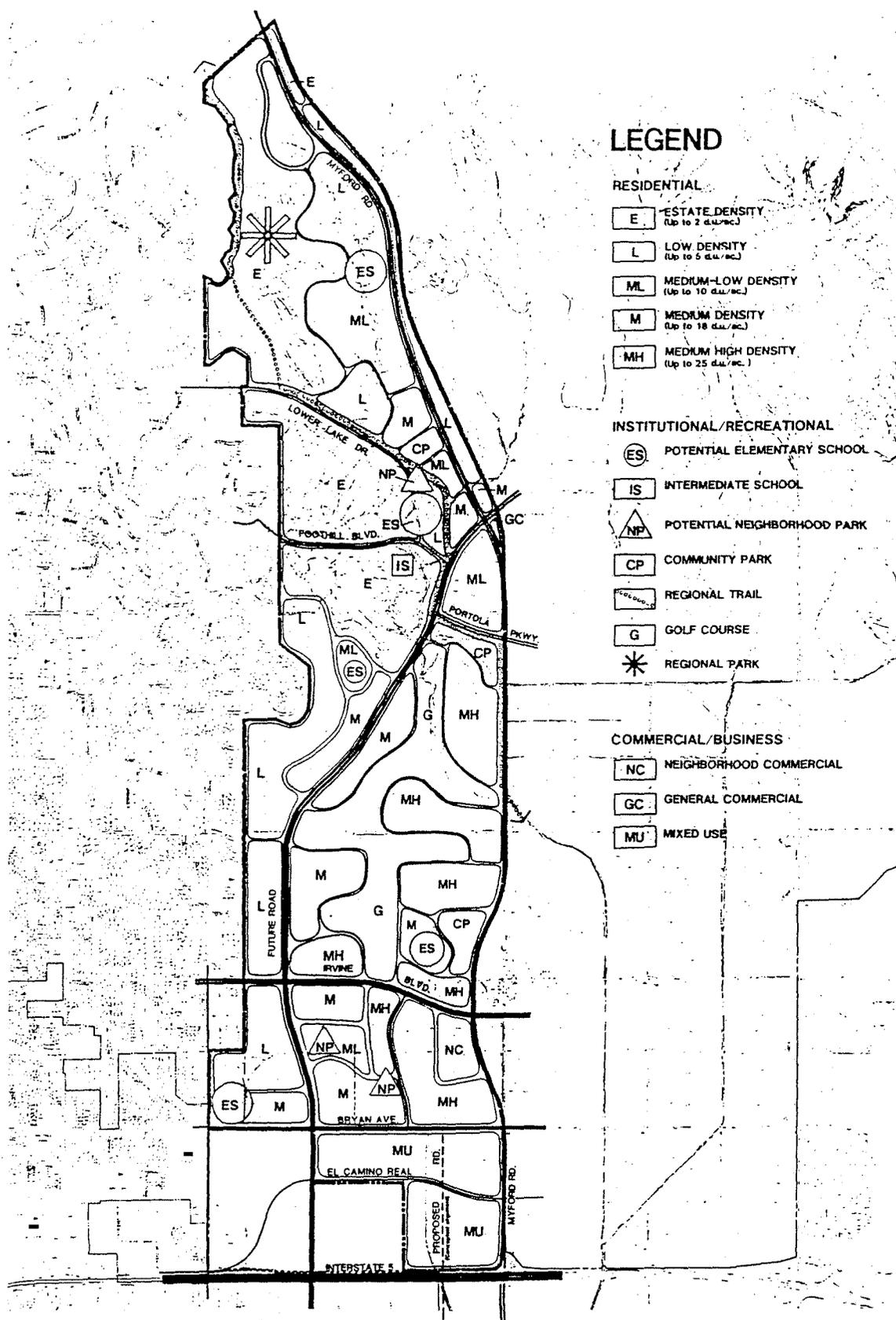
There are a number of Components to the Plan which include, (1) Land Use; (2) Circulation; (3) Housing; (4) Infrastructure; (5) Parks; (6) Recreation and Open Space; (7) Schools; (8) Urban Design; and (9) Hillside District Guidelines. The procedures and programs of each of these components are outlined below and are to be regarded as general guidelines for development.

The development objectives set forth in this section are intended to be directives for development and shall be implemented according to the guidelines set forth herein. Policies and exhibits contained within this section provide conceptual directions are intended solely to guide and not to restrict creative design solutions.

2.1 LAND USE

The Land Use Plan, illustrated in Exhibit C, incorporates the planning goals and objectives in designating a variety of residential and non-residential land uses circumscribed and linked by an appropriate arterial circulation system. Each of the parcels within the plan having a specific land use designation is referred to as a "land use area". These areas have been aggregated into 12 easily identifiable zones called "Sectors". The sector boundaries are defined by major roadways and topographical features; each sector contains one or more land use area. Table 2.1 summarizes the land use statistics. More detailed statistics for each sector are provided in Section 2.14.

Gross acres have been used for computing acreages and residential densities on the following tables. Gross acres include all land within a sector or land use area exclusive of arterial street rights-of-way.



LEGEND

RESIDENTIAL

- E** ESTATE DENSITY
(Up to 2 d.u./ac.)
- L** LOW DENSITY
(Up to 5 d.u./ac.)
- ML** MEDIUM-LOW DENSITY
(Up to 10 d.u./ac.)
- M** MEDIUM DENSITY
(Up to 18 d.u./ac.)
- MH** MEDIUM HIGH DENSITY
(Up to 25 d.u./ac.)

INSTITUTIONAL/RECREATIONAL

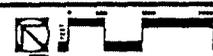
- ES** POTENTIAL ELEMENTARY SCHOOL
- IS** INTERMEDIATE SCHOOL
- NP** POTENTIAL NEIGHBORHOOD PARK
- CP** COMMUNITY PARK
- REGIONAL TRAIL** REGIONAL TRAIL
- G** GOLF COURSE
- *** REGIONAL PARK

COMMERCIAL/BUSINESS

- NC** NEIGHBORHOOD COMMERCIAL
- GC** GENERAL COMMERCIAL
- MU** MIXED USE

Land Use Plan

EAST TUSTIN SPECIFIC PLAN
City of Tustin



EDAW Inc.

Table 2.1
Statistical Summary

<u>LAND USE DESIGNATION</u>	<u>ACREAGE</u>
<u>Residential</u>	
Estate (up to 2 du/ac)	409
Low (up to 5 du/ac)	243
Medium Low (up to 10 du/ac)	115
Medium (up to 18 du/ac)	254
Medium High (up to 25 du/ac)	193
<u>Open Space</u>	
Private Parks	4
Public Neighborhood Parks	10
Community Parks	46
Golf Course	158
<u>Commercial/Business</u>	
Neighborhood Commercial	13
Mixed Use	121
<u>Institutional</u>	
Elementary Schools	30
Intermediate Schools	20
<u>Other Uses</u>	
Roads (arterial and major only*)	124

* Acreage for all roads other than arterial and major roads, has been included in the acreage for the surrounding land uses.

Residential Land Use: The Land Use Plan designates five residential categories each of which has maximum density. Residential densities are controlled in all of the following: land use areas, sectors and the Specific Plan Area.

For any residential subdivision map the maximum density range cannot be exceeded for a particular land use area. Lower densities will be permitted in any area. The boundaries and acreage of the land use areas shown on the Land Use Plan are approximate and will be precisely determined in the future when subdivision Maps are reviewed.

The land use areas described within each sector are subject to the policies specific to a given sector. These policies are outlined in Section 2.14.

The total number of dwelling units for the overall Specific Plan Area may not exceed 7,950 units. However, if the total allowable units in Tentative Tract Map No. 12345 are not constructed, the unbuilt units may be transferred to the Specific Plan Area in accordance with the provisions of the following paragraphs.

The total number of dwelling units in each Sector may not exceed the figures specified in Table 2.4. If a sector is developed with less than the maximum number of units permitted within the sector, then a transfer of units will be permitted from sector to sector within the Specific Plan Area. These transfers will be closely monitored. When proposing unit transfers, compatibility with adjacent land use areas must be considered. Specific requirements for allowing unit transfers and maximum unit increases in Sectors are outlined in the Development Standards in Section 3.0. Also in Section 3.0 there are more definitive standards for development of each residential density category.

Mixed Use Designation: The Land Use Plan designates 121 acres in the southeast corner of the site, in Sector 12 between Bryan Avenue and the I-5 Freeway, as a mixed use area. A 70 acre commercial center and hotel/motel will be developed in this area. Additional commercial uses or office and research and development uses may also be developed within this area. The Mixed use designation permits flexibility for location and configuration of these uses. It also creates the opportunity for development to respond to future changes in economic and market forces. The Development Standards for the Mixed Use Area are defined in Section 3.0.

Non-Residential Designation: The Land Use Plan (LUP) includes a number of non-residential uses such recreation (1) School, (2) Parks (3) Open Space and Recreation Facilities, and (4) Commercial Land Use designations. These are summarized in the following table:

**Table 2.2
Land Uses Integral to the LUP**

	<u>Quantity</u>	<u>Approximate Total Acreage</u>
<u>Institutional Use</u>		
Intermediate School	1	20
Community Park	3	46
Golf Course	1	158
<u>Commercial/Business Use</u>		
Neighborhood Commercial		13

**Table 2-3
Land Uses Anticipated in LUP**

<u>Institutional Use</u>	<u>Quantity</u>	<u>Approximate Total Acreage</u>
Elementary School	3	30
Public Neighborhood Parks	3	9.8
Private Neighborhood Parks	2*	4*

* The exact number, location and size of private neighborhood parks will be established with subdivision maps.

One junior high school site and several elementary school sites are to be distributed throughout the Specific Plan area. Three other neighborhood parks are generally located in various sectors of the Plan.

Three (3) community parks are more specifically located; they include a nine acre site near the junior high school, a 20-acre site, and a 17-acre site incorporating a knoll situated south of Portola Parkway.

Elementary and Intermediate schools and public neighborhood parks are symbolically illustrated on the Land Use Plan. The specific sizes, locations and numbers of these facilities will be determined in accordance with the provisions of Subsection 2.8.

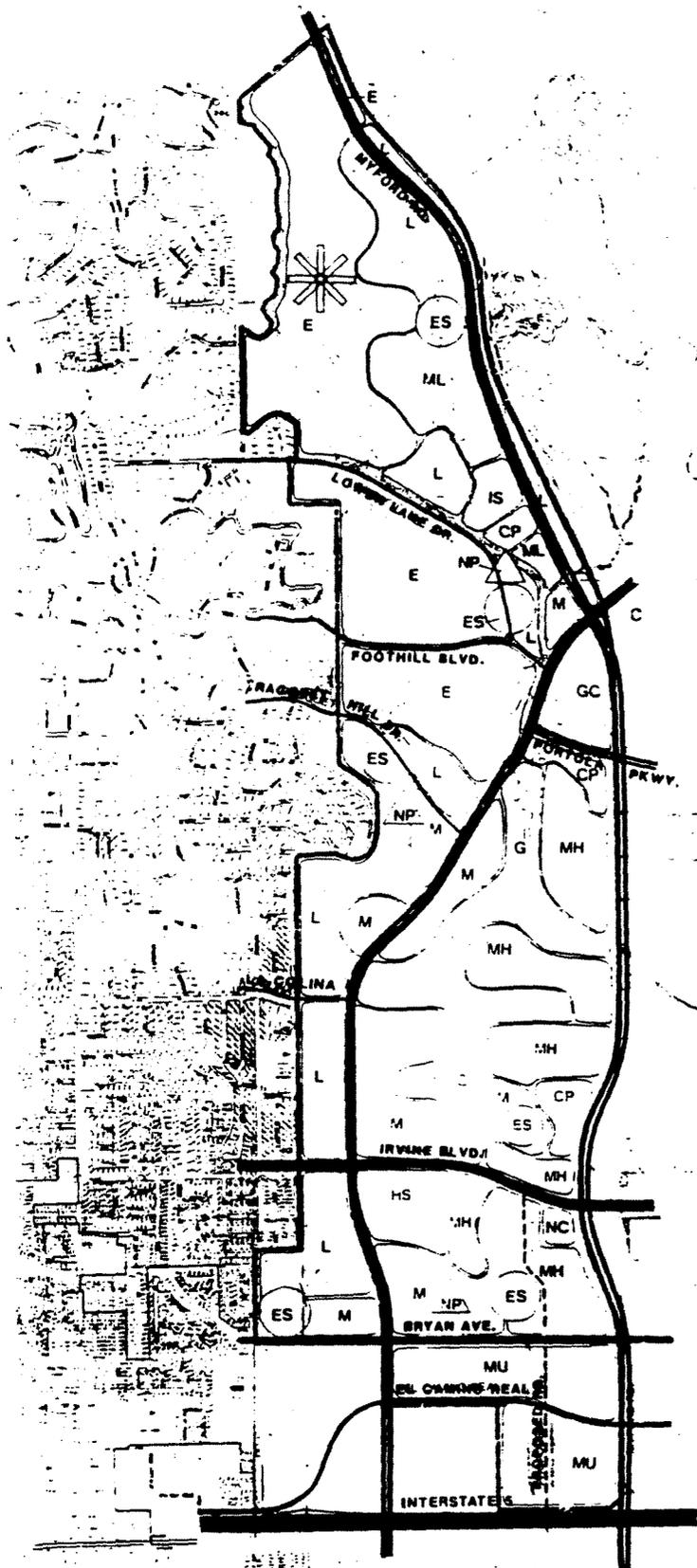
2.2 Circulation

The Circulation Plan, Exhibit D, illustrates the backbone vehicular circulation system for the Specific Plan area. This section describes the existing and planned arterial highway circulation system for the East Tustin Specific Plan.

Established Arterial Highway Alignments

<u>Street</u>	<u>City of Tustin Classification</u>	<u>County of Orange Classification</u>
Irvine Boulevard	Major	Major
Bryan Avenue	Primary	Primary
Portola Parkway	--	Major*
Santa Ana Freeway	Freeway	Freeway
Browning Avenue	Secondary	Secondary
Future Road	Major*	Major or Primary*
Myford Road	Major*	--
Weir Canyon Road	--	Primary
Eastern Transportation Corridor	--	Freeway*
El Camino Real	Secondary	--

* Conceptually Proposed



LEGEND

-  INTERSTATE I-5
-  MAJOR HIGHWAY
-  PRIMARY HIGHWAY
-  SECONDARY HIGHWAY
-  LOCAL COLLECTOR

THIS IS A GRAPHIC REPRESENTATION OF A PLANNING/ENGINEERING CONCEPT. FINAL DESIGN SOLUTIONS WILL BE PROPOSED AND REVIEWED AS PART OF SUBSEQUENT PLAN APPROVALS.

SOURCE: FORMA

Circulation Plan

EAST TUSTIN SPECIFIC PLAN

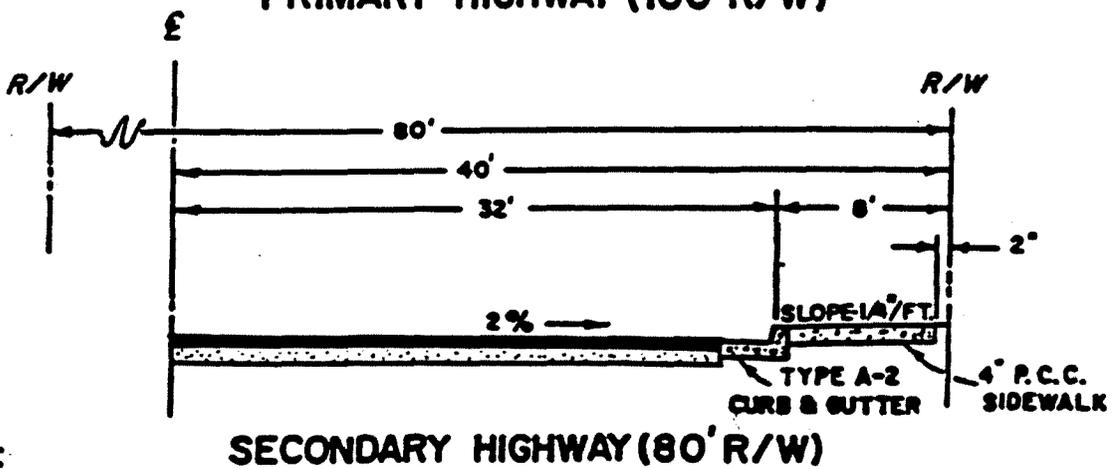
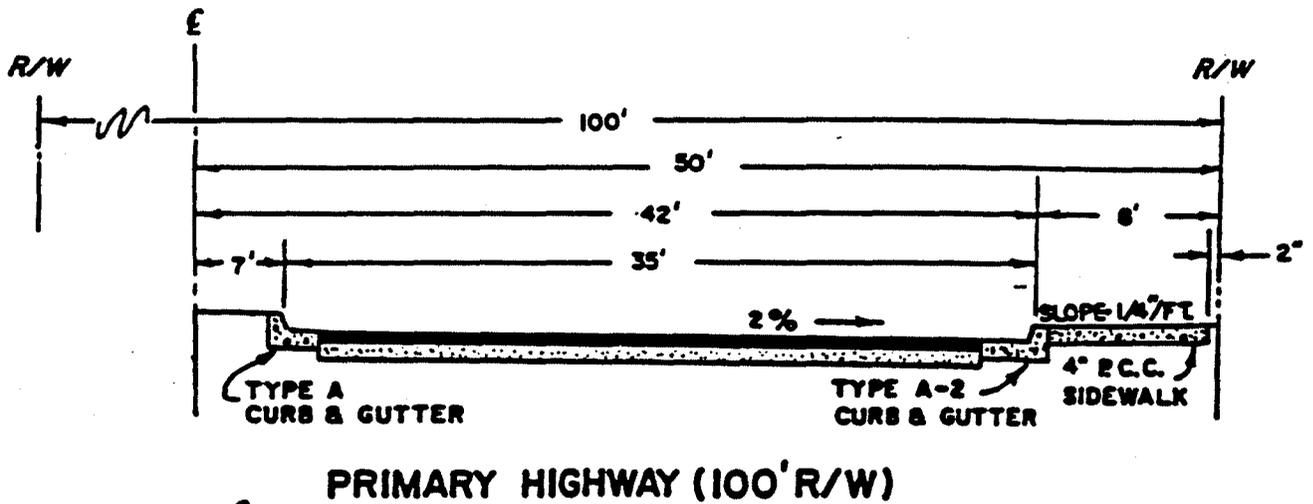
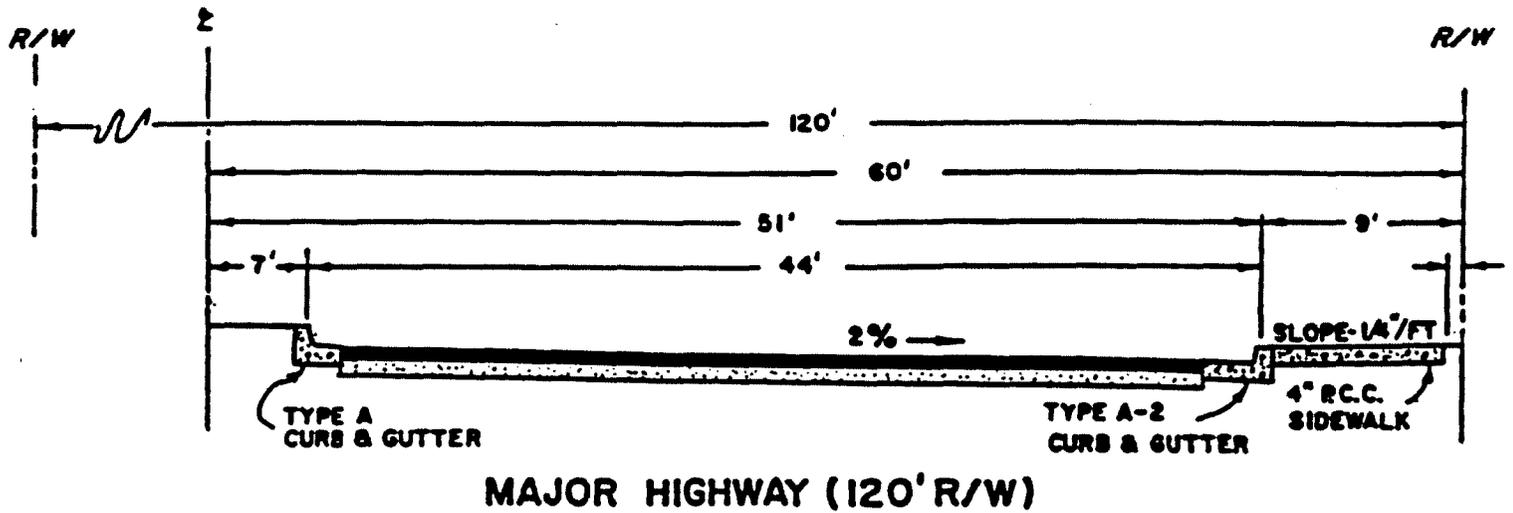
City of Tustin 

EXHIBIT D



EDAW Inc.

TYPICAL SECTION ARTERIAL HIGHWAY



NOTES:

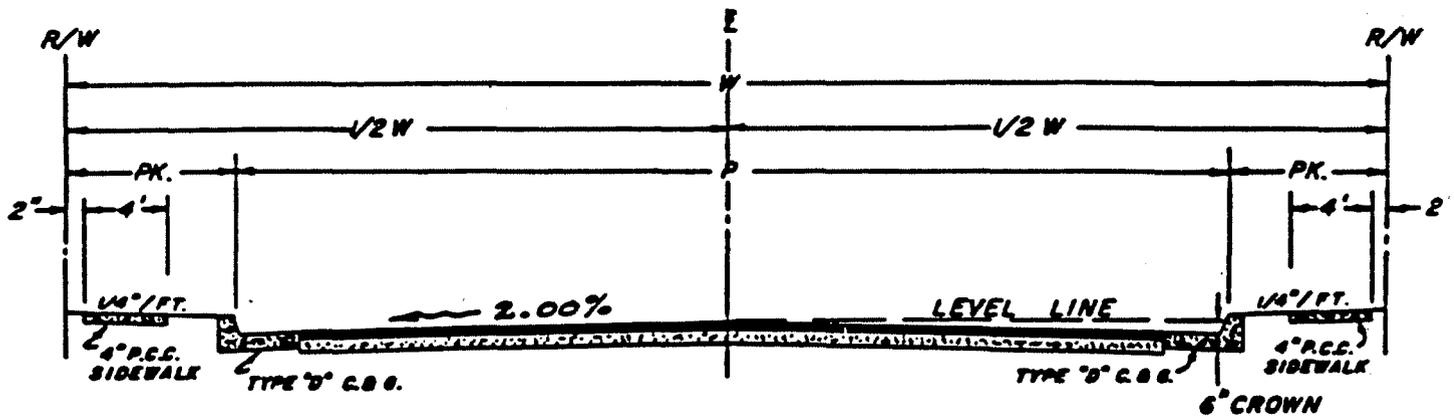
Street Cross Sections
 EAST TUSTIN SPECIFIC PLAN
 City of Tustin

EXHIBIT E.1

SOURCE: CITY OF TUSTIN

EDAW Inc.

TYPICAL SECTION LOCAL STREET



W	P	PK	LEGEND
60'	40'	10'	W = WIDTH OF STREET IN FEET.
56'	36'	10'	P = WIDTH OF PAVEMENT IN FEET
			PK = WIDTH OF PARKWAY IN FEET

Street Cross Sections

EXHIBIT E.2

EAST TUSTIN SPECIFIC PLAN

City of Tustin 

SOURCE: CITY OF TUSTIN

EDAW Inc.

Street Standards

Street cross sections have been designed for the Specific Plan Area. These may be redesigned with minor changes per the approval of the Director of Public Works without requiring an Amendment to the Specific Plan. These cross sections can be seen in Exhibits E.1 and E.2.

Standard arterial highway cross-sections represent the obvious and accepted answer to most situations, and the logical point of departure of any consideration of alternative cross-sections. However, the standard cross-sections do not always provide the best solution to any given need or set of objectives. Reasonable flexibility should be available in how arterial highway capacity and functional requirements can best be satisfied. In certain instances it may be desirable to encourage variety in the cross-section of various routes or different portions of the same route to satisfy intersection capacity requirements, create visual identity and landscaping opportunities, etc. An off-center or non-symmetrical design may be appropriate where conditions are different on opposite sides of the highway, particularly with respect to such factors as the adjacent land uses, slope conditions, intersections, sidewalks, parking lanes, utilities and bikeways.

The following is a brief description of each of the proposed multi-lane arterial highway classifications identified in the East Tustin Specific Plan and illustrated on Exhibit D.

Major Highway (Six-Lane Divided) The standard major arterial highway provides six traffic lanes and a curbed median together with an eight foot parking lane and a nine foot sidewalk on each side of the highway. The overall right-of-way width is 120 feet. Access should be restricted to local street intersections and commercial driveways as approved by the City Engineer.

Primary Highway (Four-Lane Divided) The standard Primary arterial highway provides four traffic lanes and a curbed median together with a ten foot parking lane and an eight foot sidewalk on each side of the highway. The overall right-of-way width is 100 feet. Access should be restricted to local street intersections and commercial driveways as approved by the City Engineer.

Secondary Highway (Four-Lane Undivided) The standard Secondary arterial highway provides four traffic lanes together with an eight foot parking lane and an eight foot sidewalk on each side of the highway. This classification does not include a median, however, for reasons of capacity and safety, it can be striped to provide a painted median though this requires the elimination of the parking lane. The overall right-of-way width is 80 feet. Access should be restricted to local street intersections and commercial driveways as approved by the City Engineer.

Local Collector Street (Two-Lane Undivided) The standard local street provides two traffic lanes with an eight foot parking lane and a ten foot parkway on each side of the street. The overall right-of-way width varies from 56 feet to 60 feet dependent upon the width of the parkway and whether or not parking is prohibited. Direct access is possible subject to the approval of the City Engineer.

Highway intersections should be spaced in accordance with good engineering practices which will provide adequate distance between signalized intersections. Local street intersections should be offset to eliminate conflicting left hand turns. Arterial highway intersections should be designed to maximize capacity. These design features may include exclusive dual left hand turn lanes and designated right turn lanes.

2.3 Housing Program

The objective of the Housing Component is to comply with the housing element in the General Plan.

Within the City, almost 60 percent of the total housing units are renter occupied. The City's policy is to promote and encourage owner occupied housing to correct this imbalance between rental and owner occupied housing. Therefore, the major thrust of the residential development within the Specific Plan area will be toward owner-occupied housing. Furthermore, the responsibility of the City is to encourage the construction of affordable housing to meet the needs of the city residents. The City, in its General Plan Housing Element, has identified its housing needs as 1,100 total units of very low to moderate income housing over a projected five year growth in housing city-wide.

The East Tustin Specific Plan provides for a variety and a wide range of housing types to meet the varied housing needs of the City. The mix of housing types includes a range from luxury estate units to medium high units. Within this range, there are approximately 400 acres designated for the medium and medium high densities. These areas could accommodate approximately 70 percent of the 7,950 total residential units planned or roughly 5,565 units. If affordable housing is to be developed, it would most likely occur within these areas due to the high market price of lower density housing.

At the end of the five year term of the current Housing Element of the General Plan, the City will review its progress toward meeting its housing objectives. The City's current Housing Program consists of a number of implementation programs which are designed to help achieve its housing objectives. The measures which are most appropriate for the East Tustin Specific Plan Area deal with home ownership programs and streamlining land use control/approval procedures. The City will seek to apply these implementation measures in the East Tustin area by:

- o Encouraging the use of bonding programs of the State and County to enable below market interest rate construction and long term financing of residential development projects.
- o Encouraging the use of programs such as HUD Section 235 and California Housing Finance Agency which provide interest reduction/below-market interest mortgage loans for the purchase of new homes.
- o Adopting the East Tustin Specific Plan to enable a more efficient and timely approval process for new development.

2.4 Drainage/Flood Control Concept Plan

Peters Canyon Wash and Tributaries

The existing Peters Canyon Channel will convey the expected discharge from a storm of 100-year frequency within the main channel and its limits. The Flood Insurance Rate Maps from which flood plains are determined also indicate that flows in excess of 100-year frequency could breach the existing channel within the Specific Plan area just before the main channel leaves the Specific Plan area to the east. This excess runoff would flow to the south toward the El Modena-Irvine Channel (see Exhibit F).

Development of the Specific Plan area will require improvement to portions of Peters Canyon Wash and tributaries within the Specific Plan area to adequately convey the flood waters. This improvement is necessary to insure the flood carrying capacity of the channels, limit the meandering and erosion presently occurring along the channel and protecting roadways adjacent to the channels.

In considering the ultimate design of Peters Canyon Wash and major tributaries, the following are examples of channel sections that could be used.

- Reinforced concrete pipe for the smaller drainage areas.
- Vertical walled or trapezoidal concrete channel.
- Trapezoidal soil cement channel.
- Trapezoidal riprap channel.
- Greenbelt channel with drop structures.
- Natural channel with drop structure.
- Retention basins combined with low-flow facilities.

The type of channel selected will depend upon the proximity to development areas, right-of-way available, aesthetics, flood carrying reliability, and construction and maintenance costs.

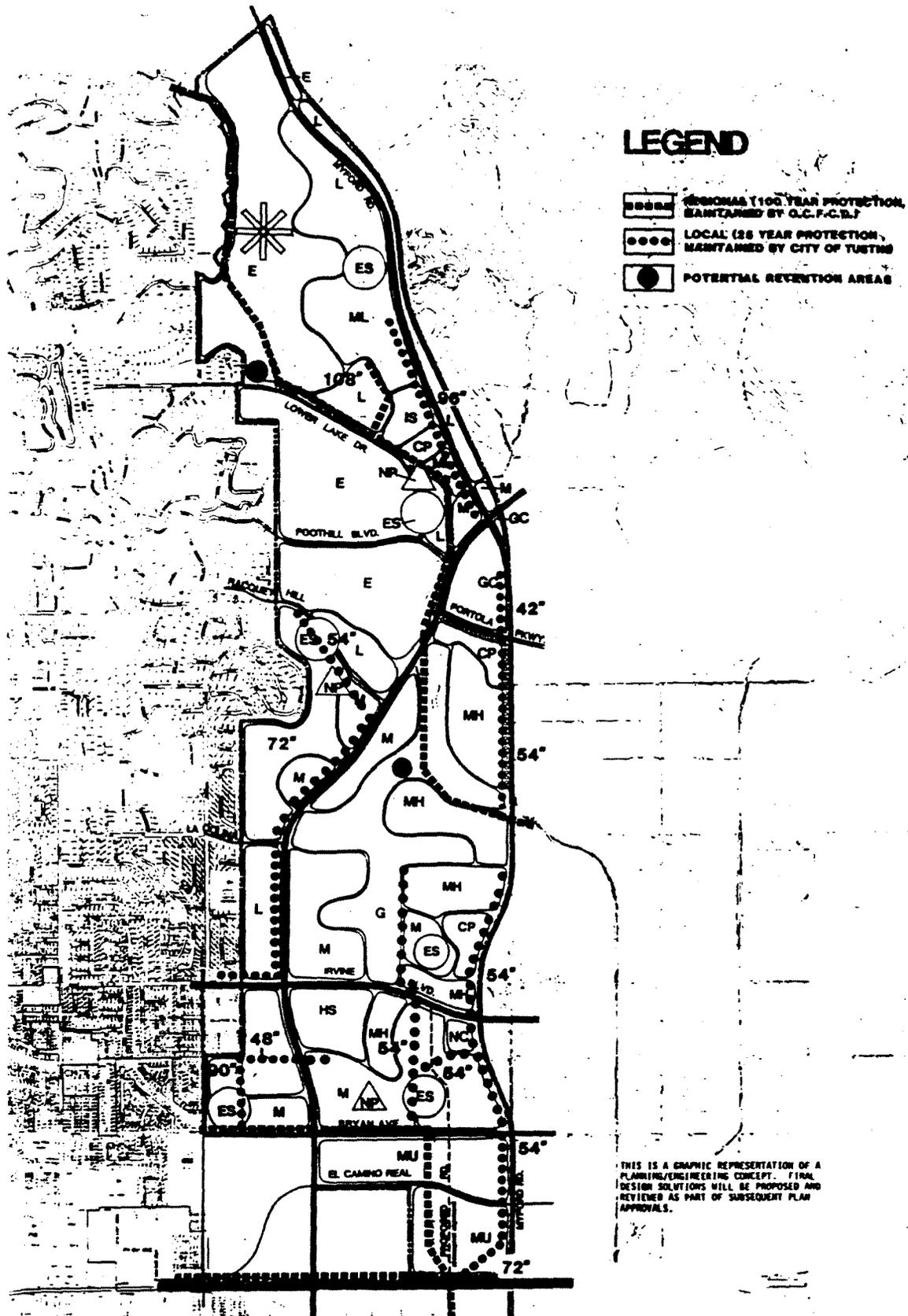
El Modena-Irvine Channel

The El Modena-Irvine Channel exists as an earthen trapezoidal channel along the northerly side of Bryan Avenue easterly of Browning Avenue. Since the channel has a tributary area greater than 4,000 acres, it must be designed for a 100-year storm per County of Orange standards. The channel follows the southerly boundary of Sectors 10 and 11 and then turns in a southerly direction approximately 1,500 lineal feet west of Myford Road. This north-south reach of the existing channel bisects Sector 12. The ultimate 100-year peak runoff is estimated at 7,900 cfs per a recent County of Orange analysis. The El Modena-Irvine Channel along Bryan Avenue can presently only convey less than the runoff expected during a five-year storm. Bryan Avenue is frequently closed during heavy storms. Improvement of the El Modena-Irvine Channel is necessary in order to confine the overflow and floodplain, and keep Bryan Avenue open during time of heavy rain. The channel is proposed to be improved as a soil cement trapezoidal channel, concrete vertical walled channel, or trapezoidal concrete channel through the Specific Plan area.

The north-south reach of the channel is proposed to be relocated adjacent to the future Auto Center which is located adjacent to Sector 12. As a condition of the Auto Center project, the box culvert crossing of Bryan Avenue and an interim earthen channel for the north-south reach of Bryan Avenue are proposed to be constructed along the boundary between Sector 12 and the Auto Center.

Other Drainage Facilities

Orange County Flood Control District Facility No. F07P08 is located adjacent to Sector 10 and exists as an 84-inch storm drain. It was constructed as part of the adjacent Ranchwood Tract. Development of the Specific Plan area will require upstream and downstream extensions of the pipe within Sectors 7, 9 and 10. If the storm drain has a tributary area between 500 and 4,000 acres, it should be designed for a 25-year storm.



THIS IS A GRAPHIC REPRESENTATION OF A PLANNING/ENGINEERING CONCEPT. FINAL DESIGN SOLUTIONS WILL BE PROPOSED AND REVIEWED AS PART OF SUBSEQUENT PLAN APPROVALS.

SOURCE: FORMA

Drainage and Flood Control Concept Plan

EXHIBIT F

EAST TUSTIN SPECIFIC PLAN
City of Tustin



EDAW Inc.

The opportunity exists within the Specific Plan area to plan and construct retarding/detention basins on Peters Canyon Wash in order to reduce downstream flooding and minimize future construction costs. Three potential sites have been identified. One is the existing Lower Peters Canyon Reservoir in Sector 1. Another is located within the future golf course area in Sector 7. A third site is located just northerly of Irvine Boulevard and out of the Specific Plan area. This basin could be combined with the proposed Rattlesnake Channel diversion.

Basins at sites the first and the third sites have been presented to the County and cities affected in the report entitled "I-5 Freeway Study - Development of Regional Master Plan of Drainage Concepts" by John M. Tettemer and Associates dated February 1985.

Implementation Policies/Criteria/Procedures

It is the policy of the Orange County Flood Control District and the City of Tustin to provide 100-year flood protection for homes and other non-floodproof structures. Small drainage areas up to about 500 acres are to be served by storm drains designed for peak flows obtained by the use of 10-year storms, larger downstream facilities with drainage areas up to 4,000 acres are to be designed with the use of 25-year frequency rainfall curves, and channels serving drainage areas larger than approximately 4,000 acres use a 100-year storm. Streets will be designed to convey runoff where storm drains cannot convey the 100-year storm in order to protect structures.

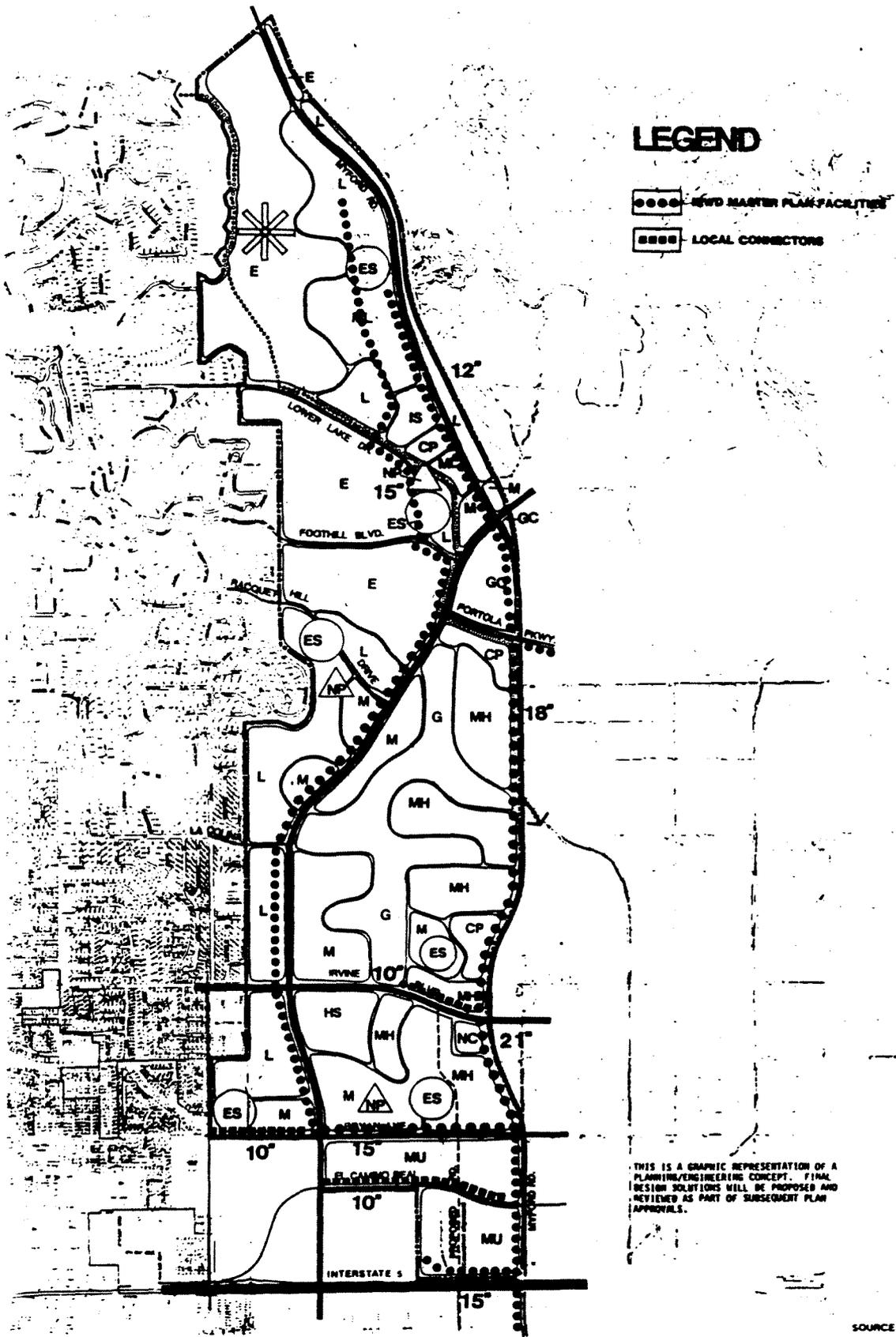
Interim improvements will occur on the El Modena-Irvine Channel as part of the Auto Center and Browning residential projects located outside of the Specific Plan area. Development within Sectors 7, 8, 9, 10, 11, or 12 will require construction of the ultimate El Modena-Irvine Channel improvements from Browning Avenue to the Santa Ana Freeway.

The El Modena-Irvine Channel and its crossing at the Santa Ana Freeway currently is not capable of conveying the 100-year storm. This results in flooding of portions of the Specific Plan area in Sector 12, south of Bryan Avenue, including the Santa Ana Freeway. Current flood insurance maps published by the Department of Housing and Urban Development indicate flood levels to elevation 81.0 adjacent to the freeway just west of Myford Road. A detailed flooding study with mitigating measures will be presented to the Federal Emergency Management Agency upon completion of the channel construction, in order to remove the floodplain zoning.

The Orange County Flood Control District has limited funding for new channel construction, therefore, the developer will most likely construct and dedicate the facility to the County.

2.5 Sewer Concept Plan

The Specific Plan area is located within the boundaries of the Irvine Ranch Water District (IRWD) and sphere of influence of the City of Tustin. Because the area is undeveloped and used for agricultural purposes, there are currently no sewers located in the Specific Plan area. The area has been studied and is currently shown to be part of the December 1979 IRWD Master Plan Sewer System. Therefore, sewers will be extended into the area from existing IRWD sewers located immediately downstream of the Specific Plan area. The major facility currently planned for the area is called the Harvard Trunk Sewer. This facility will sewer the entire service area and convey raw



THIS IS A GRAPHIC REPRESENTATION OF A PLANNING/ENGINEERING CONCEPT. FINAL DESIGN SOLUTIONS WILL BE PROPOSED AND REVIEWED AS PART OF SUBSEQUENT PLAN APPROVALS.

SOURCE: FORMA

Sewer Concept Plan

EAST TUSTIN SPECIFIC PLAN

City of Tustin

EXHIBIT G



EDAW Inc.

wastewater to the County Sanitation District of Orange County. The proposed alignment of the Harvard Trunk Sewer is northerly along Myford Road to Portola Parkway and then along the planned residential estate area. In addition, sewer mains extending westerly from the Harvard Trunk Sewer along the Santa Ana Freeway, Bryan Avenue and Irvine Boulevard are necessary to provide sewerage of the west side of the Specific Plan area. Pipe sizes range from 12 inches to 27 inches and are subject to change pending the current capacity and alignment study. The attached exhibit shows the alignment and sizes of the proposed Harvard Trunk Sewer (see Exhibit G).

2.6 Water Concept Plan

Domestic Water System

The Specific Plan area is located within the boundaries of the Irvine Ranch Water District (IRWD) and within the sphere of influence of the City of Tustin. The Specific Plan area is currently undeveloped land used for agriculture by The Irvine Company (TIC). IRWD currently does not provide domestic water service to the Specific Plan area (see Exhibit H).

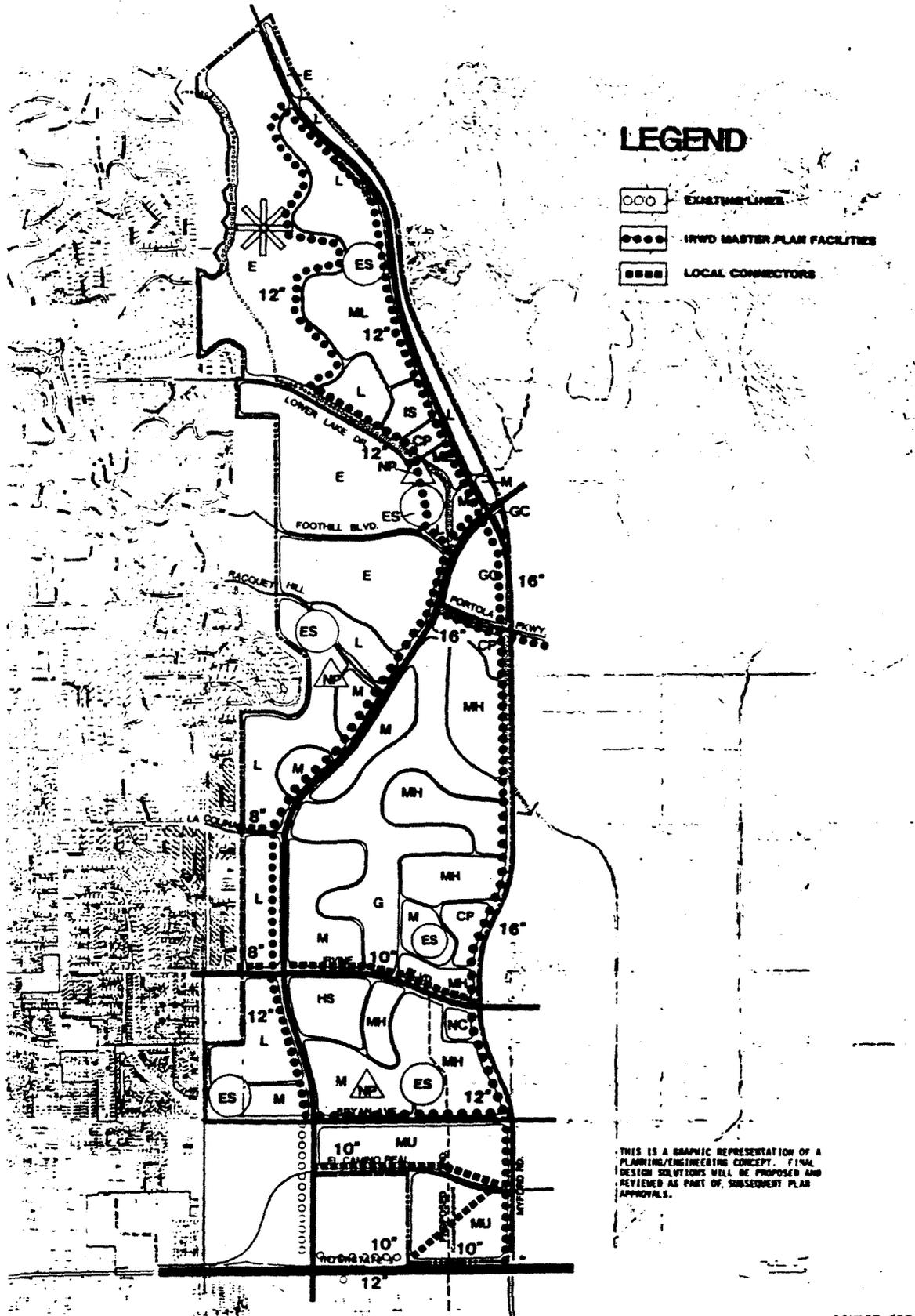
The July 1983 Water Master Plan shows that the District has sufficient water capacity rights in their overall system to provide water service to the Specific Plan area. The Specific Plan area lies within pressure zones 1, 2, and 3. Pressure Zone 1 extends southerly of Irvine Boulevard and has a hydraulic grade line of 290 feet. Pressure Zone 2 extends northerly from Irvine Boulevard to the proposed Portola Parkway and has a hydraulic grade line of 355 feet. Pressure Zone 3 extends to the northerly limit of the Specific Plan area and has a hydraulic grade line of 470 feet.

The proposed preliminary infrastructure domestic water improvements are based upon review of the Specific Plan Area Map and the IRWD Water Master Plan. All infrastructure pipelines are to be located in future planned streets. The proposed facilities include a 16-inch water line in future Myford Road from the Santa Ana Freeway to Portola Parkway, a 12-inch water line in future Jamboree Road from the Santa Ana Freeway to Portola Parkway, 12-inch water lines in Irvine Boulevard and Bryan Avenue between Jamboree Road and Myford Road, and a 12-inch looping water main in pressure Zone 3 north of Portola Parkway. No reservoirs are included as part of the infrastructural facilities for the Specific Plan area.

Irrigation/Reclaimed System

The Irrigation/Reclamation System Master Plan was prepared in June 1984. The proposed preliminary infrastructure reclaimed water system improvements are based upon review of the Specific Plan Specific Plan area and the IRWD Irrigation/Reclamation Master Plan.

The Master Plan shows a 12-inch reclaimed water line in proposed Myford Road extending from the Santa Ana Freeway to Bryan Avenue. Also, 12-inch mains are proposed for Bryan Avenue east of Jamboree Road and Irvine Boulevard east of Myford Road. Additional eight-inch mains are planned in Jamboree Road north to Irvine Boulevard, Irvine Boulevard east to Myford Road, and Myford Road between Bryan Avenue and Irvine Boulevard. All the irrigation water used in the above-discussed network system is effluent from the IRWD Michelson Water Reclamation Plant.



SOURCE: RBF

Water Concept Plan

EAST TUSTIN SPECIFIC PLAN

City of Tustin

EXHIBIT H



EDAW Inc.

The Master Plan also identifies a second looped network that connects to the untreated Irvine Lake Pipeline, located along the northerly boundary of the District. The system consists of 14-inch and 12-inch mains extending southerly in Myford Road to the proposed Portola Parkway and eight inch mains east of Myford Road. The attached exhibit indicates the size and alignments of both reclaimed water network systems.

2.7 Utilities

Electricity Southern California Edison Company provides electrical service to the project area. Existing facilities consist of a substation located at the intersection of Browning Avenue and Bryan Avenue, with a 66 Kilovolt (KV) line extending through the project area along Bryan Avenue. There are also two 12 KV lines extending into the central portion of the project area; and one along Irvine Boulevard to a point approximately 1,300 feet westerly of the easterly project boundary. A third 12 KV line extends northerly from Irvine Boulevard for approximately 4,400 feet.

A new substation is planned north of the Specific Plan Area in the vicinity of Chapman Avenue and Santiago Canyon Road. This substation which is planned to serve the project jointly with the substation on Bryan Avenue. A 66 KV service will be extended into the project area from this new facility. It will enter the site by way of Myford Road.

Natural Gas The Southern California Gas Company serves the project area through an eight-inch high pressure line extending along Irvine Boulevard across the site. Various other two-, three- and six-inch gas lines are located westerly of the project boundary; however, these are not high pressure lines and would not be useful in providing service beyond their existing connections.

Service is planned to be extended from the existing eight-inch high pressure line in Irvine Boulevard northerly in the proposed Future Road extension of Jamboree Road to the proposed Lower Lake drive, and then westerly and northerly to a connection with Myford Road; and southerly from Irvine Boulevard in the proposed Jamboree Road to Laguna Road.

Telephone Pacific Telephone Company will serve the project sites by extension of the existing facilities located within the City of Tustin on Browning Avenue and easterly on Irvine Boulevard. Light service is existing in the area adjacent to the northerly portion of the site, but no major feeders exist there. Service will be extended in a joint trench corridor with electrical and gas services in the proposed extension of the Future Road, and within Myford Road.

Cable Television Communicom Cable Television Company of Tustin serves most of the project area, with Times-Mirror Cablevision providing service to the northerly portion of the site. There are currently no facilities existing on-site, but their existing equipment is capable of being expanded to accommodate the project area.

2.8 Parks

The Specific Plan provides a variety of park lands to serve the anticipated population growth and future demand for outdoor activities. The City's Park Ordinance specifies that for each 1,000 persons, three acres of parkland shall be dedicated, and/or an equivalent value of park improvements shall be constructed, and/or in lieu fees shall be paid (hereafter referred to as the "park requirements"). The purpose of this section is to further define the type of parks to be located in East Tustin, the criteria for parkland and improvements, and the procedures for implementing the park requirement, consistent with Park and Recreation Element of the General Plan and the Park Ordinance.

The specific park requirement for each residential project is based on the number of units constructed in each project and the persons per unit for each density category in each project. The following table will be used to determine persons per unit for each density category:

<u>Density Category</u>	<u>Persons/Unit</u>
Estate	4.2
Low	3.4
Medium low	3.4
Medium	2.8
Medium High	2.2

Park requirements will be determined based on the actual number of dwelling units to be constructed.

In the Statistical Summary (Table 2.4) some park credit transferred from Tentative Tract Map No. 12345 is assumed.

Where park dedication acreage is more than required on any project and/or sector, the excess acreage may be used as credit for other residential development in East Tustin. Park improvement costs of park facilities which are provided in lieu of land dedication by the developer and approved by the City may be credited against the park requirement.

There are three types of parks to be located in East Tustin to meet the park requirement: community park, public neighborhood park, and private neighborhood park. These types constitute a three tiered recreation system, each serving a particular category of recreation need in the community. Fifty percent of the park requirements shall be allocated to community parks and 50 percent shall be allocated to neighborhood parks. Neighborhood parks shall be allocated between public and private parks, provided that private parks do not exceed 25 percent of the total park requirement. For statistical purposes, in this Specific Plan, it is assumed that private neighborhood parks provide 25 percent of the total park requirement (the maximum allowed).

Community Parks

Three community parks are specifically located on the Land Use Plan, and the acreages are identified on the Statistical Summary, although the actual size and configuration may vary. It is assumed that the entire park requirement for community parks will be fulfilled by land dedication and that the City will be responsible for all improvements and maintenance. However, the City may choose to grant some park credit for developer improvements to the community parks in accordance with the Park Ordinance.

If the actual size of a community park varies from that shown on the land use plan, then acreage adjustment will be made to the land use area in which the park adjustment occurs. This may either increase or decrease acreage within a residential land use area. If the actual park acreage is less than that shown on the land use plan, the acreage of the underlying residential land use area, will be revised. However, the maximum number of units permitted within the sector where the average adjustment is made will not change except as provided in Section 3.0.

Public Neighborhood Parks

For the purposes of clarification and delineation, the Public Neighborhood Parks are conceptually located on the Land Use Plan and acreages are estimated on the Statistical Summary. The actual location, size and configuration may vary, subject to the criteria in the Park Ordinance. It is assumed that the entire park requirement for public neighborhood parks will be fulfilled by land dedication and that the City will be responsible for all improvements and maintenance. However, the City may choose to grant some park credit for developer improvement to the public neighborhood parks in accordance with the Park Ordinance.

If the actual size of a neighborhood park varies from that shown on the land use plan, then acreage adjustment will be made to the land use area in which the park adjustment occurs. This may either increase or decrease acreage within a residential land use area. If the actual park acreage is less than that shown on the land use plan, the acreage will be increased. However, the maximum number of units permitted within the section when the acreage adjustment is made will not change except as provided in Section 3.0.

Private Neighborhood Parks

Private Neighborhood Parks are not shown on the Land Use Plan and Statistical Summary. They will be identified on the residential subdivision map. Private neighborhood parks will serve the residents of the subdivision/development in which they are located and will be privately owned and maintained. Eligibility of private park land for the park requirement shall be based on the Park Ordinance criteria.

2.9 Recreation and Open Space Plan

The Specific Plan provides for a number of recreational facilities and open spaces to serve expected population growth and augment the demand for outdoor activities. The Land Use Plan Exhibit C, identifies the general location and sizes for the golf course and the location for a riding/hiking trail and a regional park.

Golf Course

A prime focal point of the community is to be an 18-hole golf course which is highly visible, and accessible to the public. This golf course is to be a high quality facility, to be developed and owned by a private operator. Direct visual frontage of the golf course from the major arterial roads which serve the community is to be provided but the precise layout of the course may vary from the configuration shown on the Land Use Plan, but will be consistent with Section 2.0.

Peters Canyon Regional Park

The Plan anticipates a possible acquisition and development by the County of Orange of a regional park in the Upper Peters Canyon Regional area. An asterisk on the Land Use Plan identifies the general location area under consideration for such a park which might also include lands outside the City of Tustin.

Within the City of Tustin, the proposed park might encompass approximately 100 to 125 acres in Sector 1. It is intended to include low intensity recreational facilities which are compatible with the natural environment and existing and proposed development adjoining the park.

Acquisition of the park will not change the total maximum units in East Tustin, the maximum units of Sector 1, the transferability of units, nor the residential density categories in areas adjoining the park. Should the park not be acquired by the County, the residential density category shown on the Land Use Map will apply.

Peters Canyon Regional Riding/Hiking Trail

The Plan identifies the location of the County Regional Trail, generally, through Peters Canyon along the wash. This trail is seen as a method for providing linkages between the parks and open space areas within the Plan as well as with the broader County Trail System. This regional trail system will consist of a riding and hiking trail, and a Class I Bikeway, in accordance with the County of Orange Master Plan.

Operation and maintenance of these trail systems by the County of Orange is assumed.

2.10 Schools

The Specific Plan area is within the boundaries of the Tustin Unified School District. The school district expects that the completion of the development in the East Tustin Specific Plan Area will require new facilities as well as the use of some of the existing facilities.

The Specific Plan symbolically identifies a maximum number of school sites to serve the largest estimated population growth. These schools have all been generally located in areas that are central to estimated student population growth. One intermediate school site has been identified for the Specific Plan area.

The ultimate requirement for the precise number of schools is based on the number of students that are to be generated from the residential areas within the Specific Plan area. The demand for schools may vary depending on the actual type and number of units built in each land use category. The size of school sites may vary depending on specific school district needs and joint school/park programs. Also phasing and precise locations of sites are dependent on timing of development and more precise planning within sectors. The number, location, and size of schools illustrated symbolically on the Land Use Plan, should be considered as a general guide, subject to further evaluation. As development plans are prepared for each sector the land owner and school district will make specific provision for school facilities. These provisions should be accomplished prior to final development. The actual size and number of sites may cause an adjustment to

acreage within the land use areas. If any school that is shown on the Land Use Plan is not needed or if the site acreage is less than estimated then the acreage that has been allocated to the school site will be reallocated to the underlying residential use. However, the maximum number of units permitted within the sector where the acreage adjustment is made will not be changed except as provided in Section 3.0.

2.11 Other Public Facilities

Police Services

Police services for the East Tustin Specific Plan Area are provided by the City of Tustin Police Department. With development of the East Tustin area, there will be additional police service demands. These will originate from both residential and non-residential land uses.

It is anticipated that additional service needs generated by development within the Specific Plan Area will be provided within the City's existing police facilities and that no new facilities will be developed within the Specific Plan Area.

Fire Safety Services

Fire safety services within the East Tustin Specific Plan Area is currently provided by Battalion 3 of the Orange County Fire Department. The Orange County Fire Department also provides Fire Safety Services to the entire city as well as the unincorporated areas and several other cities.

The Department operates two fire stations which provide first alarm service to the East Tustin Specific Plan Area. These are located to the west, within developed areas. The two stations are geographically located to serve a broad area which encompasses the East Tustin Specific Plan Area. There is a station located at 10631 Skyline Drive (Station #8) which serves the northern area of the Specific Plan. There is also a station located at 1241 Irvine Boulevard (Station #21) which serves the southern area of the Specific Plan.

The Fire Department anticipates development of three new stations by the year 2000 for the service area of Battalion #3 as the entire service area develops. (East Tustin Specific Plan is only one portion of the service area.) The precise location, facility requirements and timing of development have not been determined at this time as the Fire Department will need to assess the most optimum location and facility requirements to serve the larger district requirements.

One new station may need to be located within the East Tustin Specific Plan Area. The Specific Plan has not indicated a specific location for a fire station. If a fire station is determined to be required by the Fire Department, a suitable location would be at the General Commercial site, Sector 6, near the intersection of Portola Parkway and Myford Road. This location would be central to the plan area as well as the larger district and would have good accessibility to the major arterial road system.

2.12 Urban Design Guidelines

The purpose of the Urban Design Guidelines is to provide design themes and concepts to promote an identifiable and cohesive image for the East Tustin Specific Plan Area.

2.12.1 Landscaping Guidelines

The landscape design guidelines are intended to set forth the general character and visual qualities of major streets and entries within the Specific Plan Area in order to create a cohesive landscape image for East Tustin (see Exhibits I, J.1, J.2, J.3, J.4, J.5, J.6, J.7, J.8, and J.9).

These guidelines apply to major streets shown on the Landscape Concept Plan and Sections.

The intent of the overall design is to draw upon the existing significant landscape features of the site and the landscape heritage of the City of Tustin in order to create an informal, rustic character. The existing eucalyptus character of the Tustin Hills will be expanded throughout the community in parkways and medians, public spaces and within each development.

Prior to Tentative Tract approval, a conceptual landscape plan will be approved by the Director of Community Development for major streets within and adjoining the subdivision. The plan will identify the specific plant materials to be used along with spacing dimensions of parkway and setback area, type of wall treatment, heights of berms, etc.

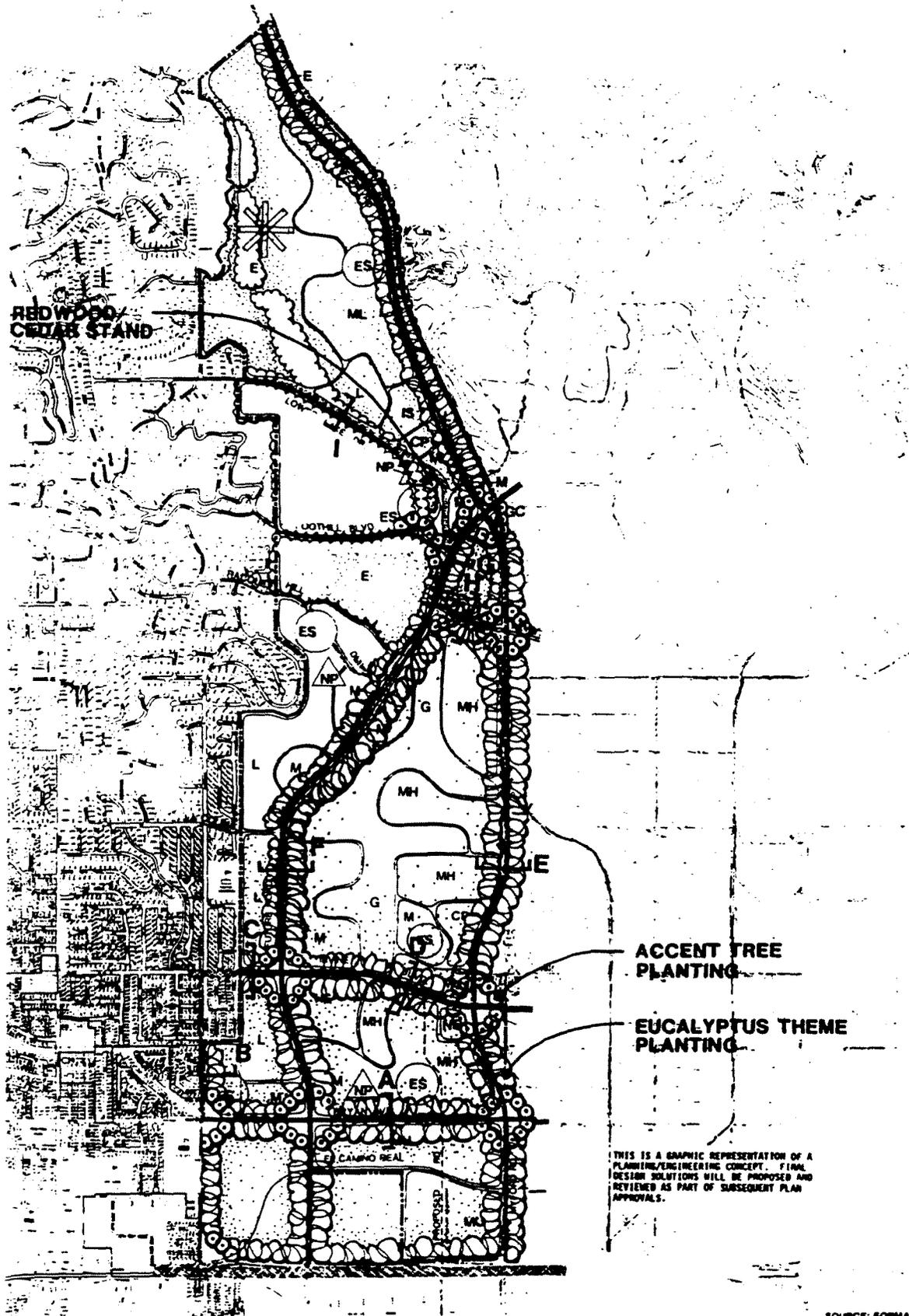
Primary Tree:	Eucalyptus varieties
Accent Trees:	Evergreen and flowering deciduous varieties.
Spacing:	Trees and shrubs in informal drifts or groupings. Occasional pockets of evergreen accents, especially at intersections and entries.
Sidewalks:	Varied location within the parkway.
Groundcover:	Informal groupings of groundcover and shrubs.

2.12.2 Architectural Guidelines for Public Structures

Architectural style and character provide a distinct image to a community. Architecture within East Tustin should be appropriate to the fundamental requirements of the particular use, whether it be residential, commercial, or office development. However, the importance of establishing a relationship between East Tustin and the existing developed portions of Tustin and the need to create a more cohesive appearance to the City cannot be overlooked. One way in which this cohesiveness can be achieved is to establish a relationship in the architectural style of public structures. Public structures such as schools, park buildings, fire stations, etc., are highly visible within a City and provide an excellent opportunity for an image to be conveyed.

In establishing architectural guidelines, it is necessary to describe some of the major design objectives as follows:

- o East Tustin should be a part of the City and not appear to be separate from the existing City.

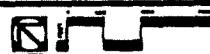


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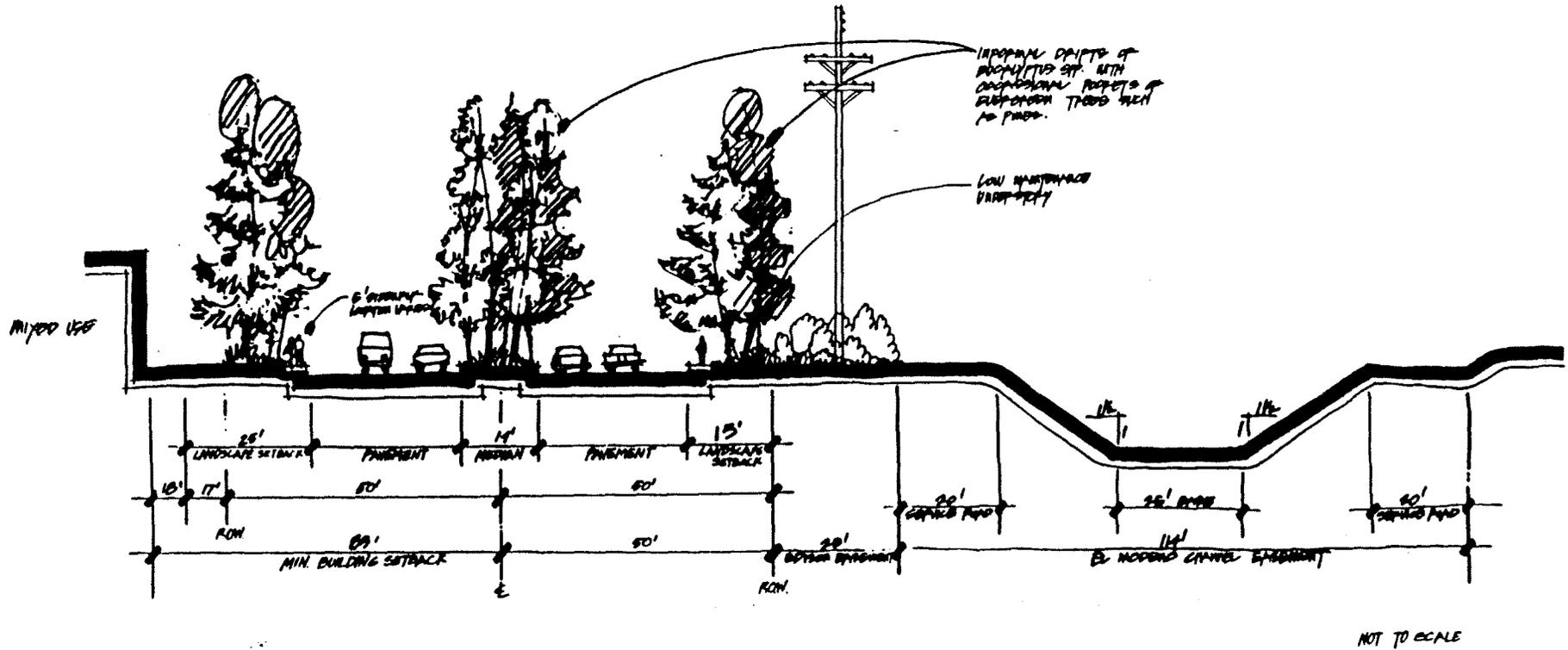
Landscape Concept Plan

EAST TUSTIN SPECIFIC PLAN
City of Tustin

EXHIBIT I



EDAW Inc.



THIS IS A GRAPHIC REPRESENTATION OF A PLANNING/LANDSCAPING CONCEPT. FINAL DESIGN SOLUTIONS WILL BE PROPOSED AND REVIEWED AS PART OF SUBSEQUENT PLAN APPROVALS.

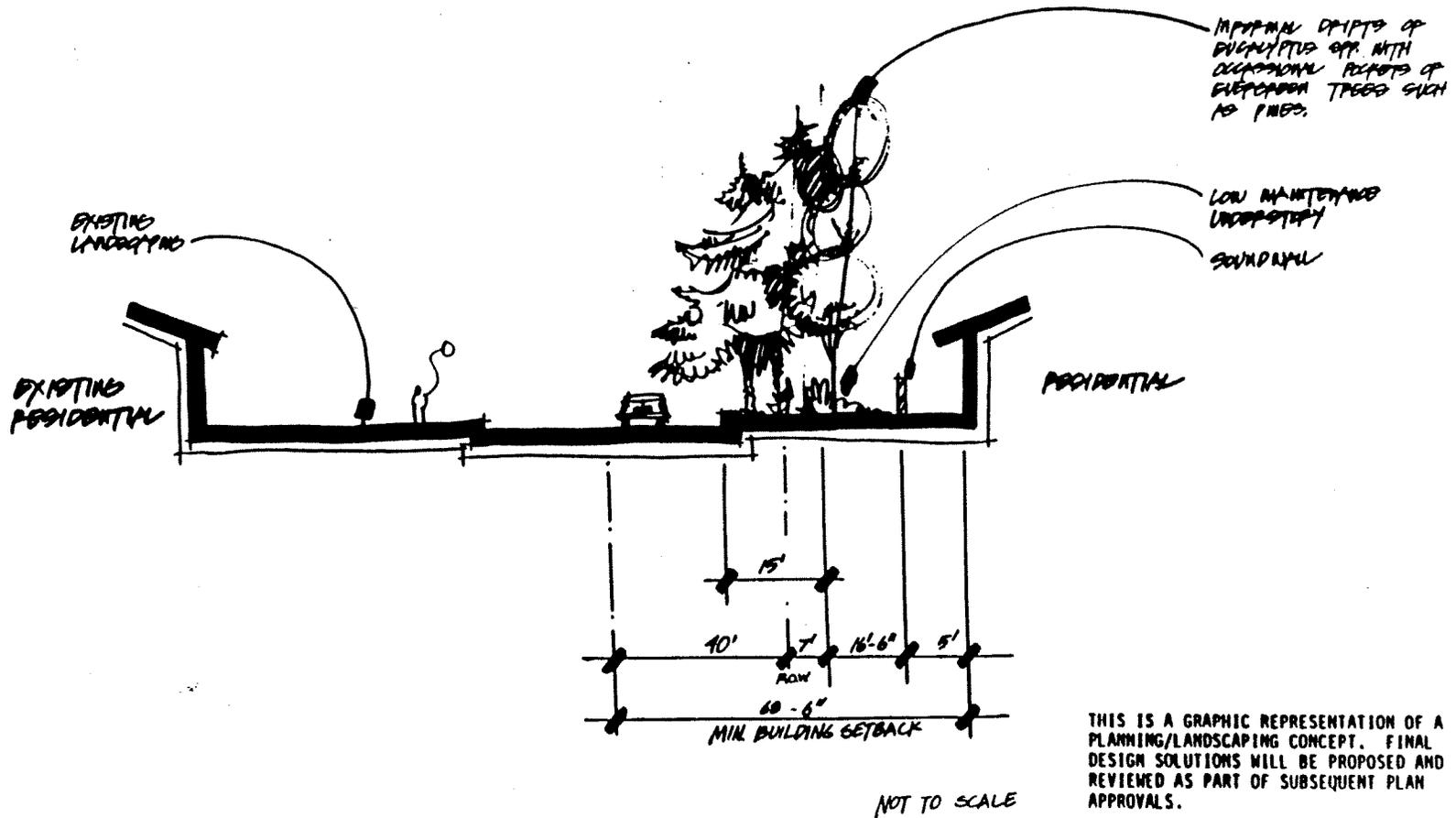
Landscape Section A - (Bryan Avenue)

EXHIBIT J.1

EAST TUSTIN SPECIFIC PLAN
 City of Tustin 

SOURCE: 

EDAW Inc.



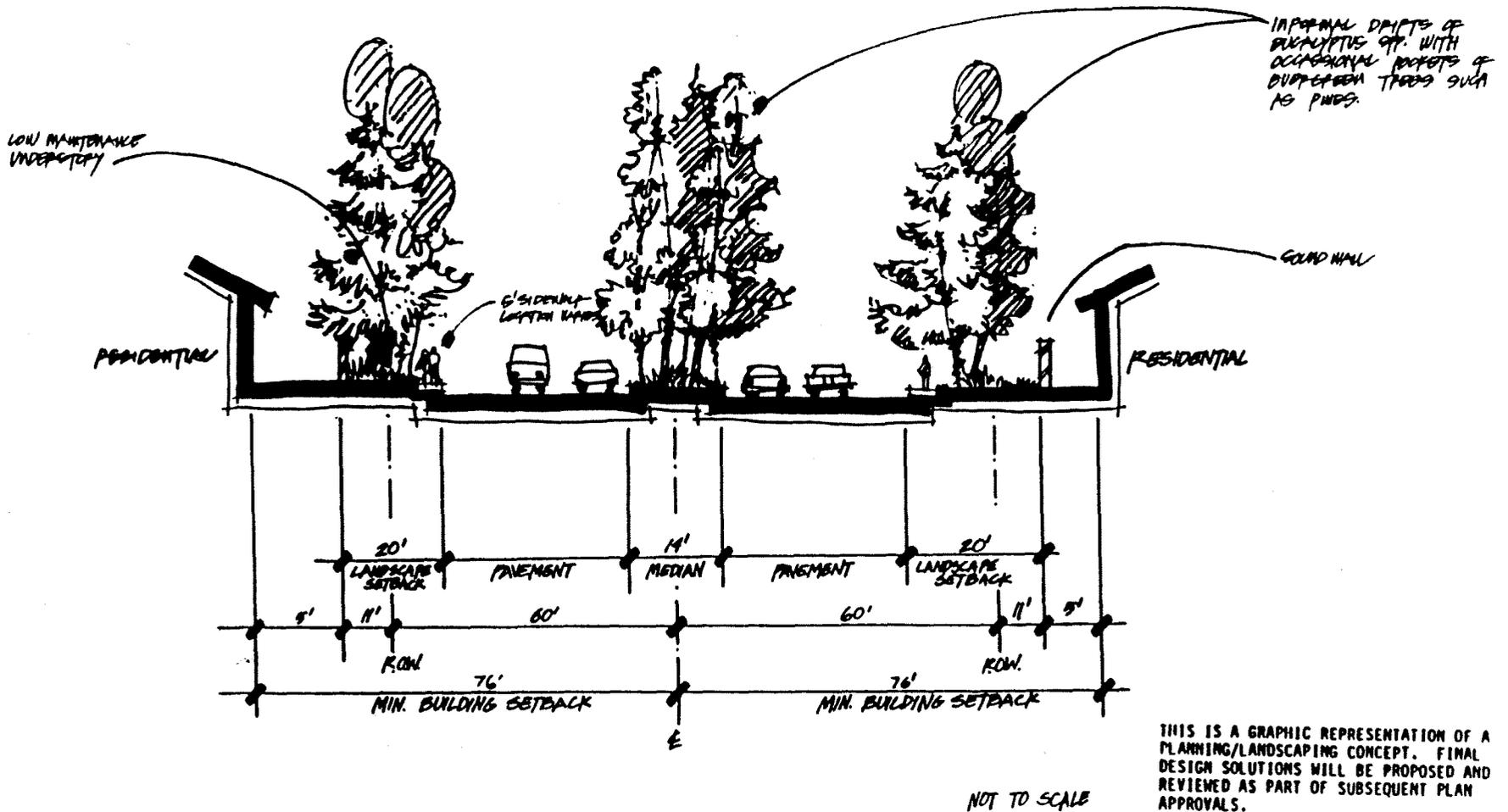
Landscape Section B - (Browning Avenue)

EXHIBIT J.2

EAST TUSTIN SPECIFIC PLAN
 City of Tustin 

SOURCE: 

EDAW Inc.



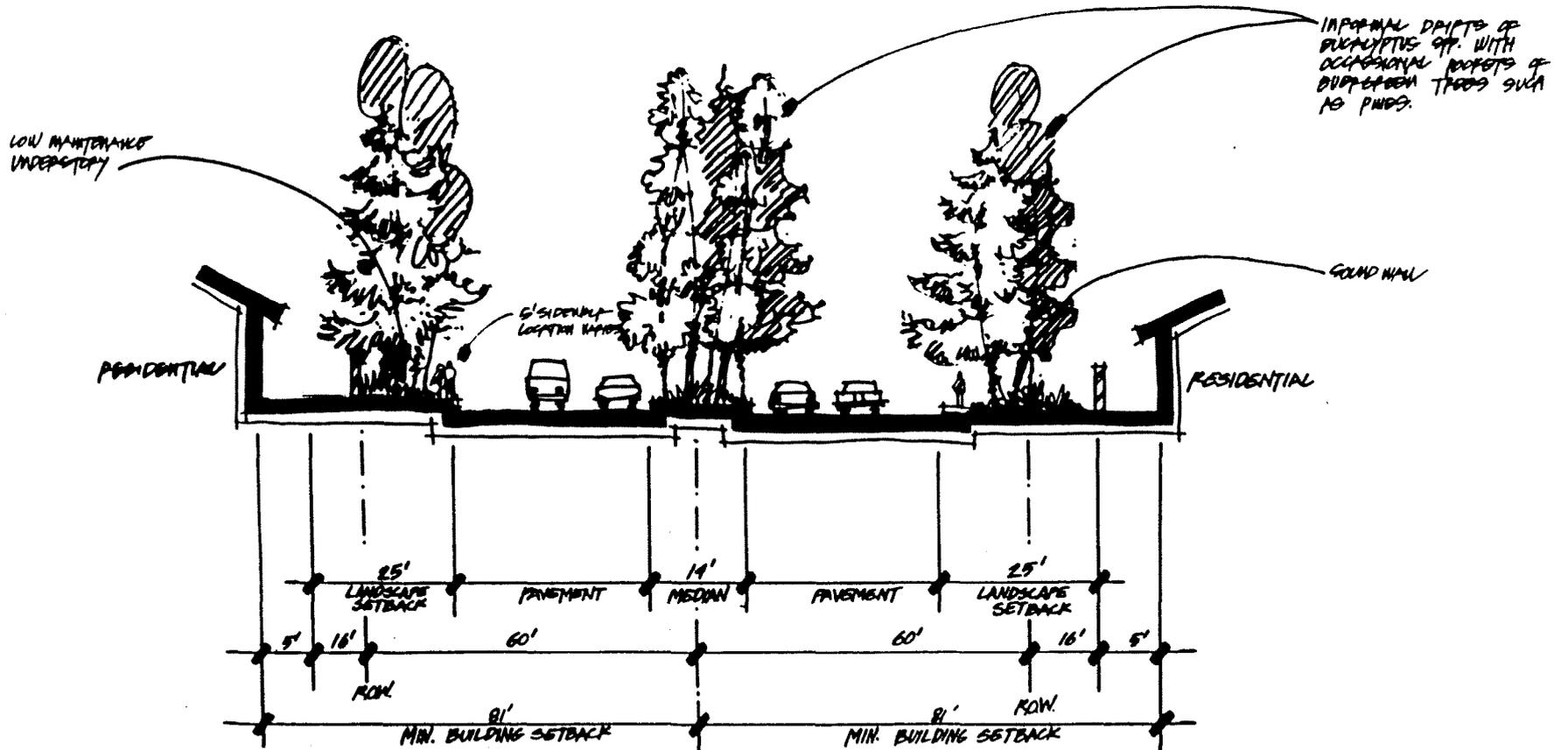
Landscape Section C - (Irvine Boulevard)

EXHIBIT J.3

EAST TUSTIN SPECIFIC PLAN
 City of Tustin 

SOURCE: 

EDAW Inc.



THIS IS A GRAPHIC REPRESENTATION OF A PLANNING/LANDSCAPING CONCEPT. FINAL DESIGN SOLUTIONS WILL BE PROPOSED AND REVIEWED AS PART OF SUBSEQUENT PLAN APPROVALS.

NOT TO SCALE

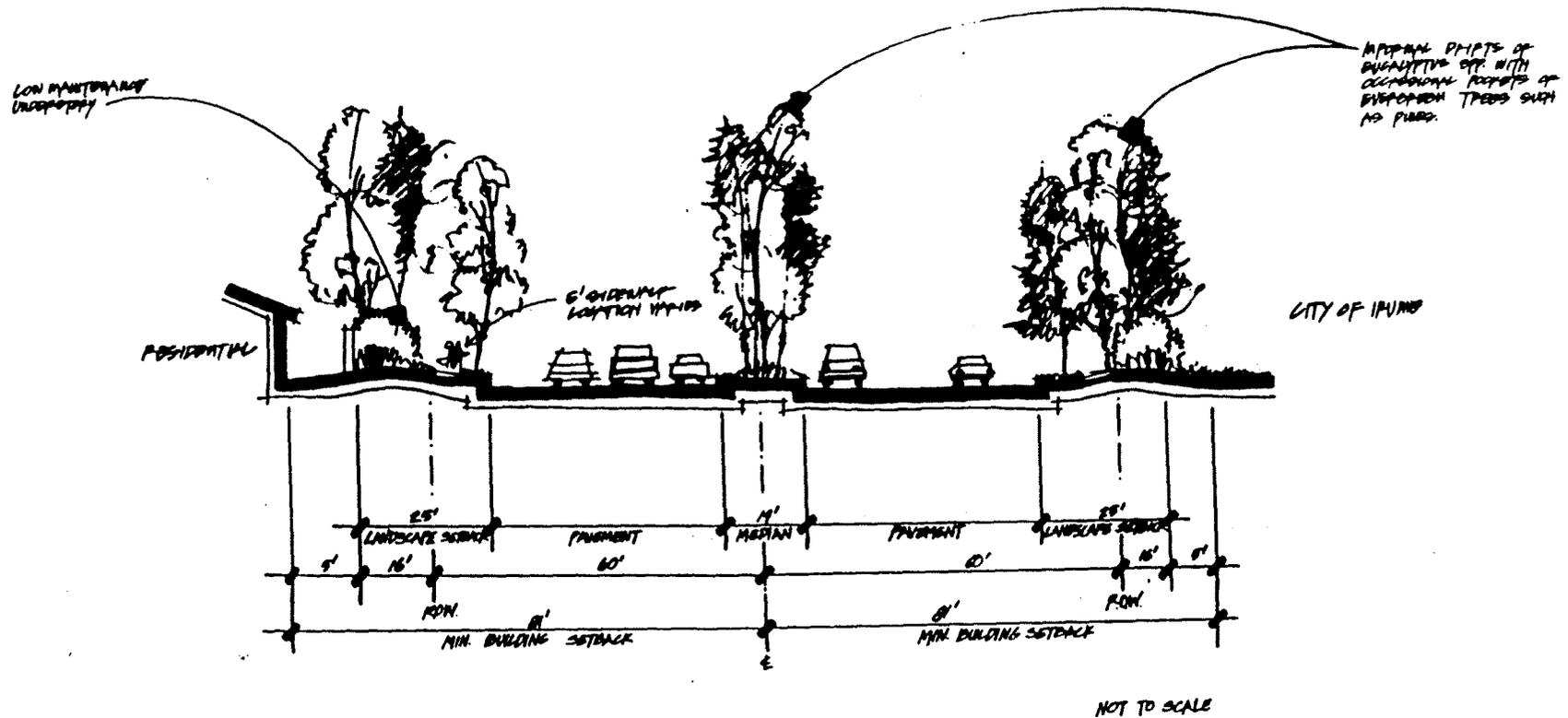
Landscape Section D-(Irvine Boulevard)

EXHIBIT J.4

EAST TUSTIN SPECIFIC PLAN
City of Tustin 

SOURCE: 

EDAW Inc.



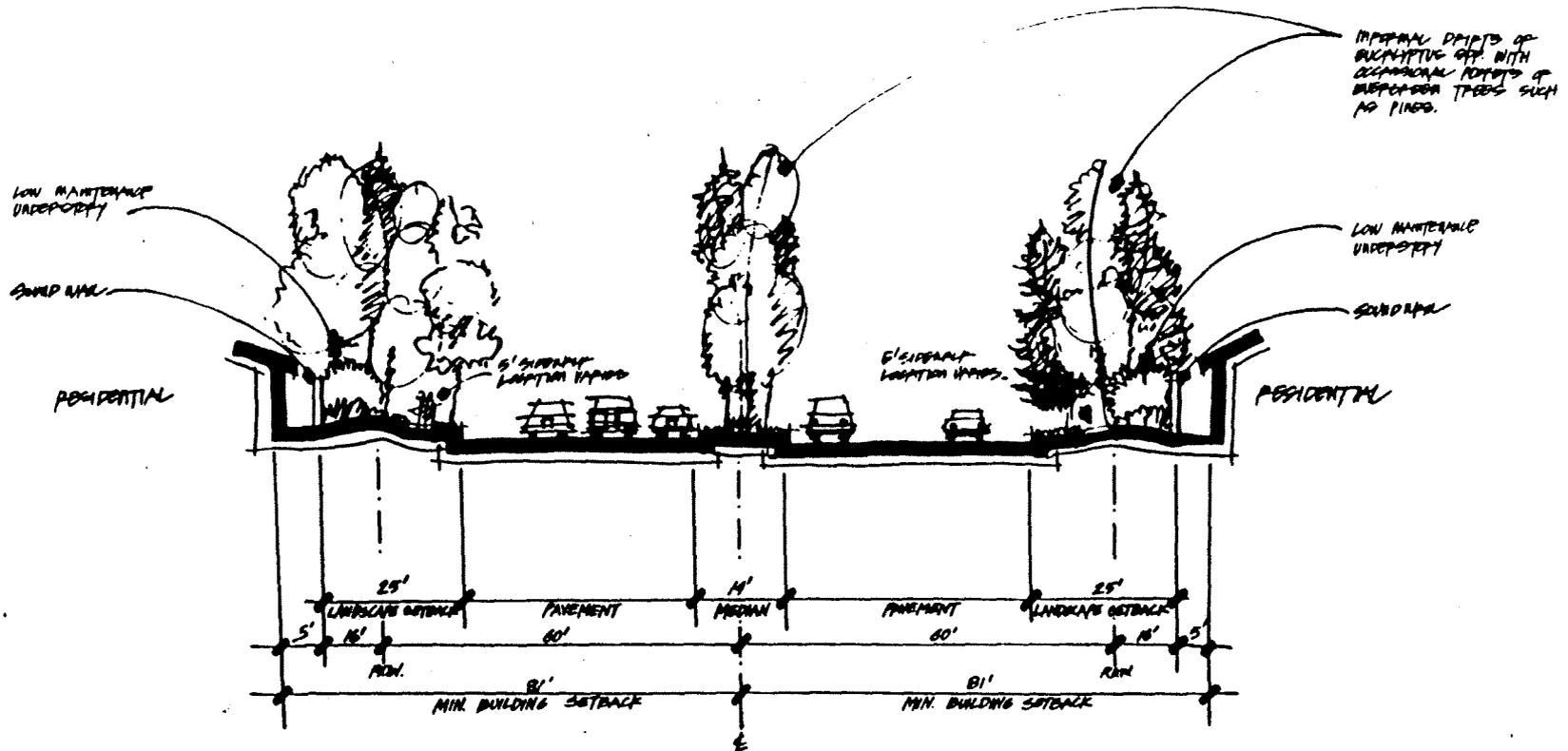
THIS IS A GRAPHIC REPRESENTATION OF A PLANNING/LANDSCAPING CONCEPT. FINAL DESIGN SOLUTIONS WILL BE PROPOSED AND REVIEWED AS PART OF SUBSEQUENT PLAN APPROVALS.

Landscape Section E - (Myford Road)

EXHIBIT J.5

EAST TUSTIN SPECIFIC PLAN
City of Tustin 

SOURCE: 



NOT TO SCALE

THIS IS A GRAPHIC REPRESENTATION OF A PLANNING/LANDSCAPING CONCEPT. FINAL DESIGN SOLUTIONS WILL BE PROPOSED AND REVIEWED AS PART OF SUBSEQUENT PLAN APPROVALS.

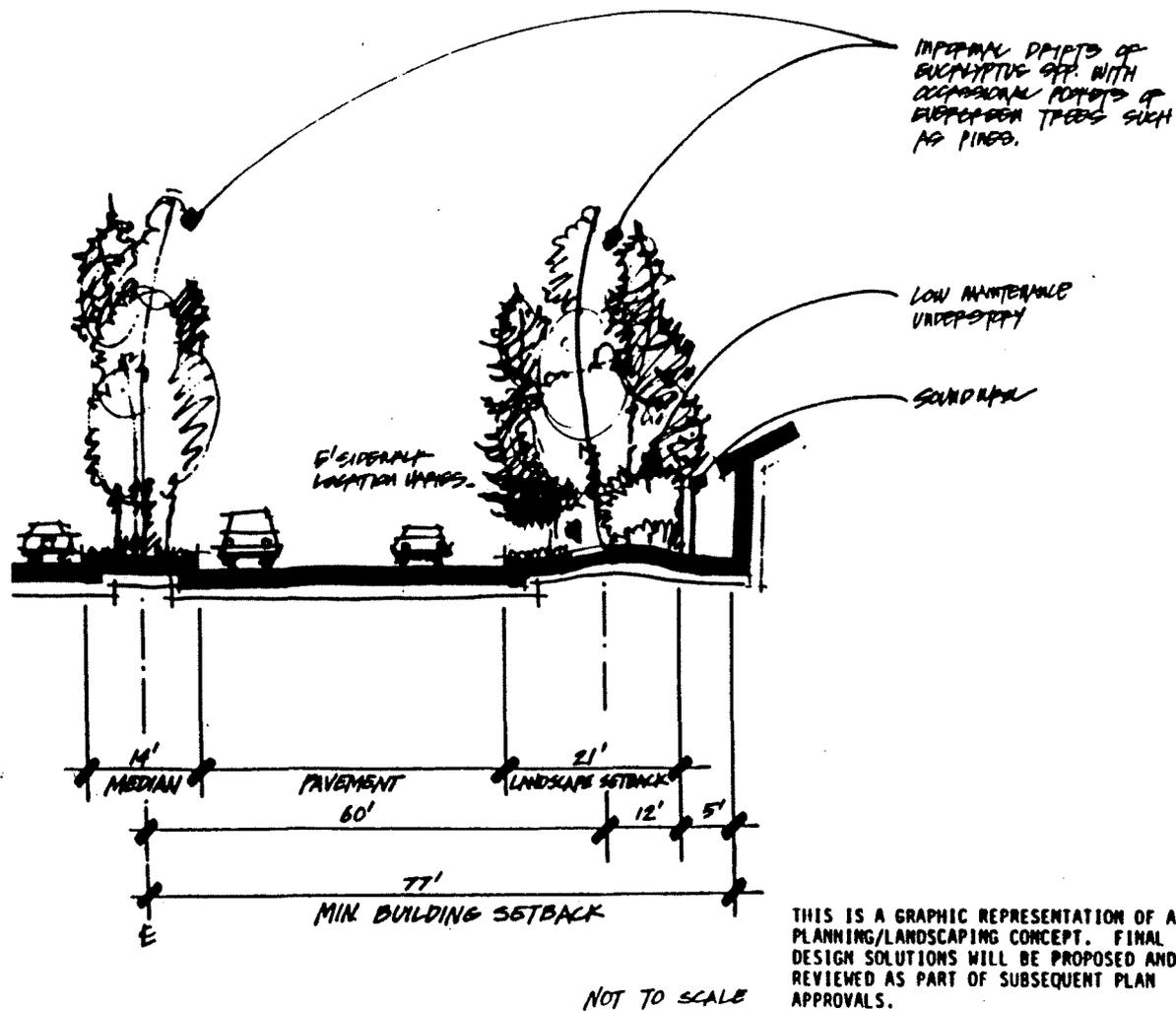
Landscape Section F - (Future Road)

EXHIBIT J.6

EAST TUSTIN SPECIFIC PLAN
 City of Tustin 

SOURCE: 

EDAW Inc.



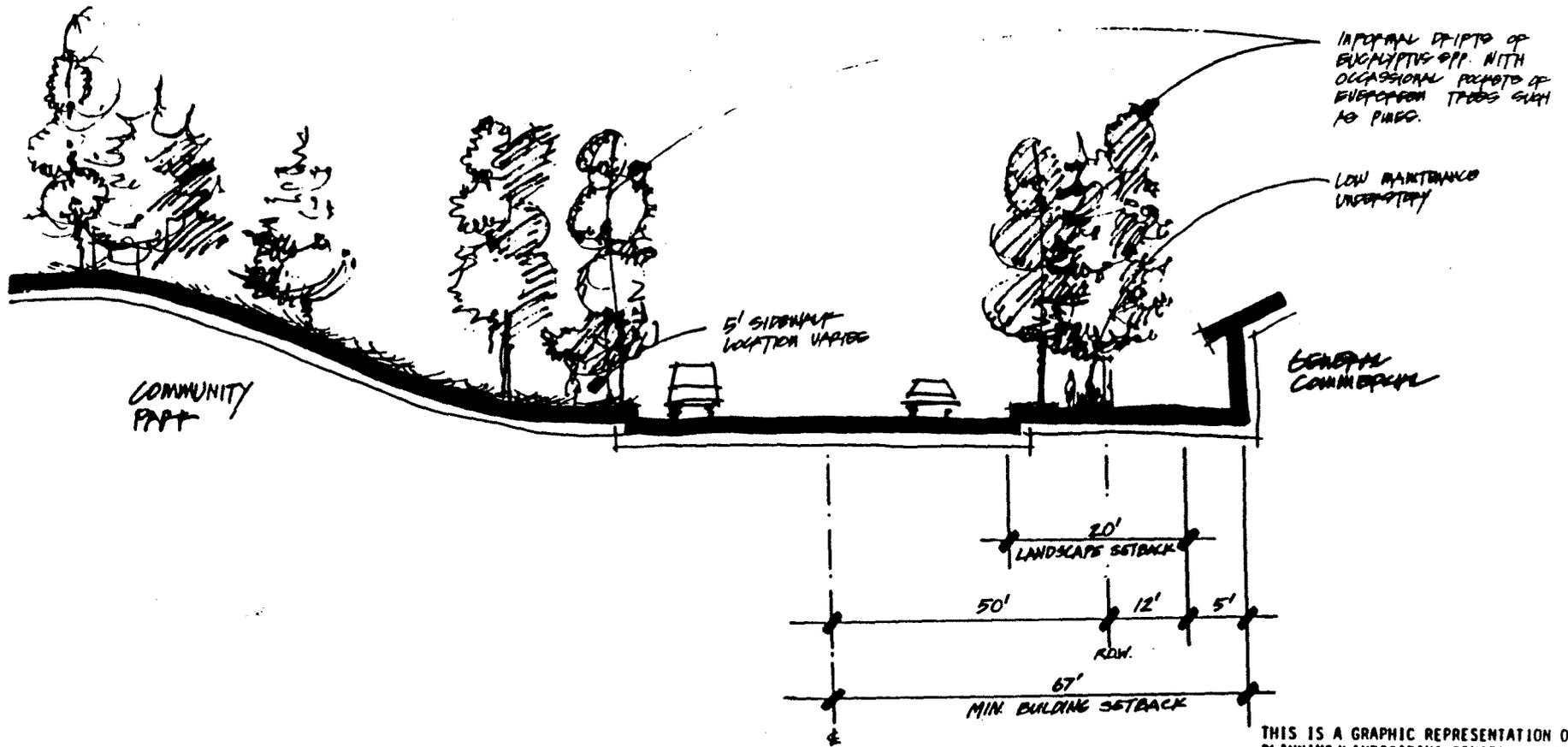
Landscape Section G - (Future Road)

EXHIBIT J.7

EAST TUSTIN SPECIFIC PLAN
 City of Tustin 

SOURCE: 

EDAW Inc.



THIS IS A GRAPHIC REPRESENTATION OF A PLANNING/LANDSCAPING CONCEPT. FINAL DESIGN SOLUTIONS WILL BE PROPOSED AND REVIEWED AS PART OF SUBSEQUENT PLAN APPROVALS.

NOT TO SCALE

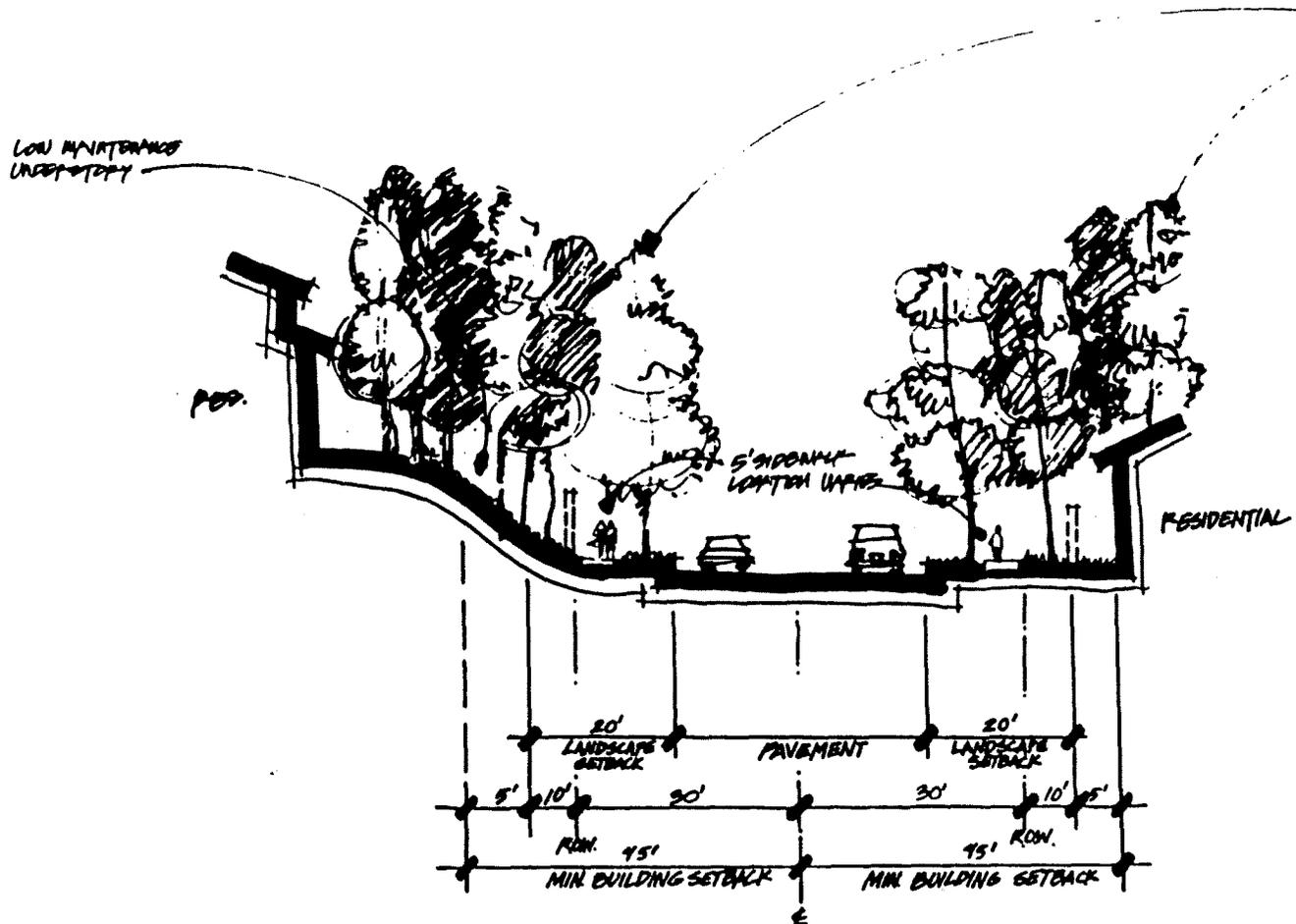
Landscape Section H- (Portola Parkway)

EXHIBIT J.8

EAST TUSTIN SPECIFIC PLAN
 City of Tustin 

SOURCE: 

EDAW Inc.



VARIOUS TYPES OF
QUALITIES OFF. WITH
OCCASIONAL HEIGHTS OF
EVERGREEN TREES SUCH
AS PINES.

THIS IS A GRAPHIC REPRESENTATION OF A
PLANNING/LANDSCAPING CONCEPT. FINAL
DESIGN SOLUTIONS WILL BE PROPOSED AND
REVIEWED AS PART OF SUBSEQUENT PLAN
APPROVALS.

NOT TO SCALE

(Foothill Boulevard & Landscape Section I - Lower Lake Drive)

EXHIBIT J.9

EAST TUSTIN SPECIFIC PLAN
City of Tustin

SOURCE: JORMA

EDAW Inc.

- o The overall suburban nature of Tustin should be retained.
- o The City should be distinctive and not lost in the urban development of adjacent Cities.
- o Tustin should appear as a vibrant, contemporary City.

In order to accommodate these objectives, a description of architectural style should not be too limiting. Therefore, the guidelines are conceptual in nature. These guideline are not to be used to evaluate the design of private development.

Public buildings should be of a contemporary design which is related to current California architecture with a residential character and should utilize:

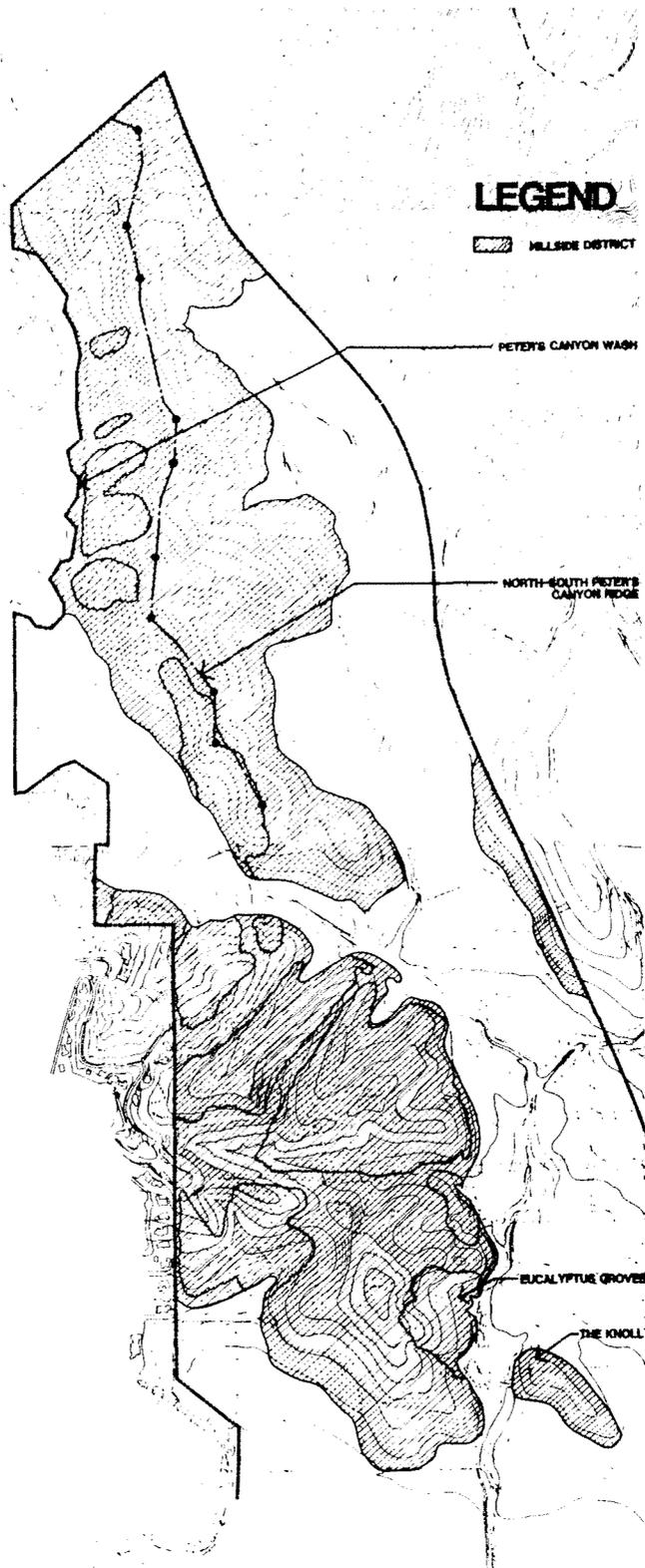
- o Hipped roofs with extended eaves to shade walkways and windows.
- o Tile or clay shake type roofs.
- o Use of arbors and shade structures that direct pedestrian traffic.
- o Masonry columns where feasible.
- o Large exposed wooden beams.
- o Large expanses of window glass where appropriate and conforming to good energy conserving design practices.
- o Off-white or earhttone stucco and/or wood siding.

2.13 Hillside District Guidelines

The guidelines contained in this section represent specific design objectives or performance criteria that are to be achieved in the implementation of development within the hillside district. Some of the guidelines are followed by examples of alternative ways that the guideline may be achieved. These examples are not mandatory solutions but are intended to illustrate possible ways to achieve the guideline. Alternative solutions are acceptable as long as the design guideline is achieved. The design guidelines are divided into categories of Fire Hazard, Siting, Landform Modification, Circulation, Drainage, and Vegetation.

Fire Hazard Guidelines

- A. All development in the hillside areas shall be subject to the guidelines established in the September 1976 Fire Protection Planning Task Force Report adopted by the Orange County Board of Supervisors and entitled "Fire Hazard Background Report and Recommendations For The Reduction of Fire Hazard At The Natural Open Space/Urban Development Interface Orange County, California."
- B. Fire resistant roofing materials must be used on structures occuring within the Hillside District. Class A minimum as rated by the Underwriters Laboratory, Chicago, Illinios.



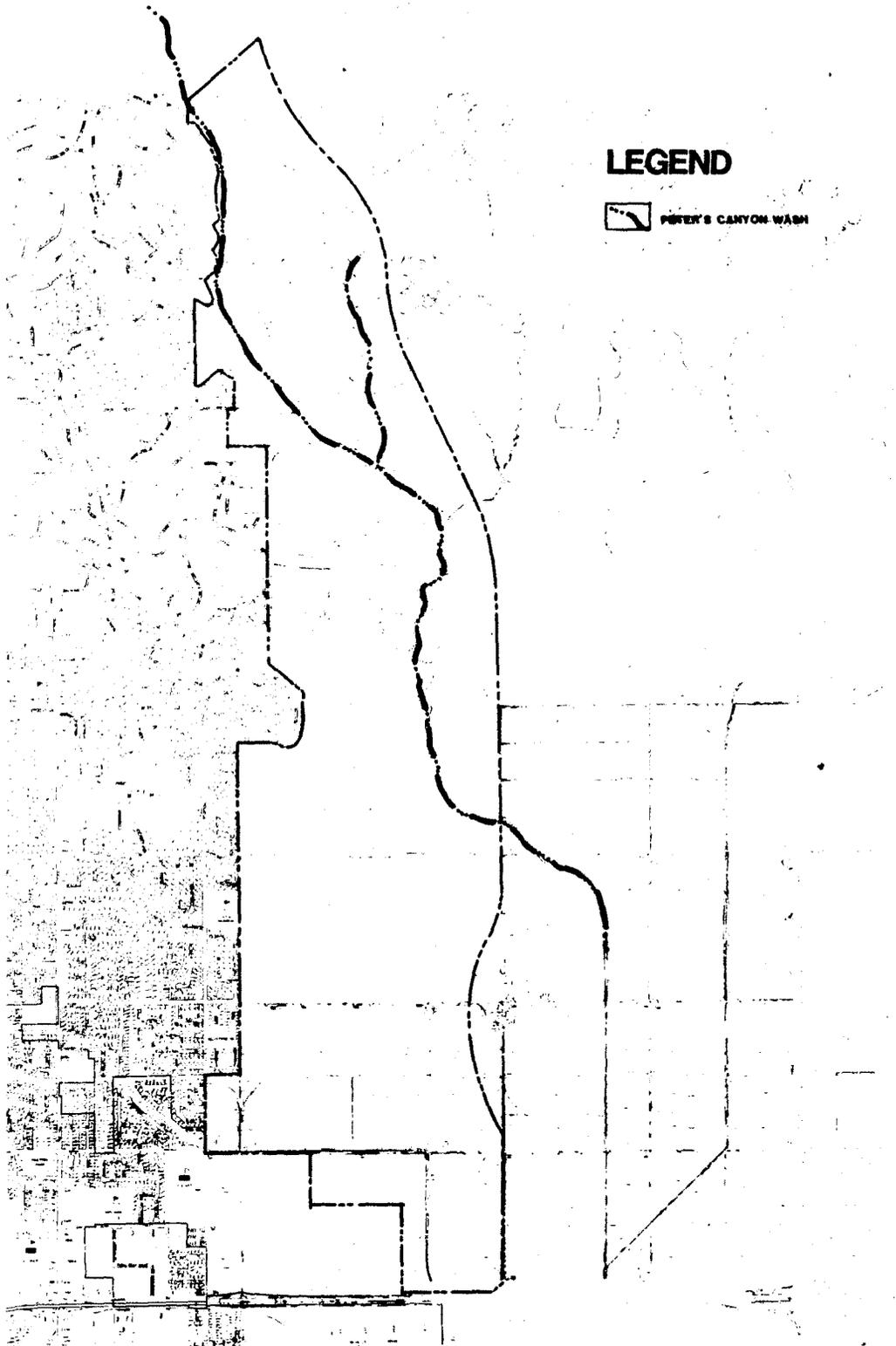
Hillside District Map

EXHIBIT K

EAST TUSTIN SPECIFIC PLAN
 City of Tustin 



EDAW Inc.



LEGEND

 PETER'S CANYON WASH

Peter's Canyon Wash Map

EXHIBIT L

EAST TUSTIN SPECIFIC PLAN

City of Tustin 



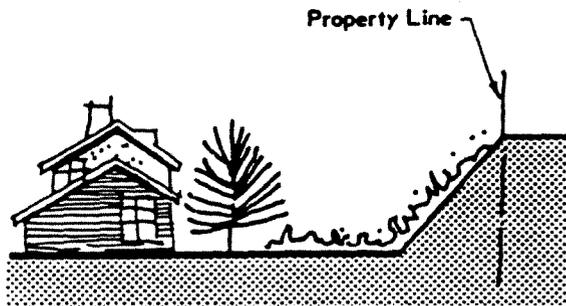
EDAW Inc.

Siting Guidelines

The objective of the siting guidelines is to enhance the visual harmony between existing landforms and new development.

- C. Property should be parceled to assure that visual, drainage, and slope erosion impacts resulting from slope conditions are within either the property owners management and control or homeowners association whichever is applicable.

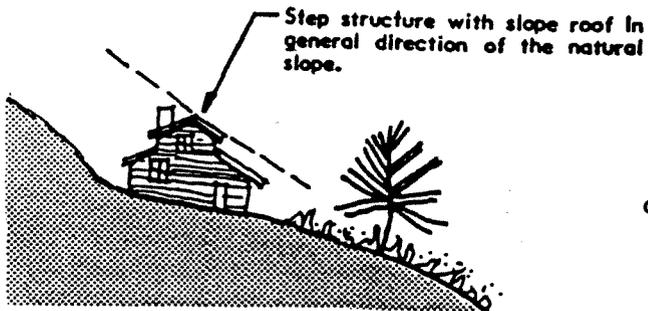
Implementation Example:



- o Locate property lines at the top of the slope.

- D. Sites should be planned in such a way so as to preserve or enhance important vistas and maintain the overall landform character of the land use area, particularly those seen from public places.

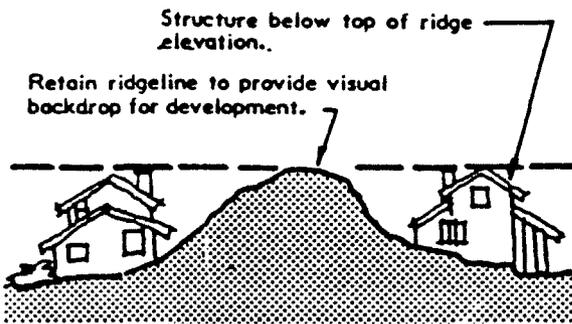
Implementation Example:



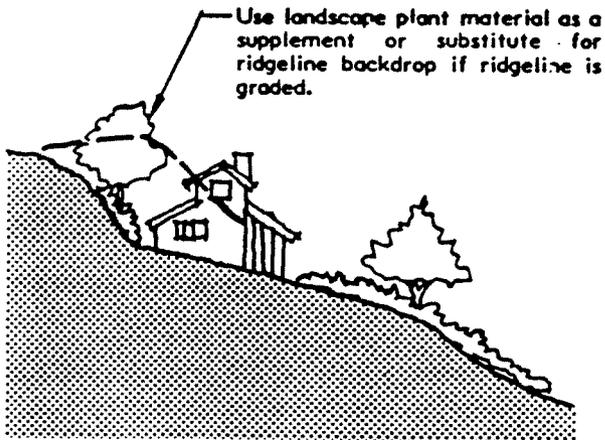
- o Site building and align roadways to maximize public visual exposure to major natural features such as the north-south Peters Canyon ridgeline, the redwood/cedar grove, the knoll and major tree stands where retained.
- o On slope areas steeper than 25 percent, typical padded lot solutions will be avoided. Minimize grading by carefully siting buildings and roads to conform with the natural topography.
- o Structures should be sited so that roof slope follows slope of natural grade.

- E. Preserve the open space values of the central Peters Canyon ridge as identified on Exhibit K by excluding buildings and overhead utility lines from being developed on the top of the ridgeline and by careful siting of structures and landscaping adjacent to the ridgeline.

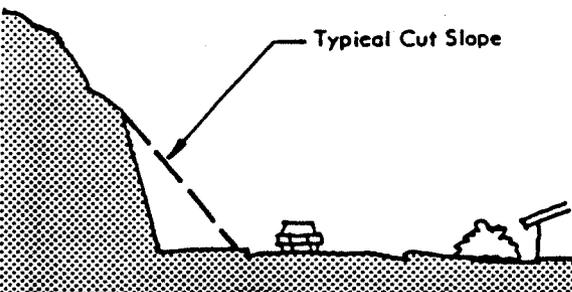
Implementation Examples:



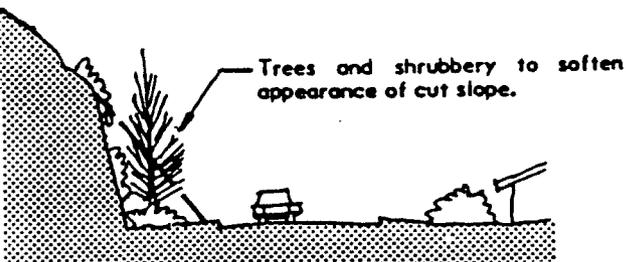
- o Site the top of roof lines and structure so that they occur below the elevation of the ridgetop.



- o Use landscaping plant materials as a supplement to this backdrop of housing adjacent to the Peters Canyon ridgeline. Retain natural landscape as much as possible.

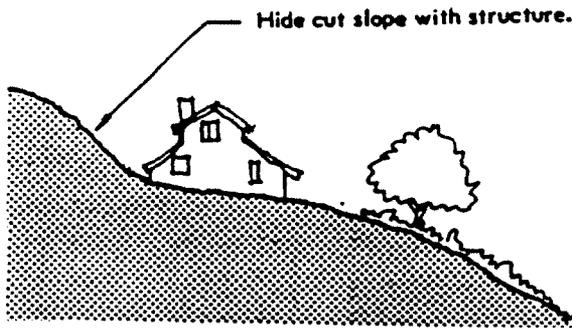


- o Use plant material to conceal cut slopes.



- o Placement of roads and trails and underground utilities on top of the Peters Canyon ridgeline should be accomplished with minimal disruption to the natural contours.

- o Siting of proposed structures so that maximum concealment of a created cut slope is created.

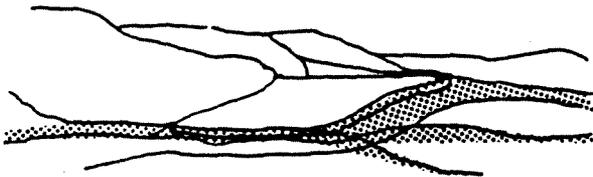


- o Include only passive uses of preserved open space with natural landscaping on ridgeline and fire resistant materials, where necessary.

Land Form Modification Guidelines

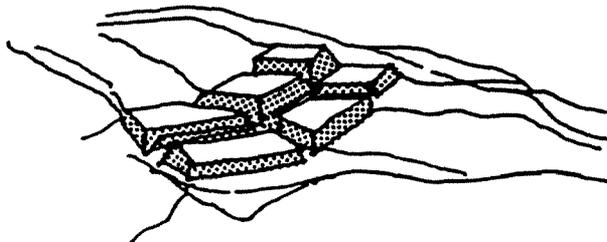
The objective of these guidelines is to minimize the alteration of the overall landform character, so that scenic resource and slope stability concerns are recognized.

- F. Where feasible, grading and siting practice should reflect the natural topography of the land, minimize creation of excessively large level areas by grading. Development designs which minimize grading are encouraged while those which require mass grading are strongly discouraged.

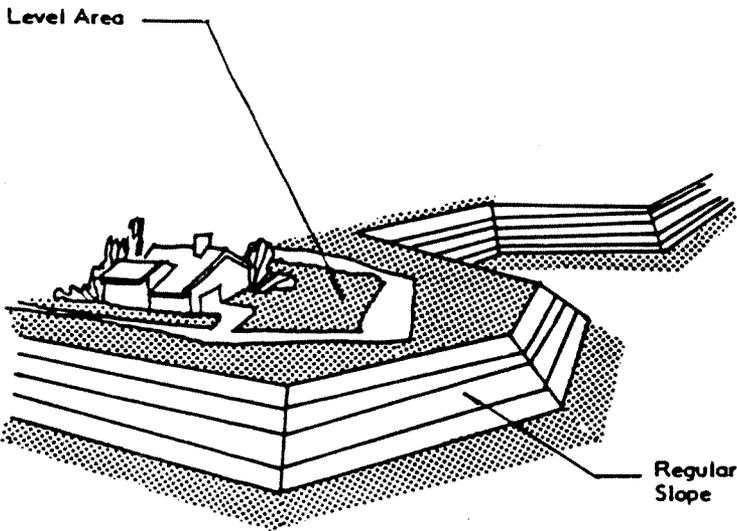


Implementation Examples:

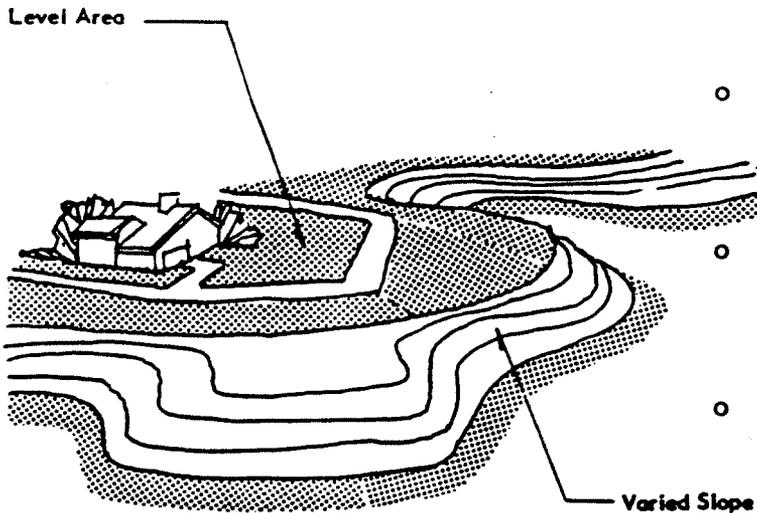
- o Where level pads are required, the pads should conform to the direction of the contours when this type of solution does not conflict with desirable drainage solutions. A series of smaller pads that are curvilinear and follow the form of the hillside are preferable to large, square shaped pads. Where feasible retain natural drainage courses in their original condition.



Small pads which follow contours are preferable to large square pads.



- o When feasible, where level areas are needed, grading concepts should provide variety in the steepness of slopes and their configuration. Where major recontouring is proposed, especially in the lower, more gently sloping hillsides, the concept of contour grading should be used to blend the graded slopes with the natural undulating character of the hillside landform.



- o Cluster development to minimize grading impacts and/or retain natural features.
- o Design roadways to conform to existing topography, where feasible; consider modified road standards to reduce adverse grading impacts.
- o Grading should incorporate open slope areas (graded or natural) which are landscaped and provide an appearance of a natural hillside.
- o Access roads which climb along a slope should incline and vary in their gradient rather than maintaining a constant grade, to provide open slopes and minimize the appearance of a row structure of homes.
- o Access from ridges and canyons to short cul de sacs should be utilized so that open landscaped slopes can be provided.

G. Grading on hillside areas should soften hard edges left by cut and fill operations where an adverse visual impact may occur.

Implementation Example:

- o Created slopes, either cut or fill that are adjacent to roadways should be graded in such a way that an undulating appearance in the graded plane is provided for a more pleasing visual appearance to the road.
- H. All graded slopes (cut or fill), including roadsides, should undergo permanent re-vegetation in a timely manner to minimize chance of erosion and siltation.
- I. All proposed development within a Geologic Hazard Special Study Zone must undergo independent engineering study concerning the potential impact of slope instability, liquefaction, landslide and seismic potential.
- J. Maintain the natural profile and landform character of the knoll (refer to Exhibit K).

Implementation Examples:

- o No buildings should be sited on top of the knoll. Site structures at the base of the knoll.
- o Tops of buildings should not project above the crest of the knoll.
- o Minimal grading of the knoll is encouraged. Where recontouring is proposed on the lower, flatter portions of the knoll, the concept of contour grading should be used.
- o If uses are developed on the crest of the knoll they should be such as not to require significant grading.
- o Landscape on the knoll should reinforce its natural profile and character.

Circulation Guidelines

The objective of these guidelines is to allow an alternative to the City of Tustin street standards in areas where slope conditions warrant profiles designed to minimize impacts and to conform more closely with existing topography.

- K. The City of Tustin road standards apply to the Specific Plan Area. However, in order to minimize road alignment and grading impacts in the hillside areas, modifications of road widths, radii, and gradients will be considered where adequate road safety requirements are met. Any proposed reduction in road standards must be approved by the City of Tustin's Director of Public Works.
- L. Hillside roadways should be designed to conform to safe driving requirements.

Drainage Guideline

- M. Minimizing the adverse visual impacts of drainage channel design and construction caused by applying the Hillside Grading Ordinance.

Implementation Examples:

- o Catch basins or siltation basins, as well as energy absorbing devices, should be provided as a means to prevent erosion when grading is being undertaken in the hillside areas.
- o Where brow ditches are required, soften with plant materials.
- o Where brow ditches are required, to soften the appearance created by the natural concrete with natural rock.
- o Raise the downhill lip of the brow ditch to shield the ditch from view.

- N. To the extent feasible, the wash and associated vegetation north of Lower Peter's Canyon Reservoir are to remain in a natural state. The reservoir and adjoining wash may be modified for the purpose of water retention or other allowable uses.

Implementation Example:

- o Modification possibilities to wash include, but are not limited to, stabilization techniques, revegetation where appropriate, and relocation.

Vegetation Guidelines

The objective of these guidelines is to maintain the character of prominent vegetation groupings within the hillside area.

- O. Incorporate the character created by the existing eucalyptus groves in the design of development to the extent feasible and consistent with fire safety.

Implementation Examples:

- o Cluster development in order to selectively mass open space and to preserve significant trees.
- o Where preservation is not feasible, new tree plantings can be incorporated which will recreate the character of the original stand.

- Incorporate planting in new development areas to be compatible with the character and quality of the natural surrounding environment.

2.14 Sector Plans, Policies and Programs

Specific Plan Area has been divided into twelve geographical areas referred to as "Sectors". A variety of physical, jurisdictional and planning considerations exist which vary among the different sectors. This sectorization has been done in order to provide a more detailed level of information concerning the intent of the Specific Plan and a means to implement the provisions of the Specific Plan in a systematic and comprehensive manner. In this manner the desired character that has been determined suitable for each sector relative to its surrounding environs and the established planning objectives will be achieved. Sector boundaries are defined by physical edges that include arterial roads and natural features such as ridgelines and Peters Canyon Wash. The sectors are numbered sequentially from 1 to 12 from north to south.

2.14.1 Sector Submittal Requirements

Subdivision maps will be required for each residential sector in accordance with review procedures established in section 1.5 (page 1-8) of this Specific Plan. These subdivision maps shall include the total sector and may include more than one sector. Density transfer requirements applicable to sector development are discussed on page 2-3. Concurrent with any subdivision map for any portion commercial sector 12, a conceptual site plan for the commercial sector will also be submitted for the whole sector. The conceptual site plan will illustrate the overall internal circulation concept for the sector, the drainage concept, sector vehicular access points and sub-parcels with the sector, and shall be approved by the Director of Community Development. Also, in addition to the sector subdivision maps, other submittal information may be required for individual sectors and will be submitted with the subdivision maps. This supplemental information is identified within the policies established in Subsection 2.14.3 for each sector.

The purpose of these map submittals is to assure that the sector policies identified in Subsection 2.14.3 are implemented.

2.14.2 Total Units

Table 2.4 identifies the total number of units permitted within each sector. The total number of units for the overall Specific Plan may not exceed 7,950 units unless a transfer of units from Tentative Tract No. 12345 occurs. The total maximum number of units allocated to each sector may not exceed the figures specified in Table 2.4 unless a transfer of units from one sector to another occurs. Refer to section 2.1 for policies related to units transfer.

Table 2.4 also indicates a maximum density for each residential land use area designation. For any residential subdivision map the maximum density cannot be exceeded for a particular land use area. Lower densities will be permitted within any area.

Table 2.4 Statistical Analysis

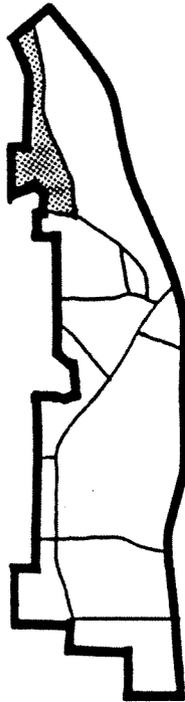
	Acreage	Land Use	Maximum Density	Total Allowable Units
SECTOR 1				
	125	Estate Density Residential	2 du/ac	
Subtotal	125			0
SECTOR 2				
	74	Estate Density Residential	2 du/ac	
	51	Low Density Residential	5 du/ac	
	68	Medium Low Density Residential	10 du/ac	
	41	Medium Density Residential	18 du/ac ****	
	3	Neighborhood Park		
	9 **	Community Park		
Subtotal	266			1120±
SECTOR 3				
	12	Low Density Residential	5 du/ac	
	* 10 **	Elementary School		
Subtotal	22			68±
SECTOR 4				
	112	Estate Density Residential	2 du/ac	
Subtotal	112			52±
SECTOR 5				
	78	Estate Density Residential	2 du/ac	
	18	Low Density Residential	5 du/ac	
	20***	Junior High School		
Subtotal	116			116±
SECTOR 6				
	31	Medium-Low Density Residential	10 du/ac	
Subtotal	31		±	279±

	Acreage	Land Use	Maximum Density	Total Allowable Units
SECTOR 7				
	97	Medium Density Residential	18 du/ac	
	110	Medium High Density Residential	25 du/ac	
✳	10 **	Elementary School		
	4	Private Park		
	37 **	Community Park		
	158	Golf Course		
Subtotal	416			2,808±
SECTOR 8				
	77	Low Density Residential	4 du/ac	
	26	Medium Density Residential	18 du/ac	
✳	10 **	Elementary School		
Subtotal	113			436±
SECTOR 9				
	39	Low Density Residential	5 du/ac	
Subtotal	39			161±
SECTOR 10				
	46	Low Density Residential	5 du/ac	
	25	Medium Density Residential	18 du/ac	
Subtotal	71			321±
SECTOR 11				
	12	Medium Low Density Residential	10 du/ac	
	66.4	Medium Density Residential	18 du/ac	
	79	Medium High Density Residential	25 du/ac	
	6.6 **	Neighborhood Park		
	13	Neighborhood Commercial		
Subtotal	177			1,875±
SECTOR 12				
	121	Mixed Use		
Subtotal	121			7,236 ***

Table 2.4 Continued

- (*) Total allowable number of permitted units within a given Sector may be increased if a Sector unit transfer occurs as described in Subsection 2.1
- (**) The precise acreage and locations of private and public neighborhood parks, elementary school and intermediate school will be determined as part of the review of the Sector Subdivision Maps as identified under Review Procedure Subsection 1.5 and consistent with policies established in Subsections 2.9 and 2.10 of the Specific Plan.
- (***) If the maximum allowable units in Tentative Tract Map. No. 12345 are not constructed, the unconstructed units may be transferred to the Specific Plan area.
- (****) Maximum density on Lot 11 of Tract 13627 shall be ten (10) dwelling units per acre.
- (*) This acreage figure is an estimated allocation for this land use. If it changes, other land use acreage allocations in this Sector may change. However, the total allowable units for the Sector will remain the same.
- (±) Total allowable units assumes that if a school and/or park currently designated for this Sector is not built in this Sector and that the acreage goes into residential use. If these facilities are constructed, the land use area density limitation precludes construction of the total allowable Sector units and such unbuilt units would be transferred to another Sector.

2.14.3 Sector Description and Special Policies



Sector I

This sector is comprised of approximately 125 acres and is situated at the northern end of the planning area. It is defined by the Specific Plan Boundary on the west and north, the crest of the major north/south Petes Canyon ridge on the east, and the extension of Lower Lake Drive on the south. The sector is located immediately east of and adjacent to existing estate density single family residential communities. It encompasses a valley which contains Peters Canyon Wash, Lower Peters Canyon reservoir and scattered eucalyptus groves which have naturalized on the side of the ridge.

This sector is intended for estate density residential land use compatible with the development character of the neighboring hillside community. A regional riding/hiking trail and a Class I Bike Trail are planned in close proximity to Peters Canyon Wash reflecting the Orange County General Plan.

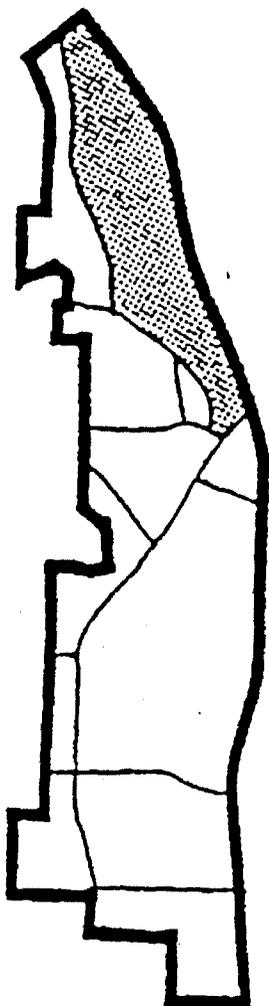
Finally, a potential regional park has been identified within this sector pursuant to the County's Master Plan of Regional Parks as discussed in Subsection 2.9 of this Specific Plan. It is assumed that if a regional park is developed in this area, that it will contain more passive recreational activities so as to be compatible with both the existing and proposed estate density residential development.

The following policies apply to Sector I:

- A. The maximum number of residential dwelling units permitted within this sector are as shown in Table 2.4.
- B. To be consistent with the character of adjacent existing single family residential areas to the west of this Sector, only single family detached residential subdivisions will be permitted within the estate density area designated in the Land Use Plan (see Exhibit C).
- C. The policies and guidelines related to the Hillside District apply to the portion of this Sector that is located within the Hillside District. Refer to Subsection 2.13.
- D. In order to minimize impacts of landform modification and grading within the Hillside District and/or to retain the character of existing eucalyptus groves, housing may be clustered.

- E. Concurrent with submission of the sector subdivision map as required under Subsection 1.5, the precise location of the El Modena Fault will be determined through a detailed geological investigation conducted by the landowner and appropriate building setbacks should be established in conformance with current State Standards.
- F. Concurrent with submission of the sector subdivision map as required under Section 1.5, a conceptual landscape plan for arterial roadways adjoining this sector will also be submitted for approval by the Director of Community Development. Refer to Subsection 2.12, Implementation, for specific requirements.
- G. In addition to the specific submittal requirements for the subdivision map of this sector a conceptual design of Peters Canyon Wash for that portion which occurs within the sector will also be submitted for approval to the Directors of Community Development and Public Works. This conceptual design will illustrate the basic design concept for improvements to the wash including a proposed location for the regional riding/hiking and bicycle trails. Objectives for the character of Peters Canyon Wash are identified in Subsection 2.13, Drainage Guideline.

Sector 2



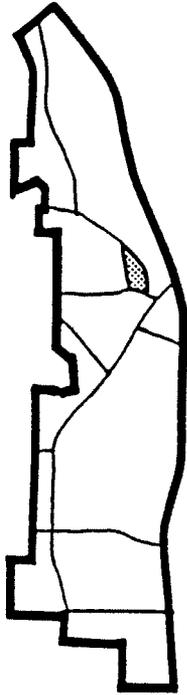
This sector consists of approximately 266 acres and extends from the northernmost tip of the site south to the proposed future road. The sector is bounded on the west by the crest of the north/south Peters Canyon ridge, Peters Canyon Wash, and Lower Lake Drive; on the north and east by the City boundary; and on the south by the Future Road. The land beyond the eastern edge of the Sector is in the County's jurisdiction and is currently planted with orchards. The Sector encompasses a broad valley which contains the west tributary of Peters Canyon Wash. Much of the valley is relatively flat.

This sector is planned to include a variety of land uses. The residential uses will range from the estate density to medium density. Estate density residential is located in the western and northern hillsides; low density is located in the upper valley and on a low knoll extending south from the north/south ridge; medium low and medium density occur in the central and upper portions of the valley; and medium low density is located at the southerly end of the valley adjacent to the Future Road. These various residential densities have been organized relative to the topography access and visibility from existing development to the west. A nine-acre community park is planned just south of the elementary school site in Sector 3, along the wash. A regional riding/hiking trail and Class I Bikeway are planned in proximity to Peters Canyon Wash reflecting the Orange County General Plan.

The following policies apply to Sector 2:

- A. The maximum number of units permitted within this sector are shown on Table 2.4.
- B. Policies and guidelines related to the Hillside District apply to the portions of this sector that are located within the Hillside District. See Subsection 2.13.
- C. In order to minimize the impacts of land form modification and grading within the Hillside District, in areas designated for estate density, housing may be clustered.

- D. Concurrent with submission of the sector subdivision map as required under Subsection 1.5, the precise location of the El Modena Fault shall be determined through a detailed geological investigation conducted by the landowner and appropriate building setbacks should be established in conformance with current state standards.
- E. In addition to the specific submittal requirements for the subdivision map of this sector (refer to subsection 1.5), a conceptual landscape plan for arterial roadways within this Sector shall also be submitted with the Subdivision Map for review by the Director of Community Development, refer to Subsection 2.12 Implementation, for specific requirements.
- F. Where feasible and consistent with flood control requirements, the treatment of Peters Canyon Wash (Exhibit L) should retain a natural appearance by (1) minimizing concrete channelization such as vertical-walled concrete channel, or trapezoidal soil cement; (2) retaining replanting indigenous vegetation along the drainage course and/or (3) locating the drainage course within open space areas. In addition to the specific submittal requirements for the subdivision map of this Sector, a conceptual design of Peters Canyon Wash for the portion that occurs within this Sector, shall also be submitted for approval by the Director of Community Development and the City Engineer. This conceptual design shall illustrate the basic design concept for improvements to the wash including a proposed location for the regional riding/hiking and bicycle trail. Objectives for the character of Peters Canyon Wash are included in Subsection 2.13, Drainage Guidelines.
- G. The City of Tustin should attempt to locate the proposed community park adjacent to the proposed Peters Canyon Wash trail and within the main viewshed of the existing community to the west, so as to minimize visual impacts.
- H. The maximum density on Lot 11 of tract 13627 shall be limited to ten dwelling units per gross acre.



Sector 3

This sector encompasses 17 acres and is a gently sloping valley located at the base of the east/west ridges on the west side, Peters Canyon Wash on the north and east sides and the proposed Foothill Boulevard extension on the south.

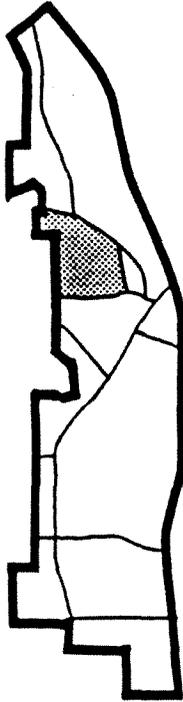
The Sector includes a redwood/cedar stand, Peters Canyon Wash and some eucalyptus windrows which border the Peters Canyon Wash channel.

The area in this sector is planned for low density development, an elementary school which has been planned for this sector but not precisely located and a neighborhood park to encompass the redwood/cedar stand. The precise location and sizes of these facilities shall be determined through the process described in Subsections 2.8 and 2.10 of this Specific Plan.

The following policies apply to Sector 3:

- A. The maximum number of residential dwelling units permitted within this sector are as shown on Table 2.4.
- B. Concurrent with submission of the sector subdivision map as required under Subsection 1.5, a conceptual landscape plan for arterial roadways within this sector will also be submitted for approval by the Director of Community Development. Refer to Subsection 2.12 Implementation, for specific requirements.
- C. Where feasible and consistent with flood control requirements, the treatment of Peters Canyon Wash (Exhibit L) should retain a natural appearance by (1) minimizing concrete channelization such as vertical-walled concrete channel, or trapezoidal soil cement; (2) retaining or replanting indigenous vegetation along the drainage course; and/or (3) locating the drainage course within open space areas. In addition to the specific submittal requirements for the subdivision map of this sector, a conceptual design of Peters Canyon Wash for the portion which occurs within the sector shall also be submitted for approval by the Director of Community Development and City Engineer. This design concept, for improvements to the wash, includes the proposed location for the regional riding/hiking and bicycle trail. Objectives for the character of Peters Canyon Wash are included in Subsection 2.13, Drainage Guideline.
- D. The redwood/cedar stand is a unique physical feature within the Specific Plan area and shall be retained in the neighborhood park or other public right-of-way. The stand should be included in public ownership and integrated into the design of the proposed public neighborhood park.

- E. Concurrent with the submission of the Sector Subdivision Map as required under Sub-section 1.5, the precise location of the El Modena Fault shall be determined by a detailed geological investigation conducted by the landowner. Appropriate building setbacks should be established in conformance current State Standards.



Sector 4

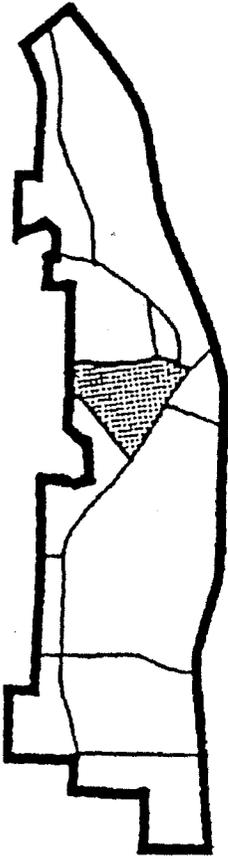
Sector 4 is comprised of 118 hilly acres and is situated adjacent to the existing hillside community of the Cowan heights/Lemon Heights area on the west. This sector is defined by the Specific Plan boundary on the west, Lower Lake Drive on the north and east, and Foothill Boulevard on the south. A portion of the site consists of eucalyptus groves dispersed throughout the hilly terrain.

Because of its hillside character and the relationship of this area to the existing hillside residential areas located to the west, this entire sector is planned for estate density residential development.

The following policies apply to Sector 4:

- A. The maximum number of residential units permitted within this sector are as shown in Table 2.4.
- B. To be consistent with the character of adjacent existing single family residential areas to the west of this Sector, only single family detached residential subdivisions will be permitted within the estate density area designated in the Land Use Plan (see Exhibit C).
- C. The policies and guidelines related to the Hillside District apply to this sector. Refer to Section 2.13.
- D. In order to minimize the impacts of landform modification and grading within the Hillside District, in areas designated for estate density, housing may be clustered in flatter portions of the hillsides where feasible. Densities higher than two dwelling units per acre may be considered where clustering is proposed within the Hillside District provided that: (1) the overall density within the land use area is not exceeded; (2) that the residential unit type is single family detached; and (3) that it can be demonstrated that clustering shall reduce grading and landform modification.
- E. In addition to the specific submittal requirements for the subdivision map of this Sector, refer to Subsection 1.5, a conceptual landscape plan for arterial roadways within this Sector shall also be submitted with the Subdivision Map for review by the Director of Community Development, refer to Section 2.12 Implementation, for specific requirements.
- F. Concurrent with submission of the Sector subdivision map as required under Section 1.5, the precise location of the El Modena Fault shall be determined through a detailed geological investigation conducted by the landowner and appropriate building setbacks should be established in conformance with current State Standards.

- G. Concurrent with submission of the concept grading plan, a Eucalyptus Grove Preservation Plan shall be prepared which include:
- o Where preservation of trees is feasible, and;
 - o Techniques or concepts for revegetation of Eucalyptus Groves.



Sector 5

This sector is similar to Sector 4 in character, size and planned land uses. It consists of 116 hilly acres and its location is adjacent to the existing hillside of the Cowan Heights/Lemon Heights area on the west. It is bounded by proposed roadway extensions on the north, east and south respectively Foothill Boulevard, Future Road, and Racquet Hill Drive.

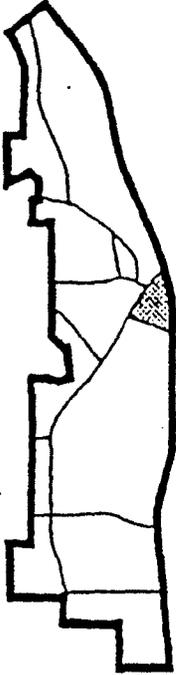
This area consists predominantly of Eucalyptus groves dispersed throughout the hill terrain as well as hillsides covered in grassland. Because of its hilly terrain and proximity to the existing hillside community, this sector has been planned for estate and low density land uses. The majority of this sector, approximately 98 acres, is planned for estate residential development. There is also a small area, comprised of 18 acres, where the hillsides begin to flatten out that has been designated for low density residential development. An intermediate school site is also planned. The precise location and size of this facility shall be determined as described in Subsection 2.10 of this Specific Plan.

The following policies apply to Sector 5:

- A. The maximum number of units permitted within this sector shall be as shown on Table 2.4.
- B. To be consistent with the character of adjacent existing single family residential areas to the west of this Sector, only single family detached residential subdivisions shall be permitted within the estate density area designation the Land Use Plan (see Exhibit C).
- C. The policies and guidelines related to the Hillside District apply to the portions of this Sector that are within the Hillside District. Refer to Section 2.13.
- D. In order to minimize the impacts of landform modification and grading within the Hillside District, in areas designated for estate density, housing may be clustered in flatter portions of the hillsides where feasible. Densities higher than two dwelling units per acre may be considered where clustering is proposed within the Hillside District provided that: (1) the overall density within the land use area is not exceeded; (2) that the residential unit type is single family detached; and that (3) it can be demonstrated that clustering shall reduce grading and landform modification.
- E. In addition to the specific submittal requirements for the subdivision map of this sector, refer to Sector 1.5, a conceptual landscape plan for arterial roadways within this sector shall also be submitted with the Subdivision Map for review by the Director of Community Development, refer to Section 2.12 Implementation, for specific requirements.

- F. Where feasible and consistent with flood control requirements, the treatment of Peters Canyon Wash (Exhibit L) should retain a natural appearance by (1) minimizing concrete channelization such as vertical-walled concrete channel, or trapezoidal soil cement; (2) retaining or replanting indigenous vegetation along the drainage course; and/or (3) locating the drainage course within open space areas. In addition to the specific submittal requirements for the subdivision map of this Sector, a conceptual design of Peters Canyon Wash for the portion which occurs within the Sector shall also be submitted for approval by the Director of Community Development and City Engineer. This conceptual design shall illustrate the basic design concept for improvements to the wash including a proposed location for the regional riding/hiking and bicycle trail. Objectives for the character of Peters Canyon Wash are included in Subsection 2.13, Drainage Guideline.
- G. Concurrent with submission of the concept grading plan, a Eucalyptus Grove Preservation Plan shall be prepared showing:
- o Where preservation of trees is feasible, and;
 - o Techniques or concepts for revegetation of Eucalyptus Groves.

SECTOR 6

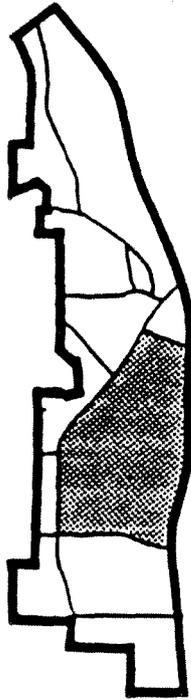


This triangular configured sector contains 31 acres of flatland and has the potential to be circumscribed by arterial roadways. It is situated along the eastern end of the site, bounded by the proposed Future Road extension on the west, Portola Parkway on the south and the Specific Plan boundary on the east. Medium low density residential development is planned for the entire sector.

The following policies apply to Sector 6:

- A. The maximum number of residential units permitted within this Sector are as shown on Table 2.4.
- B. In addition to the specific submittal requirements for the Subdivision Map of this Sector, refer to Section 1.5, a conceptual landscape plan for arterial roadways within this Sector shall also be submitted with the Subdivision Map for approval by the Director of Community Development, refer to Section 2.12, Implementation for specific requirements.
- C. Concurrent with the submission of the Sector Subdivision Map as required under Section 1.5, the precise location of the EI Modena Fault will be determined by a detailed geological investigation conducted by the landowner and appropriate building setbacks should be established in conformance with current state standards.

Sector 7



This is the largest of the 12 sectors in terms of acreage. The site is virtually flat and encompasses 436 acres. It is situated along the eastern boundary of the site and is bounded by Portola Parkway on the north, Jamboree Road on the east, Tustin Ranch Road on the west, and Irvine Boulevard on the south.

The site includes a hillside knoll located south of Portola Parkway, a visually prominent landform feature which contrasts with the flat topography within the rest of the Sector. Eucalyptus windrows occur along Peters Canyon Wash and in the easterly portion of the Sector.

This area is planned to encompass a variety of residential densities to be developed around an 18-hole privately owned and operated golf course which is to be open for public play.

Residential uses including medium and medium high densities are planned for this Sector. Densities generally decrease from east to west with the medium-high areas located along Jamboree Road and Irvine Boulevard.

Also planned for this area is an elementary school which has not been precisely located at this time, however, it is currently allocated for the southwest quadrant of this sector. The precise location and size of this school shall be determined as per Subsection 2.10 of this Specific Plan. A regional riding/hiking trail, and bikeway are planned in accordance with County Master Plans (Class I). The trail may be located away from Peters Canyon Wash in order to avoid conflicts with the golf course. The trail location in Sector 7 shown on the Land Use Plan (Exhibit C) following along arterial highways is conceptual and may be adjusted to meet specific site conditions and to ensure trail continuation in the adjoining City of Irvine. A neighborhood park has also been generally allocated for this same quadrant. The size and location of this park will be precisely determined as per Subsection 2.8. Finally, a 13-acre community park has been precisely located to encompass the knoll at the northern most end of the sector. An additional 20 acre community park will be provided near the southeast corner of the sector.

The following policies apply to Sector 7:

- A. The maximum number of dwelling units permitted within this sector are as shown in Table 2.4.

- B. The golf course as shown on the Land Use Plan illustrates a conceptual boundary. The precise edges of the golf course may vary as long as the area of the other residential land uses remain generally consistent with the Statistical Summary and that the relative location of residential land use are consistent with Exhibit C.

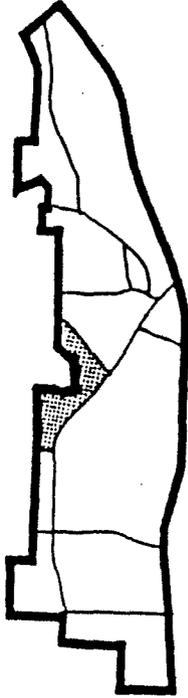
There may be an adjustment of increased acreage from the minimum acreage of 150 to the golf course from that shown on the statistical summary. Any adjustments, however, shall be at the discretion of the landowner, and can encroach on the residential land use parcels within this sector. Such an adjustment would change acreages within those land use parcels, however, the total maximum number of units allowed within the sector will not be exceeded.

The golf course provides a strong visual image within the sector as well as the whole community and visibility shall be provided from the arterial roadways, therefore the golf course shall directly front on Jamboree Road, and Irvine Boulevard, and shall have at least two frontages on Tustin Ranch Road. A minimum of 250 feet of lineal frontage shall be provided at each of these points.

Incorporation of existing eucalyptus windrows shall be considered within the golf course.

- C. In addition to the specific submittal requirements for the Subdivision Map of this sector, refer to Section 1.5, a conceptual landscape plan for arterial roadways adjoining this Sector shall also be submitted with the Subdivision Map for approval by the Director of Community Development, refer to Section 2.12 Implementation, for specific requirements.
- D. A community park shall be located along the edge south of Portola Parkway and shall include the north side of the knoll located south of this road. Development policies related to this knoll are established in Section 2.13, Hillside District Guidelines, Landform Modification. An additional 20 acre Community Park shall be provided adjacent to Jamboree Road and north of Irvine Boulevard.
- E. Where feasible and consistent with flood control requirements, the treatment of Peters Canyon Wash (Exhibit L) should retain a natural appearance by (1) minimizing concrete channelization such as vertical walls and concrete channel or trapezoidal soil cement; (2) retaining or replanting indigenous vegetation along the drainage course, and/or (3) locating the drainage course within the open space areas.

Sector 8



This sector consists of 113 acres and is virtually flat. It is situated adjacent to the existing community on the west, and is bounded by the La Colina extension on the south, the Future Road extension on the east and the Racquet Hill Drive extension on the north.

Most of the sector has been designated for low density residential development along the western boundary so as to be compatible with the adjacent residential development. Approximately 26 acres along Future Road have been allocated for Medium Density Residential.

Also planned for this area is an elementary school, the precise location and size will be determined as identified in Subsection 2.10.

The following policies apply to Sector 8:

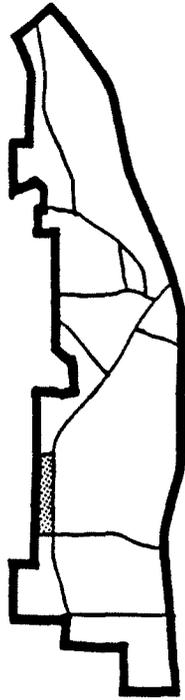
A. The maximum number of residential units permitted within this sector are as indicated on Table 2.4.

B. Residential development within this sector shall be subject to the following requirements to maintain compatibility with residential areas located immediately adjacent and to the west of the sector.

1. Residential development that adjoins the existing homes of the specific plan boundary and includes the first row of residential lots will be limited to single story structures. In all remaining low density designated areas of Sector 8, residential units shall be restricted to a maximum height of two stories.
2. Residential development that adjoins the existing homes of the specific plan boundary and includes the first row of residential lots will have a minimum lot sizes of 10,000 square feet. In all remaining areas of Sector 8, the regulations and standards of the low density and medium density land use areas will apply.
3. The use of cluster development as described in Section 3.6.3 C of the specific plan will not be permitted in low density land use areas in Sector 8. Cluster development will be allowed in medium density land use areas.
4. Within the low density designation, the maximum allowable dwelling units per gross acre has been defined as 5.0. Within Sector 8, this standard will be limited to 4.0 dwelling units per gross acre maximum, in lieu of the 5.0 standard. Additionally, no units may be transferred into Sector 8 for low density, which is shown in Table 2.4 and the East Tustin Statistical Analysis in Section 3.0 as 349 units. There is no limitation on transferring dwelling units out of Sector 8 into another sector, in accordance with Specific Plan requirements.

- C. If a school is to be located within this sector it shall be located to conveniently serve the students residing in the new community and be designed to minimize visual and noise impacts to existing adjacent residential areas on the west.
1. If feasible, a school should not be located immediately adjacent to existing residential lots which occur along the west boundary of this sector.
 2. If it is necessary to locate a school immediately adjacent to existing residential lots then outdoor playground areas should be visually buffered or located away from those residential lots.
 3. No direct access for any of the schools shall be taken off of Future Road.
- D. In addition to the specific submittal requirements for the Subdivision Map of this sector, refer to Section 1.5, a conceptual landscape plan for arterial roadways within this sector shall also be submitted with the Subdivision Map for approval by the Director of Community Development, refer to Section 2.12 Implementation, for specific requirements.
- E. The distance between the edge of the western right-of-way of the "Future Road" and the closest point of the foundation of the closest residence of Pavillion/Saltair shall be a minimum of 1,000 feet plus or minus 100 feet measured on a horizontal plane. The noise impacts of the Future Road on the existing residences to the west of the Specific Plan area shall be further mitigated by a continuous noise barrier consisting of a combination of berm, soundwall, and residences adjacent to the Future Road. This requirement for a continuous noise barrier applies along the western side of Future Road adjacent to the medium density residential development in Sector 8 and the low density development in between. The noise barrier line-of-sight from the residences along Saltair and Pavillion to vehicles traveling along the Future Road behind such noise barrier. In addition, in designing and orienting the residences in the two medium-density residential areas in Sector 8 and the low-density development in between, the developer shall, to the maximum extent feasible and consistent with other sound planning practices, construct multi-story structures which further mitigate the noise impacts of the Future Road on the existing residences to the west of the Specific Plan. A design goal impact of 55 or less CNEL for the existing residences at the foundation is hereby established. At such time that further noise analysis is done in this area (at the Tentative Tract stage), this analysis will model the projected CNEL level at these existing residences to confirm that the noise level of 55 CNEL will be met.
- F. It is the explicit intent of the East Tustin Specific Plan that La Colina Road in the Specific Plan area connect to the existing La Colina Road and to the major arterial known as "Future Road." This road shall consist of a four lane residential street, and should be incrementally improved, beginning with a two lane road. The roadway should not exceed a total right-of-way of 80 feet, and the first two lanes should be built at the edge of the right-of-way, with a raised landscape median making up the rest of the potential right-of-way.

The precise alignment of La Colina Road will be determined at the Tentative Tract stage. The City and County will prepare a joint study, examining the impacts and mitigation measures of the connection, and recommending specific measures to deter through traffic.



Sector 9

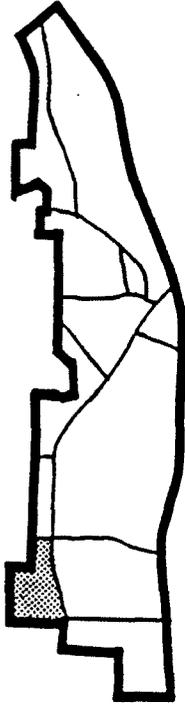
This rectangular shaped sector consists of 39 acres. It is a flat site bounded between existing residential development on the west, the La Colina extension on the north, the Future Road on the east, and Irvine Boulevard on the south. The entire site is currently used for agricultural purposes.

The 39 acres within this sector is planned for low density development. This residential land use establishes a maximum of five dwelling units/acre.

The following policies apply to Sector 9:

- A. The maximum number of residential units permitted within this sector are as indicated on Table 2.4.
- B. Residential development within this sector shall be subject to the following to maintain compatibility with residential areas located immediately adjacent and to the west of the sector.
 1. Residential units shall be restricted in height to a maximum of two stories.
 2. Only single-family detached residential subdivisions shall be permitted within this sector.
- C. In addition the specific submittal requirements for the subdivision map of this Sector, refer to Section 1.5, a conceptual landscape plan for arterial roadways within this sector shall also be submitted with the Subdivision Map for approval by the Director of Community Development, refer to Section 2.12 Implementation, for specific requirements.
- D. It is the explicit intent of the East Tustin Plan that La Colina Road in the Specific Plan area connect to the existing La Colina Road and to the major arterial known as "Future Road." This road shall consist of a four lane residential street, and should be incrementally improved, beginning with a two lane road. The roadway should not exceed a total right-of-way of 80 feet, and the first two lanes should be built at the edge of the right-of-way, with a raised landscaped median making up the rest of the potential right-of-way.

The precise alignment of La Colina Road will be determined at the Tentative Tract stage. The City and County will prepare a joint study, examining the impacts and mitigation measures of the connection, and recommending specific measures to deter through traffic.



Sector 10

This 71-acre sector is bounded by Irvine Boulevard on the north, the Future Road on the east, Bryan Avenue on the south, and Browning Avenue and existing residential development on the west. A Southern California Edison Substation is located in the southeast corner of the Sector.

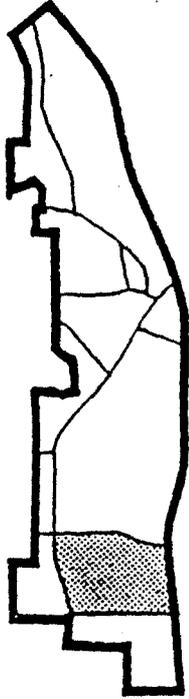
Approximately three-quarters of the sector has been designated for low density residential development with a maximum density of 5 dwelling units/acre.

Medium density residential development has been allocated for 15 acres in this sector at maximum density of 18 dwelling units/acre. An elementary school has also been designated for this area. The precise location and size of this school shall be determined for the procedures established in Section 2.10 of this Specific Plan.

The following policies apply to Sector 10:

- A. The maximum number of residential units permitted in this sector shall be as shown on Table 2.4.
- B. Low density residential development within this sector shall be consistent in character with residential areas located immediately adjacent and to the west of the sector.
 1. Residential units shall be restricted to a maximum height of two stories within the low density area adjoining Browning Avenue.
 2. All low density residential units shall be restricted to single family detached structures.
- C. In addition to the specific submittal requirements for the Subdivision Map of this Sector, refer to Subsection 1.5, a conceptual landscape plan for arterial roadways within this Sector shall also be submitted with the Subdivision Map for approval by the Director of Community Development, refer to Section 2.12 Implementation, for specific requirements.
- D. If an elementary school is sited adjacent to the SCE substation, appropriate buffering will be provided, such as, but not limited to, fencing and landscaping.

Sector 11



This sector consists of approximately 183 acres. It is bounded by the Future Road alignment on the west, Irvine Boulevard on the north, Myford Road on the east, and Bryan Avenue on the south.

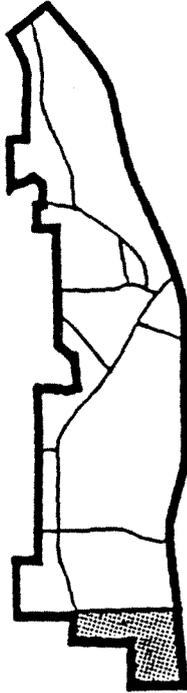
Several land uses are proposed within this sector. The residential uses include medium low and medium density which are to be located in the western portion of the sector.

Medium high residential development is to be situated along the eastern boundary of the site encompassing the entire area between Bryan Avenue and Irvine Boulevard. At the northeast corner of the sector, a 13-acre neighborhood commercial site has been planned at the intersection of Irvine Boulevard and Myford Road, an important entry point into the City from the east. Two neighborhood parks have been generally located in the area of the medium low and medium density residential development. The precise locations of these parks are to be determined as described in Subsection 2.8 of this Specific Plan.

The following policies apply to Sector 11:

- A. The maximum number of residential units permitted in this sector are as shown on Table 2.4.
- B. In addition to the specific submittal requirements for the Subdivision Map of this Sector, refer to Section 1.5, a conceptual landscape plan for arterial roadways within this Sector shall also be submitted with the Subdivision Map for approval by the Director of Community Development, refer to Section 2.12, Implementation for specific requirements.
- C. A buffer for the El Modena channel shall be provided. The methods for buffering shall include, but not be limited to fencing and landscaping.

Sector 12



This L-shaped sector contains 121 acres of flat land. It is bounded by Bryan Avenue on the north, Myford Road on the east, the I-5 Freeway on the south and the Future Road and auto center on the west.

This area is envisioned as providing a variety of district level commercial and employment uses.

The following policies apply to Sector 12:

- A. In addition to the specific submittal requirements for the Subdivision Map of this Sector, refer to Section 1.5, a conceptual landscape plan for arterial roadways within this sector shall also be submitted with the Subdivision Map for approval by the Director of Community Development, refer to Section 2.12 Implementation, for specific requirements.
- B. Concurrent with the Subdivision Map submittal for this Sector a Conceptual Site Plan shall also be submitted as identified in Section 2.14.1.

2.14.4 Additional Implementation Policies and Measures

Potential financing mechanisms to fund major public improvements in East Tustin were examined in the report entitled "Financing Concept for the East Tustin Specific Plan Area", prepared by Angus McDonald and Associates and Stanley R. Hoffman and Associated, dated May 1985. That report is incorporated herein by this reference. Further studies will be required to determine which financing mechanisms are appropriate. The City is currently studying the feasibility of establishing an assessment district in a portion of East Tustin that would fund certain major improvements (circulation and flood control) that must be in place before final approval of initial development under the Specific Plan. It is intended that the financing and construction of infrastructure improvements required by the Specific Plan will precede development approvals.

3.0 Development Standards and Administrative Procedures

3.0 DEVELOPMENT STANDARDS AND ADMINISTRATIVE PROCEDURES

Adopted by Ordinance No. 967

April 7, 1986

3.0 DEVELOPMENT STANDARDS AND ADMINISTRATIVE PROCEDURES

3.1 Purpose And Scope

The development regulations and standards contained herein with the land use plan in Section 2.0 are intended to satisfy the requirements of the Planned Community Zone regulations of the Tustin Municipal Zoning Code. Section 2.0 constitutes the land use plan in the form of map and text material while Section 3.0 represents the regulatory document for implementation of the Specific Plan.

Upon adoption of the Specific Plan contained in Section 1.0 and 2.0 by resolution and Section 3.0 by Ordinance, this plan will replace the existing zone designation and development plan.

The East Tustin Specific Plan allows for a diversification of land uses to include residential, commercial, mixed-use, office, research and development and public facilities. This array of land uses is intended to comprise the planned community of East Tustin and implement the City's General Plan.

3.2 Applicability/Conformance With Municipal Code

In addition to conforming with the requirements of the Planned Community Zone District, these development "zoning" regulations supersede those traditional regulations of similar zones found in the City Zoning Code. The provisions of this section (ordinance) or rules or regulations promulgated thereunder shall govern with respect to development standards. All other provisions of the City's Municipal Code remain applicable and enforceable whether directly referenced or not in this section of the Plan.

If ambiguity arises concerning the appropriate classification or a particular use within the meaning and intent of this section, or if ambiguity exists with respect to matters of height, yard requirements, area requirements or other development standards, it shall be the duty of the Planning Commission to ascertain all pertinent facts and by resolution of record set forth the findings and the interpretations and thereafter such interpretation shall govern.

3.3 Definitions

For the purposes of these regulations, words, phrases and terms shall be deemed to have the meaning ascribed by this section. Words, phrases and terms not specifically defined herein shall be deemed to have the meaning described in the City of Tustin Zoning Code.

Abutting Land. A parcel of land having a common property line with another parcel.

Accessory Building. A subordinate building located on a building site, the use of which is customarily incident to that of a main building or to the use of the land.

Accessory Use. A use customarily incident and accessory to the principal use of the land, or to a building or other structure, but not necessarily located on the same building site as the principal use.

Acres, Gross (Gross Area). The entire land area within the boundary of a development project, measured to the right-of-way of any abutting arterial highways or to the centerline of any abutting internal (local) public or private street.

Administrative Office. A place of business for rendering of service or general administration, but excluding retail sales.

Advertising Device. Any balloon; flag; pennant; stationary light; vehicle or other contrivance (except lawfully permitted signs) used to attract attention for the purpose of promoting (either directly or indirectly) the sale of products.

Advertising Display. Any device, contrivance, vehicle, statue or structure (other than a sign) used as a display, regardless of size and shape, for the purpose of attracting attention or making anything known, the origin or place of sale of which is on the property with such advertising display.

Alley. A public or private way permanently reserved as a secondary means of access to abutting property and labeled as an alley on an approved tentative map. An alley shall not be considered a street.

Apartment. A structure designed and built for occupancy of three or more families for rental purposes.

Arterial Highways, Master Plan. A component of the Circulation Element of the Orange County General Plan designating adopted and proposed routes for all commuter, secondary, primary, and major highways and transportation corridors within the County of Orange.

Bikeways - County-Wide, Master Plan. A component of the Recreation Element of the Orange County General Plan designating adopted and proposed integrated networks of bikeways.

Borrow Site. An area used for the extraction of material in an amount in excess of five thousand (5,000) cubic yards.

Building. A structure having a roof supported by columns or walls.

Building Height. The vertical distance measured from the ground-level grade to the top of the building. On a sloping site, height shall be measured from the highest point of the finished ground-level grade to the top of the building directly above that point.

Building Site Area. The net area of the building site on which the building is located. Said net area shall be computed by deducting from the gross site area any ultimate street rights-of-way, together with all rights-of-way and all easements except open space easements, that prohibit the surface use of the site in question by persons other than the easement holder. Unenclosed post-supported roofs over patios and walkways, unenclosed post-supported eave overhangs, swimming pools, parking areas, tennis courts and other uncovered outdoor uses shall not constitute buildings for the purpose of this definition.

Building Site Coverage: The percentage of the building site area that is covered by the area within the perimeter of all structures located on the building site area. Covered area shall include all areas under roof, but not include roof overhangs and covered porches. Trellis coverage is discussed in Section 3.5.J. Swimming pools and spas are not considered in calculating structural site coverage.

Carport. A roofed structure, or a portion of a building, open on two (2) or more sides, primarily for the parking of automobiles.

Cluster Development. Is a residential subdivision consisting of a combination of residential lots and privately owned common recreation and open space areas arranged in accordance with a unified comprehensive site plan with adequate provisions for permanent maintenance of the common ownership facilities. The entire development will be designated as a development unit on a tentative tract map, which consists of all residential lots and their privately owned common recreation and open space area.

Commercial. Operated or carried on primarily for financial gain.

Commercial Center, District. The district commercial centers are proposed to accommodate the commercial needs of a group of neighborhoods. They will include the uses normally found in neighborhood centers plus most of the following extra uses: a junior department store, specialty clothing stores, movie theater, commercial recreation facilities, hotels and motels, restaurants, and other facilities which are meant to serve a multi-neighborhood population level.

Commercial Center Neighborhood. Neighborhood commercial centers are generally characterized by a supermarket, drugstore, liquor store, bank, service station, fast food service, and other small retail or service establishments. These centers are usually placed so that they will meet the needs of a typical neighborhood or two or more small neighborhoods (5,000 to 10,000 people).

Commercial Center, Regional. The regional center is to be a large shopping center with a variety of large department stores and specialty shops. It may include other types of land uses such as professional offices, institutional and governmental use, hotels and motels.

Commercial Recreation. Any use or development, either public or private, providing amusement, pleasure or sport which is operated or carried on primarily for financial gain.

Common Area, Commercial (Areas Used in Common). The total area within a unified shopping center, town center, or business park that is not designed for rental to tenants and which is available for common use by all tenants or groups of tenants and their invitees; examples: parking and its appurtenances, malls, sidewalks, landscaped areas, public toilets, and service facilities.

Common Area, Parking. A parking plan whereby tenants of a shopping center or business center share use of a parking area even though lot lines may bisect the parking area. Some or all of the required parking for a given use may be located on a separate lot.

Common Area, Residential. The area within a residential development that is not designed as a residential building site, which is owned in common by homeowners in the development, and which is available for common use or enjoyment by all property owners in the development and their invitees; examples: recreation areas, landscaped areas, open space areas, and natural areas.

Communication Equipment Building. A building housing operating mechanical or electronic switching and microwave equipment to a telephone or similar communication system and personnel necessary for operation of such equipment.

Community Facility. A noncommercial use established primarily for the benefit and enjoyment of the population of the community in which it is located.

Community Service Facility. A community-service commercial, or nonprofit, non-commercial use established primarily to service the immediate population of the community in which it is located.

Condominium. A condominium is an estate in real property consisting of an undivided interest in common in a portion of a parcel of real property, together with a separate interest in space in a residential, industrial or commercial building on such real property. Condominiums are developed under the statutory requirements established by the State Real Estate Commissions office.

Convalescent Home, Nursing Home, Rest Home and/or Home for the Aged. A facility licensed by the State Department of Public Health, the State Department of Social Welfare or the County of Orange which provides bed and ambulatory care for patients with postoperative convalescent, chronically ill or dietary problems and persons unable to care for themselves, but not including alcoholics, drug addicts or persons with mental or contagious diseases or afflictions.

Conventional Subdivision. Refers to a subdivision consisting primarily of streets and lots. Commonly owned or special-use areas may be included, but are secondary and supplementary to the subdivision's design. Zero lot line developments will be considered as conventional subdivisions.

Density. See UPGA (units per gross area).

Density - Residential, Gross. The density of a residential project computed by dividing the total number of dwelling units in the project by the gross acres of the project.

Development Project. A project submitted to the City for review and/or approval in accordance with City codes and ordinances, e.g., site plan, tentative tract map, conditional use permit, etc.

Driveway. A private roadway providing access for vehicles from a public or private street, private drive or within a private court to a garage, carport or open parking space.

Duplex. A permanent building containing two (2) dwelling units per building site.

Dwelling, Multiple-Family. A permanent building containing three (3) or more dwelling units per building site.

Dwelling, Single-Family. A building containing one (1) dwelling unit per building site and designed to house not more than one family.

Dwelling Unit. One or more rooms and a single kitchen designed for occupancy by one family for living and sleeping purposes.

Easement. A recorded right or interest in the land of another which entitles the holder thereof to some use, privilege or benefit out of or over said land.

Employees' Quarters. Quarters for the housing of employees when such quarters are located upon the same land occupied by their employer.

Exterior Property Line. A property line abutting a public or private street.

Floor Area, Gross. The total horizontal floor area of all floors of a building, including the exterior walls thereof, measured in square feet; excepting that for commercial, professional and administrative office or industrial buildings or building complexes, areas used in common such as, but not limited to, covered malls, roofed patio areas, covered parking, covered driveways and covered loading areas shall not be included when calculating offstreet parking requirements.

Floor Area, Ratio. The numerical value obtained by dividing the gross floor area of a building or buildings located upon a lot or parcel of land by the total area of such lot or parcel of land.

Grade, Ground Level. The average level of the finished ground surface surrounding a building.

Gross Area. See Acres, Gross.

Guest Cottage. A detached building having no kitchen facilities which is used primarily for sleeping purposes for members of the family occupying the main dwelling or their nonpaying guests.

Guest Ranch. Any property operated as a ranch which offers guest accommodations, including outdoor recreational facilities and accessory uses.

Hotel. Any building or portion thereof with access provided through a common entrance, lobby or hallway to six (6) or more guestrooms, which rooms are designed, intended to be used or are used, rented or hired out as transient occupancy accommodations for guests.

Property Line, Interior. A property line which does not abut a private or public street.

Lot: A parcel of land to be occupied by a main building and an accessory building, or by a dwelling group and its accessory buildings, along with open space, parking and circulation as may be required by these regulations.

Lot, Flag. A lot without full street frontage that gains access to the street within a narrow strip of property primarily designed for driveway process. The lot width at the street shall be a minimum of 20 feet.

Lot, Key. Any parcel shown on a recorded tract map, record of survey recorded pursuant to an approved division of land, parcel map, or recorded Certificate of compliance having side property line(s) abutting the rear property line(s) of adjacent parcels.

Lot, Width. The width of the front of the lot measured at the setback of the main structure.

Landscaping. Material consisting of evergreen or deciduous trees, shrubs, ground cover or landscape.

Motel. See Hotel.

Net Residential Area. The area of land remaining in a project, measured in acres or square feet, after deduction of the area contained in streets (both public and private), and any other easement or encumbrance which prevents the surface use of the property for a building site or construction of structures.

Net Usable Acres (Nonresidential). The area of land remaining in a project, measured in acres or square feet, after deduction of the area contained in public and private street and highway rights-of-way, schools, parks, flood control works and any other use, easement or encumbrance which limits the surface use of the property; slopes required to level the site; and required screening and landscaping.

Outdoor Advertising Structure and Sign. A sign placed for the purpose of advertising products or services that are not produced, stored or sold on the property upon which the sign is located.

Planning Area. An area of land, not necessarily contiguous, which is depicted on the East Tustin Specific Plan and described in the Statistical Summary.

Precise Plan of Highway Alignment. A plan supplementary to the Master Plan of Arterial Highways which establishes the highway centerline and the ultimate right-of-way lines and which may establish building setback lines.

Professional Office. A place of business for any of the following: accountants, architects, attorneys, bookkeeping services, brokers (stocks and bonds, real estate), building designers, doctors, dentists, optometrists, oculists, chiropractors, chiropodists, others licensed by the State of California to practice the healing arts, drafting services, financial institutions (including banks, savings and loan associations, credit unions and credit-reporting agencies), engineers, surveyors and planners, insurance agencies and brokers, interior decorators and designers (no retail sales allowed on premises), laboratories (medical and dental), landscape architects, pharmacies (sale of drugs and medicines by prescription only), notaries public, public stenographers, typing and secretarial service and other similar professions.

Public Utility. A business organization such as a public service corporation performing some public service and subject to special governmental regulations--usually a protected monopoly.

Public Utility Booster Station. A structure and the equipment needed for boosting current or pressure along public utility service or supply lines.

Public Utility Service Center. Any buildings or premises used for the administration of public utility repair, maintenance and installation crews, including parking for vehicles, not to exceed one and one-half (1-1/2) tons (rated capacity), but not including warehouses or storage yards.

Public Utilities Service Yard. Any buildings or premises used for the office, warehouse, storage yard or maintenance of a public utility, including microwave repeater or receiving stations when incorporated as part of the service yard use.

Research and Development. Uses engaged in the research, analysis, design, development, and/or testing of a product.

Residential, Multiple-Family. Refers to any residential zoning district or residential development wherein the number of permitted dwelling units on one building site is two (2) or more. Multiple-family residential includes duplexes, multiple-family dwellings, apartments, condominiums and stock cooperative projects, and may include planned developments.

Residential, Patio Homes. Refers to any residential zoning district or residential development where in the number of permitted detached units on one building site is two (2) or more and where the dwelling units are under condominium ownership.

Residential, Single-Family. Refers to any residential zoning district or residential development wherein each dwelling unit is situated on a residential lot of record and no lot contains more than one dwelling unit. Single-family residential includes either attached or detached single-family dwellings, planned-concept subdivisions and cluster developments, and may include conventional subdivisions and planned developments.

Retail. The selling of goods, wares or merchandise directly to the ultimate consumer.

Riding and Hiking Trails. Any trail or way designed for and used by equestrians or pedestrians.

Right-of-Way. An area or strip of land, either public or private, on which an irrevocable right of passage has been recorded for the use of vehicles, pedestrians or both. For private streets or drives with sidewalks either provided or required, the right-of-way shall include the sidewalk.

Right-of-Way, Ultimate. The right-of-way shown as ultimate on an adopted precise plan of highway alignment or the street rights-of-way shown within the boundary of a recorded tract map, a recorded parcel map or an approved PC development plan. The latest adopted or recorded document in the above case shall take precedence. If none of these exist, the ultimate right-of-way shall be considered the right-of-way required by the highway classification as shown on the Master Plan of Arterial Highways. In all other instances, the ultimate right-of-way shall be considered to be the existing right-of-way.

Service, Commercial. A commercial use which charges for a service, rather than a commodity, and which is carried on primarily for financial gain or profit.

Setback Area. The area between the building line and the property line; or when abutting a street, the ultimate right-of-way line.

Setback Distance. The distance between the building line and the property line; or when abutting a street, the ultimate right-of-way line.

Sign. Refer to City of Tustin Sign Code.

Sign, Area. The entire area within a single continuous perimeter of not more than eight (8) straight lines enclosing the extreme limits of writing, representation, emblem or any figure of similar character, together with any material or color forming any integral part of the display or used to differentiate such sign from the background against which it is placed, provided that in the case of a sign designed with more than one exterior surface the area shall be computed as including only the maximum single display surface which is visible from any ground position at one time.

The supports, uprights or structure on which any sign is supported shall not be included in determining the sign area unless such supports, uprights or structure are or are designed in such a manner as to form an integral background of the display.

Sign, Business. A sign displaying information pertaining to goods or services offered or produced by the business located on the property, but not including advertising devices or advertising displays.

Sign, Combination. Any sign incorporating any combination of the features of free-standing, projecting and roof signs.

Sign, Community Direction. A sign established to inform motorists or pedestrians of the name of the planned community he is approaching and the direction of travel to the community and neighborhoods, events or facilities within the community and the name(s) of the developer(s) who are currently building and/or marketing homes in the community.

Sign, Lighted. A sign that is lighted from a light source that is not an integral part of the sign itself but causes light rays to shine on the sign's surface.

Sign, Community Event Bulletin Board. A ground, pole or wall sign advertising a special community event or event of community-wide interest or significance.

Sign, Community Facility Identification. A ground, pole or wall sign containing only the name of the facility and (if desired) identifying symbol.

Sign, Community Entry. A sign which identifies the entry to a development in a community in which homes are for sale.

Sign, Face. The surface, or that portion of a sign that is visible from a single point as a flat surface or a plane and considered as such, together with the frame and the background.

Sign, Future Facility. A temporary sign to identify, through symbol and verbal reinforcement, the type of facility planned for a site.

Sign, Height. The greatest vertical distance measured from the ground level directly beneath the sign to the top of the sign.

Sign, Illuminated. A sign which has characters, letters, figures, designs or outline illuminated by electric lights or luminous tubes as a part of the sign proper.

Sign, Monument. See Tustin sign code.

Sign, Nameplate. A sign not exceeding one (1) foot by three (3) feet signifying only the name of the occupant and his occupation or specialty.

Sign, Planned Community Travel Directional Sign. A sign which informs the viewer as to route or direction of travel in order to arrive at the community or a specific place in the community to which it pertains.

Sign, Price. A sign limited to the name or identification of items or products for sale on the premises and the price of said items or products.

Sign, Projecting. A sign other than a wall sign suspended from or supported by a building or structure and projecting therefrom.

Sign, Real Estate. A temporary sign advertising the sale, lease or rent of the property upon which it is located and the identification of the person or firm handling such sale, lease or rent.

Sign, Reassurance. A sign designed to reassure motorists of their direction of travel and distance to the planned community or specific place in the community.

Sign, Tract. Means a sign designed to identify a residential, commercial, or industrial subdivision or development for the purpose of advertising lots or buildings for sale or lease.

Sign, Wall. A sign attached to or erected on the exterior wall of a building or structure with the exposed face of the sign in a plane approximately parallel to the plane of the exterior wall.

Site Plan. A plan showing the details of building locations, structures, parking, vehicular access, landscaping and architectural design for a project or building site.

Special Community Event. A limited temporary commercial or noncommercial event sponsored by a service group, homeowners' association, property owners' association or other community organization, including but not limited to parades, swim meets, community picnics, athletic contests, vehicle races, pageants, outdoor programs, and other similar uses.

Stable, Private. A building or a portion of a building or site used to shelter and feed equines which are used exclusively by the occupants of the property on which the stable is situated.

Stable, Public. A stable other than a private stable.

Stand, Temporary. A structure which is readily movable and used or intended to be used for the display or sale of seasonal agricultural or farming products grown or produced on the premises.

Story. That portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the ceiling or roof above.

Street. A public or private vehicular right-of-way other than an alley or driveway.

Street Opening. A curb break or a means, place or way provided for vehicular access between a street and abutting property.

Structure. Anything constructed or erected requiring a fixed location of the ground or attached to something having a fixed location of the ground, except business signs, tennis court fences, and other fences around unenclosed outdoor recreation facilities, and other minor improvements.

Subarea. An area of land which is depicted in the East Tusting Specific Plan and described in the Statistical summary as a portion or all of a Planning Area.

UPGA (Units per Gross Area). The density of a residential project computed by dividing the total number of dwelling units in the development project by the gross area of the development project.

Wall, Wing. An architectural feature in excess of six (6) feet in height which is a continuation of a building wall projecting beyond the exterior walls of a building.

Yard. The open space within a building site that is unoccupied and unobstructed by any structure or portion of a structure from 30 inches above the finished grade upward; except that eaves, fences, walls used as fences, poles, posts and other customary yard ornaments, accessories and furniture may be permitted in any yard subject to the regulations for the district in which it is located.

Zero Lot Line. A development concept that allows by the use of lot easements, over the adjacent lots, the extension of yard areas for the private use and enjoyment of the individual lot owners.

3.4 Land Use Plan

The Land Use Plan generally indicates the use, intensity, and location for the Specific Plan area. The Land Use Plan does not represent the zoning map for the property; the property is zoned "Planned Community", with a suffix of either residential, commercial, or mixed use.

3.4.1 Maximum Overall Dwelling Units

The maximum number of dwelling units in the entire Specific Plan area shall not exceed 7,950, except that units approved in Tentative Tract Map No. 12345 may be transferred to the Specific Plan area.

3.4.2 Statistical Analysis

The Statistical Analysis contains the approximate acreages and dwelling units for each land use area and sector shown on the Land Use Plan. The Statistical Analysis, as revised, regulates the total number of units and their placement in the Specific Plan area.

The maximum number of dwelling units in each sector shall not exceed the number designated on the Statistical Summary, as revised.

The Statistical Summary may be revised as appropriate. Any such revision shall be in accordance with the following procedures, which are intended to assure compliance with the policies of the Specific Plan. No amendment to this Specific Plan shall be required solely for the purpose of changing the number of dwelling units or acreage assignment to a sector as indicated on the Statistical Analysis.

3.4.3 Statistical Analysis Revisions

The East Tustin Statistical Analysis may be revised in accordance with the following procedure:

1. Any proposed revision to the Statistical Analysis shall be accompanied by a project proposal consisting of a site plan or Tentative Subdivision Map.
2. Any revision to increase the number of dwelling units in any sector shall be offset by a corresponding decrease in other sectors so that the total number of units in the Specific Plan area does not exceed 7,950, except in the case of dwelling units transferred from Tentative Tract Map No. 12345.
3. Any proposal to reallocate the number of dwelling units or acreage assigned from one sector to another shall be subject to the following:

- a. The basic character and intensity of development in both the losing and gaining sector is not significantly altered.
 - b. The maximum number of dwelling units in each land use area, as determined by the density factor times gross acres, shall not be exceeded.
 - c. The resulting development pattern is compatible with land use areas adjacent to both the losing and gaining sectors.
4. Any revision to increase the number of dwelling units by a total of 15 percent or less in any sector shall be approved by the Director of Community Development. Any revision to increase the number of dwelling units in any sector by more than 15 percent shall be approved by the Planning Commission.
 5. All sector acreages identified on the Statistical Analysis are intended to be estimates and may be revised when more accurate information is available. Such revisions shall be approved by the Director of Community Development.
 6. All revisions to the Statistical Analysis shall be consistent with the City of Tustin General Plan and East Tustin Specific Plan.

Revisions to the Statistical Analysis in accordance with the above requirements and procedures do not require an amendment or revision to the East Tustin Specific Plan.

East Tustin Statistical Analysis

	Acreage	Land Use	Maximum Density	Total Allowable Units
SECTOR 1				
	125	Estate Density Residential	2 du/ac	
Subtotal	125			0
SECTOR 2				
	74	Estate Density Residential	2 du/ac	
	51	Low Density Residential	5 du/ac	
	68	Medium Low Density Residential	10 du/ac	
	41	Medium Density Residential	18 du/ac ****	
	3	Neighborhood Park		
	9 **	Community Park		
Subtotal	266			1120±
SECTOR 3				
	12	Low Density Residential	5 du/ac	
	* 10 **	Elementary School		
Subtotal	22			68±
SECTOR 4				
	112	Estate Density Residential	2 du/ac	
Subtotal	112			52±
SECTOR 5				
	78	Estate Density Residential	2 du/ac	
	18	Low Density Residential	5 du/ac	
	20***	Junior High School		
Subtotal	116			116±
SECTOR 6				
	31	Medium-Low Density Residential	10 du/ac	
Subtotal	31		±	279±

East Tustin Statistical Summary Continued

	Acreage	Land Use	Maximum Density	Total Allowable Units
SECTOR 7				
	97	Medium Density Residential	18 du/ac	
	110	Medium High Density Residential	25 du/ac	
	* 10 **	Elementary School		
	4	Private Park		
	37 **	Community Park		
	158	Golf Course		
Subtotal	416			2,808±
SECTOR 8				
	77	Low Density Residential	4 du/ac	
	26	Medium Density Residential	18 du/ac	
	* 10 **	Elementary School		
Subtotal	113			436±
SECTOR 9				
	39	Low Density Residential	5 du/ac	
Subtotal	39			161±
SECTOR 10				
	46	Low Density Residential	5 du/ac	
	25	Medium Density Residential	18 du/ac	
Subtotal	71			321±
SECTOR 11				
	12	Medium Low Density Residential	10 du/ac	
	66.4	Medium Density Residential	18 du/ac	
	79	Medium High Density Residential	25 du/ac	
	6.6 **	Neighborhood Park		
	13	Neighborhood Commercial		
Subtotal	177			1,875±
SECTOR 12				
	121	Mixed Use		
Subtotal	121			7,236 ***

3.5 General Development Standards

In addition to the specific land use development regulations included in Sections 3.6 to 3.11, general development standards are those applicable to all of the specific plan area and not any one land use category or sector.

A. Sector Boundaries

Except as otherwise indicated, sector dimensions generally follow the sector development plan of Section 2.0. Adjustments in sector boundaries resulting from final road alignments and/or technical refinements to the development will not require a specific plan amendment. The precise boundaries and acreages will be determined when more definitive plans for each sector are submitted for review and approval.

B. Land Use Area Boundaries

Only the general boundary alignments and residential acreage figures of the individual land use areas are shown in the statistical summary. The precise boundaries and acreages will be determined when more definitive plans for each sector are submitted for review and approval.

C. Sector Plan Processing

Prior to or concurrent with the submission of an initial subdivision map for a given sector pursuant to Section 1.5, a sector plan for the entire sector shall be submitted for Planning Commission approval. Information to be included:

1. An overall circulation plan and access plan for the sector shall be included and approved by the City Engineer.
2. A conceptual grading plan. Sectors located in hillside areas (1, 2, 3, 4, 5) will be required to submit a conceptual grading plan for review and approval by the City Engineer, that will include the following details:
 - a. Areas of proposed cut and fill, including the height of cut and fill.
 - b. Location of all pads.
 - c. A slope analysis of the project area.
3. An overall drainage plan for that sector.
 - a. Sectors 1, 2, 3, 5, 7 shall include preliminary design for improvements to Peters Canyon Wash, to be reviewed by the City of Tustin.
 - b. Sectors 10, 11, 12 shall include preliminary design for improvements to the El Modena Channel, to be reviewed by the City of Tustin.
4. A detailed geological investigation for any sector containing the El Modena Fault, to determine applicable development regulations which apply to construction adjoining the fault.

5. A specific trail design and right-of-way reservation/dedication plan for those sectors where the regional trail passes.
6. A concept median and parkway landscape plan with a sector perimeter tract wall design.

D. Hillside District Review

The policies and guidelines of the Hillside District (Section 2.13) apply to all natural hillside areas within a sector shown on the Hillside Area Map, Exhibit K. In reviewing these policies at the Sector Plan Processing level, the following items shall be included with the exhibits required in Section 3.5 C:

1. A preliminary geological and soils report prepared by a registered engineering geologist.
2. A map that identifies the sector's natural features, which include, but are not limited to, slope banks, ridgelines, natural drainage courses, existing vegetation, rock outcroppings, and any other natural features. This exhibit shall be used to determine conservation measures in keeping with the hillside guidelines in Section 2.0.
3. An open space plan which includes all areas to be left in a natural state; or passive open space, such as landscaped slope areas, fuel modification areas, or other areas that are restricted in their use and usually serve an aesthetic purpose; or active open spaces such as level open space, common recreation facilities, or other areas that serve an active recreational purpose.

E. Agricultural Uses

All agricultural activities and uses, together with all accessory structures and uses which are customarily incidental or necessary to main buildings, or uses, are permitted within all undeveloped and open space areas.

F. Grading

Grading will be permitted within the Planned Community outside of the area of immediate development upon the issuance of a grading permit. Stockpile and borrow sites may be permitted within areas scheduled for future development subject to an approved grading plan and issuance of a sediment control plan.

G. Building and Landscape Setbacks from Public Streets

Building setbacks shall apply to all main structures abutting the following streets. These setbacks shall be measured from the center line of the street.

A minimum landscape area shall be provided adjacent to these streets. This landscape area is a combination of the parkway (measured from face of curb to right-of-way line which includes a sidewalk and any utility easements) and a landscape setback from the ultimate right-of-way. This landscape area shall be measured from the center line of the street. Portions of this landscape area may include: areas dedicated to or assigned through easement to the City of Tustin, if accepted; areas owned and maintained by private individuals or associates; areas owned by private individuals and/or associations and maintained by public maintenance districts; or a combination thereof.

<u>Street</u>	<u>Min. Landscape Area</u>	<u>Min. Building Setback</u>
Interstate 5 from Mixed Use (ROW)	30	30
Myford Road (Jamboree Road)		
• North of Bryan to Portola	76	81
• Adjoining Mixed Use	76	95
• North of Portola	62	67
Bryan Avenue		
• Adjoining ELMO Channel	57	
• Adjoining Mixed Use	67	85
Browning Avenue	63.5	78.5
Irvine Boulevard		
• Between Browning and Ft. Road (Tustin Ranch Road)	71	76
• Future (Tustin Ranch Road) to Myford (Jamboree Road)	76	81
Portola Parkway	62	67
El Camino Real	52	57
La Colina Avenue	52	57
Future Road (Tustin Ranch Road)		
• North of Bryan	76	81
• South of Bryan	76	96
Lower Lake Drive (Peters Canyon Road)/Foothill Blvd.	40	45

- Buildings shall be setback a minimum of 5-feet from tract walls.
- Sideyard setbacks in Low District shall maintain 5-feet for one-story and 10-feet for two-story adjoining tract wall.

H. Private Street Standards

When private streets, drives and courts are constructed, they shall be improved in accordance with the following standards:

1. Private Streets
 - a. Private Streets for attached and detached residential dwellings with no parallel parking within the travel way shall have a minimum paved width of 28 feet.

- b. Private streets for attached and detached residential dwellings where on-street parallel parking will be limited to one side only shall have a minimum paved width of 32 feet.
- c. Private streets for attached and detached residential dwellings with on-street parallel parking permitted on both sides of the street shall have a minimum paved width of 36 feet.
- d. The total right-of-way for purposes of determining minimum paved width and establishing setback lines for attached and detached residential products shall include the paved street width and any parkway in accordance with Standard B102 of the City's Construction Standards for Private Streets, Storm Drain and On-Site Private Improvements.
- e. Sidewalks shall be provided on a private street for attached and detached residential products in accordance with Standard B102 of the City's Construction Standards, Storm Drain and On-Site Private Improvements and subject to compliance with applicable accessibility requirements of the American Disabilities Act, Title 24 of the Uniform Building Code as locally amended, and the Department of Housing and Urban Development's Fair Housing Accessibility Guidelines.
- f. Shared driveways for detached residential products shall be prohibited except within private courts.
- g. All private streets and related improvements shall be constructed in accordance with the City's Construction Standards for Private Streets, Storm Drain and On-Site Private Improvements.

2. Private Drives

- a. Private drives for attached and detached residential products with perpendicular parking outside of the travel way shall have a minimum paved width of 24 feet.
- b. The maximum number of attached dwelling units served by a private drive shall be 87 units. For detached residential products, the private drive shall not be more than 150 feet in length and serve no more than 6 dwelling units. In determining the maximum 150 foot length of a drive, an extension of the right-of-way line for the street the drive takes access from shall be drawn across the drive entrance and measurement shall be taken to the end of the private drive or shared driveway. Minor punchouts which are not more than 3 feet in length at the end of a private drive shall be excluded in calculating the maximum length of a court.

- c. Where private drives dead-end, they may end in cul-de-sacs, hammerheads or punchouts as long as adequate maneuverability and turning radius is provided for vehicles, including emergency vehicles and trash trucks.
- d. The total right-of-way for purposes of determining minimum paved width and establishing setback lines for attached residential products shall include the paved street width (and sidewalks when required). The total right-of-way for purposes of determining minimum paved width and establishing setback lines for detached residential products shall include the paved street width and parkway in accordance with Standard B102 of the City's Construction Standards for Private Streets, Storm Drain and On-Site Private Improvements for Private Streets.
- e. Sidewalks shall be provided on private drives for attached and detached residential products as a condition of design review or subdivision approval to ensure adequate and safe pedestrian circulation and compliance with applicable accessibility requirements of the American Disabilities Act, Title 24 of the Uniform Building Code as locally amended, and the Department of Housing and Urban Development's Fair Housing Accessibility Guidelines.
- f. Shared driveways for detached residential products shall be prohibited except within private courts.
- g. Except as provided in this subsection, all private drives and related improvements shall be constructed in accordance with the City's Construction Standards for Private Streets, Storm Drain and On-Site Private Improvements for private streets.

3. Private Courts - Detached Residential Products Only

- a. A private court shall consist of a combination of private streets and/or private drives which take access from a main backbone street system within a detached residential development and which serves no more than 12 dwelling units.
- b. The primary entrance to a private court may be considered a private drive if the court is no more than 150 feet in length and serves no more than 6 dwelling units. In determining the maximum 150 foot length of a drive, an extension of the right-of-way line for the street the drive takes access from shall be drawn across the end of the drive entrance and measurement shall be taken to the end of the private drive or shared driveway. Minor punchouts which are not more than 3 feet in length at the end of a private drive shall be excluded in calculating the maximum length of a drive.

The minimum paved width of a private drive may be 24 feet with no parallel parking permitted within the travel way. Under all other cases, the primary entrance to a private court shall be considered a private street and shall have a minimum paved width of 28 feet with no parallel parking permitted within the travel way, or a minimum paved width of 32 feet with parking permitted on one side of the street only.

- c. If access is from a private street within a private court, a perpendicular portion within the private court shall be considered a private drive and have a minimum paved width of 24 feet with no parallel parking within the travel way.
- d. The private drive portion of a private court shall not be more than 150 feet in length and serve no more than 6 dwelling units.
- e. The total right-of-way for purposes of determining minimum paved width and establishing setback lines for structures on a private street or drive within a private court shall include the paved street width (curb face to curb face for standard curb or flow line to flow line for rolled/ramped curb).
- f. A minimum 3'-6" wide sidewalk (measured from back of curb) shall be provided on at least one side of the private street within the private court and may be located outside of the right-of-way, and in all events shall comply with applicable accessibility requirements of the American Disabilities Act, Title 24 of the Uniform Building Code as locally amended, and the Department of Housing and Urban Development's Fair Housing Accessibility Guidelines. Sidewalks may be required as a condition of design review or subdivision approval on private drives within a private court to ensure adequate and safe pedestrian circulation and compliance with applicable accessibility requirements of the American Disabilities Act, Title 24 of the Uniform Building Code as locally amended, and the Department of Housing and Urban Development's Fair Housing Accessibility Guidelines.
- g. Where private streets or drives terminate within a private court, they may terminate in cul-de-sacs, hammerheads or punchouts as long as adequate width, maneuverability and turning radius is provided for vehicles, including emergency vehicles and trash trucks.
- h. Decorative paving treatments such as concrete banding and asphalt, scored concrete, colored concrete and interlocking pavers shall be used in the private court.
- i. In private courts, shared driveways shall only be permitted to access the last two dwelling units on a private drive or street which are located across the court from each other. The throat entrance to such a shared driveway shall not be less than 20 feet in width and no more than 25 feet in length and improved with a decorative material which differentiates it from the other portions of the private court. The travel

way on a shared driveway shall not be less than 24 feet. The building setbacks from a shared driveway shall be from the edge of the travel way. The shared driveway shall be considered when determining the length of a court and whether said court needs to be accessed by a private street or private drive as required by subsection "b" above.

- j. Except as provided in this subsection, all private streets, drives and related improvements within a private court shall be constructed in accordance with the City's Construction Standards for Private Streets, Storm Drain and On-Site Private Improvements for private streets.

I. Walls and Fencing

1. Materials. Walls and fencing located adjacent to arterial streets shall be constructed of masonry block with specific finish or detail to match intent of urban design guidelines. Walls and fences dividing common property lines not adjacent to a public right-of-way may be constructed of any material acceptable to the Planning Commission.
2. Height. Top of walls and fencing along arterial streets shall be a minimum of six feet eight inches in height measured from the finished grade level of the adjoining public sidewalk or top of curb, whichever, is higher. This maximum may be exceeded when higher walls are required as a noise mitigation.

Walls and fencing dividing common property lines not adjacent to a public right-of-way may be constructed at any minimum height, but shall not exceed 7-1/2 feet in height measured from the highest adjacent grade level.

J. Trellis

Open trellis and beam constructions shall be permitted to attach the garage or carport to the dwelling and may also extend from the dwelling to the property line in the side or rear yard. In side yards, the maximum height of the open trellis and beam constructions shall not exceed twelve (12) feet. Trellis areas shall not exceed 50 percent of the remaining open space of a developed lot.

K. Common Area Landscaping

All commonly owned property exclusive of structural improvements shall be landscaped with a combination of trees, shrubs and ground cover. Landscaping shall be provided with automatic irrigation systems. Approval of landscape plans for commonly owned property shall be obtained pursuant to the Development Plan Review, Section 3.12.

L. Golf Course

Prior to approval of any subdivision map within Sector 7, a definitive plan for the 150+ acre golf course shown in the Sector shall be prepared and submitted by the developer to the City of Tustin for review and approval. This plan shall precisely define the edges of the course and will show direct frontage of the course on Myford, Future Road, and Irvine Boulevard.

M. Residential Density

The density of any residential development shall be computed by dividing the total number of dwelling units by the gross acres for that parcel or project. For this purpose, gross acres shall be measured to the center line of any internal public or private street or to the ultimate right-of-way line of any arterial highway as designated on the City's Master Plan of Arterial Highways.

N. Model Home

Model homes and their garages and private recreation facilities may be used as offices for the first sale of homes within a recorded tract and within subsequent similar tracts utilizing these same architectural designs subject to the regulations of the City of Tustin governing said uses and activities. Said model homes must be closed to the public and converted for occupancy within 90 days from the last home sale (deed recordation) in the subdivision tract of the same style home.

O. Noise Attenuation

Plans for the noise attenuation of units located near arterial highways, freeways, or under the Browning flight corridor which insure that interior and exterior noise levels do not exceed the City of Tustin noise ordinance, shall be submitted for review and approval at the time of builders tentative tract consideration for residential development.

P. Park Provisions

Pursuant to City Ordinance No. 921, a park standard of three acres per 1,000 population is required for this Planned Community. The standards of Ordinance No. 921 will be utilized in reviewing public or private parks within the East Tustin area.

1. Fifty percent of the parkland will be in Community Parks and 50 percent in Neighborhood Parks.
2. Fifty percent of the land in Neighborhood Parks will be publicly owned and maintained, while 50 percent of the land could be privately owned, improved and maintained.

Q. Sector Plan Consistency Finding

As part of the initial subdivision map and development plan process for a given sector, the Planning Commission shall make a finding as a part of the subdivision map that the subject project is in conformance with applicable policies in Section 2.0 for that sector, and the means to implement these policies has been identified.

R. Noise Control

The use of outdoor speakers, buzzers, music, or other devices with noise amplification outside of the interior of the structure is strictly forbidden in the entire planning area, except in the case of special events, and these will require a temporary use permit.

S. School Facilities

The Tustin Unified School District ("TUSD") and the Irvine Company ("TIC") have entered into the School Facilities Agreement, dated January 27, 1986, as amended, which

obligates both parties to cooperate in the expeditious completion of one or more mitigation agreements to enable TUSD to obtain financing for the acquisition, construction or use of the necessary school facilities to accommodate students generated by development of residential subdivisions. City will review the status of the implementation of the School Facilities Agreement at subsequent levels of project approvals, such as the approval of tentative builder residential tract maps. City will address the impact of TIC's project on District facilities at such time as TIC submits tentative builder residential tract maps for properties within the East Tustin Specific Plan boundaries, City will not object to any legal action taken by the TUSD on the grounds that the CEQA statute of limitations has run, provided however, that any such future actions are brought within 30 days from the date the City causes to be filed a Notice of Determination as to the approval of any such tentative builder residential tract map.

3.6 Residential Land Use Regulations

3.6.1 Purpose

In addition to the objectives outlined in section 3.1 (Purposes and Scope), the Residential Land Use Regulations are included in this Planned Community zone to achieve the following purposes:

- o To regulate the planning and development of residential and uses within the East Tustin Planned Community.
 - o To provide for a variety of housing types commensurate with community needs and physical location.
 - o To permit community facilities and services including schools, parks and recreation centers.
 - o To ensure adequate light, air, privacy and open space for each dwelling while protecting from noise, illumination, unsightliness odors, smoke and other objectionable influences.
- E. Estate Density Residential.** This land use designation is intended as an area limited to conventional or clustered single-family detached dwellings primarily located within the hillside district of the East Tustin Specific Plan. Development is restricted to estate size lots at a maximum density of 2.0 units per gross acre of land.
- L. Low Density Residential.** The land use designation if intended as an area limited to low density single-family detached dwellings up to a maximum density of 5.0 units per gross acre of land.
- ML. Medium-Low Density Residential.** This land use designation is intended as an area limited to medium-low density single-family detached dwellings either conventionally sited or zero lot line sited up to a maximum density of 10.0 units per gross acre of land.
- M. Medium Density Residential.** This land use designation is intended as an area for single-family detached, single-family attached, patio homes, or multiple family (apartments or condominiums) dwellings up to a maximum density of 18.0 units per gross acre of land.

MH. Medium-High Density Residential. This land use designation is intended as area for single-family attached, patio homes, and multiple family (apartments or condominiums) dwellings up to a maximum density of 25.0 units per gross acre of land.

3.6.2. Permitted and Conditional Uses

The following uses shall be permitted by right where the symbol "P" appears and may be permitted subject to a conditional use permit where the symbol "C" appears in the column beneath each land use category:

A.	Residential Uses	E	L	ML	M	MH
1.	Conventional Single-family detached	P	P	P	P	P
2.	Clustered Single-family detached	C	C	C	C	C
3.	Attached Single-family dwellings	-	-	-	P	P
4.	Condominium Projects/Cooperatives	-	-	-	P	P
5.	Multiple-family dwellings (apts)	-	-	-	C	C
6.	Patio Homes	-	-	-	C	C
B.	Agricultural and Related uses	E	L	ML	M	MH
1.	All types of agriculture	P	P	P	P	P
2.	Keeping of Equine animals subject to the following: * Such animals may only be maintained for personal use * No such animal may be kept on a lot less than 15,000 sq. ft in area * No more than 4 equine animals per acre subject to regulations and conditions of O.C. Health Dept. and Animal Control	C	-	-	-	-
3.	Riding Academies or Clubs	C	-	-	-	-
4.	Commercial stables	C	-	-	-	-
5.	Keeping of not more than three dogs or cats or any combination thereof over the age of 6 months	P	P	P	P	P
6.	The keeping of more than three domestic animals which constitutes a kennel	C	C	C	C	C
7.	Keeping of other domestic animals deemed by City zoning inspector to be non-disruptive to adjoining properties	P	P	P	P	P
8.	The keeping of wild, exotic or non-domestic animals	C	C	C	C	C

C. Community Facilities	E	L	ML	M	MH
1. Public or Private Preschools 6 or fewer students	P	P	P	P	P
7 or greater students	C	C	C	C	C
2. Churches, covents, monasteries and othe religious institutions	C	C	C	C	C
3. Public libraries and museums	C	C	C	C	C
4. Public and private parks	P	P	P	P	P
5. Golf courses	P	P	P	P	P
6. Recreation facilities such as tennis and swim clubs as part of a homeowners association	P	P	P	P	P
7. Public utility and public service sub-stations, reservoirs, pumping plants, retarding basins and other similar public utility facilities	P	P	P	P	P
D. Home Occupations	E	L	ML	M	MH
1. Home occupations subject to provisions of the Tustin Municipal Code	P	P	P	P	P
E. Accessory Use	E	L	ML	M	MH
1. Accessory uses and structures located on the same building site as the primary use which are cus- tomarily incidental to the primary use, including but not limited to;					
Garages	P	P	P	P	P
Carports	C	C	C	C	C
Swimming pools, spas and jacuzzis, tennis courts, basketball and other multi-purpose courts and recreation buildings	P	P	P	P	P
Fences and walls	P	P	P	P	P
Patio covers and trellises	P	P	P	P	P
Garden structures and greenhouses	P	P	P	P	P
2. Any other accessory use or struc- ture located on a separate site, which is determined compatible (by the city) with, and incidental to, or necessary to the uses listed in this subsection	P	P	P	P	P

F.	Temporary Use	E	L	ML	M	MH
1.	Uses determined by the city to be temporary in nature	P	P	P	P	P
2.	Model home and subdivision sales subject to section 3.5	P	P	P	P	P

G. Unlisted Uses

Those uses not specifically listed in this section 3.7.2 are subject to Community Development Department determination to be either permitted, conditional or prohibited uses pursuant to the objectives of this zoning regulatory document and the purposes of the individual land use category. Decisions of the Community Development Department may be appealed to the City Planning Commission.

3.6.3 Site Development Standards

A. Conventional Development

A1.	Table A1 - Site Requirements	E	L	ML	M	MH
1.	Permitted density, maximum dwelling units per gross acre:	2	5	10	18	25
2.	Lot area, minimum per unit: single-family detached	*	5,000	3,000	3,000	3,000
3.	Lot area, minimum per unit: single-family attached	-	-	-	No minimum	
4.	Lot area development project minimum: condominium or multiple family (apt.)	-	-	-	10,000	10,000
5.	Lot width, minimum in feet: detached single family	*	50'	35'	35'	35'
	attached single family	-	-	-	no minimum	
	development projects	-	-	-	70'	70'
6.	Parking spaces	pursuant to section 3.10				

* see estate residential

A2. Specific Requirements

1. Estate Residential

Conventional Subdivision

Minimum Gross Floor Area per Unit, Excluding the Garage Area - 900 square feet.

Building Height - 35 feet maximum including any roof mounted equipment.

Lot coverage - A maximum of 40 percent of the net lot area. Covered areas shall include all areas under roof but not include trellis areas, roof overhangs, covered porches outside the exterior wall alignment.

Lot width - A minimum of 70 feet with an overall average lot width of 90 feet for any given development project. Lot width at the street for a flag lot shall be a minimum of 20 feet.

Lot area - A minimum of 8,000 square feet with an overall average lot size of 10,000 square feet for any given development project.

Building setbacks -

- a) Front yard - All structures shall be set back a minimum of 20 feet from right of way line for either public or private street.
- b) Side yard - A minimum 5-foot setback for each sideyard for main buildings, detached garages, or other accessory structures. Corner lots shall provide a street side yard not less than 10-feet. An overall minimum sideyard aggregate of 12-feet shall be required for one story, and an overall minimum of 14 feet for two story.
- c) Rear yard - The main building shall maintain a minimum setback of 25 feet. Detached accessory structures and garages shall maintain a minimum 5-foot setback, subject to the following provisions:
 1. The structure shall not cover more than 30 percent of the rear yard area.
 2. Height of the structure shall not exceed 12-feet.
 3. The structure shall be situated a minimum of 10-feet from the main building.

Projections Into Required Setbacks

- a) Covered patios, trellis, or canopies, unenclosed on at least two sides, shall be setback a minimum of 5-feet from the rear and side yard setback. These uses shall not cover more than 50 percent of the rear yard area.
- b) Eaves, cornices, chimneys, balconies and other similar architectural features shall not project more than 4-feet into any required front or side or rear yard area.
- c) Location of swimming pools and/or a spa shall conform with city regulation 9271o.

Fences, Hedges and Walls

- a) Within front setback area - three feet maximum, except on key lots where the maximum height may be 6-feet within that portion of the front setback area abutting the area where a 6-foot high fence is permitted on the abutting lot and not adjacent to the garage driveway.

- b) Within other setback areas - the minimum height shall be 6-feet, measured from the highest adjacent grade. Fences shall not be constructed in areas reserved as native open space.
- c) For fences adjacent to arterial highways, refer to Section 3.5.1.

2. Low Density Residential - Any low density area that falls within the designated hillside areas shall apply the policies of the hillside development standards, as shown in Section 2.13.

Building Height - 35 feet maximum including any roof mounted equipment.

Lot Coverage - A maximum of 50 percent of the lot area. Covered areas shall include all areas under roof but not including trellis areas, roof overhangs and covered porches outside the exterior wall alignment.

Minimum Gross Floor Area per Unit, Excluding the Garage - 900 square feet.

Building Setbacks

- a) Front yard - For developments located in Sectors 8, 9 and 10, the front yard setback shall be a minimum of 20-feet, measured from the right-of-way line of either a public or private street (sidewalks are included in ROW for private streets, if provided). Attached side entry garages may be setback a minimum of 10-feet, provided that all living areas maintain a minimum setback of 20-feet. In all other areas, the front yard setback shall be a minimum of 20-feet from a right-of-way line of both private and public streets or if equipped with an automatic garage door opener, an attached or detached garage shall be a minimum of 5-feet from the right-of-way line for a public or private street. A garage, except side entry garages as provided for in Sectors 8, 9 and 10 above, shall not have a setback between 9-feet and 20-feet from the right-of-way line. When no sidewalk is provided, 4-feet shall be added to all minimum dimensions. If living areas are provided above garage, garage setbacks shall apply, however, the living area will maintain the 20-foot setback.
- b) Side Yard - A minimum 5-feet on each side, which includes the main structure, and any detached garages or other accessory structures. Corner lots shall provide a street side yard not less than 10-feet. Projects designated as zero lot line can reduce the setback to 0-feet, but the aggregate shall remain at a minimum of 10-feet. If a side yard setback is adjacent to an existing residential area in Sectors 8, 9 and 10, the minimum setback shall be 15-feet along the Specific Plan boundary. Detached garages or other accessory structures shall be situated a minimum of 4-feet from the main building and may abut the side lot line in the case of a zero lot line development, and subject to the following provisions:
 - 1. The height of the accessory structure at the side lot line does not exceed 12-feet;
 - 2. No eave, projection or overhang extends beyond the property line; and
 - 3. Measures are taken to insure the deflection of runoff away from the property line.
- c) Rear Yard -
 - 1. A 15-foot minimum for main buildings.
 - 2. Detached garages or accessory structures shall maintain a minimum 5-foot rear yard setback, subject to the following provisions:
 - a) The structure shall not cover more than 30 percent of the rear yard area.

- b) Height of the structure shall not exceed 12-feet.
 - c) The structure shall be situated a minimum of 4-feet from main building.
3. Rear yard setback in Sector 9, 10 shall be a minimum of 25-feet with an average 30-feet adjoining existing residential areas along the Specific Plan boundary. The rear yard setback in Sector 8 shall be a minimum of 30 feet adjoining existing residential areas.

Fences, Hedges and Walls

- a) Refer to Section 3.51.
- b) Fences within front yard setbacks or within intersection areas shall conform to applicable city regulations.

Projections Into Required Setbacks

- a) Covered patios, trellis, or canopies, unenclosed on at least two sides, shall be setback a minimum of 5-feet from the rear and side yard setback. These uses shall not cover more than 50 percent of the rear yard area.
- b) Eaves, cornices, chimneys, balconies and other similar architectural features shall not project more than 4-feet into any required front or side or rear yard area.
- c) Location of swimming pools and/or spas shall conform with city regulation 92710.

3. Medium-Low Density Residential

Building Height - 35-feet maximum including roof mounted equipment.

Lot Coverage - 70 percent of the net lot area. Covered areas shall include all areas under roof but not include trellis areas, roof overhangs and covered porches outside the exterior wall alignment.

Building setbacks -

- a) Front yard - The front yard setback shall be a minimum of 15-feet from a right-of-way line of a public or private street. If equipped with an automatic garage door opener, an attached or detached garage shall be a minimum of 5-feet from the right-of-way line of a public or private street or drive (sidewalks are included in ROW, if provided). A garage shall not be setback between 9-feet and 19-feet from the right-of-way line. Where no sidewalk is provided, 4-feet shall be added to all minimum dimensions. If living areas are provided above garage, garage setbacks shall apply, however, the main structure will maintain the 15-foot setback.
- b) Side yard - 0-feet one side, provided that the aggregate of both side yards shall be a minimum of 10-feet. Garages or other accessory structures may abut the side lot line provided:
 - 1. The height of the accessory structure at the side lot line does not exceed 12 feet;

2. No eave, projection or overhand extends beyond the property line; and
 3. Measures are taken to insure the deflection of runoff away from the property line; and
 4. If a detached garage or other accessory structure is built, it must maintain a minimum 4-feet from the main structure.
- c) Rear yard - 10-feet minimum of main buildings. Garages or detached accessory structures may abut the rear lot line provided:
1. Detached accessory structures must maintain a minimum of 4-feet from the main building;
 2. The height of the building at the rear lot line does not exceed 12-feet;
 3. No eave, projection or overhand extends beyond the property line;
 4. Measures are taken to insure the deflection of runoff away from the property line;
 5. Garages that have rear access from a private drive or alley shall maintain a minimum 3-foot setback from property line and include an automatic garage door opener; and
 6. Coverage shall not exceed 50 percent of the required rear yard.

Projections Into Require Setbacks:

1. Covered patios, unenclosed on at least two sides, may abut any side or rear property line, per Section 3.5.J.
2. Eaves, cornices, chimneys, balconies and other similar architectural features shall not project more than 4-feet into any required front, side or rear yard.
3. Location of swimming pools and/or spas shall conform with city regulation 9271o.

Fences and Walls

Refer to Section 3.5.1.

Minimum Gross Floor Area per Unit, Excluding the Garage Area: 900 square feet.

4. Medium Density Residential

Detached Single-Family Dwellings - Development shall comply with provisions of Section 3.6.3.3 Medium Low Density Residential.

Attached Single-Family Dwellings:

Building Height - 40-feet maximum including roof mounted equipment.

Building site coverage - the total area covered by buildings shall be a maximum of one hundred percent of the building site area, less the required set-backs and landscaping. If the building site area is subdivided into individual dwelling lots, the maximum coverage is 100 percent of each lot, less the required setbacks. A minimum of 400 square feet of open space area shall be

provided per dwelling unit, which should be provided within common designated recreational areas. Private attached ground level patios may be credited if open on three sides. Areas excluded from the open space requirement include all structures, private streets, drives and parking lots.

Building Setbacks

- a) From any public street right-of-way, the minimum building setback shall be 10-feet. The point of vehicular entry to any garage shall be a minimum setback of 20-feet from any public street right-of-way line, unless the garage is equipped with an automatic garage door opener, in which case the setback shall be a minimum of 5-feet. There shall not be a garage setback between 9-feet and 19-feet from the public right-of-way.
- b) From any private street or drive right-of-way (sidewalks are included in ROW, if provided), the minimum setback shall be 5-feet, provided that garages located less than 20-feet from any private street or drive shall be equipped with an automatic garage door opener. There shall not be a garage setback between 9-feet and 19-feet from a private street or drive.
- c) The minimum side yard setback for each principal structure and/or accessory structure shall be 5-feet.
- d) The minimum rear yard setback for each dwelling unit and/or accessory structure shall be 10-feet.
- e) The minimum horizontal distance between principal structures shall be 10-feet for one story and 15-feet for two story.
- f) Structures which abut a part, greenbelt or other permanent open space may abut the common property line.

Projections Into Required Setbacks

- a) Covered patios, unenclosed on at least two sides, may abut any side or rear property line, per Section 3.5.J.
- b) Eaves, cornices, chimneys, balconies and other similar architectural features shall not project more than 4-feet into any required front, side or rear yard.
- c) Location of swimming pools and/or spas shall conform with city regulation 9271o.

Minimum Gross Floor Area Per Unit Excluding the Garage

Bachelor	450 square feet
1 Bedroom	550 square feet
1 Bedroom with den	700 square feet
2 Bedroom	750 square feet
2 Bedrooms with den or more	900 square feet

Multiple Family and Condominium Dwellings

Building Height - 40-feet maximum including roof mounted equipment.

Building Site Coverage - The total area covered by buildings shall be a maximum of 100 percent of the building site area, less the required setbacks and landscaping. A minimum of 400 square feet of open space area shall be provided per dwelling unit, which should be provided within common designated recreational areas. Private attached ground level patios may be credited if open on three sides. Areas excluded from the open space requirement include all structures, private streets and drives, and parking lots.

Building Setbacks

Minimum building setbacks:

- a) The minimum main building structure setback from any interior public right-of-way line shall be 10 feet.
- b) The minimum main building structure setback from any private street drive shall be 10 feet.
- c) The minimum main building structure setback from any private drive shall be 5 feet. Where a private drive is bounded on one or both sides by a building and thus, acts as a building entry, the garage setback may be reduced to 3 feet for a length of building frontage not to exceed 45 feet on each side of the drive. The main building setback of 15 feet shall apply to any living area located above a garage.
- d) The minimum horizontal distance between main building structures shall be 10 feet.
- e) The minimum horizontal distance between a main building structure and an accessory structure or between two accessory structures shall be 5 feet.
- f) Structures which abut a park, greenbelt or other permanent open space may abut the common property line.

Fences and Walls

Refer to Section 3.5.1

Minimum gross floor area per unit excluding the garage area

Bachelor	450 square feet
1 Bedroom	550 square feet
1 Bedroom with den	700 square feet
2 Bedrooms	750 square feet
2 Bedrooms with den or more	850 square feet

5. Medium-High Density Residential

Detached Single-Family Residential - Development shall comply with the requirements for detached single family development of the ML (Medium Low) Density Section 3.6.3.3.

Attached Single-Family Residential - Development shall comply with the requirements for attached single family development of the M (Medium) Density Section 3.6.3.4.

B. Cluster Development

B1. Table B1 Site Requirements	E	L	ML	M	H
1. Permitted density, maximum dwelling units per gross acre	2	5	10	18	25
2. Minimum lot area per dwelling unit (square footage)	6000	3000	2400	2400	2400
3. Average lot area per development (square footage)	7200	4000	2550	2550	2500
4. Lot width, minimum per unit (square footage)	50	40	25	25	25
5. Lot width, average per development (feet)	60	45	30	30	30
6. Lot coverage (%)	60	70	100*	100*	100*
7. Setbacks					
a. Front yard (feet)	20	15	15	10	10
b. Side yard (feet)	5	5	5	3	3
c. Rear yard (feet)	20	10	5	5	5

* less required yard setbacks

B2. General Requirements

The primary intent of the cluster development is to utilize a portion of each lot to create a cohesive, common, open space scheme that serves a viable purpose for the development. The Planning Commission shall make specific findings that attest to not only conformance with these regulations, but identify the specific purpose(s) of the open space scheme.

Building Site Requirements - cluster subdivision shall be designated as a development unit on a tentative map.

Development Unit - A development unit shall consist of all residential lots, their privately owned common recreation and open space areas, and public and/or private streets serving the project. The overall density within the development unit shall not exceed the allowable dwelling units per gross acre maximum for a given land use district.

Individual Lots - Each dwelling unit shall be located on an individual lot of record and there shall be no more than one dwelling unit on any lot. The minimum size of a lot shall comply with Table B1; Cluster Site Requirements.

The following table indicates density guidelines for clustering units in designated specific plan hillside areas:

1. 0-15 percent - overall cluster density of 5.0 du/gross acre.
2. 16-25 percent - overall cluster density of 3.0 du/gross acre
3. 26 percent and above clustering cannot occur greater than maximum density for estate district.

All slope percentages are average slope before grading.

Access - Each residential lot need not necessarily abut a street; however, the ownership of any residential lot shall include a recorded right of access to and from a street and from the lot for pedestrians and vehicles for a minimum width of not less than 20-feet.

Open Space - The difference between the minimum lot area in Table AI, Site Requirements and the actual lot size for cluster development shall be reserved as permanent common open space adjacent to, but outside the boundaries of the residential lots. Areas retained as permanent open space shall be maintained by a mandatory private homeowners association.

The allocation of open space shall follow the following criteria:

1. Hillside areas, Estate District and Low District in Sector 2. Open space areas shall be designated on a tentative map as either active, passive, or natural open space. Active spaces will support a wide variety of activities and shall be located on level terrain. Passive open space serve as a visual amenity and can support only limited activity, and may include landscaped hillside areas and fuel modification zones. Natural open space areas shall be retained in a native state, and activities will be limited to use as trails or fire roads.
2. All remaining areas and districts: The permanent open space areas as defined above shall be consolidated into a common designated recreation area(s), which can serve as an active or passive recreational use. A project may contain more than one common recreation area, but all areas must be of sufficient size to support a recreational use. Patios (slab or covered) shall be counted if adjacent to a recreational area and unenclosed on three sides. The percentage of permanent open space allocated to common recreational areas shall be:

Low: 60 percent
Medium Low
Medium, and Medium High: 100%

B3. Specific Requirements

Lot Width - shall comply with Table BI

Lot Coverage - shall comply with Table BI

Building Height - 35-feet maximum

Building Setbacks

1. Front Yard

- a) Estate District: As shown in Table B1
 - 1) Front setback shall be measured from right-of-way line of both public or private street.

- b) All other districts:

Front yard - the front yard setback from the right-of-way line of both private and public streets shall comply with Table B1. If equipped with an automatic garage door opener, an attached or detached garage shall be a minimum of 5-feet from the right-of-way line of a public or private street or drive (sidewalks are included in ROW, if provided). A garage shall not be setback between 9-feet and 19-feet from the right-of-way line. When no sidewalk is provided, all minimum dimensions shall be increased by 4-feet in the Low district. If living areas are provided above garage, they shall comply with the main structure setback.

2. Side Yard

- a) All units shall comply with Table B1. Corner lots shall provide a street side yard not less than 10-feet.
- b) Projects located in Low, Medium Low, Medium and Medium High and designated as zero lot line can reduce the setback to 0-feet, but the aggregate shall remain at a minimum of 10-feet for the main structure. Garages or other detached accessory structures may abut the side lot line in the case of a zero lot line development, and subject to the following provisions:
 - 1) The height of the accessory structure at the side lot line does not exceed 12-feet;
 - 2) No eave, projection or overhead extends beyond the property line;
 - 3) Measures are taken to insure the deflection of runoff away from the property line; and
 - 4) Detached accessory structures or detached garages shall maintain a minimum of 4-feet from the main building.
- c) If a side yard setback is adjacent to an existing residential area in Sectors 8, 9, 10 the minimum setback shall be 15-feet.

3. Rear Yard

- a) Units shall comply with Table B1.
- b) Detached garages or detached accessory structures shall maintain a minimum 5-foot setback in the Estate and Low district, subject to the following provisions:
 - 1) The structure shall not cover more than 40 percent of the rear yard area.
 - 2) Height of structure shall not exceed 12-feet.
 - 3) The structure shall be situated a minimum of 4-feet from the main building.

- c) Garages and other detached accessory structures may abut the rear lot line in all other districts provided:
 - 1) Detached accessory structures and detached garages must maintain a minimum of 4-feet from the main building;
 - 2) The height of the building at the rear lot line does not exceed 12-feet;
 - 3) No eave, projection or overhand extends beyond the propertyline;
 - 4) Measures are taken to insure deflection of runoff away from the property line;
 - 5) Coverage shall not exceed 50 percent of the required rear yard; and
 - 6) Garages that have rear access from a private drive or alley shall maintain a minimum 3-foot setback from property line.

- d) Rear yard setbacks in Sector 9, 10 shall be a minimum of 25-feet with an average of 30-feet adjoining existing residential along the specific plan boundary. The rear yard setback in Sector 8 shall be a minimum of 30 feet adjoining existing residential areas.

Projections Into Required Setbacks

1. Estate and Low District

Covered patios, trellis or canopies, unenclosed on at least two sides, shall be setback a minimum of 5-feet from the rear and side yard setback. For "zero" yard setbacks, the overhead structure shall be setback a minimum of 3-feet from the adjacent zero yard main structure. These uses shall not cover more than 50 percent of the rear yard area.

2. Medium Low, Medium, Medium High

Covered patios, unenclosed on at least two sides, may abut any side or rear property line, per Section 3.5.J.

- 3. Eaves, cornices, chimneys, balconies and other similar architectural features shall not project more than 4-feet into any required front or side yard area.

- 4. Location of swimming pools and/or spas shall conform with city regulation 9271o.

C. Patio Home Development

C1. Table C1 Site Requirements	M	MH
1. Permitted density, maximum dwelling units per gross acre	15	15
2. Lot coverage (%)	100(1)	100(1)
3. Open space (sq. ft.)	400(2)	400(2)
4. Maximum No. of 4 bedroom units (3)	30%	30%

(1) Less required setbacks and open space areas.
(2) A minimum of 150 square feet may be for private use provided such area is located on a ground level and if open on three sides. Areas excluded from the open space requirement include all structures, private streets, private drives, private courts, above ground patios and parking lots.
(3) No more than four (4) bedrooms shall be permitted in Patio Home developments. For purposes of bedroom determination, a den shall count as a bedroom.

C2. General Requirements

Building Site Requirements - Patio home subdivisions shall be designated as a development unit on a tentative map.

Development Unit - A development unit shall consist of all building sites, their private open space, common recreation and open spaces areas, and public and/or private streets serving the project. The overall density within the development shall not exceed the allowable dwelling units per gross acre maximum for a given land use district.

C3. Specific Requirements

Building Height - 35 feet, including roof mounted equipment.

Building Setbacks

- a. Tract Boundary - The minimum building setback from any tract boundary shall be 10 feet. If the tract boundary is adjacent to a park or other permanent open space, the minimum building setback shall be 5 feet.
- b. Public/Private Streets - The minimum building setback shall be 10 feet from a public or private street. An attached or detached garage may be setback a minimum of 5 feet from a public or private street. If living areas are provided above garages, garage setbacks shall apply provided that no more than 75% of the units along the street frontage may have living space over a garage with less than a 10 feet setback.

All units located along both sides of a street segment shall be included when calculating the above 75% determination, regardless of whether they front, side or rear load on that section of a street. A garage shall not be setback between 9 feet and 19 feet from the right-of-way line. Garages setback 9 feet and less shall be equipped with an automatic garage opener.

- c. Private Drives and Courts - The minimum building setback shall be 7 feet in a private court or on a private drive not located within a court. An attached or detached garage may be setback a minimum of 3 feet provided that no more than 50% of the length of the building frontage over the total length of the drive or court is setback less than 7 feet. In calculating the total length of the drive or court and the length of building frontage, the length of building and street frontage on both sides of the drive or court shall be used. If living areas are provided above garages, garage setback shall apply. The minimum 3 foot garage setback shall be increased where necessary to accommodate required sidewalks. A garage shall not be setback between 9 feet and 19 feet from the right-of-way line. Garages setback 9 feet and less shall be equipped with an automatic garage opener. A minimum distance of 40 feet shall be maintained between ground floor living areas on units across from each other in a court, on a drive or on a shared driveway.
- d. Between Buildings - The minimum horizontal distance between adjacent buildings shall be 10 feet. The minimum distance between buildings may be reduced to 6 feet for no more than a maximum length of 25 feet of a building elevation provided that there are no windows on one elevation for that portion of the building elevation with less than a 10 feet setback. If living areas are provided above garages, garage setbacks shall apply.

Projections Into Required Setbacks

- a. Covered Patio, trellis or canopies may project into the required setbacks provided that they do not cover more than 50 percent of the private open space and comply with the Uniform Building Code related to distance requirements between adjacent structures.
- b. Eaves, cornices, chimney, balconies and other similar architectural features shall not project more than 3 feet into any required building setback, and in no event closer than 2 feet to a private street, drive, court or shared driveway. Rain gutters would not be subject to setback requirements provided the eave, cornice or other architectural projection which the gutter is attached to satisfies applicable setbacks for such projections. A minimum distance of 4 feet shall be maintained between any architectural projections and an adjacent building or an architectural projection on an adjacent building.
- c. Locations of swimming pools and/or spas shall conform with City Code Section 9271(o).

Minimum Gross Floor Area Per Unit Excluding the Garage Area:
900 square feet

Fences Walls and Hedges

- a. Materials - Walls and fences located adjacent to a public right-of-way shall be constructed of masonry block with specific finish or detail to match the intent of the urban design guidelines. Wall and fences dividing private open space not adjacent to public right-of-way may be constructed of those materials acceptable to the Planning Commission compatible with the project design.
- b. Height - Top of wall, fencing and hedges along a public or private right-of-way shall be a maximum of 6'-8" in height measured from the highest adjacent grade level and subject to visual clearance requirements. Top of walls, fences and hedges dividing private open space not adjacent to right-of-way shall not exceed 7'-6" measured from the highest adjacent grade level and subject to visual clearance requirements. The maximums may be exceeded when a greater height is required as a noise mitigation in a noise report approved by the Director of Community Development.

3.6.4 Performance Standards

- A. In all residential land use areas, front and corner side yards shall be landscaped and consist predominantly of plant materials except for decorative walkways, driveways and fencing. Front and corner side yards shall not be used for the parking or storage of any motor vehicle or vehicle accessory such as camper shells, trailers, motorcycles, boats or motorhomes except that full operable licensed motor vehicles may be parked upon the required paved driveway access to the garage structure. In all categories except estate, no more than one paved driveway shall be allowed per residence.
- B. All property landscaping viewable from a public or private street shall be properly maintained in a healthy weed free condition.
- C. In all residential land use areas, mechanical equipment such as, but not limited to, heater and filter units, pump units, air conditioning condensers and similar devices shall be screened from street view and where possible, will be sited in the rear yard area. Units shall maintain a minimum 15-foot set back from existing window openings on adjacent units unless screened by a minimum 5-foot high masonry wall.
- D. Satellite dish antenna may only be erected in conformance with municipal code section 9270.
- F. Roof mounted solar collector panels shall be flush surface mounted where possible and painted to match roof surface color. Where panels cannot effectively perform if flush mounted, justification in the form of efficiency calculations may be submitted to city for consideration of alternative mounting configurations.
- G. Public nuisance abatement procedures pursuant to section 5507 et seq of the municipal code shall apply to all residential properties in the planned community district.

H. A certificate of compliance with applicable property CC&Rs (Covenants, Conditions and Restrictions) will be issued by the homeowners association and will be required by the city Planning and Building divisions prior to permit issuance for accessory structures, building additions or major structural alterations subsequent to original building construction.

3.7 Commercial Use Regulations

3.7.1 Purpose

In addition to the objectives outlined in Section 3.1 (Purposes and Scope), the Commercial Use Regulations are included in this Planned Community Zone to achieve the following purposes:

- To regulate the design and development of neighborhood and community level commercial shopping centers in East Tustin.
- To provide for a range of goods and services supportive of the general community as well as establishment which generate their own business and clientele.
- To provide for high standards of development to insure commercial projects can take advantage of highway access and visibility yet are compatible with adjacent development.
- To provide for appropriately located areas within shopping centers for both retail stores, service businesses and office uses.

Neighborhood Commercial (NC)

This land use designation is intended for a neighborhood shopping center providing limited retail business service and office facilities for the convenience of residents of the immediate area. This center is intended to be compatible with adjoining residential development.

3.7.2 Permitted and Conditional Uses

The following uses shall be permitted by right where the symbol "P" appears and may be permitted subject to a conditional use permit where the symbol "C" appears in the column beneath each land use category:

A.	Commercial Uses	NC
1.	Retail businesses conducted within a building:	
	a. Antique shops	P
	b. Apparel stores	P
	c. Appliance and hardware stores	P
	d. Automobile parts and supplies	C
	e. Bakeries, retail only	P

f. Books, gifts and stationery	P
g. Convenience markets	C
h. Department stores	C
i. Drug stores, pharmacies	P
j. Florist	P
k. Furniture stores	P
l. General retail stores	P
m. Hobby stores	P
n. Hotels and motels	-
o. Jewelry stores	P
p. Laundry and dry cleaners	P
q. Liquor stores	C
r. Nurseries and garden supply	P
s. Pet stores and supply	P
t. Print shops	P
u. Service stations	C
v. Skating rinks	-
w. Sporting goods	P
x. Supermarkets, grocery stores	P
y. Theaters	C
z. Tire Sales and Service	C

2. Service Business including retail sales incidental thereto:

a. Banks and financial institutions	P
b. Barber, beauty salons	P
c. Car washes	C
d. Cocktail lounges and bars when not an integral part of a restaurant.	-
e. Locksmith	P
f. Restaurants with/without alcoholic beverage	P
g. Restaurant with drive-thru service	C
h. Service stations	C
i. Travel agencies	P
j. Real estate sales	P

B. Office Uses N/C

1. Professional offices, exemplified by the following list, including retail sales incidental thereto:

a. Accountants	P
b. Architects	P
c. Attorneys	P
d. Chiropractors	P

- e. Dentists P
- f. Doctors P
- g. Optometrist P
- h. Others, licensed by Calif. P

2. General offices, exemplified by the following list:

- a. Advertising agencies P
- b. Contractors and building consultants not including the parking of commercial vehicles or equipment P
- c. Escrow companies P
- d. Insurance companies P
- e. Public utility offices P

C. Community Facilities N/C

- a. Churches, convents, monasteries and other religious institutions C
- b. Fraternal organizations & lodges P
- c. Animal hospitals and clinics C
- d. Commercial recreation facilities including tennis, racquetball, bowling, ice skating, athletic clubs and similar uses C
- e. Post office branch P
- f. Public utility offices C

D. Temporary Uses NC

- a. Temporary uses shall be regulated pursuant to the applicable section of the municipal code.

E. Unlisted Uses NC

Those uses not specifically listed in this section 3.7.2 are subject to Community Development Department determination to be either permitted, conditional or prohibited uses pursuant to the objectives of this zoning regulatory document and the purposes of the individual land use category. Decisions of the Community Development Department may be appealed to the City Planning Commission.

3.7.3 Site Development Standards

- A. Building site area: No minimum requirement.
- B. Building Height limit: 35 feet.

C. Building setbacks:

1. Front and corner side yard setbacks: Compliance with the Building and Landscape Standards detailed in Section 3.5.G of the East Tustin Specific Plan.
2. Interior side yard: Zero (0) feet from all interior property lines abutting nonresidential uses.
3. Rear and setbacks: Zero (0) feet from property lines abutting nonresidential uses.
4. Setbacks abutting residential areas: Twenty (20) feet from all property lines abutting residential areas. Any structure or portion of a structure in excess of 20 feet in height shall be setback a minimum of thirty-five (35) feet from all property lines abutting residential areas.

D. Landscaping: A minimum fifteen (15) percent of the building site area shall be landscaped.

E. Parking: Compliance with parking regulations detailed in Section 3.10.

F. Signing: Compliance with signing regulation detailed in Section 3.11.

G. Lighting: All lighting, exterior and interior shall be designed and located to confine direct rays and glare to the premises.

H. Enclosed uses: All allowable uses, together with their resulting products, shall be contained entirely within an enclosed structure, except for off-street parking and loading areas, areas for display nursery stock, automobile washing areas and outdoor dining.

I. Screening:

1. Abutting Residential areas: An opaque screen consisting of plant material and masonry wall a minimum of seven feet six inches (7'-6") in height shall be installed along all site boundaries where the commercial property abuts areas designated for residential. Pedestrian access gates may be provided between commercial properties abutting common open area within residential developments.
2. Parking Areas abutting arterial Highways: An opaque screen shall be installed along parking areas abutting arterial highways. Except as otherwise provided herein, the screening shall have a total height of not less than thirty (30) inches and not more than forty-two (42) inches. Notwithstanding the requirement listed above, where the finished elevation of the property is lower at the boundary line than, or within five (5) feet inside the boundary line of an abutting property elevation, such change in elevation may be used in lieu of, or in combination with, additional screening to satisfy the screening requirements of this section.

A screen as referred to above, shall consist of one or any combination of the following:

- a) Walls including retaining walls - a wall shall consist of concrete, stone, brick, tile or similar type of solid masonry material a minimum of six (6) inches thick.

- b) Berms - a berm shall be constructed of earthen materials and it shall be landscaped.
 - c) Fences, solid - a solid fence shall be constructed of wood, or other materials a minimum nominal thickness of two (2) inches and it shall form an opaque screen.
3. Mechanical Equipment: Mechanical equipment placed on any roof such as, but not limited to, air conditioning, heating, ventilation ducts and exhaust shall be screened from view from any abutting area zoned for residential or open space uses within the East Tustin Specific Plan.
- J. Loading: All loading shall be performed on the site. Loading platforms and areas shall be screened from view from adjacent streets, highways and residential areas.
- K. Storage Areas: All outdoor storage shall be visually screened from view of streets, highways and adjacent residential areas within the East Tustin Specific Plan. Said screening material may consist of berms, walls, fences or combinations thereof.
- 1. Outdoor storage shall include areas for storage of all company-owned or operated motor vehicles with the exception of passenger vehicles.
 - 2. No storage shall be permitted between a frontage street and a building line nor within thirty (30) feet of any residentially zones area unless it is fully enclosed.
- L. Refuse Collection Areas: All outdoor refuse collection areas shall be visually screened from streets, highways and adjacent areas zoned for residential use within the East Tustin Specific Plan. Refuse collection areas shall be shielded from view within a building or enclosed by a wall or fence not less than six (6) feet in height. Wall or fence materials shall match or complement exterior building material. All refuse areas shall be constructed and maintained to eliminate odors, insects, dust and other similar nuisances.
- M. Office Developments in Neighborhood Commercial Area: Floor area designated for professional or general offices shall not exceed twenty (20) percent of the floor area designated for commercial uses or calculated for build-out of the entire Neighborhood Commercial site.

3.7.4 Performance Standards

- A. All on-site landscaping shall be properly maintained in a weed free condition and provided with an automatic irrigation system to insure the proper growth of said landscaping.
- B. Business located within the Neighborhood Commercial center shall not be operated or maintained in a fashion detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the immediate area.
- C. Satellite dish antenna may only be erected in conformance with municipal code Section 9270.

- D. Public nuisance abatement procedures to Section 5507 et seq of the municipal code shall apply to all commercial properties in this planned community district.
- E. A certificate of compliance with applicable property CC&Rs (Covenants, Conditions and Restrictions) will be required by the City Planning and Building Divisions to permit issuance for accessory structures, building additions or major structural alterations subsequent to original building construction.

3.8 Mixed Use Regulations

3.8.1 Purpose

In addition to the objectives outlined in Section 3.1 (Purpose and Scope), the Mixed Use Regulations are included in this Planned Community Zone to achieve the following purposes:

- To regulate the design and development of the mixed use area in East Tustin.
- To ensure compatibility with adjacent land uses and the overall character of the East Tustin Planned Community.
- To provide for a range of non-residential uses including commercial business, services, offices and industries engaged in primary research and development with limited product assembly.
- To provide for goods and services that are supportive of a district or sub-regional area as well as establishments which generate their own business and clientele.

Mixed Use (MU)

This land use designation is intended for development of planned retail commercial, office and industrial/research and development land uses of an intensity compatible with neighboring residential and Auto Center land uses.

3.8.2 Permitted and Conditional Uses

A. Commercial Use

The following primary commercial land uses shall be permitted by right within those area designated for commercial development. Commercial development shall comprise a minimum of seventy (70) net acres of land within the mixed-use area. Development of actual shopping center shall comply with land use regulations of Section 3.7.2 and 3.7.3-N for General Commercial Developments:

1. Commercial Shopping Centers
2. Home Improvement Centers
3. New Automobile Dealerships

B. Hotel and Motel Uses

Hotel and Motels shall be permitted by right within an area designated for hotel and motel development comprising a minimum of five (5) net acres of land within the mixed-use area.

C. Office/Research and Development Uses

The following primary Office/Research and Development businesses shall be permitted by right or subject to a conditional use permit where indicated and comprise a maximum of thirty-two (32) net acres of land designated for Office/R&D uses within the mixed use area.

Permitted Uses

1. Corporate and professional office complexes not exceeding two stories in height.
2. Research and development businesses excluding assembly of any product and whose buildings do not exceed two stories in height or include truck loading ramps or doors.

Conditional Uses

1. Corporate and professional office complexes exceeding two stories in height.
2. Research and development businesses which either include product assembly, truck loading ramps or doors, or exceed two stories in height.

D. Ancillary uses

Uses not specifically included in prior Section 3.8.2.A, B, or C yet considered ancillary or supportive to the mixed-use area shall be subject to Community Development Department determination to be either permitted, conditional or prohibited uses pursuant to the objectives of this zoning regulatory document and the purposes of this land use area. Decisions of the Community Development Department may be appealed to the City Planning Commission.

3.8.3 Site Development Standards

- A. Building site area: no minimum required.
- B. Building height limit: 35 feet within 300 feet of the center line of Bryan Ave., 50 feet in all remaining areas. Height in excess of 50 feet may be requested upon the submittal of a use permit. Applicants must show compatibility with adjoining development, compliance with any height restrictions of the Browning Flight Corridor agreement, or any height limitations that may be determined in accordance with part 77 of the FAA regulations.
- C. Building setbacks
 - 1. Setback from streets - Compliance with the Building and Landscape Standards detailed in Section 3.5.G of the East Tustin Plan.
 - 2. Interior side yard: zero (0) feet from all interior property lines.
 - 3. Rear yard setback: zero (0) feet from property lines
- D. Landscaping
 - 1. Compliance with the Urban Design Standards for arterial highways detailed in Section 2.12 of the East Tustin Specific Plan.
 - 2. A minimum fifteen (15) percent of the building site areas shall be landscaped.
 - 3. Site development and parking landscaping shall be in accordance with the city's development standards.
- E. Parking: Compliance with parking regulations detailed in Section 3.10.
- F. Signing: Compliance with sign regulations detailed in Section 3.11.
- G. Lighting:
 - 1. Lighting plans shall be submitted showing the design layout and exact fixture mounting and intensity of lighting proposed.
 - 2. The light standard shall have a light cut-off of 90° or less, and shall not exceed a height of 30 feet.
 - 3. Parking lot lighting shall be arranged so that direct rays do not shine on adjacent property.
- H. Enclosed Areas: All allowable uses, together with their resulting products, shall be contained entirely within an enclosed structure, except for off-street parking and loading areas, areas for display nursery stock, automobile washing areas, and outdoor dining.
- I. Screening:
 - 1. Parking Areas Abutting Arterial Highways: An opaque screen shall be installed along all parking areas abutting arterial highways. Except as otherwise provided herein, the screening shall have a total height of not less than thirty (30) inches and not more than forty-two (42) inches. Notwithstanding the

requirements listed above, where the finished elevation of the property is lower at the boundary line than, or within five (5) feet inside the boundary line of an abutting property elevation such change in elevation may be used in lieu of or in combination with additional screening to satisfy the screening requirements of this section.

A screen as referred to above, shall consist of one or any combination of the following;

- a) Walls including retaining walls - a wall shall consist of concrete, stone, brick, tile or similar type of solid masonry material a minimum of six (6) inches thick.
 - b) Berms - a berm shall be constructed of earthen materials and it shall be landscaped.
 - c) Fences, solid - a solid fence shall be constructed of wood, or other materials a minimum nominal thickness of two (2) inches and it shall form an opaque screen.
2. Mechanical Equipment: Mechanical equipment placed on any roof such as, but not limited to, air conditioning, heating, ventilation ducts and exhaust shall be screened from view from any abutting street or highway and any abutting area zoned for residential or open space uses within the East Tustin Specific Plan.
- J. Loading: All loading shall be performed on the site. Loading platforms and areas shall be screened from view from adjacent streets, highways and residential areas.
- K. Storage areas: All outdoor storage shall be visually screened from view of streets, highways and adjacent residential areas within the East Tustin Specific Plan. Said screening material may consist of plants, berms, walls, fences or combinations thereof.
1. Outdoor storage shall include areas for storage of all company-owned or operated motor vehicles with the exception of passenger vehicles.
 2. No storage shall be permitted between a frontage street and a building line nor within thirty (30) feet of any residentially zoned area unless it is fully enclosed.
- L. Refuse Collection Areas: All outdoor refuse collection areas shall be visually screened from streets, highways and adjacent areas zoned for residential use within the East Tustin Specific Plan. Refuse collection areas shall be shielded from view within a building or enclosed by a wall or fence not less than six (6) feet in height. Wall or fence material shall match or complement exterior building material. All refuse areas shall be constructed and maintained to eliminate odors, insects, dust and other similar nuisances.

3.8.4 Performance Standards

- A. All onsite landscaping shall be properly maintained in a weed free condition and provided with an automatic irrigation system to insure the proper growth of said landscaping.

- B. Businesses located within both the mixed-use area shall not be operated or maintained in fashion detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the immediate area.
- C. Satellite dish antenna may only be erected in conformance with municipal code Section 9270.

3.9 Community Facilities Regulations

3.9.1 Purpose

In addition to the objectives outline in Section 3.1 (Purposes and Scope), the Community Facilities Regulations are included in this Planned Community Zone to achieve the following purposes:

- o To provide adequate identification of areas reserved and developed for public uses such as parks, schools, regional trails and public buildings.
- o To provide areas for preservation of historic or aesthetically significant features of the land such as the Redwood Tree Stand.

Community Facilities (CF)

This land use designations is intended for public land uses to provide support for residential areas established within this planned community but which must be closely monitored to ensure compatibility with surrounding areas.

3.9.2 Permitted and Conditional Uses

The following uses shall be permitted by right where the symbol "P" appears and may be permitted subject to a conditional use permit where the symbol "C" appears in the column beneath the land use category, in any sector of the East Tustin Specific Plan.

CF

-
- A. Community Facilities including but not limited to:
 - 1. Civic, Cultural and Community Centers P
 - 2. Public Parks P
 - 3. Public Schools P
 - 4. Hiking, Bicycling, and Equestrian Trails P
 - 5. Fire and Police Stations P
 - 6. Public Libraries and museums P
 - 7. Senior citizen centers P
 - 8. Sports field lighting and stadium C
 - B. Public Utility yards and offices C

-
- C. Zoos or nature centers with live animals in conjunction with a public park site. C
 - D. Hospitals outside the Browning Aircraft Approach and departure corridor for MCAS Tustin. C
 - E. Commercial recreational centers located on public park and school sites. C
 - F. Residential uses - compliance with Residential Regulations detailed in Section 3.6.1 through 3.6.4 (medium density) C
 - G. Temporary uses - shall be regulated pursuant to the applicable section of the city municipal code.
 - H. Unlisted uses - those uses not specifically listed in this Section 3.9.2 are subject to Community Development Department determination to be either permitted, conditional or prohibited uses pursuant to the objectives of this zoning regulatory document and the purposes of the individual land use category. Decisions of the Community Development Department may be appealed to the City Planning Commission.

3.9.3 Site Development Standards

- A. Building site area: no minimum requirements.
- B. Building Height limit: 35 feet unless Community Facility Land use is located totally within a land use area allowing greater building height, in which case the greater height limit shall be allowed.
- C. Building setbacks: same setbacks allowed for the land use area in which Community Facility Use is located. For uses not located entirely within one land use area, the most restrictive setback standard for any adjoining area shall prevail.
- D. Landscaping: a minimum of fifteen (15) percent of the building site area shall be landscaped.
- E. Parking: compliance with parking regulations detailed in Section 3.10.
- F. Signing: compliance with signing regulations detailed in Section 3.11.
- G. Lighting: all lighting, exterior and interior shall be designed and located to confine direct rays and glare to the premises except sports field lighting which may be allowed subject to a conditional use permit (Section 3.9.2.A.8).
- H. Trash and Storage Areas: All storage, including cartons, containers and trash, shall be shielded from view within a building or area enclosed by a masonry wall not less than six (6) feet in height. No such area shall be located within fifty (50) feet of any residentially designated area unless it is fully enclosed.

I. Screening

1. **Abutting residential areas:** screening standards shall be determined by the Community Development Department on an individual case basis due to the undeterminable types and locations of Community Facility Land Uses. Decisions of the Community Development Department may be appealed to the City Planning Commission.
2. **Parking Areas Abutting Arterial Highways:** An opaque screen shall be installed along all parking areas abutting arterial highways. Except as otherwise provided herein, the screening shall have a total height of not less than thirty (30) inches and not more than forty-two (42) inches. Notwithstanding the requirement listed above, where the finished elevation of the property is lower at the boundary line than, or within five (5) feet inside the boundary line of , an abutting property elevation, such change in elevation may be used in lieu of, or in combination with, additional screening to satisfy the screening requirements of this section.

A screen as referred to above, shall consist of one or any combination of the following;

- a) Walls including retaining walls - a wall shall consist of concrete, stone, brick, tile or similar type of solid masonry material a minimum of six (6) inches thick.
 - b) Berms - a berm shall be constructed of earthen materials and it shall be landscaped.
 - c) Fences, solid - a solid fence shall be constructed of wood, or other materials a minimum nominal thickness of two (2) inches and it shall form an opaque screen.
3. **Mechanical Equipment:** Mechanical equipment placed on any roof such as, but not limited to, air conditioning, heating, ventilation ducts and exhaust shall be screened from view from any abutting street or highway and any abutting area zoned for residential or open space uses within the East Tustin Specific Plan.

3.10 Parking Regulations

3.10.1 Purpose

- A. Regulations for off-street parking are included in this Planned Community in order to achieve the following purposes:
 - o To develop standards to provide sufficient parking facilities for motor vehicles required by all of the various land use categories.
 - o To provide for sufficient guest parking facilities in all residential zones.
- B. Off-site Parking Regulations for Uses not Listed

The parking requirements for uses not specifically listed in the matrix shall be determined by the approval body.

C. Residential Off-Street Parking

District	Number of Spaces Required	Number of Covered Assigned Spaces/Unit	Required Guest/Unassigned Parking (3)
<u>Estate</u>	3	3 Car Garage	2 per unit
<u>Low</u>			
1. Sector 8, 9, 10	2	2 Car Garage	2 per unit
2. Sector 2	2	2 Car Garage	2 per unit
<u>Medium Low</u>	2	2 Car Garage	1 per unit
<u>Medium & Medium High</u>			
1. Detached	2	2 Car Garage	1 per unit
2. Attached			
Studio	1.0	1 Carport	(1)
1 Bedroom	1.5	1 Carport	(1)
2 Bedroom	2.0	2 Carports	(1)
3 Bedroom	2.0	2 Carports	(1)
4 Bedroom	2.5	2 Carports	(1)
3. Multiple Family (apartments)			
Studio	1.0	1 Carport	(1)
1 Bedroom	1.5	1 Carport	(1)
2 Bedroom	2.0	2 Carports	(1)
3 Bedroom	2.0	2 Carports	(1)
4 Bedroom	2.5	2 Carports	(1)
4. Patio Homes(2)			
1-3 Bedrooms	2.0	2 Car Garage	.75 per unit
4 Bedrooms	2.5	2 Car Garage	1 per unit

(1) Attached single family and multiple family developments shall provide a minimum of .5 per unit open unassigned parking spaces for 4 or more dwelling units. If a two car enclosed private garage is provided, a guest parking standard of .75 open unassigned spaces per unit shall apply.

(2) Required guest parking for Patio Home products must be located within a 200 foot radius measured from the nearest building frontage facing a street, drive or court of the designated unit which the parking space is intended to serve.

- (3) Guest/Unassigned parking may be provided on public or private streets where adequate right-of-way exists, except in the case of attached and multiple-family developments where guest parking will not be permitted on public streets.

D. Commercial Shopping Center Off-Street Parking Requirements

<u>Use Type</u>	<u>Parking Space/Square Footage of Gross Floor Area</u>
Regional Commercial Shopping Centers	1 space/200 square feet
District Commercial Shopping Centers	1 space/222 square feet
Neighborhood Commercial Shopping Centers	1 space/250 square feet

E. Non-Residential Uses Off-Street Parking Requirements - Located Independently

<u>Use Type</u>	<u>Parking Space/Square Footage of Gross Floor Area</u>
Auditoriums, theaters, sports arenas, stadiums	1 for each 3 seats or 1 for each 35 square feet of gross floor area where there are no fixed seats
Auto Repair	1 for each 400 square feet of gross floor area
Auto Sales	1 for each 400 square feet of gross floor area
Auto Service Station	2 plus 4 for each service bay
Auto washing and cleaning establishments, except self-service	16 minimum
Banks, commercial	1 for each 250 square feet of gross floor area
Barbershops or beauty parlors	2 for each barber chair and 3 for each beautician station
Bowling lanes and billard halls	5 for each alley plus 2 for each billard table plus spares for other uses
Churches, temples and other places of assembly not specified elsewhere	1 for each 3 fixed seats within the main auditorium or for every 35 square feet of seating area within the main auditorium where there are no fixed seats; 18 lineal inches of bench shall be considered a fixed seat
Clubs, lodge halls, union headquarters	1 for each 75 square feet of gross floor area

<u>Use Type</u>	<u>Parking Space/Square Footage of Gross Floor Area</u>
Convalescent and nursing homes, homes for the aged, rest homes, children's homes and sanitariums	1 for every 4 beds
Dance halls	1 for each 7 square feet of dance floor area, plus 1 for each 35 square feet of additional gross floor area
Day nurseries, including pre-schools and nursery schools	1 for each employees and teachers plus 1 for each 5 children (12 for each 10 children if adequate drop-off facilities are provided)
Golf course	
a. Driving ranges	1 per tee, plus the spaces required for additional uses on the site
b. Pitch and putt and miniature gold courses	3 per hole, plus requirements for accessory uses
c. Regulation course	6 per hole, plus the space required for additional uses on the site
Handball/racquetball facility	1.5 for each court plus the spaces required for additional uses on the site
Health clubs and spas	1 for each 150 square feet of gross floor area. (For the purposes of this subsection, swimming pool area shall be counted as floor area.)
Hotel/motel	.75 space for each guest unit and 2 spaces for resident manager or owner. Final parking space count shall be determined by parking study approved by Planning Commission, if proposal deviates from standard.
Laundry or dry cleaning establishments, solely coin operated	1 for each three machines
Libraries	1 for each 300 square feet of gross floor area

<u>Use Type</u>	<u>Parking Space/Square Footage of Gross Floor Area</u>
Lumber yards	1 for each 250 square feet of gross floor area for retail sales, plus 1 for each 1,000 square feet of open area devoted to display and storage
Manufacturing	1 for each 500 square feet of gross floor area plus spaces for other use
Model home sales complex	3 spaces for every model home plan. 1 for each salesperson
Mortuaries and funeral homes	5 plus 250 square feet of usable and accessible paved parking area for every 25 square feet or fraction thereof of assembly room floor area
Offices	
a. General and administrative	1 for each 250 square feet of gross floor area
b. Medical clinics or offices; dental clinics or offices	6 for each 1,000 square feet of gross floor area
c. Professional, other than medical or dental	1 for each 250 square feet of gross floor area
d. Veterinary hospitals and clinics	1 for each 180 square feet of gross floor area
Public utility facilities including but not limited to, electric, gas, water, telephone and telegraph facilities not having business offices on the property	1 for each 2 employees in the largest shift, plus 1 for each such use regardless of building space or number of employees
Research and development	1 for each 500 square feet of gross floor area
Restaurants, except fast food, cafes, nightclubs, taverns, lounges or other establishments for the sale and consumption on the premises of food and beverages	1 for each 75 square feet of gross floor area up to 6,000 square feet, plus 1 for each 55 square feet of gross floor area over 6,000 square feet
Restaurants, fast food	1 for each 100 square feet of gross floor area
Retail stores, general, except as otherwise specified herein	1 for each 200 square feet of gross floor area

<u>Use Type</u>	<u>Parking Space/Square Footage of Gross Floor Area</u>
Retail stores, furniture and appliances	1 for each 500 square feet of gross floor area
Savings and loan offices, other financial institutions	1 for each 250 square feet of gross floor area
Schools	
a. Elementary and junior high schools	2 for each classroom
b. College, universities and institutions of higher learning, parochial and private	1 for each 3 students, plus 1 for each 2 members of the faculty and employees
c. Senior high schools, public, parochial and private	1 for each member of the faculty and each employee, plus 1 for each 6 students regularly enrolled
d. Trade schools, business colleges and commercial schools	1 for each 3 student capacity of each classroom plus 1 for each faculty member or employee
Skating rinks, ice or roller	1 for each 100 square feet of gross floor area, plus the spaces for additional uses
Stables, commercial	1 for each 5 horses kept on the premises
Storage yards in connection with contractor's business	6 which shall be separated from the enclosed storage area
Swimming pools, commercial	1 for each 500 square feet of gross enclosed area, plus the spaces required for additional uses on the site

<u>Use Type</u>	<u>Parking Space/Square Footage of Gross Floor Area</u>
Tennis and racquetball clubs, commercial	3 for each court, plus the spaces required for additional uses
Warehouses, storage buildings or structures used exclusively for storage purposes	1 for each 1,000 square feet of gross floor area for the first 20,000 square feet. 1 for each 2,000 square feet for the second 20,000 square feet. 1 for each 4,000 square feet in excess of 40,000 square feet plus space for other uses. If there is more than one shift, the number of employees on the largest shift shall be used in determining parking requirements
Wholesale establishments and warehouses not used exclusively for storage	1 for each 1,000 square feet of gross floor area, less that area devoted to office or sales, plus 1 for each 250 square feet of sales area

F. General Notes

1. On street parking credit will be permitted at the rate of one space for each 22 feet of lineal curb frontage excluding no parking areas adjacent to fire hydrants and corner curb ratio, or 18 feet if one end is obstructed by other parking spaces.
2. Parking area dimensions, location and access shall conform to the city design review criteria on file in the Community Development Department. At a minimum, garages shall be 9 feet by 19.5 feet inside dimension. Open parking spaces shall also be 9 feet by 20 feet, or 9 feet by 17.5 feet, with a 2.5 foot unobstructed overhang. Compact open spaces shall be 8 feet by 16 feet.
3. For purposes of determining this parking requirement, "dens", as determined by city staff, will be considered bedrooms if a closet can reasonably be provided within the den.
4. No on-street parking will be credited on area boundary streets.

3.11 Sign Regulations

3.11.1 Purpose

The purpose of this section is to establish standards for the uniform regulation of signs throughout the Planned Community Area.

3.11.2 Applicable to Other Ordinances

Whenever the regulations contained herein conflict with the regulations of the City of Tustin Sign Code, the East Tustin Planned Community regulations shall take precedence. Any standard or regulation not covered by this section shall be subject to the regulations of the City of Tustin Sign Code.

3.11.3 General Regulations

1. No freestanding sign or structure shall be permitted closer than five (5) feet to the ultimate street or highway right of way line.
2. In no event shall an illuminated sign or light device be so placed or so directed as to permit the beams and illumination therefrom to be directed or beamed upon a public street, highway, sidewalk or adjacent premises so as to cause glare or reflection that may constitute a traffic hazard or nuisance.
3. Signs shall be established and approved as a part of a Tentative Tract Map, Site Plan, Design Review, or Conditional Use Permit procedure.
4. Signing for uses classified as public or quasi-public and institutional, and identified in the Public and Institutional District (9245) shall be subjected to a Use Permit procedure.

3.11.4 Permanent Freestanding and Wall Signs

1. Subject to provisions of City of Tustin Sign Code.

3.11.5 Temporary Freestanding Signs

1. Subject to provisions of City of Tustin Sign Code.
2. Temporary Planned Community signs in accordance with Exhibits A through G.

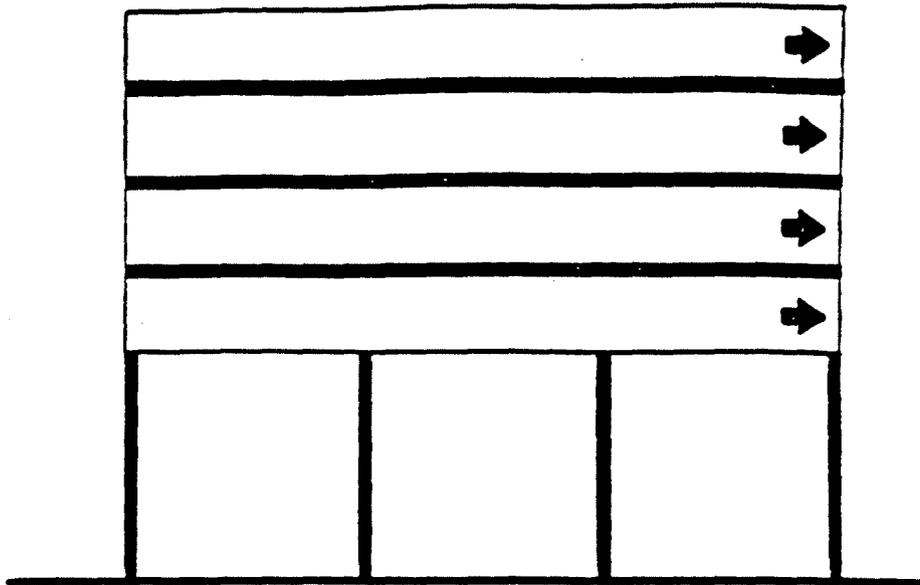
3.11.6 Permanent Automobile Service Station Signs

1. Subject to provisions of City of Tustin Sign Code.

3.11.7 Master Sign Program

All developments that meet the intent of a shopping, professional, or industrial center (as defined in the City of Tustin Sign Code) shall develop a comprehensive master sign program as a part of the design review process. The program will include enough information necessary for implementation, which includes, but is not limited to: sign copy, size, method and intensity of illumination, materials, height, sign area and location of all signs.

Shopping centers that are located in either the Mixed Use, Neighborhood or General Commercial areas may request a master sign program that deviates from the specific standards for center and business identification upon the submittal of a use permit. A shopping center may be either a neighborhood, district or sub-regional project, but in order to qualify for this request, the center must be a single development project of at least 100,000 square feet or five acres in size.



FREEWAY "PLANNED COMMUNITY" TRAVEL DIRECTIONAL SIGN

POLICY: Shall consist of one, two, three or four panels maximum, depending upon the number of communities requiring identity at that location. Each panel shall display the name of a planned community or significant regional land use and a directional arrow. May be double faced if required. Signs shall be located prior to freeway off ramps. A community shall be identified only on the signs located prior to the primary access road to the community from the freeway. Signs shall contain four panels for aesthetic balance even though some panels may be blank.

LOCATION: Only one sign structure shall appear before the entrance to an existing freeway off ramp. This sign shall be located no less than 660 feet and no more than 1320 feet from the point at which the apron starts to widen for the off ramp.

LONGEVITY: Each sign panel shall have a time limit of 5 years from the date specified in the text for a planned community request, subject to renewal by the appropriate public agency if new homes are still for sale in the community.

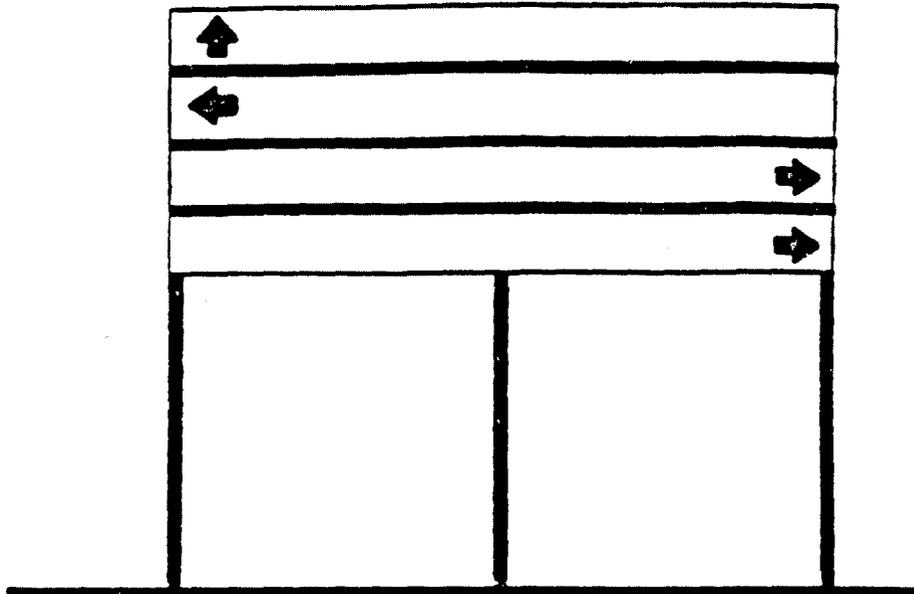
SIGN SURFACE AREA: 97.5 square feet per sign panel. Total sign area approximately 390 square feet.

Signage

EXHIBIT A

EAST TUSTIN SPECIFIC PLAN

City of Tustin 



HIGHWAY "PLANNED COMMUNITY" TRAVEL DIRECTIONAL SIGN

POLICY: The sign shall be limited to a maximum of four panels, depending upon the number of communities requiring identity at that location. Each panel shall display the name of a planned community or significant regional land use and a directional arrow, only. Each of the panels may be double faced if required. Signs shall be placed only on major and primary roads, and shall contain four panels for aesthetic balance even though some panels may be blank.

LOCATION: Only one such sign structure shall exist within 1320 feet of a major intersection in each direction. The sign may be on either the right or left hand side of the road.

LONGEVITY: Each sign panel shall have a time limit of 5 years from the date specified in the text for a planned community request, subject to renewal by the appropriate public agency if new homes are still for sale in the community.

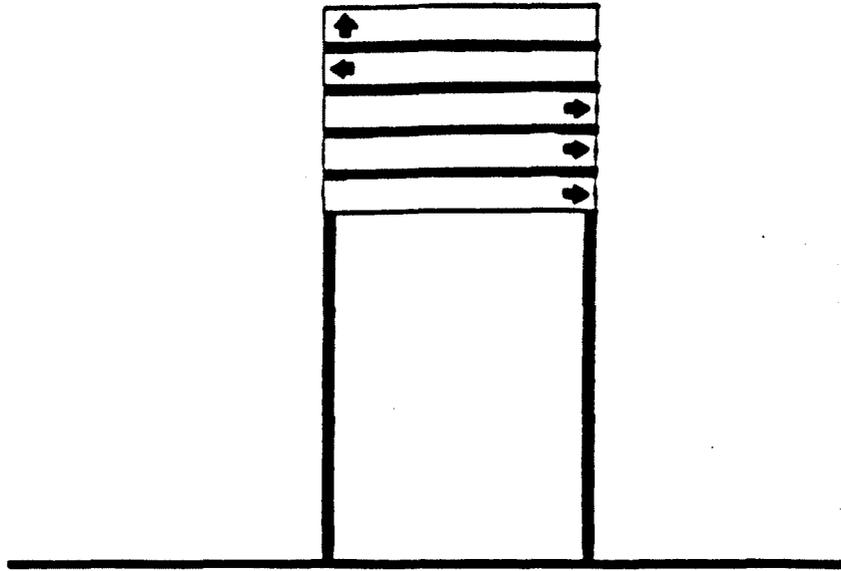
SIGN SURFACE AREA: 36.6 square feet per panel. Total sign area approximately 146.4 square feet.

Signage

EXHIBIT B

EAST TUSTIN SPECIFIC PLAN
City of Tustin 

EDAW Inc.



INTERSECTION PLANNED COMMUNITY DIRECTIONAL SIGN

POLICY: Shall consist of one, two, three, four or five panels maximum depending upon the number of communities requiring identity at a particular intersection. Each panel shall display the name of a planned community or significant regional land use and a directional arrow, only. Each of the panels may be double faced if required.

LOCATION: Ideally suited for intersections which require the motorist to make a complete stop, and where directional assistance is required for many communities. Such signs shall be within five miles of the communities they identify and shall be located along direct routes to a planned community.

LONGEVITY: Each sign panel shall have a time limit of 5 years from the date specified in the text for a planned community request, subject to renewal by the appropriate public agency if new homes are still for sale in the community.

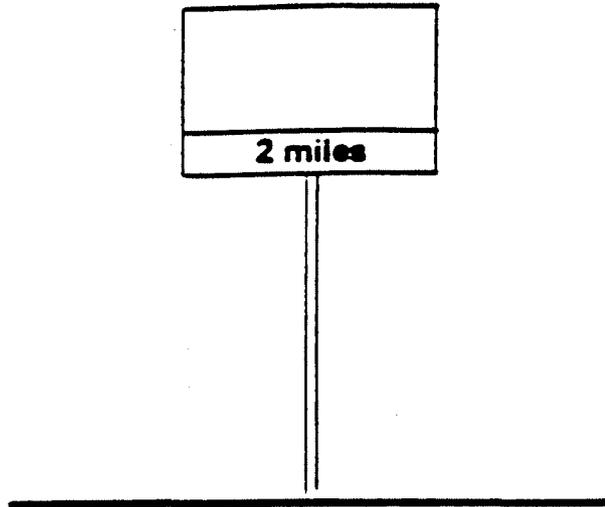
SIGN SURFACE AREA: 4-1/2 square feet per panel. Maximum total area 22.5 square feet.

Signage

EXHIBIT C

EAST TUSTIN SPECIFIC PLAN
City of Tustin 

EDAW Inc.



REASSURANCE SIGN

POLICY: Such signs shall be not more than five feet in vertical height or horizontal length exclusive of ground clearance and shall not exceed a total area of 15 square feet. May be double faced if required.

LOCATION: Such signs shall be located only along direct routes to the planned community or significant regional land use. They shall be within five miles of the community or land use they identify, and they shall be at least one-half mile from any other reassurance sign identifying the same planned community or regional land use.

LONGEVITY: Each sign shall have a time limit of five years, subject to renewal by the appropriate public agency if still serving a public need.

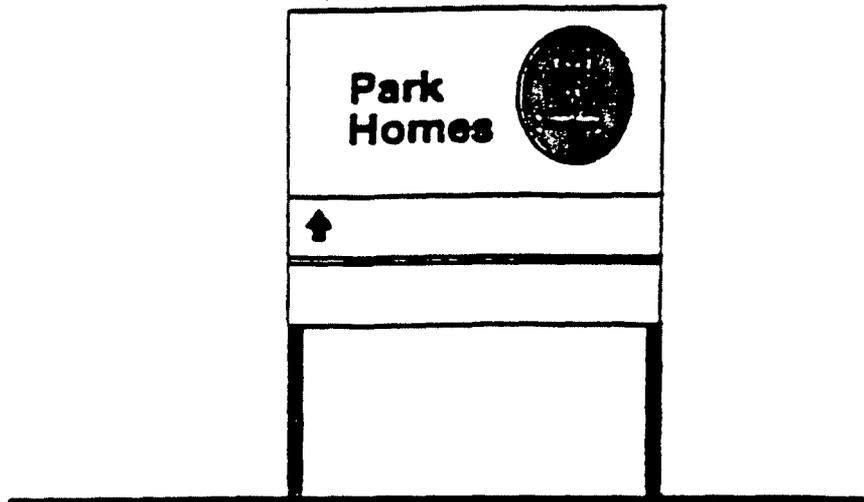
SIGN SURFACE AREA: 13.5 square feet.

Signage

EXHIBIT D

EAST TUSTIN SPECIFIC PLAN
City of Tustin 

EDAW Inc.



TRACT "SUBDIVISION IDENTIFICATION" AND COMMUNITY DIRECTION SIGN

POLICY: Shall not exceed 120 square feet in sign surface area. May be used as an on-site (within the boundaries of the planned community) or an off-site sign. Shall display only the name/s and/or symbols of the developer/s who are currently building and/or marketing homes in that community or the name or names of the tract development within that community (maximum of 2) and the name of the planned community and a directional arrow, and the name "Irvine." May be double faced if required.

LOCATION: To be located before critical intersections which introduce the major entry/ies to a Planned Residential Community.

LONGEVITY: Each sign shall have a time limit of five years from the date of issuance of the sign permit. Subject to renewal by the appropriate public agency if new homes are still for sale in the community.

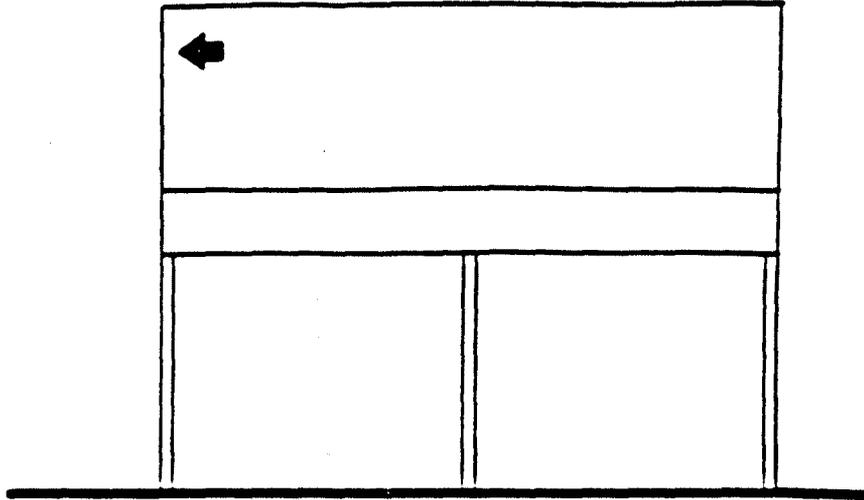
SIGN SURFACE AREA: 120 square feet.

Signage

EXHIBIT E

EAST TUSTIN SPECIFIC PLAN
City of Tustin 

EDAW Inc.



COMMUNITY ENTRY SIGN

POLICY: Wherever possible shall be used as an on-site sign (within the boundaries of the community). Shall be double faced where required.

LOCATION: At or near the main entry/ies to the residential community.

LONGEVITY: Each sign shall have a time limit of 5 years from the date specified in the text for the planned community. Subject to renewal by the appropriate public agency if new homes are still for sale in the community.

SIGN SURFACE AREA: 160 square feet.

Signage

EXHIBIT F

EAST TUSTIN SPECIFIC PLAN

City of Tustin 

EDAW Inc.



FUTURE FACILITY SIGN

POLICY: The sign shall identify facilities which are planned as part of a planned community and are to be constructed in the immediate future. General symbols, designed to identify and not to advertise, will represent the same type of facilities in each of the Irvine communities. May be double faced if required.

LOCATION: Always installed on the site of the facility and oriented to the nearest street. One sign to be utilized for each street fronting on the site.

LONGEVITY: From the time the site has been zoned for the facility until construction and/or leasing is completed.

SIGN SURFACE AREA: 96 square feet maximum (including 4 "rider" panels).

Signage

EXHIBIT G

EAST TUSTIN SPECIFIC PLAN
City of Tustin 

EDAW Inc.

The following criteria will be included in the submittal for a master sign program that qualifies for a sign deviation:

1. The program will include all the information shown above and will be comprehensive and specific in scope.
2. A map that delineates the site proposed to be included within this master sign program.
3. Center identification signs will be limited to monument signs only.
4. Freeway identification signs may be requested, either a pole sign or monument.

3.12 Development Processing and Administration

3.12.1 Background

The project area known as East Tustin is Zoned (P-C) Planned Community District pursuant to Section 9244 of the City Code. Sections 1, 2 and 3 combined in the East Tustin Plan constitute the "Development Plan" required for development in the Planned Community District. A General Plan amendment was processed concurrently ensuring conformity between the Land Use Element of the City General Plan and this Development Plan for East Tustin.

Within the Development Plan, Sections 1 and 2 were adopted by resolution pursuant to Specific Plan law while Section 3 was adopted by Ordinance establishing zoning development regulations.

3.12.2 Processing

The Land Use Plan (map) of the East Tustin Specific Plan shall generally guide location of land use areas. Precise determination of land use area boundaries will not be determined until the following occurs:

Sector Plan Processing: Sector Plan Review

The next level of detailed plan implementing the East Tustin Specific Plan is known as the "Sector Plan". Prior to or concurrent with any development or subdivision of land in any individual sector, a "Sector Plan" shall be processed pursuant to Section 3.5.C and D, and in accordance with policies and programs shown in Section 2.13 and 2.14.

Development Project Processing: Development Project Review

Following approval of a Sector Plan with an initial subdivision map, a subsequent subdivision map with individual "Development Projects" may be processed. Development projects include but are not limited to subdivisions of detached or attached single family homes, multifamily homes (apartments), shopping centers, office complexes, etc.

All development projects shall be subject to Planning Commission review as either a non-discretionary project if permitted by right in the specific land use area or discretionary project (public hearing) if subject to a conditional use permit.

Development Project review authority includes site plan, structural elevations, signing, landscape plans and other information deemed necessary by the Commission may be requested.

Design Plan Processing: Design Review

For those remaining plans not subject to either the "Sector Plan" process or the "Development Project" process, the general category of "Design Review" will be used. The Design Review process is a Community Development Staff delegated function to review and approve such non-discretionary plans as those for signing, final architectural approval, landscape plans for common areas and miscellaneous trails, parks, etc.

Should staff determine the plans submitted for simple Design Review processing are significant enough to warrant Planning Commission review, staff maintains the discretion to refer such plans to the Planning Commission under the Development Project Review Process.

3.12.2 Application Content and Processing Fees

The following application forms will be available in the City Community Development Department:

- o Sector Plan Review Application (SPR # _____)
- o Development Project Review Application
 - Not subject to a use permit(DPR # _____)
 - Subject to a use permit(DPR-UP # _____)
- o Design Review Application (DR # _____)

Attached to each form shall be a listing of application requirements and other information for processing said application. Fees for processing shall be established by City Council Resolution to reflect current city costs to Process the application.

3.12.3 Appeals

Any person within 10 days from the date of decision, may appeal any order, requirement, or decision or determination of the Director of Community Development to the City Planning Commission for determination. The Planning Commission when considering an appeal shall conduct a public meeting and receive evidence in a manner they deem necessary to render a decision. Following the Planning Commission's decision, any person within 10 days from the date of Planning Commission decision, may appeal any order, requirement or decision or determination to the City Council.

The City Council shall conduct a public meeting and receive evidence in a manner they deem necessary to render a final decision.

Appeal procedures for conditional use permits and subdivision maps shall be governed by applicable sections of the City Code.

Fees for appealing either a staff decision or Planning Commission decision shall be established by City Council resolution to reflect current city costs to process the appeal.

3.13 Administrative Adjustments

3.13.1 Purpose

The purpose of this section is to grant authority to the Director of Community Development or designee to take action on requests for minor modifications or adjustments to "Site Development Standards" when such requests constitute a reasonable use of property not permissible under a strict literal interpretation of the regulations. Administrative Adjustments are intended for special circumstances of hardship and not applicable to entire subdivision site development standards in the case of the residential property.

3.13.2 Applicability

For the purposes of administering this section, an adjustment is any minor variation from the "Site Development Standards" section of the residential, commercial, mixed-use or community facilities use regulations. Parking and signing regulations while detailed in Section 3.10 and 3.11 are referenced in site development standards and therefore eligible for adjustment.

Administrative Adjustments may allow the following:

- A. A decrease of not more than 5% of the required building site area.
- B. A decrease of not more than 10% of a required building setback.
- C. An increase of not more than 20% in the permitted height of a fence or wall, subject to city approved structural design.
- D. An increase of not more than 10% of the permitted projection of steps, stairways, landings, eaves, overhangs, masonry chimneys, and fireplaces into any required building setback.
- E. An increase of not more than 10% in the permitted building height.
- F. An increase of not more than 10% in the permitted height or area of allowable signage in Section 3.11.
- G. A decrease in the number of required off-street parking spaces for non-residential land uses up to a maximum of 10% for Neighborhood and General Commercial areas. Uses within the mixed-use area may be granted adjustments commensurate with a Planning Commission approved transportation management plan or shared parking plan prepared by qualified traffic engineer. The Planning Commission shall include findings in its determination addressing the following:
 - o The intent of the parking regulations is preserved.
 - o The parking provided will be sufficient to serve the use intended and potential future uses of the same site.
 - o The adjusted decrease in the number of parking spaces shall not be detrimental to the public health, safety or general welfare or materially injurious to properties located in the general vicinity.

3.13.3 Procedures

Applications:

- A. An application for an adjustment shall be filed with the Community Development Department pursuant to its current application procedures and fee schedule. A single application may include requests for adjustments from more than one regulation applicable to the same site, or for more than one regulation applicable to the same site, or for similar adjustments on two or more sites have the same characteristics.
- B. Public meeting: The Director of Community Development or designee shall conduct a public meeting to review the application, statement and drawings submitted. At the meeting, the Director or designee shall act on the application and may approve, modify or deny said application.
- C. Findings: In granting an adjustment, the Director of Community Development or designee shall make findings in fact as prescribed by current law for the granting of a variance by the Planning Commission.
- D. Decision of Director: If the Director of Community Development or designee denies an application for an adjustment, or if the applicant disagrees with the conditions imposed on the granting of an adjustment, if any, the applicant may file for a variance in accordance with the procedures prescribed in the City Zoning Code

3.14 Amendments to the Plan

Any amendment to the East Tustin Specific Plan Sections 1 and 2 which changes any property from one land use area to another, imposes any regulation upon property not therefore imposed, or removes or modifies any such regulation may be initiated and adopted on a sector by sector basis. Only the sector or sectors proposed for amendment shall be reviewed in the amendment and subject to the Public Hearing Process.

The notices of public hearing for amendment to any sector plan shall be published in a newspaper of local circulation and mailed to all property owners within the specific sector and to all property owners within three-hundred feet from the exterior boundaries of the sector.

Amendments to the East Tustin Specific Plan Section 3 shall be initiated and processed in the same manner set forth by the City Code for amending the City Zoning Ordinance.

Notices of Public Hearing

Whenever any portion of the East Tustin Specific Plan specifies that a public hearing be held prior to a decision on a particular application, notice of such hearing shall be given as provided by the City Code for "Notices of Hearing" of the Zoning Ordinance of the City of Tustin.

3.15 Enforcement Provisions

Section 3 of this plan has been adopted by ordinance and is therefore subject to penalty provisions of the City Municipal Code. Specifically, violations of land use, Development Standards or Performance Standards shall be subject to Part 2 Penalty Provisions and Part 3 Citation Procedures of the City Municipal Code in addition to the city's authority to seek civil litigation in a court of law.

Subdivision map and Development Plan conditions imposed pursuant to city code shall also be subject to Penalty Provisions and Citation Procedures of the City Municipal Code.

3.16 Severability Clause

If any section, subsection, subdivision, sentence, clause, phrase, or portion of this Plan, or the application thereof to any person or place, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Plan or its application to other persons or places. The City Council hereby declares that it would have adopted this Plan, and each section, subsection, subdivision, sentence, clause, phrase or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions, or the application thereof to any person or place, be declared invalid or unconstitutional.

3.17 Adopting Resolutions, Findings and Mitigation Measures

Refer to following pages for adopted resolutions and ordinances.

RESOLUTION NO. 86 - 32

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RESOLUTION NO. 86-32

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TUSTIN RECOMMENDING TO THE CITY COUNCIL ADOPTION, BY RESOLUTION OF THE COUNCIL, SECTIONS 1.0 AND 2.0 OF THE EAST TUSTIN SPECIFIC PLAN (SPECIFIC PLAN NO. 8).

The City Council of the city of Tustin does hereby resolve as follows:

I. The City Council finds and determines as follows:

- A. That a joint application was filed by the city of Tustin, and Monica Florian on behalf of the Irvine Company for the purposes of adopting a comprehensive land use plan for the property indicated in Exhibit A attached hereto, commonly known as East Tustin.
- B. That a comprehensive land use study covering the subject property was commissioned and completed.
- C. That as a result of the land use study, a Specific Plan was prepared in accordance with Sections 65450 through 65457 of the California Government Code. The plan is detailed in Exhibit B attached.
- D. That a public hearing before the City Council to consider the Specific Plan was duly called, noticed and held.
- E. That pursuant to the California Environmental Quality Act Final EIR 85-2 has been prepared, certified and considered which adequately addresses the general environmental setting of the proposed project, its significant environmental impacts, and the alternatives and mitigation measures related to each significant environmental effect for the proposed project. The City Council, having final approval authority over this project has reviewed and considered the information contained in Final EIR 85-2 prior to approval of this project.

Changes or alterations have been incorporated into the project which mitigate or avoid certain of the significant environmental effects thereof. Pursuant to Sections 15091 and 15092 of the State CEQA Guidelines all significant environmental effects and corresponding mitigation measures together with the requisite findings and facts related thereto have been comprehensively set forth in Attachment A to Resolution 86-28 which is incorporated herein by this reference. Conditions have been adopted as part of this project or will be incorporated at the appropriate level That establishment and implementation of the plan as submitted, of development review which incorporate all of the mitigation measures identified in the EIR. The benefits of the project have been balanced and considered against its possible unavoidable environmental risks and against the project alternatives identified in the final environmental impact report and those benefits are found to be overriding, all as set forth in Attachment A to Resolution 86-28, which is incorporated herein by this reference.

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F. That establishment and implementation of the plan as submitted, under the circumstances of this case, will not be detrimental to the health, safety, morals, comfort, or general welfare of the persons residing or working in the neighborhood of such proposed use, evidenced by the following findings:

1. The proposed residential and commercial development is consistent with the Tustin Area General Plan as adopted.
2. Reasonable alternatives to the plan and their implications have been considered.
3. The scope and depth of plan analysis are commensurate with the level of detail contained in the plan and the specificity of land use entitlement its adoption authorizes.
4. The various components of the plan as well as the plan in its entirety are sensitive to the environmental and public policy impacts of the proposed development.
5. Appropriate mitigation measures are incorporated in the plan to ensure that concerns identified at this level of planning are resolved as part of the more detailed site plan review which must be completed before private development may proceed.
6. Administration of the plan is thoroughly integrated into the city's development processing system.
7. All subjects required in a specific plan by the California Government Code and applicable city ordinances are appropriately and adequately covered.
8. Adequate time and opportunities have been afforded interested organizations and members of the public to comment on or propose changes to the plan if they so desired.

G. That the establishment, maintenance, and operation of the plan as submitted will not be injurious or detrimental to the property and improvements in the neighborhood of the subject property, nor to the general welfare of the city of Tustin, and should be approved.

H. That Sections 1.0 and 2.0 of the East Tustin Specific Plan as prepared (Exhibit B) are intended to be informational in nature, to provide conformance with specific plan regulations, yet also establish policy guidelines by which the project area should be developed. As such Sections 1.0 and 2.0 should be adopted by Resolution of the City Council, subject to the recommended changes enclosed as Attachment "A".

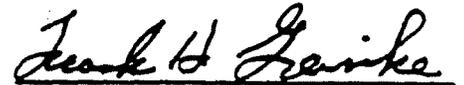
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Resolution No. 86-32
page three

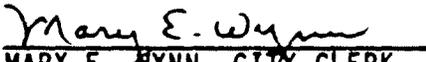
I. That the Planning Commission approved Resolution No. 2297, recommending the adoption of Section 1.0 and 2.0 of the East Tustin Specific Plan by resolution by the City Council.

II. The City Council hereby adopts Sections 1.0 and 2.0 of the East Tustin Specific Plan as presented in Exhibit "B" attached hereto and adopted as a policy document, subject to the changes enclosed as Attached "A".

PASSED AND ADOPTED at a regular meeting of the Tustin City Council, held on the 17th day of March, 1986.


FRANK GREINKE, MAYOR

Attest:


MARY E. WYNN, CITY CLERK

ORDINANCE NO. 967

ORDINANCE NO. 967

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TUSTIN ADOPTING SECTION 3.0 OF THE EAST TUSTIN SPECIFIC PLAN (SPECIFIC PLAN NO. 8) AND EXHIBIT "C" AS THE LAND USE PLAN.

The City Council of the city of Tustin does hereby ordain as follows:

I. The City Council finds and determines as follows:

- A. That a joint application was filed by the city of Tustin, and Monica Florian on behalf of the Irvine Company for the purposes of adopting a comprehensive land use plan for the property indicated in Exhibit "A" attached hereto, commonly known as East Tustin.
- B. That a comprehensive land use study covering the subject property was commissioned and completed.
- C. That as a result of the land use study, a Specific Plan was prepared in accordance with Sections 65450 through 65457 of the California Government Code. The plan is detailed in Exhibit "B" attached, along with Exhibit "C".
- D. That a public hearing before the City Council to consider the Specific Plan was duly called, noticed and held.
- E. That pursuant to the California Environmental Quality Act Final EIR 85-2 has been prepared, certified and considered which adequately addresses the general environmental setting of the proposed project, its significant environmental impacts, and the alternatives and mitigation measures related to each significant environmental effect for the proposed project. The City Council, having final approval authority over this project has reviewed and considered the information contained in Final EIR 85-2 prior to approval of this project.

Changes or alterations have been incorporated into the project which mitigate or avoid certain of the significant environmental effects thereof. Pursuant to Sections 15091 and 15092 of the State CEQA Guidelines all significant environmental effects and corresponding mitigation measures together with the requisite findings and facts related thereto have been comprehensively set forth in Attachment A to Resolution 86-28 which is incorporated herein by this reference. Conditions have been adopted as part of this project or will be incorporated at the appropriate level of development review which incorporate all of the mitigation measures identified in the EIR. The benefits of the project have been balanced and considered against its possible unavoidable environmental risks and against the project alternatives identified in the final environmental impact report and those benefits are found to be overriding, all as set forth in Attachment A to Resolution 86-28, which is incorporated herein by this reference.

- 3 F. That a draft environmental impact report (DEIR 85-2) has been
4 prepared in conformance with the requirements of the California
5 Environmental Quality Act.
- 6 G. That establishment and implementation of the plan as submitted,
7 under the circumstances of this case, will not be detrimental to
8 the health, safety, morals, comfort, or general welfare of the
9 persons residing or working in the neighborhood of such proposed
10 use, evidenced by the following findings:
- 11 1. The proposed residential and commercial development is
12 consistent with the Tustin Area General Plan as amended and
13 adopted.
 - 14 2. Reasonable alternatives to the plan and their implications
15 have been considered.
 - 16 3. The scope and depth of plan analysis are commensurate with
17 the level of detail contained in the plan and the
18 specificity of land use entitlement its adoption
19 authorizes.
 - 20 4. The various components of the plan as well as the plan in
21 its entirety are sensitive to the environmental and public
22 policy impacts of the proposed development.
 - 23 5. Appropriate mitigation measures are incorporated in the
24 plan to ensure that concerns identified at this level of
25 planning are resolved as part of the more detailed site
26 plan review which must be completed before private
27 development may proceed.
 - 28 6. Administration of the plan is thoroughly integrated into
the city's development processing system.
 7. All subjects required in a specific plan by the California
Government Code and applicable city ordinances are
appropriately and adequately covered.
 8. Adequate time and opportunities have been afforded
interested organizations and members of the public to
comment on or propose changes to the plan if they so
desired.
- H. That the establishment, maintenance, and operation of the plan
as submitted will not be injurious or detrimental to the
property and improvements in the neighborhood of the subject
property, nor to the general welfare of the city of Tustin, and
should be approved.

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Ordinance No. 967
page three

- I. That Section 3.0 of the East Tustin Specific Plan as prepared is intended to establish land use regulations and development standards, as well as administrative procedures necessary to implement said regulations and standards for residential and commercial development within the East Tustin Specific Plan Area. Further, Exhibit "C" is established as the land use plan, by Ordinance, and shall present the development guide for the East Tustin Area.
- J. That the Planning Commission approved Resolution No. 2298, recommending to the City Council that Section 3.0 of the East Tustin Specific Plan be adopted by ordinance by the City Council.
- II. The City Council hereby adopts Section 3.0 of the East Tustin Specific Plan as presented in Exhibit "B" and Exhibit "C" attached hereto as the regulatory documents for the East Tustin Area, subject to the changes enclosed as Attachment "A".

PASSED AND ADOPTED at a regular meeting of the Tustin City Council, held on the _____ day of _____, 1986.


FRANK H. GREINKE, MAYOR

ATTEST:

MARY E. WYNN, CITY CLERK

RESOLUTION NO. 86 - 28

RESOLUTION NO. 86-28

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TUSTIN, CALIFORNIA, CERTIFYING FINAL ENVIRONMENTAL IMPACT REPORT (EIR) 85-2, AS REQUIRED BY THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

The City Council of the city of Tustin does hereby resolve as follows:

I. The City Council finds and determines as follows:

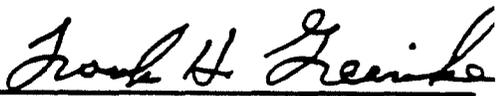
- A. That an Environmental Impact Report would be required due to potential effects identified in an initial questionnaire done for the General Plan Amendments, Zone Change, and Specific Plan for the East Tustin area. (Collectively referred to hereafter as the "Project").
- B. That a Draft Environmental Impact Report (Draft EIR 85-2) for the proposed Project has been prepared for the city of Tustin by Michael Brandman Associates.
- C. That distribution of the Draft EIR was made to interested public and private agencies with a solicitation of comments and evaluation.
- D. That a public hearing was duly called, noticed and held on the Draft EIR.
- E. That the public review period for the Draft EIR ended on January 31, 1986. That incorporated within the EIR are comments of the public, Planning Commission, staff and other agencies, and responses thereto.
- F. That the Draft EIR is a program EIR and is subject to the following provision of the State Guidelines for the California Environmental Quality Act: "That subsequent activities shall be examined in the light of the program EIR to determine whether an additional environmental document must be prepared." The City shall use an initial questionnaire to document the evaluation of subsequent activities to determine whether the environmental effects of the activities are covered in the Program EIR.
- G. That the Draft EIR was prepared in compliance with the California Environmental Quality Act, State Guidelines, and the policies of the city of Tustin.
- H. That the Draft EIR including comments and responses has been reviewed by staff, and represents their independent evaluation and analysis.
- I. That the Draft EIR was distributed to the Planning Commission and that they reviewed this document, received public testimony and considered comments and responses thereto in their review of the Project involving the East Tustin area, as shown in adopted Planning Commission Resolution No. 2300.

4 J. That the Draft EIR comments, responses, and attachments have
5 been reviewed and considered, and that mitigation measures have
6 been incorporated into the Project that eliminate or
7 substantially lessen the significant environmental effects
8 thereof as identified in Draft EIR, comments, responses, and
9 attachments; and it is determined that any remaining significant
10 effects on the environment found to be unavoidable have been
11 balanced against the benefits of the Project and against the
12 Project alternatives and those benefits have been found to be
13 overriding. This statement of overriding considerations and all
14 environmental effects and mitigating measures are listed in the
15 attached document, Exhibit "A". Mitigation measures are
16 specified as conditions in this resolution.

17 K. That the Draft EIR 85-2, plus comments, responses and
18 attachments, constitute Final EIR 85-2.

19 II. The City Council of the city of Tustin does hereby certify that Final
20 EIR 85-2 has been completed in compliance with the California
21 Environmental Quality Act.

22 PASSED AND ADOPTED at a regular meeting of the Tustin City Council, held on
23 the 17th day of March, 1986.

24 
25 FRANK GREINKE, MAYOR

26 ATTEST:

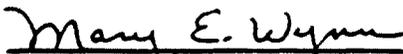
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28 MARY E. WYNN, CITY CLERK

EXHIBIT A
CEQA FINDINGS AND STATEMENT OF FACTS

EXHIBIT A

CEQA FINDINGS AND STATEMENT OF FACTS

SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT, FINDINGS WITH RESPECT TO SAID EFFECTS, AND STATEMENT OF FACTS IN SUPPORT THEREOF, ALL WITH RESPECT TO THE PROPOSED AMENDMENT OF THE TUSTIN GENERAL PLAN AND SPECIFIC PLAN

Background

The California Environmental Quality Act (CEQA) and the State EIR Guidelines (Guidelines) promulgated pursuant thereto provide:

"No public agency shall approve or carry out a project for which an Environmental Impact Report has been completed and which identified one or more significant effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding" (Section 15091).

The finding and statements of facts delineated herein are organized in the following manner:

Significant Effect - Each finding is prefaced by a brief description of the relevant significant effect which is identified within EIR 85-2.

Finding - Specific to the significant effect is a finding made pursuant to Section 15091 of the CEQA Guidelines.

Facts in Support of Finding - Following each finding is a brief explanation of the rationale for each finding.

The order in which the significant impacts are identified herein follows the order in which issues are addressed within the DEIR.

The City of Tustin proposes to approve amendments to the Tustin General Plan Land Use Element, Circulation Element and Seismic Safety Element, as well as a zone change and a specific plan for the area referred to as the East Tustin Specific Plan

site. Because the proposed actions constitute a project under CEQA and the Guidelines, the City of Tustin has prepared an Environmental Impact Report (EIR). Final EIR 85-2 has identified certain significant effects which may occur as a result of the project proposal. The City Council has reviewed and considered the information contained in the final EIR and desires to approve the project with the following findings and statement of overriding considerations.

FINDINGS

Landform/Topography

Significant Effect - Existing terrain within the study area will be modified as a result of earthwork and grading operations for the proposed project. Resultant alterations will be directed towards the creation of developable areas for the construction of homes and offices; commercial, public and recreational facilities; and other land uses permitted by the specific plan and associated support facilities (roads, utilities, drainage control, etc.).

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts in Support of Finding - The project land use plan provides for the lower intensity uses to be located within hillside portions of the site, thereby lessening the amount of hillside grading required for the creation of developable areas. Also, the land use plan provides for a potential regional park, which, if approved, would serve to substantially reduce landform alteration impacts within the northern portion of the site. The specific plan provides for the clustering of development within hillside areas to further reduce the amount of landform alteration associated with development. Hillside District Guidelines incorporated into the specific plan will serve to minimize grading and landform alteration impacts and promote the integration of development design with existing topographical features onsite (see Mitigation Measures listed in Attachment 1).

Additional specific mitigation measures may be required in conjunction with subsequent technical studies required for further discretionary actions. The nature

of such studies and relationship to the project proposal are described in Attachment 2.

All significant environmental effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of project design considerations and mitigation measures identified in the final EIR and incorporated into the project or further discretionary actions as set forth above.

FINDING 2 - Specific economic, social or other considerations make infeasible project alternatives identified in the final EIR.

Facts in Support of Finding - Development of the project site under any of the project alternatives, with the exception of the No Project Alternative will result in impacts to the existing topography of the study area. It is recognized that alternatives requiring less development than the current proposal provide the potential for less impacts on the existing topography. More specifically, the Existing General Plan Alternative proposes less development and would require less area subject to grading if large lots with natural contours/features were utilized extensively. The Existing General Plan Alternative proposes less development than the current proposal (6,960 dwelling units vs. 7,950 dwelling units); however, the type development allowed under both proposals (the existing general plan and the specific plan) is the same for the hillside portions of the site (up to 2 du/acre). Unless the Existing General Plan Alternative adopted the grading restrictions identified in the East Tustin Specific Plan, the hillside grading impacts of this alternative would be greater than those of the current proposal. Other alternatives, including Maximum Residential and Maximum Commercial Development would also require substantial grading.

These alternatives were evaluated in the EIR and considered during the course of the public review process. Said project alternatives were rejected in favor of the current proposal for the reasons cited above as well as for reasons noted in Attachment 3.

The remaining, unavoidable significant effect is acceptable when balanced against facts set forth above and in the Statement of Overriding Considerations attached hereto.

Geology

Significant Effect - Development within the project site will subject future residents to the potential for seismic activity. In addition to the potential for regional seismic activity endemic to Southern California, the El Modena Fault which traverses the northern portion of the site may be considered to be active.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts in Support of Finding - Mitigation measures incorporated into the project (see Attachment 1) require that additional detailed geotechnical investigations be conducted to further assess potential geologic hazards, including the potential active status of the El Modena Fault. If the El Modena Fault is determined to be classified as active, structural setbacks from the fault line will be required, and incorporated into the project design. Also, all structures will be designed in accordance with seismic design standards and the Uniform Building Code.

As stated above, additional specific mitigation measures may be required in conjunction with subsequent technical studies required for further discretionary actions. The nature of such studies and relationship to the project proposal are described in Attachment 2.

All significant environmental effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the final EIR and incorporated into the project or further discretionary actions as set forth above.

FINDING 2 - Specific economic, social or other considerations make infeasible the project alternatives identified in the final EIR.

Facts in Support of Finding - Development of the project site under any of the project alternatives, with the exception of the No Project Alternative, would subject future residents to the potential for local and regional seismic activity.

These alternatives were evaluated in the EIR and considered during the course of the public review process. Said project alternatives were rejected in favor of the current proposal for the reasons cited above as well as for reasons noted in Attachment 3.

The remaining, unavoidable significant effect is acceptable when balanced against facts set forth above and in the Statement of Overriding Considerations attached hereto.

Hydrology/Water Quality

Significant Effects - Surface runoff and drainage flows will increase from site development. Conversion of the project site from agricultural uses to urban uses will alter the existing quality of surface runoff and water percolation.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts in Support of Finding - The project proposal includes a drainage/flood control concept plan intended to provide for the development of a system which adequately accommodates increased runoff flows. Integrated with this concept plan will be detailed drainage/hydrology studies prepared at design levels of planning. The preparation, review and approval of these studies and resultant drainage/flood control improvements will be coordinated with the City of Tustin and the Orange County Environmental Management Agency and other local jurisdiction (i.e., City of Irvine), as appropriate, relative to each agency's jurisdiction for affected drainage/flood control facilities (see Mitigation Measures in Attachment 1). Similarly, detailed erosion control measures and pollution control plans will be developed and implemented as appropriate at detailed levels of planning. Design and implementation of erosion control plans will be coordinated with the California Regional Water Quality Control Board, Santa Ana Region. Continued participation in the Upper Newport Bay Sedimentation Control Plan program by the City of Tustin and The Irvine Company being the project applicants, will facilitate the incorporation of erosion/pollution control measures into the project design and operation.

Additional specific mitigation measures may be required in conjunction with subsequent technical studies required for further discretionary actions. The nature of such studies and relationship to the project proposal are described in Attachment 2.

All significant environmental effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the final EIR and incorporated into the project or further discretionary actions as set forth above.

FINDING 2 - Specific economic, social or other considerations make infeasible the project alternatives identified in the final EIR.

Facts in Support of Finding - Development of the project site under any of the project alternatives, with the exception of the No Project Alternative, would result in increased surface runoff and drainage flows. Although less development is proposed under the existing general plan alternative, the absence of a golf course, and development most likely being distributed throughout the project site would result in the amount of impervious surface being comparable, if not greater than, that of the current proposal. In such case, the associated runoff impacts of this alternative would be similar to or greater than the current project's impacts. The drainage/flood control improvements required for this alternative would be basically the same as currently proposed, however, the costs for such improvements would be assigned to a smaller development base. Hydrology impacts associated with other project alternatives, including Maximum Residential Development and Maximum Commercial Development, would be comparable to those of the current proposal. Relative to potential erosion/water pollution impacts, all of the alternatives proposing urban development would have impacts similar in nature. The No Project Alternative would allow continued operation of agricultural activities within the project site. Continued agricultural land uses would also cause ongoing water quality impacts resulting in erosion/sedimentation and surface runoff/percolation (i.e., pesticides, herbicides, etc.) even under current agricultural Best Management Practices. Consequently, water quality impacts would not be lessened under this alternative.

These alternatives were evaluated in the EIR and considered during the course of the public review process. Said project alternatives were rejected in favor of the current proposal for the reasons cited above as well as for reasons noted in Attachment 3.

The remaining, unavoidable significant effect is acceptable when balanced against facts set forth above and in the Statement of Overriding Considerations attached hereto.

Biology

Significant Effect - Development of the project site will result in the removal of much of the existing onsite vegetation and the associated loss of wildlife habitat. Existing onsite vegetation associations which would be impacted include agricultural; eucalyptus groves; grassland; coastal sage scrub; riparian brush; and freshwater marsh. This project, in itself and in conjunction with other past, present and reasonably foreseeable future projects, will have a significant cumulative adverse impact on existing biological resources in the project vicinity.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts in Support of Finding - The most notable biological resources are located primarily in the northern portion of the project site. The project land use plans propose lower intensity land uses in the northern portion of the site which enhances the potential of retaining existing vegetation/habitat to the extent possible and feasible. Specific Plan provisions allowing the clustering of development further enhances this potential for retaining biological resources. The Specific Plan provides for a potential regional park within the site which, if approved, would significantly reduce the amount of vegetation/habitat removal associated with the project. Mitigation measures incorporated into the project (see Attachment 1) delineate other measures which serve to reduce potential impacts to biological resources. Several of these measures provide general direction and guidance for the development and implementation of more specific mitigation measures at detailed levels of planning. For example, the preservation of existing biological features will be considered in

the future selection and design of neighborhood parks. Although such determinations would typically be made at more detailed levels of planning, some design/land use concepts for retaining existing biological resources are included in current project plans. These include retaining the onsite redwood grove in a neighborhood park, and increasing the water supply to the onsite freshwater marsh to enhance the biological and aesthetic value of the local area. As noted below, future studies associated with the project proposal may require additional measures for mitigating potential impacts. For example, any alterations and/or development proposed in the riparian areas adjacent to the two natural stream channels onsite would first require obtaining a 1603 permit from the State Department of Fish and Game. The 1603 permit process includes a thorough investigation of potential biological impacts and the development and implementation of mitigation measures as appropriate.

Additional specific mitigation measures may be required in conjunction with subsequent technical studies required for further discretionary actions. The nature of such studies and relationship to the project proposal are described in Attachment 2.

All significant environmental effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the final EIR and incorporated into the project or further discretionary actions as set forth above.

FINDING 2 - Additional changes or alterations that would avoid or substantially lessen the significant effect are within the responsibility and jurisdiction of other public agencies and not the City of Tustin. Such changes can and should be adopted by such other agencies.

Facts in Support of Findings - The determination of specific measures to mitigate impacts on wetland and riparian areas along the two onsite stream courses will occur through the 1603 Permit process, and, if required, the 404 Permit process. These processes are within the jurisdiction of the California Department of Fish and Game and the U.S. Army Corps of Engineers, respectively.

FINDING 3 - Specific economic, social or other considerations make infeasible the project alternatives identified in the final EIR.

Facts in Support of Finding - Implementation of any of the urban development alternatives would require removal of most of the existing onsite vegetation.

These alternatives were evaluated in the EIR and considered during the course of the public review process. Said project alternatives were rejected in favor of the current proposal for the reasons cited above as well as for reasons noted in Attachment 3.

The remaining, unavoidable significant effect is acceptable when balanced against facts set forth above and in the Statement of Overriding Considerations attached hereto.

Cultural Resources

Significant Effect - Development of the project site presents the potential for impacts to five archaeological sites located within the study area. Also, a portion of The Irvine Company Agricultural Headquarters complex, which may be of historic significance, is located within an area proposed for urban uses and could be impacted.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts in Support of Finding - Mitigation measures incorporated into the project (see Attachment 1) require that additional detailed studies of the archaeological sites and of the agricultural headquarters complex be conducted to clearly identify the nature and extent, as well as the significance, of these cultural resources. These studies will provide the basis for developing and implementing appropriate specific mitigation measures in accordance with Section 21083.2 of the Public Resources Code.

FINDING 2 - Specific economic, social or other considerations make infeasible the project alternatives identified in the final EIR.

Facts in Support of Finding - With the exception of the No Project Alternative, development under any of the project alternatives presents the same potential for impacts to onsite cultural resources.

These alternatives were evaluated in the EIR and considered during the course of the public review process. Said project alternatives were rejected in favor of the current proposal for the reasons cited above as well as for reasons noted in Attachment 3.

The remaining unavoidable significant effect is acceptable when balanced against facts set forth above and in the Statement of Overriding Considerations attached hereto.

Land Use

Significant Effect (a) Development of the project site will result in the gradual conversion of existing agricultural and open space uses onsite to urban uses. This project, in conjunction with past, present and reasonably foreseeable future projects, will have a significant cumulative impact on the intensity of land use in the project vicinity.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts in Support of Finding - The land use plan, regulations and design concepts incorporated in the specific plan serve to facilitate land use compatibility both within the project site and adjacent to the project site. Land use and design features incorporated into the project proposal are intended to be responsive to the existing residential uses adjacent to the western boundary of the site. Similar to nearby existing development, the uses proposed along the western portion of the site are limited to single-family detached residential development with densities progressively decreasing from south to north. The proposed density ranges are generally comparable to the existing densities within the subject area.

All significant environmental effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the final EIR and incorporated into the project or further discretionary actions as set forth above.

FINDING 2 - Specific economic, social or other considerations make infeasible the project alternatives identified in the final EIR.

Facts in Support of Finding - The conversion of the project site from open space and agricultural uses would only be avoided under the No Project Alternative. The No Project Alternative, however, would be inconsistent with the General Plan objective of developing urban uses within the project site. The Maximum Residential and Maximum Commercial Alternatives would result in land use intensities comparable to or greater than those of the current proposal. The Existing General Plan Alternative provides for a lesser intensity of development than currently proposed. However, the reduced development associated with this alternative would make the provision of 150 acres of open space and recreational uses infeasible, and would increase the per capita share of infrastructure/improvement costs. Development under the Existing General Plan Alternative would also not provide the commercial and employment opportunities which are provided by the current proposal. Relative to the compatibility of proposed uses with existing uses along the western boundary of the site, the Existing General Plan alternative would not offer much advantage over the current project proposal. Along the western border of the site, both proposals allow up to 2 du/acre in the northern hillside areas; and in the central and southern portions the allowable density would only be reduced by 1 du/acre under the existing general plan (5 du/acre vs. 4 du/acre).

These alternatives were evaluated in the EIR and considered during the course of the public review process. Said project alternatives were rejected in favor of the current proposal for the reasons cited above as well as for reasons noted in Attachment 3.

The remaining, unavoidable significant effect is acceptable when balanced against facts set forth above and in the Statement of Overriding Considerations Attached hereto.

Significant Effect (b) - Development of the project site will expose future residents to potential impacts from military flight operations within the corridors, particularly the Browning Corridor.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts in Support of Finding - The project land use plan includes a 150-acre golf course beneath the Browning Corridor. This land use concept reduces the extent of urban development in close proximity to flight operations within the Browning Corridor, and also provides a relatively safe emergency landing area, should the need arise.

Also, the Specific Plan incorporates provisions of the Browning Corridor agreement which is intended to enhance the compatibility of military flight operations with nearby urban uses.

FINDING 2 - Specific economic, social or other considerations make infeasible the project alternatives identified in the final EIR.

Facts in Support of Finding - With the exception of the No Project Alternative, development under any of the project alternatives would expose future residents to potential impacts from military flight operations. Although the Existing General Plan Alternative proposes less development than the current proposal, the Existing General Plan Alternative would allow greater proportion of development located beneath or near the Browning Corridor due to the absence of a large golf course or open space area.

These alternatives were evaluated in the EIR and considered during the course of the public review process. Said project alternatives were rejected in favor of the current proposal for the reasons cited above, as well as for reasons noted in Attachment 3.

The remaining unavoidable significant effect is acceptable when balanced against facts set forth above and in the Statement of Overriding Considerations attached hereto.

Relevant Planning Programs

Significant Effect - This project, in itself and in conjunction with past, present and reasonably foreseeable future projects, will exceed SCAG growth projections for the area. As such, the project, both individually and cumulatively, will have a significant adverse impact on planning programs which are based on the SCAG growth projections. Specifically, the South Coast Air Quality Management Plan is based on the SCAG 82A Growth Forecasts.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts in Support of Finding - Mitigation measures incorporated into the project (see Attachment 1) include the requirement that during the preparation and review of subdivision maps for the project, measures which can provide for reductions in air pollution emissions (i.e., ridesharing, alternative transportation modes, public transit) be identified and incorporated into subdivision map conditions, as feasible and appropriate.

All significant environmental effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the final EIR and incorporated into the project or further discretionary actions as set forth above.

FINDING 2 - Specific economic, social or other considerations make infeasible the project alternatives identified in the final EIR.

Facts in Support of Finding - With the exception of the No Project Alternative, development under any of the project alternatives would exceed the SCAG growth projections, both individually and cumulatively. Even the Existing General Plan Alternative which allows up to 6,950 dwelling units would exceed the SCAG projection for Tustin which indicates an increase of 5,942 dwelling units in 1985-2000.

As discussed in Sections 5.0 and 8.0 of the DEIR, the project provides significant housing resources in proximity to major employment centers. On a regional basis, this can significantly reduce regional VMT by providing housing for workers who would otherwise have to commute from Southern Orange County or Riverside County residential areas. This concentration of housing in close proximity to major employment centers thus carries out specific SCAG regional development policies reviewed in other environmental documents (i.e., Irvine Center EIR). Similarly, the inclusion of employment and commercial centers in the project proposal allows for a more balanced plan with potential traffic impacts correspondingly reduced (see Del Mar vs. San Diego (1982) 183 Cal. App. 898 and 905-905).

Project alternatives were evaluated in the EIR and considered during the course of the public review process. Said project alternatives were rejected in favor of the current proposal for the reasons cited above as well as for reasons noted in Attachment 3.

The remaining, unavoidable significant effect is acceptable when balanced against facts set forth above and in the Statement of Overriding Considerations attached hereto.

Agricultural Resources

Significant Effect - Implementation of the project proposal will ultimately result in the elimination of existing agricultural activities and loss of farmland. This project, in conjunction with past, present and reasonably foreseeable future projects, will have a significant cumulative adverse impact on farmland and agricultural production in the project vicinity.

FINDING 1 - Specific economic, social or other considerations make infeasible the project alternatives identified in the final EIR.

Facts in Support of Finding - The only project alternative or mitigation measure which would avoid the loss of farmland and elimination of agricultural activities is that of No Project. However, this alternative is not consistent with the city and county general plans which designate the site for urban development. Furthermore, maintaining the project site as farmland with continued agricultural production

activities is not considered to be a long-term viable use of the site. Several factors currently limit the agricultural potential of the site, including, but not limited to, the economic lifespan of existing crops and orchards, market demand conditions and operation costs, particularly water costs. All other project alternatives which were evaluated in EIR 85-2 would have, basically, the same agricultural impacts as the current project proposal.

These alternatives were evaluated in the EIR and considered during the course of the public review process. Said project alternatives were rejected in favor of the current proposal for the reasons cited above as well as for reasons noted in Attachment 3.

The remaining, unavoidable significant effect is acceptable when balanced against facts set forth above and in the Statement of Overriding Considerations attached hereto.

Transportation/Circulation

Significant Effect (a) - This project, individually and in conjunction with other past, present and reasonably foreseeable future projects, will have a significant adverse impact on traffic and circulation. With the addition of up to 166,077 average daily trips at buildout, roadways and intersections in the project vicinity will be impacted.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts in Support of Finding - The East Tustin Specific Plan includes a circulation plan intended to provide an adequate circulation system for project traffic, and mitigate impacts on the existing circulation system. Circulation system improvements proposed as part of the project will serve to lessen project impacts as well as mitigate cumulative traffic impacts expected to result from area-wide traffic increases (see Attachment 1). Specifically, the proposed I-5/Jamboree Road interchange will lessen project impacts on the existing I-5/Red Hill interchange, as well as lessen cumulative impacts on the interchange. The project's fair share contribution to the costs of improving Irvine Boulevard from four to six lanes, from

Newport Avenue to Browning, will serve to mitigate project traffic impacts on the subject roadway.

Additional specific mitigation measures may be required in conjunction with subsequent technical studies required for further discretionary actions. The nature of such studies and relationship to the project proposal are described in Attachment 2.

All significant environmental effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the final EIR and incorporated into the project or further discretionary actions as set forth above.

FINDING 2 - Additional changes or alterations that would avoid or substantially lessen the significant effect are within the responsibility and jurisdiction of other public agencies and not the City of Tustin. Such changes can and should be adopted by such other agencies.

Facts in Support of Finding - A number of regional circulation system improvements which will ultimately influence the nature and extent of East Tustin traffic impacts are currently being studied. Most notably, the Eastern Transportation Corridor Study and the Bottleneck Study address regional transportation facilities which are in the immediate vicinity of the project site. Both studies are currently considering numerous alternatives relative to future roadway alignments and the utilization and/or improvement of existing circulation facilities in the project vicinity. The project plan does reflect efforts to accommodate Bottleneck options as evidenced in the proposed retention of right-of-way for the Old Myford overcrossing (see Mitigation Measure 31 of Attachment 1). The ultimate selection and implementation of preferred alternatives would influence the distribution of project traffic, and could influence land use patterns within the project site as well. The subject studies are only in conceptual stages at this time, and the responsibility for the studies lies primarily with the County of Orange and the Orange County Transportation Commission. As such, it is not possible at this time for the City of Tustin to incorporate changes or alterations into the project which respond directly to these future regional circulation system improvements.

FINDING 3 - Specific economic, social or other considerations make infeasible the project alternatives identified in the final EIR.

Facts in Support of Finding - With the exception of the No Project Alternative, all of the project alternatives would generate a substantial amount of traffic. Of the development alternatives, the Existing General Plan Alternative would generate the least amount of traffic. This alternative would generate approximately 103,000 daily trips as compared to the 166,000 daily trips generated by the current proposal. Traffic from this alternative would still have a significant impact on surrounding streets and intersections. Cumulative impacts associated with this alternative would also be significant. Due to this alternative's smaller development base as compared to the current proposal, impacts relative to the funding of circulation improvements, both exclusive to the project site and in fair-share contributions to offsite improvements, would be more adverse. The potential inability of a smaller development base to fund proposed major circulation improvements such as the I-5/Jamboree Road interchange would result in greater impacts on existing facilities, both from project traffic and area-wide traffic, should these improvements not occur. Other project alternatives, including Maximum Residential Development and Maximum Commercial Development provide a greater potential for funding traffic system improvements, but would generate traffic volumes comparable to the current proposal.

These alternatives were evaluated in the EIR and considered during the course of the public review process. Said project alternatives were rejected in favor of the current proposal for the reasons cited above as well as for reasons noted in Attachment 3.

The remaining, unavoidable significant effect is acceptable when balanced against facts set forth above and in the Statement of Overriding Considerations attached hereto.

Significant Effects (b) - The proposed easterly extension of Lower Lake Drive, Foothill Boulevard and La Colina will result in a substantial increase in non-project related through traffic over current levels near the roadway's existing termini.

FINDING 2 - Additional changes or alterations that would avoid or substantially lessen the significant effect are within the responsibility and jurisdiction of other public agencies and not the City of Tustin. Such changes can and should be adopted by such other agencies.

Facts in Support of Finding - The easterly extension of Lower Lake Drive, Foothill Boulevard and La Colina within the study area provides for consistency with the Orange County Master Plan of Arterial Highways. It is assumed that in designating these roads as commuter level facilities, the County of Orange has undertaken the necessary planning studies to ensure that such designation is appropriate. The improvement of these roadways as through streets as dictated by the Orange County MPAH will increase non-project related through traffic near the existing roadway termini. The resultant traffic volumes are within the capacities of the roadways' designations as determined by the County of Orange.

The City of Tustin can and will make efforts to minimize impacts, to the extent possible, at the proposed westerly connections (i.e., requiring as part of subdivision review and approval, that the proposed circulation design and roadway alignments are of a character which discourages through traffic and serves only neighborhood traffic). However, the ultimate responsibility for mitigating impacts associated with implementing the MPAH lies with the County of Orange.

Air Quality

Significant Effect - This project individually and in conjunction with other past, present and reasonably foreseeable future projects, will result in an incremental degradation of air quality.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts in Support of Findings - Mitigation measures for the project require that steps to reduce air pollution emissions be evaluated and integrated in the project as part of subdivision map review and approval (see Attachment 1).

All significant environmental effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the final EIR and incorporated into the project or further discretionary actions as set forth above.

FINDING 2 - Specific economic, social or other considerations make infeasible the project alternatives identified in the final EIR.

Facts in Support of Finding - With the exception of the No Project Alternative, each of the alternatives considered for the project will result in an incremental degradation of air quality. The extent of such degradation will depend on the intensity of development proposed by each alternative.

These alternatives were evaluated in the EIR and considered during the course of the public review process. Said project alternatives were rejected in favor of the current proposal for the reasons cited above as well as for reasons noted in Attachment 3.

The remaining, unavoidable significant effect is acceptable when balanced against facts set forth above and in the Statement of Overriding Considerations attached hereto.

Acoustic Environment

Significant Effect - Development of the project site will result in short-term construction noise impacts and a long-term increase in the ambient noise levels in and around the project site. This project, in itself and in conjunction with other past, present and foreseeable future projects will have a significant cumulative adverse impact on roadway noise levels in the area.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts in Support of Finding - In the event that construction noise becomes a significant problem, the city can limit construction hours to normal weekday working

hours. Preliminary noise barrier recommendations are included in the mitigation measures for the project (see Attachment 1), and will be considered and refined as necessary, at detailed levels of planning. Also, a condition of approval for the project requires documenting that development is adequately mitigated from significant noise impacts.

Additional specific mitigation measures may be required in conjunction with subsequent technical studies required for further discretionary actions. The nature of such studies and relationship to the project proposal are described in Attachment 2.

All significant environmental effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the final EIR and incorporated into the project or further discretionary actions set forth above.

FINDING 2 - Specific economic, social or other considerations make infeasible the project alternatives identified in the final EIR.

Facts in Support of Findings - Noise impacts to or from the project would only be avoided under the No Project Alternative. Due to the existing vacant status of the project site, any of the development alternatives would result in a significant increase in ambient noise levels in and around the project site.

These alternatives were evaluated in the EIR and considered during the course of the public review process. Said project alternatives were rejected in favor of the current proposal for the reasons cited above as well as for reasons noted in Attachment 3.

The remaining, unavoidable significant effect is acceptable when balanced against facts set forth above and in the Statement of Overriding Considerations attached hereto.

Public Services and Utilities

Significant Effect - Implementation of the project proposal in itself and in conjunction with other past, present and foreseeable future projects will result in a significant increase in the demand for and utilization of public services and utilities. More specifically, the project proposal will: require the addition of police and fire protection personnel and facilities; increase demands on library facilities; require the provision of additional parks and recreation facilities; generate substantial quantities of solid waste and wastewater; increase the demand for and consumption of resources such as electricity, natural gas and water; increase demands for public school services; and facilities and increase demands for public transit.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts in Support of Findings - Numerous mitigation measures are or will be as part of future approvals incorporated into the project to mitigate impacts on public services and utilities (see Attachment 1). Such mitigations include the provision of infrastructure concept plans (i.e., water and sewer plans) as part of the Specific Plan, conservation measures and close coordination with affected agencies.

Additional specific mitigation measures may be required in conjunction with subsequent technical studies required for further discretionary actions. The nature of such studies and relationship to the project proposal are described in Attachment 2.

All significant environmental effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the final EIR and incorporated into the project or further discretionary actions as set forth above.

FINDING 2 - Additional changes or alterations that would avoid or substantially lessen the significant effect are within the responsibility and jurisdiction of other public agencies and not the City of Tustin. Such changes can and should be adopted by such other agencies.

Facts in Support of Finding - The responsibility for measures to mitigate potential impacts on schools ultimately lies with the Tustin Unified School District (TUSD). Such mitigation measures would include the following:

1. Potential impacts on TUSD facilities can be mitigated through the provisions of the School Facilities Mitigation Agreement of August 5, 1985, and the mitigation agreement of January 27, 1986. Mitigation through the latter agreement will occur by the following:

A. TIC and TUSD will cooperate in the expeditious completion of a mitigation agreement which shall provide for housing of students generated by the ETSP area (mitigation agreement). Should this mitigation agreement not be completed prior to the first tentative tract map approval, TUSD and TIC agree to cooperate in developing a separate mitigation agreement covering the development which the subject of the first tentative tract map which will satisfy the conditions as outlined in 5C below.

B. Should the mitigation agreement not cover all areas of the ETSP, TIC and TUSD will cooperate to develop subsequent mitigation agreements as necessary.

2. The following mitigation measures are recommended by the State Departments of General Services and Education and the State Allocation Board as feasible measures to be considered by school districts to minimize school district impacts:

A. Operational Measures

- o Reopen and renovate previously closed school district facilities to maximize utilization of existing facilities.
- o Insure maximum utilization of existing school space through possible reorganization.
- o Implementation of extended day or year schedules.
- o Utilizing available neighboring district space.

B. Financing Alternatives

- o Implementation of developer (SB 201) fees or impact fees to provide for interim educational facilities, as a result of overcrowding.
- o Sale or lease of excess school district property to finance renovation or new construction of required facilities.
- o Implementation of the Leroy Green State School lease/purchase law. The emphasis of the act is to reconstruct or replace those existing school buildings which are educationally inadequate or which do not meet present-day structural safety requirements and to acquire new school sites and buildings for the purpose of making them available to local school districts for the pupils of the public school system
- o Mello-Roos Community Facilities Act. This act involves the formation of a community facilities district to finance school facilities construction through the use of bond monies. This type of district must be approved by a majority of the registered voters living within the Mello-roos district.

FINDING 3 - Specific economic, social or other considerations make infeasible the project alternatives identified in the final EIR.

Facts in Support of Findings - With the exception of the No Project Alternative, all of the project alternatives would result in a demand for public services and utilities. It is recognized, however, that the level of demands will depend on the development intensity of the project alternatives.

These alternatives were evaluated in the EIR and considered during the course of public review process. Said project alternatives were rejected in favor of the current proposal for the reasons cited above as well as for reasons noted in Attachment 3.

The remaining, unavoidable significant effect is acceptable when balanced against facts set forth above and in the Statement of Overriding Considerations attached hereto.

FINDING 4 - Specific legal considerations make infeasible the mitigation measures for school facilities identified in the final EIR.

Facts in Support of Finding - As a provision of the School Facilities Agreement of January 27, 1986, The Irvine Company ("TIC") and the Tustin Unified School District ("TUSD") agreed that a condition be included in the ETSP by the City of Tustin that final residential maps shall not be approved by the City until such time as TUSD and TIC entered into the necessary agreements to enable TUSD to obtain financing for the acquisition, construction or use of the necessary school facilities to accommodate students generated by residential development of such maps. TUSD agreed that its approval would not be unreasonably withheld. The foregoing provision is identified as a mitigation measure in the Final EIR.

As an alternative, the Planning Commission proposed the following mitigation measure:

"TUSD and TIC shall enter into the necessary agreements to enable the School District to obtain financing for the acquisition, construction, and/or use of school facilities necessary to accommodate the students generated by the East Tustin residential development. Final approval of the residential maps shall be contingent upon the agreement or in the absence of such an agreement, upon the determination of the City Council".

Subsequently, TIC and TUSD have agreed to amend the School Facilities Agreement to provide that TIC shall not cause a final builder residential map to be approved by the City until such time as TUSD and TIC have entered into the necessary agreements to enable TUSD to obtain financing for the acquisition, construction or use of the necessary school facilities to accommodate students generated by residential development if that map.

Under the State Constitution and State law, the City of Tustin has discretionary approval power over land use development within its jurisdiction, and may not legally delegate such legislative power to third parties, such as TUSD. The adoption of the mitigation measure identified in the Final EIR would, in effect, give TUSD veto power over the approval of final residential maps based on some determination by TUSD as to whether or not "necessary agreements" had been entered into. This condition would amount to an unlawful delegation of the City's legislative powers. The Planning Commission's proposed mitigation measure would involve the City in a determination as to whether "the necessary agreements" had been entered into. However, according to the School Facilities Agreement, as amended, this is a determination to be made by TIC and TUSD, not by the City. Instead, the mitigation measure adopted by the City Council acknowledges the School Facilities Agreement, as amended, and allows the City to review the status of the implementation of that Agreement at subsequent levels of project review and to retain its full discretion as to all the factors, including the impact on schools, that must be taken into account in determining whether to approve subsequent levels of project development.

Aesthetics and Visual Resources

Significant Effect - Development at the project site in itself, and in conjunction with past, present and foreseeable future projects, will alter the visual character and aesthetic qualities of the area.

FINDING 1 - Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts in Support of Finding - The land use plan, development regulations and design guidelines incorporated in the East Tustin Specific Plan are intended to provide for an aesthetically pleasing development and integrate development with the natural, rural qualities of the area. Development in the northern hillside areas will be of a low intensity and will be subject to hillside district guidelines which are intended to help maintain the existing character of the area (see Attachment 1). The extension of the proposed golf course through the central and southern portions at the site is intended to maintain a significant open space character near areas of higher

intensity land uses. In addition, the provision of extensive landscaping throughout the site will enhance the aesthetic character of future development.

Additional specific mitigation measures may be required in conjunction with subsequent technical studies required for further discretionary actions. The nature of such studies and relationship to the project proposal are described in Attachment 2.

All significant environmental effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the final EIR and incorporated into the project or further discretionary actions as set forth above.

FINDING 2 - Specific economic, social or other considerations make infeasible the project alternatives identified in the final EIR.

Facts in Support of Finding - With the exception of the No Project Alternative, development of the project site under any of the other project alternatives would substantially alter the visual character of the study area, as well as the current project proposal. The overall development character of the project site would most likely be less intense under the Existing General Plan Alternative, as compared to the current proposal, but would lack the aesthetic benefits of having a 150-acre golf course integrated with urban development.

These alternatives were evaluated in the EIR and considered during the course of the public review process. Said project alternatives were rejected in favor of the current proposal for the reasons cited above as well as for reasons noted in Attachment 3.

The remaining, unavoidable significant effect is acceptable when balanced against facts set forth above and in the Statement of Overriding Considerations attached hereto.

ATTACHMENT 1
LIST OF MITIGATION MEASURES

Landform/Topography

1. Detailed grading plans (in conformance with established city procedures) further defining project earthwork requirements, will be developed during subsequent, more detailed levels of planning (i.e., site plan or tentative tract map preparation stages) and will be subject to the review and approval of the city.

2. All applicable policies of the Hillside District Guidelines in regard to landform modifications will be applied in order to achieve a design concept that minimizes grading and landform alteration impacts. (See Section 2.13 and 2.14 of the Specific Plan text for a complete listing of applicable policies). A partial listing of such concepts include the following:
 - Cluster development to minimize grading impacts and/or retain natural features.

 - Design roadways to conform to existing topography, where feasible; consider modified road standards to reduce adverse grading impacts.

 - Grading should incorporate openslope areas (graded or natural) which are landscaped and provide an appearance of a natural hillside.

 - All graded slopes (cut or fill), including roadsides, should undergo permanent re-vegetation in a timely manner to minimize chance of erosion and siltation.

 - The natural profile and landform character of the onsite knoll shown on Exhibit 7 of the DEIR should be maintained.

Geology

The mitigation measures for geologic impacts are principally standardized engineering recommendations and will encompass the following:

3. Removal of colluvium, alluvium, topsoil, landslide debris and artificial fill to suitable foundation earth materials will be required prior to placement of fill in areas where these deposits occur. Specific grading recommendations for removal depths will be determined as part of future, more detailed geotechnical studies (see No. 3 below).
4. Further slope stability investigations, as recommended by the geotechnical consultant, will be conducted pursuant to required future geotechnical studies for the areas of potential slope instability within the proposed limits of development. The level of detail will vary with the local geologic conditions. In most cases, a subsurface geologic investigation will be required to evaluate critical lithologic and structural geological interpretations. In general, conclusions pertaining to slope stability in these preliminary studies should be clearly presented and supported by adequate geologic maps, cross-sections, and supporting engineering data. Technical review for adequacy of all such reports should be accomplished in accordance with current practice. Reviewing agencies have found that compliance with Chapter 70 of the Uniform Building Code, which regulates earthwork and grading, is important in the mitigation of slope instability during the actual grading phase of development. Should unfavorable slide conditions be encountered, they may be removed during grading or stabilized by means of buttressing or reorientation of slope direction.
5. Detailed geotechnical and soils engineering reports will be prepared subsequent to development of preliminary design layouts and final grading plans (e.g., at the tentative tract map preparation stages). This report will provide further, more detailed measures for treatment of excavational (ripping) difficulties, surficial material removals, cut and fill slopes, expansive soils, faults and liquefaction hazards (influencing the design of roadway stream crossings).

6. As part of the subsequent geotechnical studies currently in process, additional analysis is being conducted to determine the exact status of the El Modena fault. If it is concluded that the fault can be considered to be active, additional detailed analysis shall be conducted to determine the exact location and extent of the fault. This investigation will serve to define the location and width of a structural setback zone for the fault.
7. All structures will be designed in accordance with the seismic design provisions of the Uniform Building Codes to promote safety in the event of an earthquake.
8. Erosion potential can be reduced by utilizing rapid developing planting techniques (e.g., hydroseeding), replacement with cohesive soils not subject to erosion, and construction of terrace drain systems.

Hydrology/Water Quality

9. The East Tustin Specific Plan-Drainage/Flood Control Concept Plan incorporates improvements designed to alleviate existing onsite drainage/flooding problems, as well as accommodate increased runoff flows associated with proposed land uses. Many of the plans for onsite and offsite drainage improvements are at a conceptual state only, due to the absence of detailed project data at this time. At more detailed levels of project planning (e.g., tentative tract map level), detailed drainage/hydrology studies will address existing onsite drainage flooding problems and increased runoff flows associated with proposed land uses, and will incorporate proposed specific mitigation measures addressing these drainage needs. Said studies shall demonstrate that proposed improvements will ensure that the proposed development will not be subject to drainage/flooding hazards, and the proposed improvements are integrated and compatible with adjoining drainage facilities. These studies and measures shall be submitted for review and approval by the Tustin Public Works Department. As the overall plan is finalized, specific drainage improvements for Peters Canyon Wash (FO6), El Modena-Irvine Channel (FO7) and tributary county facilities (FO7SO2, FO7P35 and FO7PO8) shall be subject to review and approval by Orange County Environmental

Management Agency - Flood Control District. Also, drainage improvements proposed at the Santa Ana Freeway shall be subject to review and approval by Caltrans, as appropriate.

10. Erosion control measures will be developed and incorporated into final grading plans for the project to minimize potential increases in erosion and sediment transport during the short-term construction phases. Such measures could include the timely seeding of graded slopes, scheduling major grading phases during the non-rainy season and the use of temporary control measures, e.g., perimeter sandbagging. Said construction erosion and sediment control plans for minimizing construction erosion will be submitted to the City of Tustin for review and approval prior to issuance of grading permits.
11. Development of appropriate pollution control plans (e.g., a street sweeping program, periodic storm drain system cleaning and developing landscape plans which control the use of fertilizer and pesticides) will be prepared and implemented as a condition of subdivision map approval by the Planning Commission. Long-term erosion and sediment control within proposed development areas will be provided with the installation of downdrains, terrace drains and brow ditches as necessary, and the continued maintenance of slope vegetation.

Biology

12. As provided for in the specific plan, developments within the northern portion of the site, and especially in the hillside district areas, should include open space areas left in a natural state where feasible.
13. Landscaping guidelines provided in the specific plan should be adhered to in an effort to preserve notable floral features (e.g., including but not limited to eucalyptus windrow groves) where feasible; and supplement remaining vegetation with similar or complementary plant species.
14. Several neighborhood parks are proposed within the specific plan, however, their exact location has not been determined at this time. Consideration

should be given to selecting locations where notable biological features can be incorporated into the park site. One example of such preservation of biological features which is already incorporated into the project proposal is the specific plan requirement that the onsite redwood grove be retained in a neighborhood park or other public right-of-way.

15. Deed restrictions regulating the operation of motorized off-road vehicles and limiting trail access into any open space areas should be considered for protecting open space areas from potentially adverse influences.
16. If determined to be sound and feasible from a hydrology and engineering standpoint, increasing the water supply of the freshwater marsh will occur in order to increase the extent, health and diversity of this regionally uncommon habitat. A functional freshwater marsh will enhance the wildlife and aesthetic value of the local area.
17. Additional analysis regarding potential impacts to riparian habitat will occur through the 1603 permit process (Streambed Alteration Agreement—State Department of Fish and Game). This analysis will include identifying specific measures intended to minimize impacts on significant biological resources. The implementation of such mitigation measures can serve to preserve significant or unique riparian habits. In addition to meeting, 1603 permit requirements, this process would also respond to the policy of the Tustin Conservation-Open Space Element to "identify, designate and preserve significant or unique riparian habitats."
18. Consideration should be given to leaving specimen-sized eucalyptus trees in place wherever possible for their value as roosting and perching sites for birds.
19. Revegetation should be accomplished on all graded and cut-and-fill areas where structures or improvements are not constructed. Consideration should be given to the use of drought-tolerant plant materials, especially species native to the foothills and coastal plains of Southern California. Native plant materials should be derived from local stocks.

Cultural Resources

Archaeology

20. Additional testing of the five recorded archaeological sites located within the study area will be conducted to determine the areal extent and significance of the sites. Based on the findings of such testing, specific mitigation measures will be developed and implemented as appropriate. Mitigation measures utilized for cultural resources typically include one or more of the following:
- **Avoidance/Protection:** Avoidance of a cultural resource can be the most desirable form of mitigation from the perspectives of the developer, archaeological and Native American communities, however such mitigation often poses a significant constraint to development plans.
 - **Data Recovery:** A second form of mitigation may be the excavation of a large enough subsurface sample to provide an adequate sample of the resource in question. If an adequate sample exists to characterize the archaeological site, mitigation, in some cases, is deemed complete. This data collection phase at some sites may actually be accomplished as a result of the preliminary test phase if the site is small.
 - **Excavation/Preservation:** A third mitigation of archaeological resources is a combination of both excavation and partial preservation of a resource.
21. Should human remains of native American Indians be encountered during the project, the County Coroner's office will be contacted pursuant to the procedures set forth in Section 7050.5 of the Health and Safety Code.

Historical Architecture

22. The City of Tustin, County of Orange, and the applicant will evaluate the historic district documentation to determine: (a) the precise boundary

approved for the district; and (b) the historic significance of structures located within the district.

23. Prior to issuance of any building, grading, or demolition permits, a comprehensive documentation of the affected structures and area shall be prepared by a qualified historian.
24. Prior to issuance of any building, grading or demolition permits, the local historic society shall be notified and permitted to remove any artifact or ephemera that illustrates the historic significance of the area or structures.

Land Use

25. Implementation of provisions within the East Tustin Specific Plan which allow for the continuation of agricultural production activities within portions of the site not subject to immediate development will serve to delay the ultimate conversion of farmland/open space to urban uses (see Section 3.8, Agricultural Resources).
26. Adherence to and compliance with the guidelines and provisions of the East Tustin Specific Plan will facilitate the orderly development of the project and mitigate the potential for land use conflicts.

Agricultural Resources

27. Provisions within the East Tustin Specific Plan allow agricultural production activities to continue outside of areas of development, which could serve to incrementally reduce and postpone impacts associated with the loss of agriculture.

Socioeconomics

28. Housing program objectives presented in the Tustin Housing Element include the construction of 600 affordable units (100 low income and 500 moderate income) within the East Tustin Specific Plan area by 1988. In

preparing more detailed development plans for the project (i.e., tentative tract map), the project sponsor should work closely with the City of Tustin in identifying and implementing programs to achieve this objective. Programs which should be considered in such efforts include:

- Bonding programs of the state and county to enable below market interest rate construction and long-term financing of residential development projects.
- Programs such as HUD Section 235 and California Housing Finance Agency which provide interest reduction/below-market interest mortgage loans for the purchase of new homes.

Transportation/Circulation

Table A provides a summary of the traffic mitigation measures proposed for the project. A more detailed description of each mitigation measure is presented below.

29. Development of the East Tustin arterial street system should occur in accordance to the proposed circulation plan identified in Section 3.10.2, Impacts. This plan calls for the widening of existing arterials and the construction of new facilities. The resulting system will support East Tustin development and will also provide capacity for other traffic. In concert with the Jamboree interchange noted below, it will also provide relief to other city streets such as Red Hill Avenue.
30. An overcrossing of I-5 by Jamboree Road is currently on the Orange County Master Plan of Arterial Highways (MPAH) and the City of Tustin Arterial Highway Plan. This interchange is proposed as a key mitigation measure for East Tustin. The interchange will provide more capacity than will be used by East Tustin and hence will help relieve potential deficiencies on the parallel Red Hill Avenue arterial corridor.
31. The discussion in the previous section noted that without through traffic, the current four-lane section of Irvine Boulevard would be adequate for City of Tustin traffic (including East Tustin). However, with the exception

of this section, Irvine Boulevard is a major arterial and as such has a functional role of carrying a certain share of regional traffic. Since East Tustin contributes to the increase in traffic on this facility, the mitigation measure is for some fair share contribution for its improvement to six lanes to be provided by the project.

32. North-south traffic demands indicate that additional freeway crossings, such as Browning and Old Myford may be needed to supplement Red Hill, Jamboree and Myford. The need for Old Myford will largely depend on the level of regional capacity that will be provided by the Eastern Transportation Corridor (ETC) and on the selected bottleneck solutions. To a lesser extent, it will also depend on whether the Browning overcrossing is retained in the city's circulation system. Hence, it is recommended as a mitigation measure that adequate right-of-way for Old Myford to be reserved north and south of I-5 until a final need determination can be made. At that time, a suitable fair share finding mechanism can be devised if the facility is needed, or the right-of-way could revert to other uses if it is not needed.
33. The East Tustin land use plan places residential uses adjacent to the existing residential areas bordering East Tustin. The intent is to provide a continuity between the two areas rather than reinforce the present border. One of the reasons for proposing two-lane connections from East Tustin to the existing circulation system is to encourage this continuity, providing convenient access into East Tustin from the existing residential areas.
34. The degree to which thru traffic will use this route will depend on how convenient it is to use the facility. Since the recommended plan leaves La Colina as a local street then every effort should be made to discourage thru traffic. A mitigation measure, therefore, is to implement a thru traffic deterrence program as a condition of subdivision map approval. At the Tentative Tract stage, the City and County will prepare a joint study, examining the impacts and mitigation measures of the connection and recommending specific measures to deter thru traffic on this local street .

TABLE A
SUMMARY OF TRAFFIC MITIGATION MEASURES

<u>Location</u>	<u>Mitigation Measure</u>
East Tustin Arterial Street System	Widening: Irvine Boulevard (6-lane major)
	Bryan Avenue (4-lane primary)
	Myford Road (6-lane major)
	(I-5 to Irvine)
	New Highways: Jamboree Road (6-lane major)
	Myford Road (6-lane major)
	(Irvine to Portola)
	Myford Road (4-lane primary)
	(North of Portola)
	Laguna Road (4-lane collector)
	Portola Parkway (4-lane primary)
Jamboree/I-5 Interchange	6-lane overcrossing and full directional interchange.
Irvine Boulevard, Newport Avenue to Browning Avenue	Proposed in city Traffic Study to be widened to 6-lane major arterial. East Tustin to contribute fair share of cost.
Old Myford Overcrossing of I-5	Potential future link - depends on outcome of ETC and Bottleneck studies. East Tustin to preserve right-of-way until need for the link is determined.
La Colina	Traffic operations strategies to minimize thru traffic (if the Bottleneck Study does not select La Colina as a thru route).

34a. "That prior to the connection of Lower Lake Drive and Foothill Boulevard in the specific plan area to existing roadways, a joint study be prepared by the County of Orange and the City of Tustin to address the need for those connections and, if such a need is found to exist, the impacts and proposed mitigation measures associated with those connections."

Air Quality

35. In the review of subdivision maps for the East Tustin Specific Plan the City of Tustin will review the need and provisions for measures incorporated into the project which serve to mitigate air pollutant emissions. Such measures which may be appropriate for the proposed project include:

- A. Bicycle and pedestrian circulation facilities should be provided within all projects so as to facilitate and provide direct connections to project and neighborhood activity modes and to citywide bicycle trails, and through footpaths for pedestrians.
- B. Encourage the use of alternate transportation modes by promoting public transit usage and providing secure bicycle facilities.
- C. Provide mass transit accommodations; such as bus turnout lanes, park and ride areas and bus shelters.
- D. Construction activity dust generation shall be reduced through regular watering as required by the SCAQMD Rule 403.
- E. All projects within the East Tustin project area should comply with "reasonable available control measures" of the South Coast AQMP which include:
 - H-4 Flexible Work Schedules (for offices located in the project area).
 - H-23 Increased Bicycle/Pedestrian Facilities.
 - H-35 Traffic Signal Synchronization.
 - N-4 Energy-Conserving Street Lighting.
- F. Provisions for and the encouragement of ridesharing would reduce air quality impacts (and transportation/circulation impacts).

Acoustical Environment

36. The preliminary noise barrier recommendations delineated in Table 30 shall be considered within the development of more detailed project plans (i.e., site plan, tentative tract map). Barriers used within the project site could be berm, wall or a combination berm and wall. Walls should not contain holes or gaps, and should be constructed of slumpstone or other masonry material. The noise barrier heights projected may be reduced considerably through site design, such as setbacks from the roadways, grade separations and exterior living area orientation. Final noise barrier heights should be determined when final grading plans are developed that show lot locations, house setbacks and precise pad elevations.

PRELIMINARY NOISE BARRIER RECOMMENDATIONS

<u>Roadway</u>	<u>Barrier Height (feet)</u>
Bryan Avenue	4 to 6
Irvine Boulevard	5 to 8
Myford Road	5 to 8
Jamboree Road	5 to 8
Foothill Boulevard	0 to 5
Lower Lake Drive	0 to 5

Residential indoor mitigation measures can not be formulated until more detailed site specific information is available. However, it should be noted that areas along roadways listed in table above are of concern. Typically buildings with open windows only provide 12 dBA outdoor and indoor noise reduction. In areas where the noise level exceeds 57 CNEL the interior standard of 45 CNEL will be achieved without additional measures. These houses will be required to have closeable windows and mechanical ventilation must be provided to replace the loss of natural ventilation. Mechanical ventilation or a "summer switch" system as it is commonly referred to, allows the use of the heater fan to circulate the room air with fresh air. Additionally, buildings upgrades may need to be required, such as additional glazing or wall construction.

37. All residential lots and dwellings shall be sound attenuated against present and project noise, which shall be the sum of all noise impacting the project, so as not to exceed an exterior standard of 65 dB CNEL in outdoor living areas and an interior standard of 45 dB CNEL in all habitable rooms. Evidence prepared under the supervision of acoustical consultant that these standards will be satisfied in a manner consistent with applicable zoning regulations shall be submitted as follows:

- A. Prior to the recordation of a final tract/parcel map or prior to the issuance of grading permits, at the discretion of the city, an acoustical analysis report shall be submitted to the Tustin Community Development Department for approval. The report shall describe in detail the exterior noise environment and preliminary mitigation measures. Acoustical design features to achieve interior noise standards may be included in the report in which case it may also satisfy "B" below.
- B. Prior to the issuance of any building permits, an acoustical analysis report describing the acoustical design features of the structures required to satisfy the exterior and interior noise standards shall be submitted to the Tustin Community Development Department for approval along with satisfactory evidence which indicates that the sound attenuation measures specified in the approved acoustical report(s) have been incorporated into the design of the project.
- C. Prior to the issuance of any Certificates of Use and Occupancy, field testing in accordance with the Title 25 regulations may be required by the Manager, Building Inspection Division, to verify compliance with STC and IIC design standards.

Public Services and Utilities

Police Protection Services

38. The project sponsor shall work closely with the police department to ensure that adequate security precautions are implemented in the project. The provision of adequate security precautions includes construction phases of the project. Such security could include construction fences and private security patrol. Police services to the development will be enhanced through the provision of adequate street lighting, clearly marked street names and building numbers and security hardware.

Fire Protection Services

39. The project sponsor shall work closely with the Orange County Fire Department to ensure that adequate fire safety precautions are implemented in the project. Specific fire protection needs will be evaluated and provided for at the subdivision level of project processing.
40. All development in the Hillside District, generally most of the area north of Racquet Hills Drive, shall be subject to the guidelines established in the September 1976 Fire Protection Planning Task Force Report adopted by the Orange County Board of Supervisors and entitled "Fire Hazard Background Report and Recommendations For The Reduction of Fire Hazard At The Natural Open Space/Urban Development Interface Orange County, California." If this report is amended at a later date, the most current amendments would be utilized, as appropriate.
41. Fire retardant roofing materials, Class A minimum shall be used on structures occurring within the Hillside District.

Parks and Recreation

42. Development of park and recreation facilities proposed within the East Tustin Specific Plan area will serve to minimize potential impacts on existing park and recreation facilities, while serving the recreation needs of residents of the project area.

43. The following water conservation measures will be implemented as required by state law:
- o Low-flush toilets (Section 17921.3 of the Health and Safety Code).
 - o Low-flow showers and faucets (California Administrative Code, Title 24, Part 6, Article 1, T20-1406F).
 - o Insulation of hot water lines in water recirculating systems (California Energy Commission regulations).
 - o The project also will comply with water conservation provisions of the appropriate plumbing code.
44. Landscape with low water-consuming plants wherever feasible.
45. Use mulch extensively, where feasible, in all landscaped areas. Mulch applied to top of soil will improve the water-holding capacity of the soil by reducing evaporation and soil compaction.
46. Preserve and protect existing trees where feasible. Established plants are often adapted to low water conditions and their use saves water needed to establish replacement vegetation.
47. Install efficient irrigation systems which minimize runoff and evaporation and maximize the amount of water which will reach the plant roots. Drip irrigation, soil moisture sensors and automatic irrigation systems are a few methods of increasing irrigation efficiency.

Wastewater

48. Water conservation measures as those recommended in Section 3.13.7 would reduce wastewater flows from the site.

Electricity

49. Building construction shall comply with the Energy Conservation Standards set forth in Title 24 of the California Administrative Code.

50. The following energy conservation techniques should also be considered:
- Energy efficient concepts in building layout, design and orientation, such as the use of solar water and space heating technologies, should be considered.
 - Comprehensive planning for landscaping to complement new structures and parking lots, thereby minimizing heating and cooling energy use.
 - Walls, ceiling, floors, windows and hot water lines should be insulated to prevent heat loss or gain.
 - Energy efficient lighting (e.g., high pressure sodium outdoors and fluorescent indoors) should be used rather than less efficient types of lighting. Maximum use of natural lighting should be made during edaylight hours.
51. It is strongly recommended that the developer consult with SCE during the building design phase for further energy conservation measures.
52. The developers of the project will work closely with SCE on the development and installation of electrical facilities.
53. Facilities will be placed underground wherever feasible.

Natural Gas

54. Building construction shall comply with the Energy Conservation Standards set forth in Title 24 of the California Administrative Code.
55. Energy Conservation techniques should also be considered:
- Energy efficient concepts in building layout, design and orientation, such as the use of solar water and space heating technologies, should be considered.
 - Comprehensive planning for landscaping to complement new structures and parking lots, thereby minimizing heating and cooling energy use.
 - Walls, ceiling, floors, windows and hot water lines should be insulated to prevent heat loss or gain.

56. It is recommended that the developer consult the Southern California Gas Company for methods of conservation during building design phases.
57. The developer will consult with SCG during the design phase to ensure efficient development and installation of natural gas facilities.
58. The developer will work with Pacific Bell Telephone to ensure adequate lead time for efficient upgrading of facilities prior to construction.

Public Transportation

59. Setbacks should be kept to the minimum requirements in order to shorten walking distances from stops to residents for transit riders.
60. Pedestrian and handicapped access should be provided through landscaping, with accompanying breaks in barrier walls.
61. Passenger amenities, such as waiting areas, sidewalks, shelters and benches should be provided at each stop.

Aesthetic and Visual Resources

62. In the hillside area measures set forth in the East Tustin Specific Plan, Hillside District Guidelines will be implemented with project development. The objective of design guidelines is to enhance the visual harmony between existing landforms and the new development. The summary below provides those district guidelines directly applicable to visual resources. The Hillside District Guidelines can be found in their entirety in Section 3.13 of the East Tustin Specific Plan.
 - A. Consideration should be given to the preservation or enhancement of significant natural features which can be seen from public places.
 - Site buildings and align roadways to maximize public visual exposure to major natural features such as the north-south Peters Canyon ridgeline, the redwood/cedar grove, the knoll and major tree stands where retained.

- On slope areas generally steeper than 25 percent, typical padded lot solutions should be avoided. Minimize grading by carefully siting buildings and roadways to conform with the natural topography.
 - Structures should be sited so that roof slope follows slope of natural grade.
- B. Preserve the open space values of the central Peters Canyon ridge by excluding buildings and overhead utility lines from being developed on the top of the ridgeline and by careful siting of structures and landscaping adjacent to the ridgeline.
- Site the top of roof lines and structure so that they occur below the elevation of the ridgetop.
 - Siting of proposed structures and the use of plant materials so that the maximum concealment of cut slopes is created.
- C. Where feasible, grading and siting practice should reflect the natural topography of the land, and minimize creation of excessively large level areas by grading.
- Where level pads are required, the pads should conform to the direction of the contours when this type of solution does not conflict with desirable drainage solutions.
 - When feasible, where level areas are needed, grading concepts should provide variety in the steepness of slopes and their configuration. Where major recontouring is proposed, especially in the lower, more gently sloping hillsides, the concept of contour grading should be used to blend the graded slopes with the natural undulating character of the hillside landform.

D. Grading on hillside areas should soften hard edges left by cut-and-fill operations where an adverse visual impact may occur.

- o Create slopes, either cut or fill that are adjacent to roadways should be graded in such a way that an undulating appearance in the graded plane is provided, for a more pleasing visual appearance to the road.

63. In the flatland area, measures included in the Urban Design Guidelines section of the East Tustin Specific Plan (Section 2.12), should be implemented with project development. These guidelines include landscaping directly adjacent to the street right-of-ways.

Additional Mitigation Measures

64. "Prior to approval of a development agreement by the City of Tustin for the East Tustin Specific Plan (ETSP) area, the development agreement shall be reviewed in light of the ETSP EIR to assess whether the associated impacts have been adequately addressed. If it is determined that additional environmental documentation is required for the development agreement, said documentation shall be completed prior to the approval of the agreement."

65. The Tustin Unified School District ("TUSD") and The Irvine Company ("TIC") have entered into the School Facilities Agreement, dated January 27, 1986, as amended, which obligates both parties to cooperate in the expeditious completion of one or more mitigation agreements to enable TUSD to obtain financing for the acquisition, construction or use of the necessary school facilities to accommodate students generated by development of residential subdivisions. City will review the status of the implementation of the School Facilities Agreement at subsequent levels of project approvals, such as the approval of tentative builder residential tract maps. City will address the impact of TIC's project on District facilities at such time as TIC submits tentative builder residential tract maps for approval. In processing any such future approvals for properties within the East Tustin Specific Plan boundaries, City will not object to any

legal action taken by the TUSD on the grounds that the CEQA statute of limitation has run, provided however, that any such future actions are brought within 30 days from the date the City causes to be filed a Notice of Determination as to the approval of any such tentative builder residential tract map.

ATTACHMENT 2 FUTURE STUDIES

Consistent with the requirements of CEQA and the Guidelines, EIR 85-2 discusses environmental effects in proportion to their severity and probability of occurrence. To that end, the EIR recognizes that certain areas of impact from the proposed project are unlikely to occur, or if potentially occurring, can be mitigated to a level of insignificance by imposition of conditions to further levels of project approval (i.e., subdivision maps, grading permits, etc.). Moreover it was determined in the process of preparing EIR 85-2 that, given the level of specificity of planning for the project, these impacts could be more comprehensively addressed coincident with the detail to be required as part of future discretionary actions. The following constitute the subsequent technical studies that will be needed and prepared concurrent with further discretionary approvals, as appropriate, with respect to the East Tustin Specific Plan development.

1. Geology and soil investigations, including additional analysis as to the activity status of the El Modena Fault.
2. Demonstration of the application of contour grading criteria.
3. Erosion and pollution (surface water) control plans.
4. Detailed hydrologic and flood control plans.
5. Archaeological/test-level investigations and final mitigation recommendations.
6. Investigation of the potential historical significance of The Irvine Company Agricultural Headquarters complex.
7. Detailed site-specific acoustical analyses.
8. Infrastructure engineering plans.

The City Council therefore finds, based upon all data currently available, that while no significant adverse impacts beyond those discussed in EIR 85-2 are expected to be discovered as a result of any of these subsequent, focused studies, the requirement for such studies as a condition to the East Tustin Specific Plan and the reservation of the power to incorporate any measures required to mitigate any disclosed impacts to insignificant levels in a timely manner, is itself adequate mitigation for any impacts disclosed by such subsequent surveys and studies, however unlikely.

ATTACHMENT 3
PROJECT ALTERNATIVES

Four alternatives to the current project proposal were identified and evaluated in EIR 85-2 (see Section 6.0 of the DEIR). The following provides a brief description of the project alternatives and an explanation of why each one was rejected in favor of the current project proposal.

Alternative 6.1, No Project would prevent development from occurring onsite and would effectively preserve the existing agricultural and open space land uses at the site for a limited number of years. As discussed in the DEIR, the continued use of the site for agricultural open space uses is not a viable long-term use of the site, nor is it consistent with the existing general plan which designates the site for urban uses. As all environmental impacts would be avoided under this alternative, it is clearly considered to be an environmentally superior option to the project. This alternative was rejected, however, because it fails to provide for the objectives established for the project, and is contrary to the goals, objectives and provisions of the Tustin General Plan which designate the East Tustin area for urban development.

Alternative 6.3, Existing General Plan would allow the project site to be developed under the existing general plan land use designations. Compared to the current project proposal, the development of uses of a lower intensity would afford the advantage of less traffic generation which in turn would result in less air pollutant emissions and roadway noise increases. Although the traffic volumes would be less under this alternative, the ability to adequately accommodate project traffic would also be less, due to a smaller development base associated with this alternative; the funding of major circulation improvements to serve the project and area wide traffic would therefore become more difficult. The existing general plan land use designations provide for very little commercial, employment and recreation uses to support the residential development. Development under this alternative would not provide for the variety of housing types as does the current proposal and would also make the currently proposed 150-acre golf course/open space area infeasible. Based primarily on such land use balance considerations, this alternative was rejected in favor of the current proposal.

Alternative 6.3, Maximum Residential Development provides for a greater number of residential units and less commercial uses than the currently proposed project. The relative advantages would include less traffic generation especially during peak travel hours, less mobile source air and noise pollution and a greater contribution in the number and type of units added to the city's existing housing stock. The disadvantages include greater impacts on public services and utilities especially public schools, greater demands on limited existing commercial and employment land uses and the exposure of more dwelling units to existing noise sources, particularly military aircraft noise. As the apparent disadvantages exceeded the advantages, this alternative was rejected in favor of the current project proposal.

Alternative 6.4, Maximum Commercial Development provides for more commercial and less residential development than the current proposal. The primary advantages of this alternative include greater local employment and shopping opportunities for project residents and less of a demand on public schools. The disadvantages, which serve as the reasons for rejecting this alternative, include increased traffic generation especially during peak travel hours, increased mobile source air and noise pollution and a higher intensity of development character than that of the local area.

STATEMENT OF OVERRIDING CONSIDERATIONS

BACKGROUND

The California Environmental Quality Act (CEQA) and the State EIR Guidelines (Section 15093 of the Guidelines) promulgated pursuant thereto provide:

"(a) CEQA requires the decision-maker to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project. If the benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

(b) Where the decision of the public agency allows the occurrence of significant effects which are identified in the final EIR but not at least substantially mitigated, the agency must state in writing the reasons to support its action based on the final EIR and/or other information in the record. This statement may be necessary if the agency also makes the finding under Section 15091(a)(2) or (a)(3).

(c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the Notice of Determination."

The Tustin City Council proposes to approve amendments to the General Plan Land Use Element, Circulation Element and Seismic Safety Element, as well as a zone change and a specific plan for the area referred to as the East Tustin Specific Plan site. Because the actions constitute a project under CEQA and the Guidelines, an EIR has been prepared. The Final EIR (85-2) has identified certain unavoidable environmental risks of the project. The City Council has considered the following benefits of the proposed project, and has balanced those benefits against the project's unavoidable environmental effects. The City Council hereby finds that the following benefits outweigh the unavoidable environmental effects and are overriding:

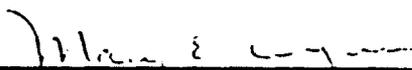
1. The East Tustin Specific Plan will provide a comprehensive and coordinated development plan for the 1,740-acre study area.
2. The project responds to the city and county planning programs which designate the site for urban land uses.

3. The project represents a logical extension of urban services and facilities.
4. The project provides for residential, commercial, public, employment and recreational uses of a greater long-term economic viability than that of the current onsite agricultural uses.
5. The project, upon completion, will result in a net increase in annual revenues to the city.
6. The project will provide increased housing, employment, shopping and recreational opportunities within Tustin.
7. The project is complementary to existing and proposed land uses in the project vicinity and community in general.
8. The project provides for a variety of single-family and multifamily housing types.
9. The project provides for major transportation/circulation improvements which will not only serve the project site but will benefit area-wide traffic movement as well.
10. The project will provide the area with a major recreational facility, the 150-acre golf course.
11. Beyond meeting city park requirements, the project provides private recreational facilities to meet onsite needs.

STATE OF CALIFORNIA)
COUNTY OF ORANGE) §
CITY OF TUSTIN)

MARY E. WYNN, City Clerk and ex-officio Clerk of the City Council of the City of Tustin, California, does hereby certify that the whole number of the members of the City Council of the City of Tustin is five; that the above and foregoing Resolution No. 86-28 was duly and regularly introduced, passed and adopted at a regular meeting of the City Council held on the 17th day of March, 1986, by the following vote:

AYES : COUNCILPERSONS: Edgar, Greinke, Hoesterey, Saltarelli
NOES : COUNCILPERSONS: Kennedy
ABSENT: COUNCILPERSONS: None



MARY E. WYNN, City Clerk
City of Tustin, California