TUSTIN GENERAL PLAN

CITY OF TUSTIN

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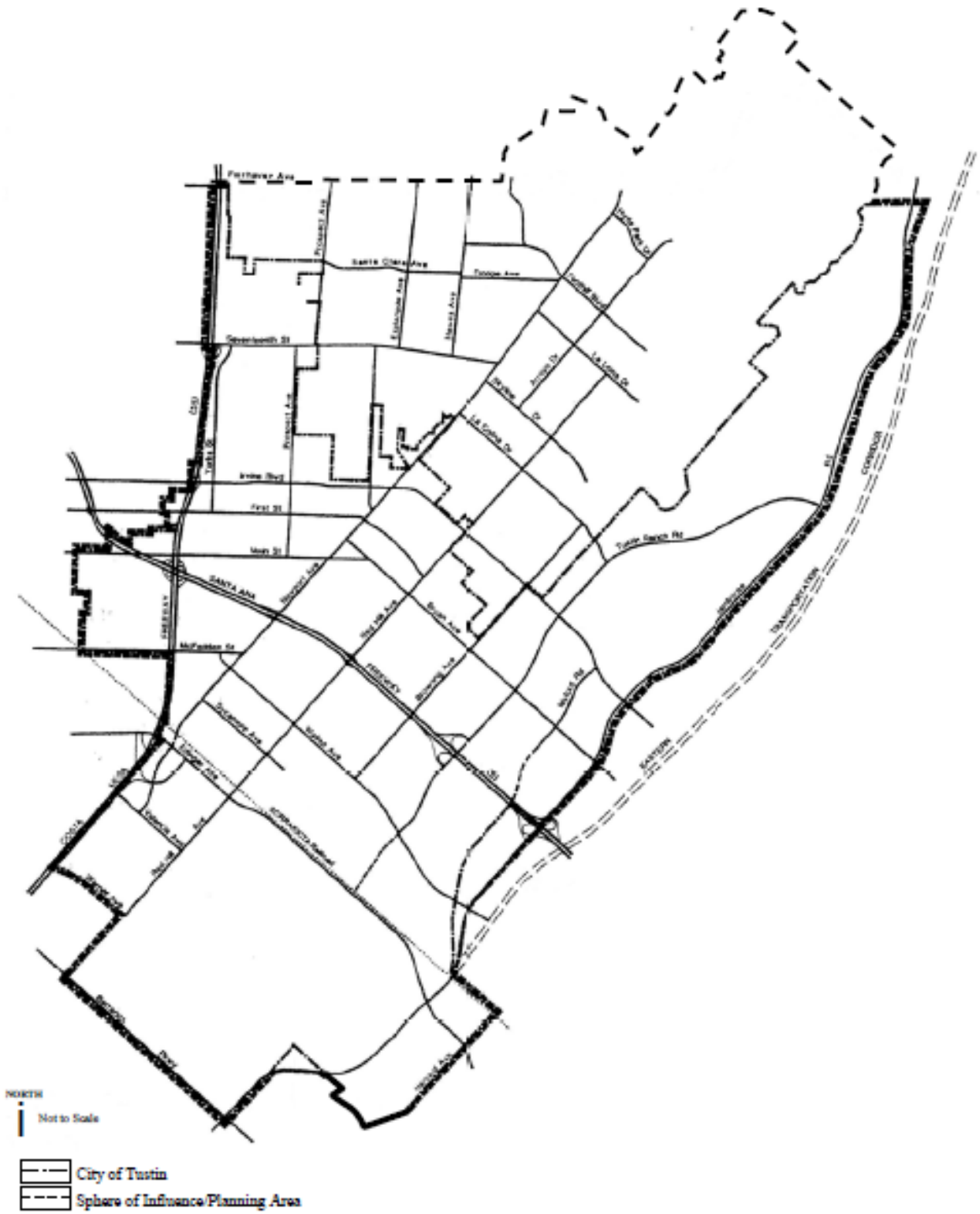
INTRODUCTION TO THE GENERAL PLAN

The City of Tustin is located in central Orange County and encompasses an area of 11.08 square miles. The City is bounded on the south by the cities of Irvine and Santa Ana, on the north by the unincorporated portions of the County of Orange and the City of Orange, and on the east by unincorporated County territory and the City of Irvine. Within the context of the larger Southern California region, Tustin is located approximately two miles north of Orange County's John Wayne Airport and is transected by two major regional freeways: the I-5 (Santa Ana) Freeway, divides the City into north and south; and the SR-55 (Costa Mesa) Freeway, divides westerly portions of the City. The City continues to be a discernible entity, characterized physically by its strategic crossroads location, the former Marine Corps Air Station, Tustin, (closed in July 1999), hillside areas which offer sweeping panoramic views of the Pacific Coast and Saddleback Mountains, prime commercial, industrial, and residential development, and one of the oldest historical "old towns" in Orange County. These significant natural and man-made characteristics provide a commonly acknowledged basis for a "sense of place". Together, they act as a foundation for Tustin's Future...a functional desirable and attractive community to live, work or visit.

TUSTIN PLANNING AREA

The Tustin Planning Area consists of approximately 17.26 square miles as shown on Figure I-1. This area includes all of the land within the City's incorporated boundaries (11.08 square miles), as well as the City of Tustin's existing "sphere of influence" (an additional 6.2 square miles of unincorporated county area) located immediately adjacent to the City's northerly boundaries and approved by the Local Agency Formation Commission as Tustin's probable ultimate physical boundaries and service area. Two smaller additional areas of approximately 115 acres located adjacent to the City of Tustin's southeasterly boundary are also included in the Tustin Planning Area. Currently within the corporate limits of the City of Irvine, a modification to the City's existing "sphere of influence" and a municipal reorganization would be necessary to make them a part of the City of Tustin.



TUSTIN GENERAL PLAN

Figure I-1
Tustin Planning Area

TUSTIN'S PAST

Tustin very likely first appeared as a name on a map as a result of a real estate venture by a Petaluma carriage maker, Columbus Tustin. Tustin and Nelson O. Stafford, his partner, purchased 1,359 acres of the Rancho Santiago de Santa Ana in 1868 when the Spanish land grant was being partitioned. Tustin took the eastern 839 acres of the total and moved to his property in 1870 to build his dream. He divided 100 acres into 300 square blocks, laid out streets, and provided lots for sale - later giving lots to anyone who would build. However, Tustin experienced slow growth in the 1870s, hampered by Santa Ana's successful bid for the terminus of the Southern Pacific Railroad. Columbus Tustin died in 1883, bitterly disappointed at the minimal success of his dream city.

The land boom of the 1880s brought a second life to Tustin. The Tustin Improvement Association established a bank and a large hotel. From 1886 to 1895, horse-drawn streetcars ("horse car") ran between the Hotel Tustin and Santa Ana. By 1888, the Southern Pacific Railroad had established a station in Tustin and started running two trains daily to Los Angeles.

Several prominent pioneers, David Hewes and Sherman Stevens among them, came to town in this period, building Victorian houses which are still showpieces in town. Sherman Stevens, together with C. E. Utt and James Irvine, developed the first agricultural acreage on the Irvine Ranch and established the San Joaquin Fruit Company. Utt established one of the City's earliest industries, the Utt Juice Company, and was one of Tustin's major developers. Hewes, who made his fortune in San Francisco before settling in Tustin, is renowned as the man who conceived the ceremony and donated the golden spike used to complete the first transcontinental railroad.

The successes of the 1880s were reversed by the Panic of 1893 which led to the demise of several businesses in town and closure of the bank (1902). With the new century came a gradual rebuilding of the economy and the successful additions of the First National Bank of Tustin (1911), the Tustin Lumber Company, Tustin Garage, Tustin Hardware, Piepers Feed Store, the Utt Juice Company, and three large citrus association packing houses.

The City of Tustin incorporated in 1927 as a small agricultural community of approximately 200 acres and 900 residents, making Tustin the third oldest city in Orange County. Development in the community was slow at first due, in part, to the Great Depression of the 1930s. Soon after World War II, urban development began to increase in Tustin as it did throughout Southern California. In 1942, the war brought a new kind of growth to Tustin when the U.S. Navy built its Lighter-Than-Air Base on nearby beanfields. By the 1960s, rising land values and falling grove production induced agricultural land owners to sell their land for urban development. As a result of new development and annexations, the City's population jumped from 2,000 in 1960 to 21,000 in 1970, and has continued to grow at a steady pace to reach a 2007 population of over 72,500. Growth is expected to continue with the reuse of MCAS Tustin for residential, commercial, business, institutional, and recreational purposes.

PREVIOUS PLANNING EFFORTS AND NEED FOR A REVISED PLAN

The City of Tustin adopted its first General Plan in 1966. The Plan was prepared as a joint effort between the City of Tustin Planning Department and the County of Orange Advanced Planning Division. At that time, the Tustin General Plan area consisted of 20.5 square miles which included the unincorporated area of North Tustin. The plan anticipated an optimum or maximum population of 100,438 persons within the entire planning area.

Major changes to State law led to preparation and revisions to Tustin's General Plan during the early 1970s. During this period of time, General Plan Elements were developed and/or amended incrementally. However, the real effectiveness of a City's General Plan is contingent upon the practical applicability of the Plan to changing priorities and conditions. Monitoring and reevaluating the validity of Plan policies and amending the Plan from time to time is essential. A comprehensive update of the Plan should be undertaken every five years to ensure that the Plan accurately reflects City policies, conforms to any changes in State law, reflects current court decisions, and provides an integrated and internally consistent set of goals and policies designed to reflect the changing characteristics and growth of the community. To that end, the Tustin City Council authorized a program in February 1991 to undertake a comprehensive update of the General Plan which was

adopted on February 7, 1994. A subsequent General Plan amendment was adopted on January 16, 2001, to address changes associated with the reuse of MCAS Tustin, which closed in July 1999.

PURPOSE OF THE GENERAL PLAN

California State law requires each City to adopt a comprehensive, long-term general plan for its own physical development and any land outside its boundaries which bears a relationship to its planning activities. In essence, a city's general plan serves as the blueprint for future growth and development. As a blueprint for the future, the plan must contain policies and programs designed to provide decision makers with a solid basis for land use related decisions.

The general plan must address many issues which are directly related to and influence land use decisions. In addition to land use, State law requires that the plan address circulation, housing, the conservation of natural resources, the preservation of open space, the noise environment and the protection of public safety (Section 65302 of the California Government Code). These issues are to be discussed to the extent that they apply to a particular jurisdiction. The general plan may also cover topics of special or unique interest to a city, such as urban design and growth management.

ORGANIZATION OF THE GENERAL PLAN

The Tustin General Plan has been prepared in accordance with the requirements of State law and addresses all issues and topics required. The Plan represents a determined effort to examine and synthesize trends which make Tustin the city it is today. Even more importantly, the Plan is intended to project and direct future growth and development.

The Plan consists of numerous policy maps, diagrams, and text which set forth the City's long-range goals and policies, standards, and plan programs. The Tustin General Plan is organized into seven chapters as follows:

- Land Use

- Housing
- Circulation
- Conservation/Open Space/Recreation
- Public Safety
- Noise
- Growth Management

Table I-1 illustrates the relationship between the general plan's seven elements and the seven State-mandated General Plan elements.

TABLE I-1
RELATIONSHIP OF TUSTIN GENERAL PLAN ELEMENTS TO STATE-MANDATED ELEMENTS

TUSTIN GENERAL PLAN ELEMENT	STATE-MANDATED GENERAL PLAN ELEMENTS						OPTIONAL
	Land Use	Housing	Circulation	Noise	Safety	Conservation /Open Space	
Land Use	♦						
Housing		♦					
Circulation			♦				
Conservation/ Open Space/ Recreation(1)						♦	♦
Safety					♦		
Noise				♦			
Growth Management(2)							♦

(1) The Recreation component of this Element is optional.
(2) While Growth Management is not a State-Mandated Element, it is mandated by Measure M for all jurisdictions in Orange County.

Supporting Documentation

Several supporting documents were produced during the Tustin General Plan preparation process, including the various Technical Reports and the General Plan Program Environmental Impact Report (Program EIR). These documents provide substantial background information for the General Plan. A joint Environmental Impact Report/Environmental Impact Statement (EIS/EIR) was prepared for the reuse of MCAS Tustin which also addressed the associated 2001 amendment of the Tustin General Plan.

The preparation of each general plan element was preceded by the preparation of a technical report. The technical reports identify important background information, issues, and constraints (i.e, existing conditions, infrastructure constraints, funding considerations) which were used to guide the formulation of General Plan policy.

The General Plan Program EIR analyzed the potential environmental impacts associated with development of the planning area guided by the policies and programs contained in the General Plan.

Organization and How to Use the Plan

Each of the seven General Plan elements follows a similar organization:

- Introduction
- Summary of Issues, Needs, Opportunities and Constraints
- Goals and Policies
- Element Implementation Program

The Introduction describes the purpose and focus of the element, and also introduces other plans and programs outside of the General Plan which may be used to achieve specific General Plan goals and the relationship of that element to the other elements of the General Plan.

The Goals and Policies section presents the City's long-term desires for the subject area of each element. The goals and policies are arranged by issue or subject, and a brief description of philosophy or basis behind these objectives precedes each group of goals and policies.

Each element also includes a "plan," to implement General Plan policy. For example, the Land Use Element contains a "Land Use Plan" which indicates the types and intensities of land use permitted city-wide. The "Circulation Plan" in the Circulation Element includes a Master Circulation Plan showing streets and intersections to be improved and new infrastructure provided to meet the circulation needs of City residents and those employed in or visiting the City. Wherever possible, each element contains maps, diagrams, and tables to illustrate General Plan policy.

A separate implementation section for each element identifies programs designed to achieve goals and policies in each General Plan element. This Implementation Section should be reviewed and updated periodically to help identify specific time frames, responsible parties, and specific measures to ensure that General Plan policies are implemented.

The General Plan's organization allows those using the Plan to turn to the section that interests them and to quickly obtain a perspective on the City's policies on the subject. However, those using the Plan should realize that various Plan policies from one element to another are interrelated and should be viewed comprehensively. Since Plan policies are presented as both written statements and policy maps, both text and policy maps must be referred to when making planning decisions.

The General Plan is not a zoning map. The text and policy maps are intended to provide general, broad direction for long-range planning and should be used as a policy guide only. The Zoning Ordinance and Specific Plans, on the other hand, are specific implementation mechanisms which must be consistent with the goals, policies, and standards contained in the General Plan.

PUBLIC PARTICIPATION PROCESS

The public plays an important role in both the preparation and implementation of the General Plan. Because the Plan reflects community goals and objectives, citizen input was essential in identifying issues and formulating goals. Public participation in the General Plan preparation process occurred through the following methods which assisted City decision makers:

- Issues identification through a mail survey distributed to 25,000 households and businesses in the City. The survey questionnaire was divided into 12 questions to assess general satisfaction with Tustin as a place to live, desires regarding future employment and population growth, quality of life priorities, methods for providing affordable housing, and improving neighborhoods, desires for recreational opportunities, and other issues. Responses generally indicated high satisfaction with the City. Several key areas of concern were identified, including: increased

residential densities, traffic circulation, controlled growth, environmental preservation, and crime prevention (a complete summary of the survey results is available in the Planning Department);

- Two public "Open House" sessions held early in the process to solicit input for issues identification and goal formulation;

- Opportunities to publicly address decision makers directly regarding issues, concerns, and desires at Planning Commission and Joint City Council/Planning Commission General Plan Workshops, both prior to preparation and during review of the Preliminary Draft General Plan; and

- Public review and comment on the Draft General Plan and its supporting documents during public hearings held before the City's Planning Commission and City Council.

- For the 2001 amendment of the General Plan associated with the reuse of MCAS Tustin, a public "Open House" was held to review the Draft Amendment, followed by public hearings held before the City's Planning Commission and City Council.

GENERAL PLAN AMENDMENTS

As amendments to the General Plan are considered and adopted by the City, a general description of each should be identified and added as an attachment to the Introduction to the Plan. Amendment of Table 1-2 as an attachment to the Introduction Chapter below will not require an amendment to the General Plan.

Table I-2 below identifies each amendment and the General Plan elements affected.

TABLE I-2
GENERAL PLAN AMENDMENTS

Amendment Name	Date of Adoption	Affected Elements	Amendment Description
13-002 Housing Element	10/01/13	Housing	Resolution 13-86
13-001 Bell Avenue	05/13/13	Land Use	Resolution 13-33

TABLE I-2
GENERAL PLAN AMENDMENTS

Amendment Name	Date of Adoption	Affected Elements	Amendment Description
12-002 Land Use Element	10/02/12	Land Use	Resolution 12-83
12-001 Land Use Element Update and FSSP	11/20/12	Land Use	Resolution 12-103
11-001 Conservation/Open Space/ Recreation Element	03/20/12	Conservation/Open Space/ Recreation	Resolution 12-26
09-001 Housing Element	06/16/09	Housing	Resolution 09-33
08-001 Housing Element Update and MCAS General Plan Cleanup	06/17/08	All	Resolution 08-43
07-001 13841 Red Hill Avenue	12/04/07	Land Use	Resolution 07-94
06-002 14092 Browning Avenue	10/02/06	Land Use	Resolution 06-118
02-001 Tustin Library	09/19/05	Land Use	Resolution 05-101
05-001 El Camino Real Reclass.	04/18/05	Circulation	Resolution 05-62
04-001 Columbus Grove Reorg.	02/22/05	All, except Housing and Growth Management	Resolution 05-43
03-001 Newport Avenue	12/01/03	Land Use	Resolution 03-131
02-001 Housing Element Update	02/04/02	Housing	Resolution 02-09
00-001: MCAS Tustin Specific Plan/ Reuse Plan		All	Planning policies and programs for future development of MCAS Tustin property following base closure

TABLE I-2
GENERAL PLAN AMENDMENTS

Amendment Name	Date of Adoption	Affected Elements	Amendment Description
99-003 17241 Irvine Boulevard	07/03/00	Land Use	Resolution 00-48
99-002 1101 Sycamore Avenue	05/21/01	Land Use	Resolution 01-58
99-001 15500 Tustin Village Way	03/01/00	Circulation Land Use	Resolution 99-22
98-002 15580 Tustin Village Way	01/19/99	Circulation Land Use	Resolution 99-10
96-003 Lot 27 Tract 13627; Commercial to Residential	07/21/97	Land Use	Resolution 97-59
96-002 1062-1082 Wass St; Low Density Residential to Medium Density Residential	05/06/96	Land Use	Resolution 96-48
95-001 Warner/Jamboree; Military to Industrial	01/02/96	Land Use	Resolution 96-3
94-001 Lot 6, Tract 12870; P&I to PCR Portion of Lot 27 Tract 13627; PCCB to PCR	11/20/95	Land Use	Resolution 95-114

Land Use Element

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INTRODUCTION TO THE LAND USE ELEMENT

The Land Use Element is a guide to the allocation of land use in the City and provides a framework or context for the issues and subject areas examined in the other Elements of the General Plan.

PURPOSE OF THE LAND USE ELEMENT

The purpose of the Land Use Element is to describe present and planned land use activity, and to address issues concerning the relationship between land uses and environmental quality, potential hazards, and social and economic objectives. The Element identifies the general distribution and location of residential and non-residential land uses, as well as quantifiable density and building intensity. The Land Use Element constitutes official City policy for the location of various land uses, and provides guidance to ensure orderly growth and development.

Goals and policies included in the Land Use Element establish a constitutional framework for future land use planning and decision making. The Land Use Plan portion of the Element promotes the achievement of these goals by establishing logical, organized land use patterns and standards for future land use. The Plan accomplishes this through the use of descriptive text, tables, charts, and maps.

SCOPE AND CONTENT OF THE ELEMENT

The Land Use Element includes the City's goals and policies for the long-term growth, development and revitalization of Tustin. The Element contains text describing land use goals and policies, descriptions of land use types, a Land Use Policy Map, and a statistical summary of the City's future land use composition. A primary component of this Element is the Land Use Plan Policy Map which graphically identifies future planned land uses within the planning area. The Land Use Element contains a narrative description of the land use designations depicted on the Land Use Plan Policy Map.

The Land Use Element Technical Memorandum, published prior to the preparation of the Land Use Element, is a supporting background document that contains quantitative information about the composition of land use in Tustin in 1991. This technical memorandum may be updated periodically to maintain a data base of current land use conditions in the planning area.

RELATED PLANS AND PROGRAMS

There are a number of state, regional, and county plans and programs which relate to land use in the City. These plans and programs include the Southern California Association of Governments (SCAG) Growth Management Plan, the South Coast Air Quality Management Plan (SCAQMP), the Orange County Growth Management Plan, and the Airport Environs Land Use Plan (AELUP) for John Wayne Airport. Each of these plans is briefly described below.

SCAG Growth Management Plan

The SCAG Growth Management Plan recommends ways to redirect the region's growth in order to minimize congestion and better protect the environment. While SCAG has no authority to mandate implementation of its Growth Management Plan, some of the Plan's principal goals (such as improved jobs/housing balance) have implications for the land use composition of the City and are being implemented through the South Coast Air Quality Management Plan (SCAQMP) under the implementation authority of the South Coast Air Quality Management District.

South Coast Air Quality Management Plan

The South Coast AQMP mandates a variety of measures to reduce traffic congestion and improve air quality, Air Quality is included as a sub-element to the Conservation/Open Space/Recreation Element of the Tustin General Plan to fulfill AQMP requirements. The City's Land Use Element organizes land uses in relation to the circulation system, and present policy promotes commercial and industrial land uses with convenient access to transportation.

Orange County Growth Management Plan Element

The purpose of the Orange County Growth Management Plan Element is to ensure that the planning, management and implementation of traffic improvements and public facilities are adequate to meet the current and projected needs of Orange County. The Plan establishes the following five major policies:

1. **Development Phasing:** Development will be phased according to Comprehensive Phasing Plans (CPPs) adapted by the County. Phasing will be linked to roadway and public facility capacities.

2. **Balanced Community Development:** Development will be balanced to encourage employment of local residents and both employment and employee housing, in the County as well as in individual Growth Management Areas (GMAs).

3. **Traffic Level of Service:** Future development creates the need for improvements to major intersections significantly impacted by growth, and a developer fee program is included to pay for improving affected intersection on a pro-rata basis.

4. **Traffic Improvement Programs:** The Plan requires comprehensive traffic improvement program to ensure that all new development provides necessary transportation facilities and intersection improvements as a condition of development approval.

5. **Public Facility Plans:** The Plan requires comprehensive public facility plans for fire, sheriff/police, and library services. New development participates on a pro-rata basis.

Implementation of the Plan involves the establishment of: (1) Growth Management Areas (GMAs) to implement Comprehensive Phasing Plans; (2) Facility Implementation Plans to address the financing of public facilities for each GMA; (3) county-wide implementation and evaluation of compliance with development phasing and improvements; and (4) traffic improvement/public facility development agreements.

Land Use Element policy calls for development and public facilities provision to be managed and balanced, so that the City receives the benefits of growth without experiencing unnecessary negative impacts.

Airport Environs Land Use Plan for Orange County

The Airport Land Use Commission (ALUC) for Orange County has responsibility under state law for formulating a comprehensive airport land use plan (ALUP) for the anticipated growth of each public use airport and its surrounding vicinity. General Plans for cities affected by an ALUP must be consistent with that plan. The purpose of the ALUP is to safeguard the general welfare of the inhabitants within the vicinity of airports and to ensure the continued operation of the airports. The ALUC for Orange County has adopted the Airport Environs Land Use Plan (AELUP) governing John Wayne Airport, AFRC Los Alamitos Fullerton Airport, and Heliports. Three issues areas in the AELUP are addressed in the City's General Plan: noise, safety, and building height. The Noise and Safety Elements of the General Plan address noise and safety, while the Land Use Element addresses building height.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Land Use Element is the key element of any General Plan because it has the broadest scope of the mandated elements required in a General Plan. The Element must be prepared with the full knowledge and consideration of the information/ policies contained in other General Plan Elements. Specifically, the Land Use Element relates to the Housing Element by defining the extent and density of future residential development in the City. The Land Use Element is also coordinated with the Open Space/Conservation/ Recreation Element, in that open space resources are designated on the Land Use Plan Policy Map, and environmental factors are considered in the location of land use types. The Land Use Element relates to the Safety and Noise Elements by integrating their land use recommendations pertaining to public safety and noise constraints into detailed policies which apply to specific geographic locations. The Circulation and Land Use Elements are interrelated in that specific land use decisions depend upon traffic routes and circulation patterns. Finally, the Land

Use Element defines the amount of development permitted to occur, coupled with the Growth Management Element which establishes policies and procedures to ensure development occurs at a rate consistent with the availability of infrastructure and public services to support such development.

SUMMARY OF ISSUES, NEEDS, OPPORTUNITIES AND CONSTRAINTS

The Land Use Element establishes policy which is reflected in all the other General Plan elements. The following land use issues, needs, opportunities, and constraints have been identified in Tustin, and are addressed in the goals and policies which follow in the next section.

BALANCED DEVELOPMENT IN TUSTIN

- There is a lack of commercial services in certain geographic areas, such as the Irvine Business Center, which warrants consideration of additional commercial designations.
- Land use patterns encourage Tustin residents to rely on the automobile to commute to work and shopping.
- The City has the opportunity to purchase surplus freeway parcels and develop them with uses which capitalize on their freeway accessibility.
- The MCAS Tustin Specific Plan/Reuse Plan will continue to guide future development on approximately 1,533 acres in the City of Tustin (Tustin Legacy).
- The annexation of certain areas in North Tustin could establish more logical City boundaries.
- Hillside areas within the City's sphere of influence may be subject to slope instability. In the event of annexation, significant infrastructure deficiencies, where they exist, shall be mitigated to the extent feasible.

COMPATIBLE AND COMPLEMENTARY DEVELOPMENT

- The intermixing of land uses in some areas without adequate buffering has resulted in land use incompatibilities, such as

those related to physical scale, noise, and traffic. Specific types and examples of incompatible land uses include the following:

- obtrusive industrial uses adjacent to residential development;
- commercial uses abutting residential development without adequate buffering;
- high density residential adjacent to lower residential densities without adequate buffering;
- noise sensitive uses adjacent to freeways, highways and railroads.

- New development, if not regulated, can interfere with public vistas and views of the surrounding hillsides, public monuments, and other important viewsheds.

REVITALIZATION OF OLDER COMMERCIAL, INDUSTRIAL, AND RESIDENTIAL USES AND PROPERTIES

- While most of Tustin's housing stock is in good condition, certain neighborhoods, such as the Southwest area of the City, are in need of concentrated rehabilitation and code enforcement efforts.

- Tustin contains numerous historically and architecturally significant structures whose maintenance and preservation is important to the heritage of the community.

- Some of the City's older residential areas are impacted by adjacent freeways, commercial and industrial land uses.

- Some of the City's older commercial and industrial uses are either in need of upgrading or replacement.

IMPROVED CITY-WIDE URBAN DESIGN

- Although Tustin has many individual assets, the City needs to develop an integrated overall image that clearly connects the best parts of the community.

- Many of Tustin's strip commercial corridors exhibit a fragmented land use pattern and lack of design continuity.

- With the exception of several recent commercial centers, the City's commercial districts are in need of reinforced landscape character, stronger design coordination, improved circulation and parking linkages, outdoor pedestrian spaces, and higher quality architecture and signage.

- Tustin's design standards for multi-family development need to be strengthened to provide for greater private and public open space, and better buffering between adjacent incompatible land uses.

- The developing and changing industrial/R&D districts are transforming the southern part of Tustin, and are in need of standards to ensure high quality design.

ECONOMIC EXPANSION AND DIVERSIFICATION

- In order to create a better jobs/housing balance, efficient utilization of commercial and industrial designated properties is crucial.

- To keep Tustin's retail space competitive, retail development should be focused in "centers" which provide a greater variety of goods and amenities rather than strip commercial developments.

- The office and hotel markets in Tustin are not competitive with neighboring jurisdictions due to the City's limited supply of these land uses.

DEVELOPMENT COORDINATION WITH PUBLIC FACILITIES AND SERVICES

- As new development continues to occur in Tustin and existing uses intensify, adequate public facilities and services - such as

fire and police protection, flood control, educational and recreational opportunities - must be available to accommodate future development.

DEVELOPMENT CHARACTER IN EAST TUSTIN

- The opportunity exists in East Tustin to ensure hillside development protects the natural terrain, and that significant open space resources (such as the eucalyptus windrows and stand of redwoods) are preserved.

- In an area as large as East Tustin, the provision of land uses which support the resident population to minimize travel distances to shopping, recreation and service uses.

- Important viewsheds in East Tustin, including the Peters Canyon ridgeline, the redwood/cedar grove, the knoll, and major tree stands, should be protected from intrusion.

DEVELOPMENT CHARACTER IN OLD TOWN/FIRST STREET AREA

- Old Town Tustin lost its focus as the community's commercial center years ago due to the development of competing commercial corridors outside this district.

- The unique qualities of Old Town have yet to be fully capitalized on to create a vital commercial district.

- The integration of residential uses in Old Town could provide increased market support for retail and commercial uses, and could improve the vitality of the district.

- Much of the First Street corridor exhibits a fragmented pattern of land use, and many of the buildings are in need of facade improvements.

DEVELOPMENT CHARACTER IN THE PACIFIC CENTER EAST AREA

- The Pacific Center East Area, including the Warner Business Park to the south, lacks a unified development image.

- Through the development of office, hotel and business park uses in Pacific Center East, the City has substantial opportunities to expand its economic base.
- Opportunities exist for freeway-oriented development adjacent to SR-55 and the existing and planned northbound (eastside) ramps to SR-55.

NORTH TUSTIN (UNINCORPORATED AREA)

- The unincorporated North Tustin area has a well developed low-density semi-rural character which would expand the scope of housing availability and add a valuable housing diversity to the City.

- To preserve the low density semi-rural character, there is a need to ensure that any infill development is compatible and complimentary to this existing community.

FUTURE DEVELOPMENT CHARACTER OF FORMER MCAS TUSTIN (TUSTIN LEGACY)

- Given the size and location of the site, there is an opportunity for continued reuse and development to create a distinct area of unique character, to provide uses which meet broad community needs, and to accommodate a mix of uses responsive to market demand which also advance regional goals for jobs/housing balance.

- There is an opportunity to continue to create immediate interim uses and reuse of many existing buildings and facilities at the site to facilitate conversion of the installation from its former military use to civilian use.

- There is a constraint on future aviation uses of land due to impacted airspace (i.e. John Wayne Airport) and a community desire to see only limited and interim aviation uses on the site.

- The opportunity exists to provide open space as visual and recreational amenities on the site.

- Planned land uses need to continue to be integrated with existing facilities within the site and with surrounding development in adjacent communities.

- Architectural design of the highest quality is desired for new development.

- Streetscape design, site planning techniques, and pedestrian and bicycle linkages should continue to reinforce relationships between uses on the site.

- Communities entries, landscape design along the boundaries of the site, signage and design vistas in and through the site are needed to continue to create a strong visual identify.

LAND USE ELEMENT GOALS AND POLICIES

The goals and policies contained in the Land Use Element provide the framework for land use planning and decision-making in the City. They are an outgrowth of issues, needs, opportunities and constraints identified during preparation of the General Plan including concerns of Tustin residents and selection of the preferred growth alternative. They reflect the direction and image the City seeks for the future. The goals and policies of this element are intended to:

- Achieve balanced development;
- Ensure that compatible and complementary development occurs;
- Revitalize older commercial, industrial, and residential development;
- Improve city-wide urban design;
- Promote economic expansion and diversification;
- Coordinate development with the provision of adequate public facilities and services;
- Ensure that the development character of East Tustin is compatible with the surrounding man-made and natural environment;
- Strengthen the development character and mixture of uses in the Old Town/First Street area; and
- Promote an integrated business park character for the Pacific Center East area.
- Continue to implement the reuse plan for MCAS Tustin which maximizes the appeal of the site as a mixed-use, master planned development.

BALANCED DEVELOPMENT IN TUSTIN

A broad range of land uses within the planning area - residential, commercial, industrial, public facilities and open space - offers a

balance between the City's revenue generation needs and service provision responsibilities.

GOAL 1: Provide for a well balanced land use pattern that accommodates existing and future needs for housing, commercial and industrial land, open space and community facilities and services, while maintaining a healthy, diversified economy adequate to provide future City services.

Policy 1.1: Preserve the low-density quality of Tustin's existing single-family neighborhoods while permitting compatible multi-family development to meet regional housing needs where best suited from the standpoint of current development, accessibility, transportation and public facilities.

Policy 1.2: Provide for and encourage the development of neighborhood-serving commercial uses in areas of Tustin presently underserved by such uses. Encourage the integration of retail or service commercial uses on the street level of office projects.

Policy 1.3: Facilitate the development of vacant and underutilized freeway parcels with commercial uses where appropriate and compatible with surrounding uses to capitalize on their freeway access and visibility.

Policy 1.4: Consider modification of present City boundaries in unincorporated areas within the City of Tustin's sphere where they are irregular and create inefficiencies.

Policy 1.5: Encourage compatible and complementary infill of previously by-passed parcels in areas already predominately developed.

Policy 1.6: Ensure an adequate supply of commercial and industrial land within the City of Tustin for potential commercial and industrial expansion and development.

Policy 1.7: As part of the City's attraction to business and industry, provide adequate sites to house future employees.

Policy 1.8: Provide incentives to encourage lot consolidation and parcel assemblage to provide expanded opportunities for coordinated development and redevelopment.

Policy 1.9: Provide development of light industrial and business park uses under strict performance development standards. Encourage industrial and business parks as the preferred method of accommodating industrial growth.

Policy 1.10: Ensure that the distribution and intensity of land uses are consistent with the Land Use Plan and classification system.

Policy 1.11: Where feasible, increase the amount and network of public and private open space and recreational facilities which will be adequate in size and location to be useable for active or passive recreation as well as for visual relief.

Policy 1.12: Evaluate all future annexation proposals within the City's sphere of influence for their potential financial, social and environmental impacts on the City of Tustin. The analysis of financial impacts shall include preparation of a fiscal impact report which provides an analysis of impacts on operating costs and costs associated with needed short and long term capital improvements.

Policy 1.13: Preserve the existing low density character of North Tustin single family zoned neighborhoods.

GOAL 2: Ensure that future land use decisions are the result of sound and comprehensive planning.

Policy 2.1: Consider all General Plan goals and policies, including those in other General Plan elements, in evaluating proposed development projects for General Plan consistency.

Policy 2.2: Maintain consistency between the Land Use Element, Zoning Ordinances, and other City ordinances, regulations and standards.

Policy 2.3: Endeavor to promote public interest in, and understanding of, the General Plan and regulations relating to it.

Policy 2.4: Encourage citizen participation in planning and development of land use programs.

Policy 2.5: Foster inter-governmental cooperation and coordination in order to maximize the effectiveness of land use policies.

Policy 2.6: Maintain consistency with the Airport Environs Land Use Plan (AELUP) for John Wayne Airport in terms of maximum allowable building height, noise levels, safety areas, and other applicable standards.

COMPATIBLE AND COMPLEMENTARY DEVELOPMENT

Intermixing of different land uses can result in incompatibilities attributable to differences in traffic levels, noise levels, physical scale, and hours of operation. Incompatibility can also occur when the characteristics of a specific land use do not match the physical characteristics of available land (such as intensive development in hillside areas).

GOAL 3: Ensure that new development is compatible with surrounding land uses in the community, the City's circulation network, availability of public facilities, existing development constraints and the City's unique characteristics and resources.

Policy 3.1: Coordinate and monitor the impact and intensity of land uses in adjacent jurisdictions on Tustin's transportation and circulation systems to provide for the efficient movement of people and goods with the least interference.

Policy 3.2: Locate major commercial uses in areas that are easily accessible to major transportation facilities.

Policy 3.3: Allow development clustering in hillside areas when this method will better preserve the natural terrain and open character of the City.

Policy 3.4: In designing hillside development, give particular attention to maximizing view opportunities, minimizing dangers of geologic and soil hazards, minimizing adverse visual impact on surrounding

areas, ensuring compatibility with the natural environment, to the maximum extent possible, and recognize other General Plan policies.

Policy 3.5: Hillside development should be designed to follow natural contours, where possible, and to minimize the amount of land alteration. The location and design of structures and access should maximize the natural appearance of the hillside areas. Development of isolated areas which can only be reached by going through steep terrain should be discouraged.

Policy 3.6: Regulate development in identifiable hazardous areas or in areas that are environmentally sensitive.

Policy 3.7: Encourage the preservation and enhancement of public vistas, particularly those seen from public places.

Policy 3.8: Encourage consolidation of parking and reciprocal access agreements among adjacent businesses.

GOAL 4: Assure a safe, healthy and aesthetically pleasing community for residents and businesses.

Policy 4.1: Mitigate traffic congestion and unacceptable levels of noise, odors, dust and light and glare which affect residential areas and sensitive receptors.

Policy 4.2: Ensure a sensitive transition between commercial or industrial uses and residential uses by means of such techniques as buffering, landscaping and setbacks.

Policy 4.3: Where mixed uses are permitted, ensure compatible integration of adjacent uses to minimize conflicts.

Policy 4.4: Encourage the elimination of non-conforming uses and buildings.

Policy 4.5: Ensure adequate monitoring of those uses which involve hazardous materials to avoid industrial accidents, chemical spills, fires and explosions.

Policy 4.6: Maintain and enhance the quality of healthy residential neighborhoods, and safeguard neighborhoods from intrusion by non-conforming and disruptive uses.

REVITALIZATION OF OLDER COMMERCIAL, INDUSTRIAL AND RESIDENTIAL USES AND PROPERTIES

Revitalization of older residential and non-residential development through rehabilitation, preservation, and redevelopment of the existing stock of land, landscaping, buildings and public infrastructure is necessary to maintain the quality of an urban environment.

GOAL 5: Revitalize older commercial, industrial and residential uses and properties.

Policy 5.1: Encourage and continue the use of redevelopment activities, including the provision of incentives for private development, joint public-private partnerships, and public improvements, in the area.

Policy 5.2: Provide development incentives to facilitate the consolidation of individual parcels along the City's commercial corridors.

Policy 5.3: Encourage the rehabilitation of existing commercial facades and signage.

Policy 5.4: Continue to provide rehabilitation assistance in targeted residential neighborhoods to eliminate code violations and enable the upgrading of residential properties.

Policy 5.5: Encourage the restoration and rehabilitation of properties in Tustin eligible for inclusion on the National Register of Historic Places according to the rehabilitation guidelines and tax incentives of the National Trust for Historic Preservation.

Policy 5.6: Promote vigorous enforcement of City codes, including building, zoning, and health and safety, to promote building and

property maintenance. Prioritize the Southwest area of the City for code enforcement.

Policy 5.7: Continue, as feasible, operation of a graffiti removal program to facilitate prompt removal of graffiti on private property.

Policy 5.8: Improve edge conditions and buffers between older residential neighborhoods and adjacent freeway edges and commercial and industrial uses.

IMPROVED CITY-WIDE URBAN DESIGN

As cities grow and mature, individual neighborhoods and districts can become either difficult to distinguish or isolated unless strong identifiable physical features are emphasized and access between areas is strengthened.

GOAL 6: Improve urban design in Tustin to ensure development that is both architecturally and functionally compatible, and to create uniquely identifiable neighborhoods, commercial and business park districts.

Policy 6.1: Develop citywide visual and circulation linkages through strengthened landscaping, pedestrian lighting, bicycle trails (where feasible) and public identity graphics along major street corridors.

Policy 6.2: Encourage and promote high quality design and physical appearance in all development projects.

Policy 6.3: Improve the image of major highways through the use of pedestrian amenities, landscaping, lighting, graphics and/or other on-site and streetscape treatments.

Policy 6.4: Preserve and enhance the City's special residential character and "small town" quality by encouraging and maintaining Tustin's low density residential neighborhoods through enforcement of existing land use and property development standards and the harmonious blending of buildings and landscape.

Policy 6.5: Preserve historically significant structures and sites, and encourage the conservation and rehabilitation of older buildings, sites and neighborhoods that contribute to the City's historic character.

Policy 6.6: Improve the overall quality of Tustin's multi-family neighborhoods through: a) improved buffers between multi-family residences and adjacent freeway edges, commercial and industrial uses; b) provision of usable private and common open space in multi-family projects; c) increased code enforcement; and d) improved site, building, and landscape design.

Policy 6.7: Emphasize the Civic Center area as the focal point of community, civic, cultural and recreational activities.

Policy 6.8: Wherever possible, create an "office park" or "campus-like" environment for industrial and business park developments.

Policy 6.9: Upgrade the visual quality of edge conditions between industrial and residential uses through street tree planting and on-site landscaping.

Policy 6.10: Reinforce Tustin's image and community identity within the greater Orange County urban area.

Policy 6.11: Encourage the establishment of unique identity in the City's neighborhoods.

Policy 6.12: Review and revise, as necessary, the City's development standards to improve the quality of new development in the City and to protect the public health and safety.

ECONOMIC EXPANSION AND DIVERSIFICATION

A broadening of the City's economic base will ensure long-term fiscal stability and maintenance of City revenues.

GOAL 7: Promote expansion of the City's economic base and diversification of economic activity.

Policy 7.1: Broaden the City's tax base by attracting businesses which will contribute to the City's economic growth and employment opportunities while ensuring compatibility with other General Plan goals and policies.

Policy 7.2: Capitalize on office and hotel markets through encouraging the development of these uses.

Policy 7.3: Coordinate efforts between the City and Chamber of Commerce to actively market Tustin to prospective industries.

Policy 7.4: Promote the maintenance, marketing and further development of the Tustin Market Place and Tustin Auto Center as regional retail destinations.

Policy 7.5: (a) Focus retail development into consolidated, economically viable and attractive centers of adequate size and scale which offer a variety of retail goods and amenities; (b) reinforce quality highway and scenic development adjacent to the City's major transportation corridors; and (c) discourage typical strip commercial development.

Policy 7.6: Promote marketing techniques for the continued development of Tustin Legacy (MCAS Tustin) to civilian uses which will focus on the goals of the Specific Plan/Reuse Plan for the site, creating jobs and attracting viable businesses.

DEVELOPMENT COORDINATED WITH PUBLIC FACILITIES AND SERVICES

Adequate public facilities and services are essential components of urban development. The City must be able to expand its facilities and services to accommodate new development, as well as maintaining or improving facility and service levels for existing development. Providers of services not controlled by City should be encouraged to plan to accommodate new development.

GOAL 8: Ensure that necessary public facilities and services should be available to accommodate development proposed on the Land Use Policy Map.

Policy 8.1: Encourage within economic capabilities, a wide range of accessible public facilities and community services including fire and police protection, flood control and drainage, educational, cultural and recreational opportunities and other governmental and municipal services. Senate Bill (SB) 50, adopted in 1998, prohibits the City from using the inadequacy of school facilities as a basis for denying or conditioning the development of property. SB 50, however, gave school districts new authority to raise school impact mitigation fees. In addition, the voters passed Proposition 1A in November 1998, which provides $9.2 billion dollars in bonds to construct new or expand existing schools. In summary, school districts have the financial means and legal authority to respond to new development.

Policy 8.2: Define needs and deficiencies that are within the City, and introduce priority projects into the City's budget process.

Policy 8.3: Coordinate and collaborate with other agencies providing public utility service to Tustin to define areawide and regional needs, projects and responsibilities.

Policy 8.4: Coordinate the construction of all public utilities to minimize disruption of vehicular traffic and negative impacts on roadways.

Policy 8.5: Continue to make incremental improvements to the flood control and drainage system.

Policy 8.6: Encourage planned improvements to electricity, natural gas, and communication service systems.

Policy 8.7: To ensure an orderly extension of essential services and facilities, and preservation of a free-flowing circulation system, continue to require provision of essential facilities and services at the developer's expense where these systems do not exist or are not already part of the City's financed capital improvement program.

Policy 8.8: Maintain and improve, where necessary, the City's infrastructure and facilities.

DEVELOPMENT CHARACTER IN EAST TUSTIN

East Tustin has provided the majority of new residential development within the planning area. The planned community approach for development of the area achieved a balance between urban use of land and maintenance of the natural environment.

GOAL 9: Continue to provide for a planned community in East Tustin compatible with the land use characteristics of the local area and sensitive to the natural environment.

Policy 9.1: Ensure the compatibility of development in East Tustin adjacent to existing developed areas.

Policy 9.2: Provide for supporting land uses in East Tustin, including neighborhood commercial centers, park and recreational facilities, and schools, to serve the residential community.

Policy 9.3: Continue development phasing which provides incremental growth that is coordinated with the existing adjacent development, infrastructure and market opportunities.

Policy 9.4: Enforce the East Tustin Hillside District Guidelines to preserve the natural terrain of Tustin's undeveloped hillsides.

Policy 9.5: Require graded slopes to undergo permanent re-vegetation in a timely manner to minimize chance of erosion and siltation. Encourage the use of drought-tolerant and fire resistant plant materials.

Policy 9.6: Retain natural landscape to the maximum extent possible, and incorporate planting in new development areas compatible with the character and quality of the natural surrounding environment.

Policy 9.7: Encourage the clustering of development in hillside areas to minimize grading impacts and/or retain natural features and vegetation.

Policy 9.8: Encourage clustering of residential uses to minimize impacts from noise, flooding, slope instability and other environmental hazards.

Policy 9.9: Site buildings and align roadways to maximize public visual exposure to the north-south Peters Canyon ridgeline, the redwood/cedar grove, the knoll and major tree stands.

DEVELOPMENT CHARACTER IN OLD TOWN/FIRST STREET AREA

The development character of Old Town and the First Street area can be significantly enhanced by greater integration of residential uses and thriving commercial uses and physical renovations to existing buildings and street frontages which promote a pedestrian orientation.

GOAL 10: Improve and strengthen the Tustin Old Town/First Street area with a unique pedestrian environment and diverse mix of goods, services, and uses.

Policy 10.1: Improve the Old Town District's identity as the City's historical and architectural focus and its contribution to the City's economic base.

Policy 10.2: Review and consider the possible development of residential uses in the Old Town area both as individual residential projects, and integrated above ground floor retail and office uses.

Policy 10.3: Encourage outdoor pedestrian spaces, such as courtyards, arcades and open landscaped passages, to be integrated into new development. Encourage high-quality pedestrian-oriented building frontages which open onto these pedestrian spaces and public sidewalks.

Policy 10.4: Develop and use signage to promote a district parking concept that emphasizes shared parking facilities. Promote improvements which will upgrade circulation and access in the Old Town District.

Policy 10.5: Study the potential expansion of the Cultural Resources Overlay District north of First Street to Irvine Boulevard.

Policy 10.6: Encourage the integration of retail or service commercial uses on the street level of office projects through flexibility in site development standards.

Policy 10.7: Encourage the consolidation of individual parcels/ consolidated site planning and parking and access along First Street and in Old Town through utilization of development incentives such as reduced parking, height bonus, lot coverage relaxation, allowance for secondary uses, fee waivers, and/or financial assistance in land acquisition and/or infrastructure improvements.

Policy 10.8: Encourage rehabilitation of existing facades and signage to comply with First Street Specific Plan guidelines and any future design guidelines for Old Town.

Policy 10.9: Allow existing single family residential uses/structures listed within the City's official historic survey to be preserved and used as a residence, or preserved and used as a commercial use consistent with the City's Cultural District Residential Design Guidelines and the Secretary of Interiors Standards for Rehabilitation.

DEVELOPMENT CHARACTER IN THE PACIFIC CENTER EAST AREA

The future image of the Pacific Center East area will consist of a more intensive and integrated business park environment. The area's distinct location adjacent to SR 55 creates a significant opportunity to capitalize on its freeway orientation to achieve regional recognition.

GOAL 11: Provide for an integrated business park environment in the Pacific Center East Area which both capitalizes on market opportunities and is compatible with adjacent developed land uses.

Policy 11.1: Provide a wide range of uses and intensities which meet the City's future needs for mixed land uses and for a variety of facilities and services in the project area, and which capitalize on visibility and access of freeway interchange locations.

Policy 11.2: Create a cohesive architectural image and attractive streetscape through implementation of development standards and design guidelines to unify the area.

Policy 11.3: Promote building forms that relate to the scale and character of surrounding development while also relating new development to pedestrian functions.

Policy 11.4: Integrate existing uses, new development and potential future redevelopment uses.

Policy 11.5: Upgrade the edge conditions between industrial/ business park uses and residential development through private development standards and onsite landscaping of industrial/business park uses.

NORTH TUSTIN (UNINCORPORATED AREA)

The North Tustin unincorporated area has a low density, semi-rural character. This desirable character is sensitive and vulnerable.

GOAL 12: Maintain the semi-rural and low-density character of North Tustin.

Policy 12.1: Ensure that any infill development in North Tustin is compatible and complimentary to the existing North Tustin community.

Policy 12.2: Review and consider the possible development and adoption of pre-zoning designation for the North Tustin unincorporated area as part of any annexation proposal.

Policy 12.3: Identify the North Tustin Specific Plan Area and entire North Tustin unincorporated area as a Special Management Area.

FUTURE DEVELOPMENT CHARACTER OF TUSTIN LEGACY (FORMER MCAS TUSTIN)

GOAL 13: Continue to implement the Specific Plan/Reuse Plan for MCAS Tustin which maximizes the appeal of the site as a mixed use, master planned development and that includes the following

qualities seeking to create results that are very special and worthy of the site's present and historical importance.

Policy 13.1: Promote new uses and design which will peacefully coexist with surrounding residences and businesses in Tustin and adjacent cities, minimizing impacts on noise, air quality, traffic, and other environmental features wherever possible.

Policy 13.2: Encourage a development pattern that offers a connectedness between buildings and uses, and has a strong sense of place through architectural style and creative landscape design.

Policy 13.3: Encourage a mixture of uses that enable people living or working on the site to choose to meet a significant part of their daily needs within the site.

Policy 13.4: Implement the balanced reuse plan that responds to community needs but which does not drain City resources. Wherever possible, tax revenues generated by uses on the site should offset the costs of public services.

Policy 13.5: Promote high quality architecture, landscaping, signage, open space design, circulation patterns, and landscape patterns distinct from surrounding areas.

Policy 13.6: Encourage the distinguished history of the Base to be preserved in one or more locations on site.

Policy 13.7: Promote uses and institutions which will accommodate and attract 21st Century jobs and technologies.

Policy 13.8: Encourage uses that benefit broader community's needs and which are balanced with development that is compatible with the Tustin community.

Policy 13.9: Ensure that land and water are clean and safe to use and that other environmental considerations are taken into account during design.

Policy 13.10: Promote a successful transition from military to civilian use that reasonably satisfies the public interests at local, countywide, regional, state and federal levels consistent with the need for any reuse plan to be fiscally sound and to foster economic development.

Policy 13.11: Strategically place development in a manner responsive to requirements for hazardous material cleanup, circulation and infrastructure capacity, and market absorption.

RELATED GOALS AND POLICIES

The goals and policies described in the Land Use Element are related to and support subjects included within other General Plan elements. In turn, many goals and policies from the other elements directly or indirectly support the goals and policies of the Land Use Element. These supporting goals and policies are identified in Table LU-1.

TABLE LU-1
LAND USE RELATED GOALS AND POLICIES BY ELEMENT

Land Use Issue Area	RELATED GOALS AND POLICIES BY ELEMENT						
	Land Use	Housing	Circulation	Conservation/ Open Space	Public Safety	Noise	Growth Management
Balanced Development		1.9, 3.1	1.10, 5.2, 5.6	2.12, 8.11, 14.12, 14.13, 15.2			1.1, 2.5, 2.6, 2.7, 2.8, 4.1
Compatible/ Complementary Development			1.11, 4.4, 4.5, 5.1, 6.2, 6.12	1.3, 1.4, 7.3, 7.4, 8.1, 8.5, 8.7, 8.9, 8.10, 8.12, 8.13, 8.16, 14.7, 14.8, 14.9, 17.3, 18.5	1.6, 3.3, 3.9, 4.5, 7.1, 7.2	1.2, 1.9, 2.3, 2.4, 2.5, 2.7, 2.8	
Revitalization of Older Development		1.2, 1.3, 5.1, 5.3, 5.3		12.1	9.1		
Improved City-wide Urban Design		1.18	1.2, 1.9, 1.14, 6.8	1.2, 1.5, 5.3, 7.1, 8.6, 11.1, 11.2, 12.3, 14.1, 17.2	5.2, 6.5	2.6	
Economic Expansion/ Diversification		2.5					
Public Facilities/ Services Coordination			1.16, 6.9	2.10, 5.6, 14.5, 14.6, 16.10, 18.4	3.2, 5.3		3.1, 3.2
East Tustin Character				7.6, 8.15, 8.17, 14.14, 14.15, 15.1			
Old Town/First Street Character							
Pacific Center East Character							
North Tustin (Unincorporated Area)							
Tustin Legacy (Former MCAS Tustin) Character				16.8			

LAND USE POLICY MAPS

The Land Use Policy Maps reflect the application of General Plan goals and policies to the distribution and intensity of future land uses in the City of Tustin as well as areas which are within the City's Sphere of Influence. There are three Land Use Policy Maps which are a part of this Element. They are the Land Use Plan Policy Map and two Special Management Areas Policy Maps.

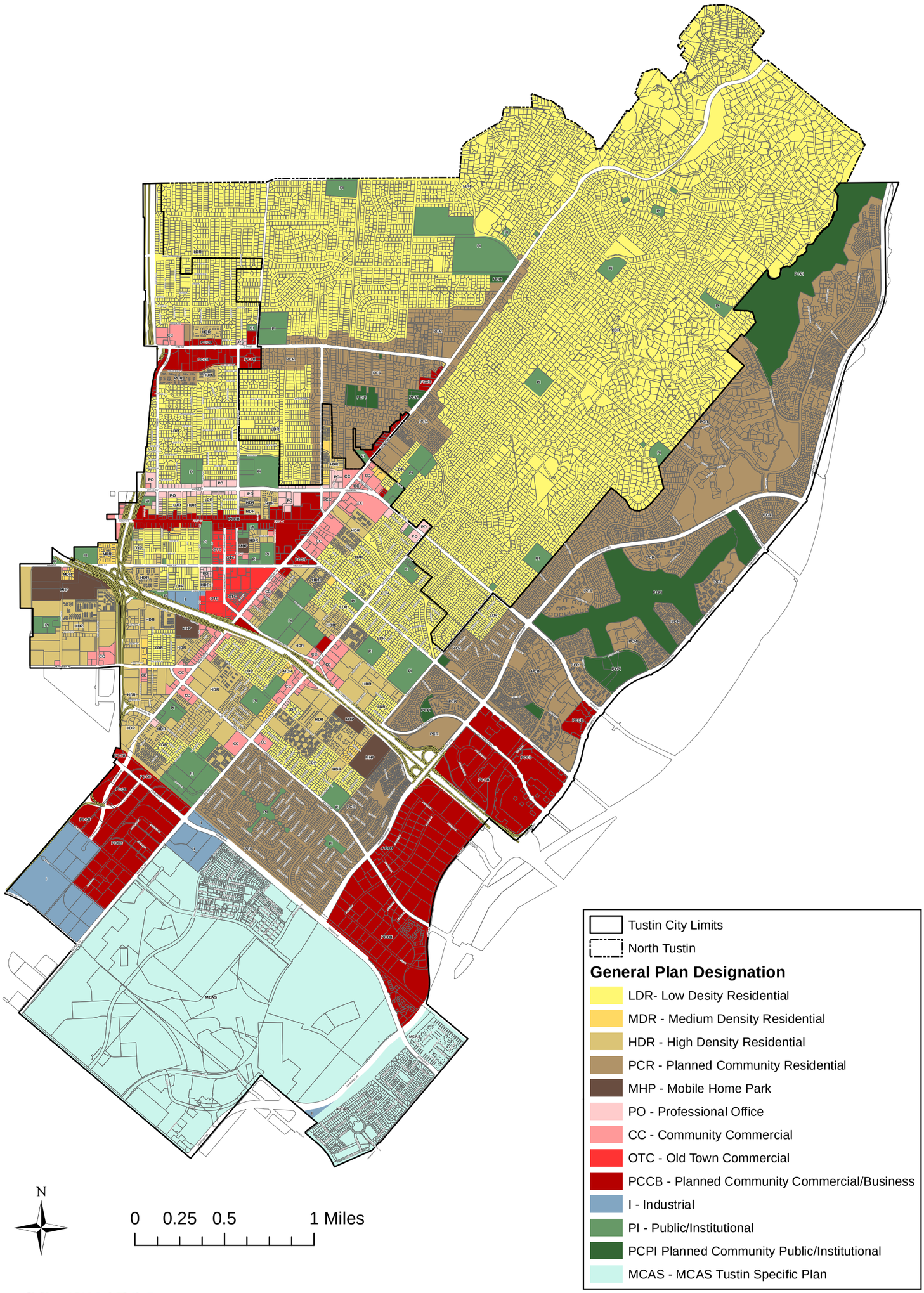
LAND USE PLAN AND POLICY CONSIDERATIONS

Figure LU-1 represents the Land Use Plan for the Tustin Planning Area. The plan is also reproduced at a larger scale and is available from the Tustin Community Development Department. While the Land Use Plan describes the general pattern of land uses at build-out, the Plan is not a zoning map and should be interpreted as a generalized guide to the type, intensity and relationship of land uses. Upon adoption of the General Plan, the City will then begin the process of modifying the Zoning Ordinance to ensure its consistency with the Land Use Plan.

Land Use Designations

Land Use designations indicate the type and nature of development that is allowed in a given location. While terms like "residential," "commercial" and "industrial" are generally understood, State General Plan law requires a clear and concise description of the land use categories shown on the Land Use Plan Policy Map.

The Land Use Element provides for seven major land use groupings divided into 15 categories or designations as listed in Table LU-2. Four of these designations are established for residential development, ranging from low-density single family to high-density multiple family development. Three commercial designations, one industrial, and one public/ institutional, are included. A planned community designation, which includes residential, commercial/business, and public institutional components, is also provided. Additionally, a separate specific plan designation is



TUSTIN

BUILDING OUR FUTURE
HONORING OUR PAST

General Plan Map

City of Tustin

11/20/2012

TABLE LU-2
DEVELOPMENT INTENSITY/DENSITY STANDARDS

MAJOR LAND USE GROUPINGS	MAXIMUM DWELLING UNITS PER ACRE OR MAXIMUM FLOOR AREA RATIO (a)	EFFECTIVE DWELLING UNITS PER ACRE OR AVERAGE FLOOR AREA RATIO (b)	LAND USE DESIGNATION AND SUMMARY DESCRIPTION
RESIDENTIAL	1-7	5.61	LOW DENSITY RESIDENTIAL - Detached single family dwellings which allows up to 7 dwelling units per net acre with an average of 3.25 persons per dwelling unit
	8-15	15.00	MEDIUM DENSITY RESIDENTIAL- Multi-family dwellings including duplexes, condominiums, townhomes, and apartments. Allows up to 15 dwelling units per net acre with an average of 2.73 persons per dwelling unit.
	15-25	21.53	HIGH DENSITY RESIDENTIAL - Multi family dwellings including duplexes, condominiums, townhomes, and apartments. Allows up to 25 dwelling units per net acre with an average of 2.15 persons per dwelling unit.
	1-10	6.31	MOBILE HOME PARK - Mobile Home Park development which allows up to 10 dwelling units per acre with an average of 2.15 persons per dwelling unit.
COMMERCIAL	0.5:1	0.4:1	COMMUNITY COMMERCIAL - Includes retail, professional office, and service-oriented business activities serving a community-wide area and population.
	1.0:1	0.5:1	OLD TOWN COMMERCIAL - Includes retail, professional office, and service-oriented business activities serving Old Town and surrounding areas. (May also include high density residential).
	0.8:1	0.4:1	PROFESSIONAL - Primarily single tenant or multi-tenant offices that include legal and medical services, financial institutions, corporate and government offices, and other supporting uses.
INDUSTRIAL	0.6:1	0.5:1	INDUSTRIAL - A mix of industrial and office uses such as wholesale businesses, light manufacturing, storage, distribution and sales, research and development laboratories, and service commercial business.
PUBLIC	0.6:1	0.2:1	PUBLIC/INSTITUTIONAL - Public and private uses such as schools, churches, City Hall, flood control channels, reservoirs, communication, utility substations, and recreation/open spaces such uses as parks, golf courses, and designated open spaces.
PLANNED COMMUNITY	(c)	(c)	PC RESIDENTIAL - Includes low, medium, and high density residential described above with respective averages of 3.15, 2.45, and 2.05 persons per dwelling unit.
	1.5:1	0.4:1	PC COMMERCIAL/BUSINESS - Mix of commercial and office uses such as hotel/motels, commercial centers, research and development, and professional offices.
	0.6:1	0.2:1	PC PUBLIC/INSTITUTIONAL - Same as Public/Institutional above.

TABLE LU-2 DEVELOPMENT INTENSITY/DENSITY STANDARDS			
MAJOR LAND USE GROUPINGS	**MAXIMUM DWELLING UNITS PER ACRE OR MAXIMUM FLOOR AREA RATIO (a)**	**EFFECTIVE DWELLING UNITS PER ACRE OR AVERAGE FLOOR AREA RATIO (b)**	**LAND USE DESIGNATION AND SUMMARY DESCRIPTION**
MCAS TUSTIN SPECIFIC PLAN	(d)	(d)	LOW DENSITY RESIDENTIAL - Low density detached and attached dwellings at a maximum of 7 dwelling units per acre with an average of 3.25 persons per dwelling unit. MEDIUM DENSITY RESIDENTIAL - Medium density detached and attached dwellings at a maximum of 8-15 dwelling units per acre with an average of 2.73 persons per dwelling unit. MEDIUM-HIGH DENSITY RESIDENTIAL - medium-high density dwellings of 16-25 dwelling units per acre with an average of 2.12 persons per dwelling unit. TRANSITIONAL/EMERGENCY HOUSING - Adaptive reuse of military dormitory type structures for emergency housing, single occupancy housing, or congregate care with an average of 32 persons per acre. COMMERCIAL AND BUSINESS - A variety of industrial, research and development, professional office, retail, commercial recreation, and specialized employment and merchandising uses at an average floor area ratio of .5:1 which can be increased under special circumstances. Residential uses are permitted at 16-25 dwelling units per acre with an average of 2.12 persons per dwelling unit. INSTITUTIONAL/RECREATIONAL USES - A wide range of public and quasi-public uses including educational facilities, public and private schools, colleges, neighborhood, community and regional parks, child care centers, and governmental/social service facilities.
TRANSPORTATION	---	---	TRANSPORTATION - Consists of major and primary arterial roadways and railroads.

(a) Maximum allowable level of development standard for individual parcels of land.
(b) Assumed overall standard level of development. Since the development which has occurred to date has not reached the maximum allowed level of density or intensity, future development is expected to be less than the maximum. Therefore, an effective level of density/intensity is used when projecting total future dwelling units/population for residential development and future square footage for non-residential development where floor area is used as a measurement of building intensity.
(c) Maximum density in dwelling units per acre is prescribed by individual Planned Community documents. Effective dwelling units per acre for low, medium, and high density residential is 4.485, 11.834, and 17.39, respectively.
(d) Maximum and effective dwelling units per acre and floor area ratio described in MCAS Tustin Specific Plan/Reuse Plan .as amended

provided for the reuse of MCAS Tustin. Major transportation facilities are included in a single transportation category.

Land Use Intensity/Density

State General Plan law requires that the Land Use Element indicate the maximum intensities/densities permitted within the Land Use Plan. The land use designations contained in this element and shown on the Land Use Plan Policy Map are described in this way. Table LU-2 lists each of the land use designations shown on the Land Use Plan and provides a corresponding indication of maximum intensity/density of development on that parcel. Maximum allowable development on individual parcels of land is to be governed by these measures of intensity or density. The table also includes the expected or effective overall levels of development within each land use designation within the planning area. These standard levels of development represent an anticipated intensity/density and are, therefore, less than the absolute maximum allowed for an individual parcel of land. For various reasons, many parcels in the City have not been developed to their maximum intensity/density and, in the future, maximum development as described in this Element can be expected to occur only on a limited number of parcels.

Future development on a city-wide basis is expected to occur at the effective level of intensity/density stated in Table LU-2. Development at an intensity or density between the effective and maximum levels can occur only where projects offer exceptional design quality or important public amenities or benefits above the standards required by the City's Zoning Ordinance and other regulatory documents. For the residential land use designations, projects are expected to build to a density at least as high as the lowest density allowed by their respective designations. The residential categories also include an average number of persons per dwelling unit standard as a basis for determining the population density.

A number of terms are used to define the land use designations or categories described in this element. The term "intensity" refers to the degree of development based on building characteristics such as height, bulk, floor area ratio and/or percent of lot coverage. Intensity is most often used to describe non-residential development levels, but, in a broader sense, is used to express overall levels of all development types. The overall intensity of development within the Tustin

Planning Area is similar to other urbanized areas of Orange County, such as Anaheim, Orange, Irvine and Newport Beach.

For most non-residential land use categories (commercial, industrial, public/institutional facilities), the measure of intensity known as "floor area ratio" (FAR) provides the most convenient method of describing development levels. Simply stated, the floor area ratio is the relationship of total gross floor area of all buildings on a lot to the total land area of that lot expressed as a ratio. For example, a 20,000 square foot building on a 40,000 square foot lot yields an FAR of .50:1 as illustrated in Figure LU-2. The FAR describes use intensity on a lot, but not the actual building height, bulk or coverage.

As Figure LU-2 shows, the .50:1 FAR can yield a building of one story in height covering one half of the lot area, or a taller building which covers less of the lot and provides more open space.

The term "density", in a land use context, is a measure of the population and residential development capacity of the land. Density is described in terms of dwelling units per net acre (du/net ac); thus, the density of a residential development of 100 dwelling units occupying 20 net acres of land is 5.0 du/net ac. Differences in residential land use types generally produce a corresponding difference in the number of persons occupying a given type of unit (i.e., single family residential uses generally house more persons than multiple family units). For purposes of calculating population intensity, an average number of persons per dwelling unit for certain residential land use designations is assumed as shown in Table LU-2 and is described in each land use description beginning on page 33. Descriptions of each of the land use designations shown on the Land Use Policy Map (Figure LU-1) are provided in the following section to delineate the general types of uses allowed and their corresponding intensities or densities.

Residential Designations

Low Density Residential: The Low Density Residential land use designation provides for the development of low density single family dwellings and accessory buildings. Uses such as second single family structures on large lots, guest rooms, public institutional facilities, churches, schools, large family day care homes, and others, which are determined to be compatible with, and oriented toward serving the

needs of low density detached single family neighborhoods may also be allowed. This designation allows a maximum of seven single family units per net acre of land. Areas within the designation can be regulated in a Zoning Ordinance with lower densities to reflect the existing character. Development in this land use category should maintain a low density character with building heights generally not exceeding 30 feet.

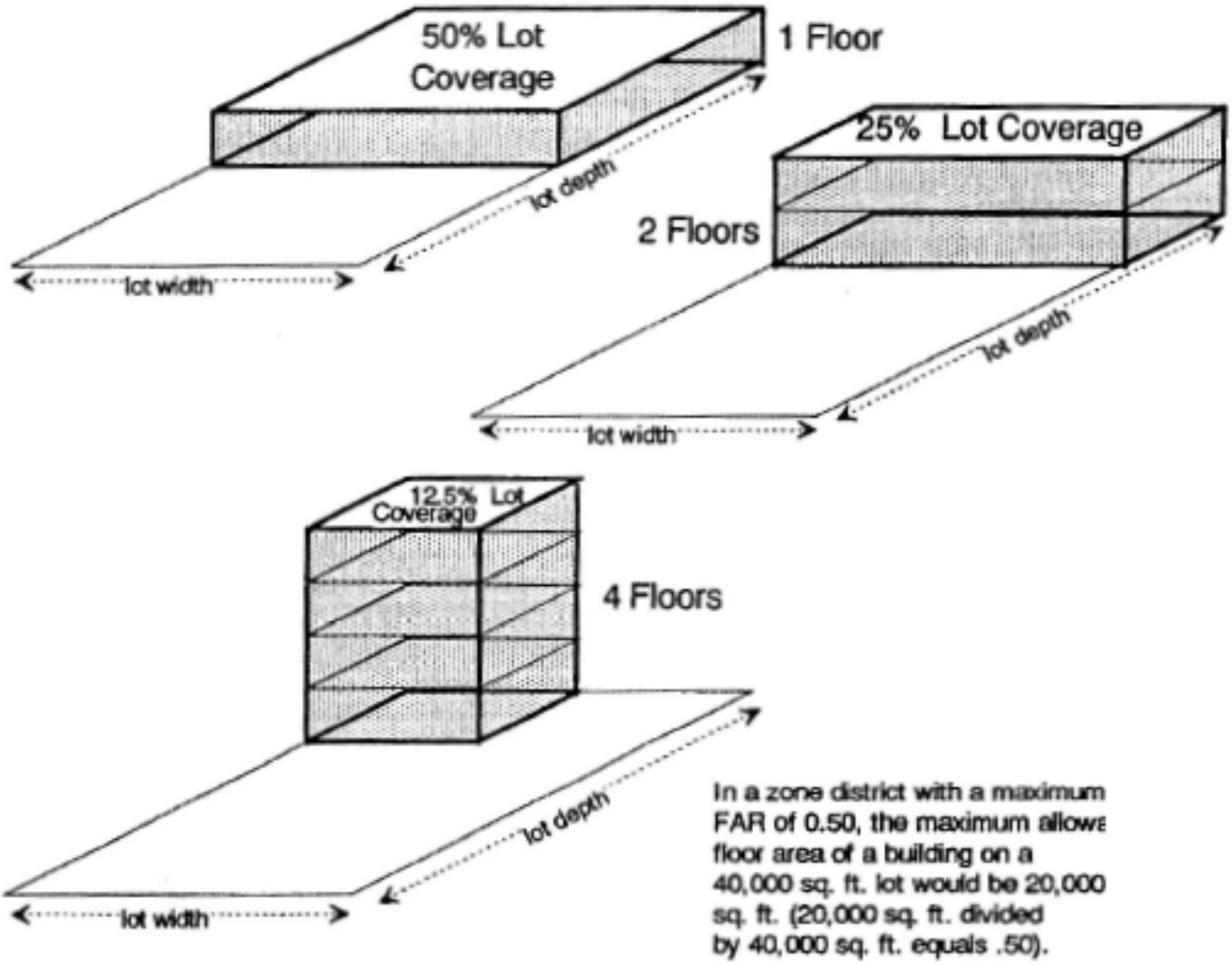
This designation allows a maximum of 7 dwelling units per net acre of land. Building heights should generally not exceed 35 feet. The average population for this residential designation is approximately 3.39 persons per dwelling unit which represents a population density range for this land use designation of 2 to 24 persons per acre. The maximum density of this land use category may be exceeded to complement General Plan Housing Element Policy, only as approved by the City Council, in accordance with the density bonus provisions of Section 65915 of the California Government Code.

Medium Density Residential: The Medium Density Residential land use designation provides for the development of a wide range of living accommodations including typical single family units, patio homes, multiple family dwellings such as duplexes, apartments, condominiums, townhomes, cooperatives, and community apartments. Uses such as public/institutional facilities, churches, schools, and others, which are determined to be compatible with and oriented toward serving the needs of medium density neighborhoods may also be allowed.

This designation allows a maximum of 15 dwelling units per net acre of land. Building heights should generally not exceed 35 feet. The average population for this residential designation is approximately 2.85 persons per dwelling unit which represents a population density range for this land use designation of 2 to 43 persons per acre. The maximum density of this land use category may be exceeded to complement General Plan Housing Element Policy, only as approved by the City Council, in accordance with the density bonus provisions of Section 65915 of the California Government Code.

High Density Residential: The High Density Residential land use designation provides for the development of a wide range of living accommodations including single family units, multiple family dwellings such as, apartments, condominiums, townhomes, cooperatives, and community apartments. Uses such as public/

Possible Building Configurations for 0.50 FAR



In a zone district with a maximum FAR of 0.50, the maximum allowe floor area of a building on a 40,000 sq. ft. lot would be 20,000 sq. ft. (20,000 sq. ft. divided by 40,000 sq. ft. equals .50).

NOTE: Variations may occur if upper floors are stepped back from ground level lot coverage.

$$\text{Floor Area Ratio (FAR)} = \frac{\text{Gross Building Area (All Floors)}}{\text{Lot Area}}$$

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January 16, 2001

Figure LU-2
Floor Area Ratio Defined

determined to be compatible with and oriented toward serving the needs of high density neighborhoods may also be allowed.

This designation allows a maximum of 25 dwelling units per net acre of land. The intent of this land use category is to maintain existing developed multiple family areas while also providing opportunities for recycling of other neighborhoods where maintenance efforts would produce minimal results. Building heights should generally not exceed 35 feet. The average population for this residential designation is approximately 2.24 persons per dwelling unit which represents a population density range of 2 to56 persons per acre. The maximum density of this land use category may be exceeded to complement General Plan Housing Element Policy, only as approved by the City Council, in accordance with the density bonus provisions of Section 65915 of the California Government Code.

Mobile Home Park: The Mobile Home Park land use designation provides for the development of mobile home parks subject to certain zoning restrictions. This designation allows a maximum of 10 dwelling units per net acre of land with an average population of approximately 2.24 persons per dwelling unit which represents a population density range for this land use designation of 2 to 22 persons per acre.

Commercial Designations

Community Commercial: The Community Commercial designation is characterized by a variety of miscellaneous retail, professional office, and service-oriented business activities, many of which are highway oriented and serve a community-wide area and population. Community Commercial uses serve local, as well as broad market areas and generally include professional and business offices, retail and commercial services, child care, restaurants, and public/ institutional facilities, along with larger-scale indoor commercial uses such as department stores, furniture and appliance outlets, theaters and entertainment uses. Site development standards for this land use category should encourage large projects and provide for adequate setbacks, parking, landscaping, buffering from residential land use areas and other features which will create well designed, efficient and attractive projects. The standard intensity of development is a floor area ratio of 0.4:1 and the maximum intensity of development is a floor area ratio of 0.5:1.

Old Town Commercial: The Old Town Commercial designation includes retail, professional office, and service-oriented business activities which serve Old Town and surrounding areas. Old Town Commercial use generally include professional and business offices, retail and commercial services, restaurants, and public/institutional facilities, along with larger scale indoor uses such as department stores, furniture and appliance outlets, theaters and entertainment uses. Other uses (such as residential uses) which support this land use may be permitted subject to the discretion of the City. The standard intensity of development is a floor area ratio of 0.5:1 and the maximum intensity of development is a floor area ratio of 1.0:1. To ensure compatibility of land uses permitted within the classification, with the character of surrounding development and within a development area itself, location, land use type, density and building intensity standards will be specifically be governed by Planned Community District provisions or adoption of a Specific Plan as authorized by the California Government Code. This includes the maximum densities for any residential uses determined desirable by the Planning Commission or City Council, as applicable. The overall population density range for residential use within the Old Town Commercial designation is 2 to 54 persons per acre.

Professional Office: The Professional Office designation provides areas of development of primarily professional offices and other supporting uses. Permitted uses include professional, legal, medical, general financial, administrative, corporate and general offices, business support services, financial, insurance and real estate services and supportive commercial uses such as restaurants, medical services, public service uses, financial institution, cultural and public/institutional facilities, and similar uses which together constitute concentrations of office employment or community activity. Also included are small convenience or service commercial activities intended to meet the needs of the on-site employee population. The standard intensity of development is a floor area ratio of 0.4:1 and the maximum intensity of development is a floor area ratio of 0.8:1.

Industrial Designation

Industrial: The industrial designation is designed to accommodate a variety of light industrial uses which are non-polluting and which can co-exist with surrounding land uses and which do not, in their

maintenance, assembly, manufacture or plant operation create smoke, gas, dust, sound, vibration, soot or glare to any degree which might be obnoxious or offensive to persons residing or conducting business in the City. Permitted uses would include but not be limited to wholesale businesses, light manufacturing and processing, distribution and sales, warehousing and storage, research and development uses, light industrial business parks and related uses. Obnoxious, heavy industrial uses are not permitted in this land use category. The standard intensity of development is a floor area ratio of 0.5:1 and the maximum intensity of development is a floor area ratio of 0.6:1. Standards incorporated in the Zoning Ordinance control the development of environmentally compatible industries within this land use category. Special standards including the provision of setbacks, screening barriers, berms, generous landscaping and low profile buildings should be applied.

Public Designations

Public/Institutional: The Public/Institutional designation includes a wide range of public and quasi-public uses distributed throughout the community such as schools, churches, child care centers, transportation facilities, public buildings and facilities, public utilities, libraries, museums, art galleries, community theaters, hospitals, cultural and recreational activities, community recreational facilities, and parks. Certain public institutional uses may be permitted within other land use designations when determined appropriate. In addition, land uses which support and are specifically related to the function of the primary institutional use may also be permitted. These support uses may include residential (for purposes of housing persons related to an institutional use), retail and service commercial, and industrial uses (e.g., warehousing for a city yard facility). The standard intensity of development is a floor area ratio of 0.2:1 and the maximum intensity of development is a floor area ratio of 0.6:l.

Planned Community (PC) Designations

PC Residential: The PC Residential land use designation allows for the diversification in the relationships of various densities, building and open spaces. The land use designation recognizes that mixed and integrated uses can be made to be compatible and provides for the development of low, medium and high density residential

development within a wide range of living accommodations. Single family dwellings and multi-family dwellings such as duplexes, condominiums, townhomes, apartments, cooperatives, community apartments and uses such as such as public/institutional facilities, churches, schools, large family day care facilities and others which are determined to be compatible with and oriented toward serving the needs of residential neighborhoods may also be allowed. The actual mechanism for defining location, density range and other building intensity standards will specifically be governed by Planned Community District provisions or adoption of a Specific Plan as authorized by the California Government Code. The average population is approximately 3.25 persons per dwelling unit for low density development representing a population density range of 2 to 23 persons per acre; 2.73 persons per dwelling unit for medium density development representing a population density range of 2 to 41 persons per acre; and 2.12 persons per dwelling unit for high density development representing a population density range of 2 to 53 persons per acre.

PC Commercial/Business: The PC Commercial/Business designation provides opportunities for a mixture of all those activities permitted within the Community Commercial, Professional Office, and Industrial land use designations. To ensure compatibility of land uses permitted within the classification, with the character of surrounding development and within a development area itself, location, land use type, density and building intensity standards will be specifically be governed by Planned Community District provisions or adoption of a Specific Plan as authorized by the California Government Code. The Planned Community Commercial designation may also permit other uses (such as residential uses) which support this land use designation. The standard intensity of development is a floor area ratio of 0.4:1 and the maximum intensity of development is a floor area ratio of 1.5:1. The overall population density range for residential use within the PC Business/Commercial designation is 2 to 54 persons per acre.

PC Public/Institutional: The PC Public/Institutional designation includes a wide range of public and quasi-public uses distributed throughout the community such as schools, churches, child care centers, transportation facilities, government offices and facilities, public utilities, libraries, museums, art galleries, community theaters, hospitals, cultural and recreational activities including golf course/driving ranges, community recreational facilities, public

parklands and indoor and outdoor sports/athletic facilities. To ensure compatibility of land uses permitted within the classification, with the character of surrounding development and within a development area itself, location, land use type, density and building intensity standards will be specifically be governed by Planned Community District provisions or adoption of a Specific Plan as authorized by the California Government Code. The Planned Community Public/Institutional designation may also permit other uses (such as residential for purposes of housing persons related to an institutional use) which support this land use designation. The standard intensity of development is a floor area ratio of 0.2:1 and the maximum intensity of development is a floor area ratio of 0.6:l. The overall population density range for residential use within the PC Public/Institutional designation is 2 to 54 persons per acre.

MCAS Tustin Specific Plan Designation

The MCAS Tustin Specific Plan designation is intended to provide a framework for the continued conversion of the former military installation to civilian uses by providing a mechanism for flexibly accommodating a wide range of housing, employment, educational and community support uses and opportunities. To ensure compatibility of land uses permitted within this classification with the character of surrounding development and within the development area itself, the specific location of land use types, density and building intensity standards is governed by the MCAS Tustin Specific Plan, as authorized by the California Government Code. The Specific Plan designation, however, allows for a number of the following uses.

- **Low Density Residential** uses at a maximum density of 7 dwelling units per acre will provide for development of low density attached and detached dwellings and accessory uses and buildings. A wide range of accommodations including single family units, patio homes, and multiple family dwellings such as condominiums, townhouses, cooperatives and community apartments may be permitted. Uses such as public/institutional facilities, child care facilities and others which are determined to be compatible with, and oriented towards the needs of these neighborhoods may also be allowed. The average population for this permitted land use is approximately 3.25 per dwelling unit which represents a population density range of 3 to 23 persons per acre.

- **Medium Density Residential** uses at a density range of 8-15 dwelling units per acre will provide for development of medium density attached and detached dwellings and accessory uses and structures. A wide range of accommodations including single family units, patio homes, and multiple family dwellings such as condominiums, townhouses, cooperatives and community apartments may also be permitted. Uses such as public/institutional facilities, child care facilities and others which are determined to be compatible with, and oriented towards the needs of these neighborhoods may also be allowed. The average population for this permitted land use is approximately 2.73 persons per dwelling unit representing a population density range of 22 to 41 persons per acre.

- **Medium-High Density Residential** uses at a density range of 16-25 dwelling units per acre. The designation to provide for development of multiple family dwellings at a higher density may include rental apartments, condominiums, and townhouses. The average population for this permitted land use is approximately 2.12 persons per dwelling unit representing a population density range of 34 to 53 persons per acre.

- **Transitional/Emergency Housing** uses are permitted to accommodate the adaptive use of military dormitory type structures for emergency housing, single occupancy housing, or congregate care uses. The maximum population density for this permitted land use would be 32 persons per acre.

- **Commercial and Business** uses which provide for the development of a variety of uses including industrial, research and development, professional office, retail, commercial recreation, and specialized employment and merchandising uses would may be permitted. The continuation of limited military uses, recognizing that these uses could be converted to commercial/business uses in the future, may also be permitted. Other uses such as residential and public/institutional uses which support commercial and business uses may also be permitted. The average standard intensity of development for commercial/business uses across the Specific Plan designation is a floor area ratio of.5:1.

However, individual planning areas and specific types of commercial business uses may be permitted to have a higher average floor area ratio. In addition, increased intensities may be permitted where development capacity is transferred from one area to another in accordance with the provisions of the Specific Plan, In addition, the floor area ratio may increase up to 2.0 on certain building sites as long as allotted square footage for a Planning Area is not exceeded, as defined in the Specific Plan. Residential density ranges of 15-25 dwelling units per acre may be permitted in certain commercial and business areas within the Specific Plan land use designation at a population density range of 34 to 53 persons per acre.

- **Institutional/Recreational Uses** which provide for a wide range of public and quasi-public uses distributed within the Specific Plan area would be permitted including educational facilities, public and private schools, colleges, neighborhood community and regional parks and support facilities, child care centers, and certain governmental/social service facilities. Other uses (such as residential for purposes of housing persons related to an institutional use) which support institutional and recreational uses may be permitted. Typical intensity of development for all institutional/recreational uses will be a floor area ratio of .38:1 to .59:1, subject to restrictions imposed by the Specific Plan.

- Adequate right-of-way for major arterial roadway extensions are also accommodated in the MCAS Tustin Specific Plan designation. Major arterial roadways serving the MCAS Specific Plan include Jamboree Road, Red Hill Avenue, Barranca Parkway, Tustin Ranch Road, Warner Avenue, and Edinger Avenue. Tustin Ranch Road will need to be extended to Von Karman to connect Edinger Avenue to Barranca Parkway. Warner Avenue will need to be connected between Red Hill Avenue and Jamboree Road.

Transportation Designation

Transportation Corridor: The Transportation Corridor designation applies to the land within the corridors for the Santa Ana Freeway (Interstate 5), the Costa Mesa Freeway (State Route 55), the Atchison, Topeka and Santa Fe railway, and Circulation Element roadways.

Lands within these corridors are reserved for transportation purposes as the primary use. Secondary uses, such as open space linkages and landscaped areas, public and private parking areas, and other transportation-related activities and facilities are also allowed.

IMPLICATIONS OF THE LAND USE PLAN

The implementation of the Land Use Plan contained in this Element will permit additional development consistent with other General Plan goals and objectives. Table LU-3 summarizes the distribution of acreage within each land use designation in the City of Tustin and within the City's Sphere of Influence.

Figure LU-3 delineates the boundaries of seven planning sub-areas within the Tustin Planning Area, while Table LU-4 provides a summary of land use distribution within each sub-area. Figure LU-3 delineates the boundaries of these sub-areas.

A Land Use Plan has definitive implications on the City's capacity to support a given number of people. The development capacity describes the level of development that could occur within the parameters set by the density/intensity standards of the Land Use Plan.

Table LU-3
Future Land Use Density/Intensity and Population Capacity of the Land Use Plan

Major Land Use Groupings and Land Use Designations	Gross Acres Incorporated Area	Gross Acres Unincorporated Area	Gross Acres Total Planning Area (A)	Dwelling Units Incorporated Area (B)	Dwelling Units Unincorporated Area (C)	Dwelling Units Total Planning Area	Square Footage Incorporated Area (000's) (D)	Square Footage Unincorporated Area (000's) (D)	Square Footage Total Planning Area (000's) (D)	Average Persons Per Dwelling Unit	Population: Estimated Population Incorporated Area	Population: Estimated Population Unincorporated Area	Population: Estimated Population Total Planning Area	Population: Estimated Population Incorporated Area Low (E)	Population: Estimated Population Incorporated Area High (E)	Population: Maximum Estimated Population Capacity Incorporated Area (G)	Population: Maximum Estimated Population Capacity Total Planning (H) Area
Residential																	
Low Density Residential (1-7 du/ac)	790.5	3,210.3	4,000.8	2,977	6,784	9,761				3.39	10,092	22,998	33,089	9,587	10,597	12,220	43,933
Medium Density Residential (8-15 du/ac)	35.8	0.0	35.8	430	0	430				2.85	1,225	0	1,225	1,163	1,286	1,225	1,225
High Density Residential (15-25 du/ac)	618.5	0.0	618.5	10,360	0	10,360				2.24	23,206	0	23,206	22,045	24,366	27,708	27,708
Mobile Home Park (1-10 du/ac)	84.7	0.0	84.7	702	0	702				2.24	1,572	0	1,572	1,493	1,650	1,762	1,762
Commercial																	
Community Commercial	168.7	0.0	168.7				2,372	0	2,372								
Old Town Commercial	72.0	0.0	72.0	(F)		(F)	1,255	0	1,255	(F)	(F)		(F)				
Professional Office	55.6	0.0	55.6				775	0	775								
Industrial																	
Industrial	165.7	15.0	180.7				2,887	261	3,149								
Public																	
Public/Institutional	320.7	165.7	486.4				2,321	1,155	3,476								
MCAS Tustin Specific Plan	1,532.6	0.0	1,532.6	4,199	0	4,199	11,407		11,407	(J)	11,417	0	11,417	11,417	11,417	11,417	11,417
Planned Community (PC)																	
PC Low Density Residential	806.7	331.4	1,138.1	3,107	946	4,053				3.25	10,097	3,074	13,171	9,592	10,602	11,955	15,892
PC Medium Density Residential	470.3	58.2	528.5	3,690	454	4,144				2.73	10,073	1,239	11,312	9,570	10,577	15,407	16,773
PC High Density Residential	291.7	3.0	294.7	4,356	41	4,397				2.12	9,234	86	9,320	8,772	9,696	12,368	10,945
PC Commercial/Business	873.5	85.9	959.4				12,176	1,197	13,373								
PC Public/Institutional	370.9	20.8	391.7				2,585	145	2,730								
Transportation																	
Transportation	533.9	63.3	597.2														
Total	7,191.8	3,953.6	11,145.4	29,821	8,225	38,046	35,778	2,758	38,537		76,916	27,721	104,312	73,639	80,191	94,062	129,655

A For purposes of establishing density/intensity by land use designation, the gross acreage for residential and non-residential land use is converted to net acreage through a general reduction of the gross acreage by 20% to account for land area devoted to roadways with the exception of Mobile Home Park.

B Dwelling units in the incorporated area are generally based on residential designation averages of 4.70 du/ac for Low Density Residential, 15 du/ac for Medium Density Residential, 20.94 du/ac for High Density Residential, 8.29 du/ac for Mobile Home Park.

C Dwelling units in the unincorporated area are generally based on residential designation averages of 2.65 du/ac for Low Density Residential, 3.57 du/ac for PC Low Density Residential, 9.75 du/ac for PC Medium Density, and 17.0 du/ac for High Density Residential. The difference in the number of dwelling units in the unincorporated area between Tables 3-2 and 3-1 is attributable to estimating error and variation between data sources. For General Plan purposes, the numbers in both tables are are considered equivalent.

D Square footage for non-residential designations is based on the standard intensity (FAR) for the designation represented.

E A population range for the city and planning area is estimated to account for variation in projected persons per dwelling unit using 95 percent of the average persons per dwelling unit for the bottom of the range and 105 percent of the average persons per dwelling unit for the top of the range (with the exception of the areas of Tustin Specific Plan where this calculation was 100%).

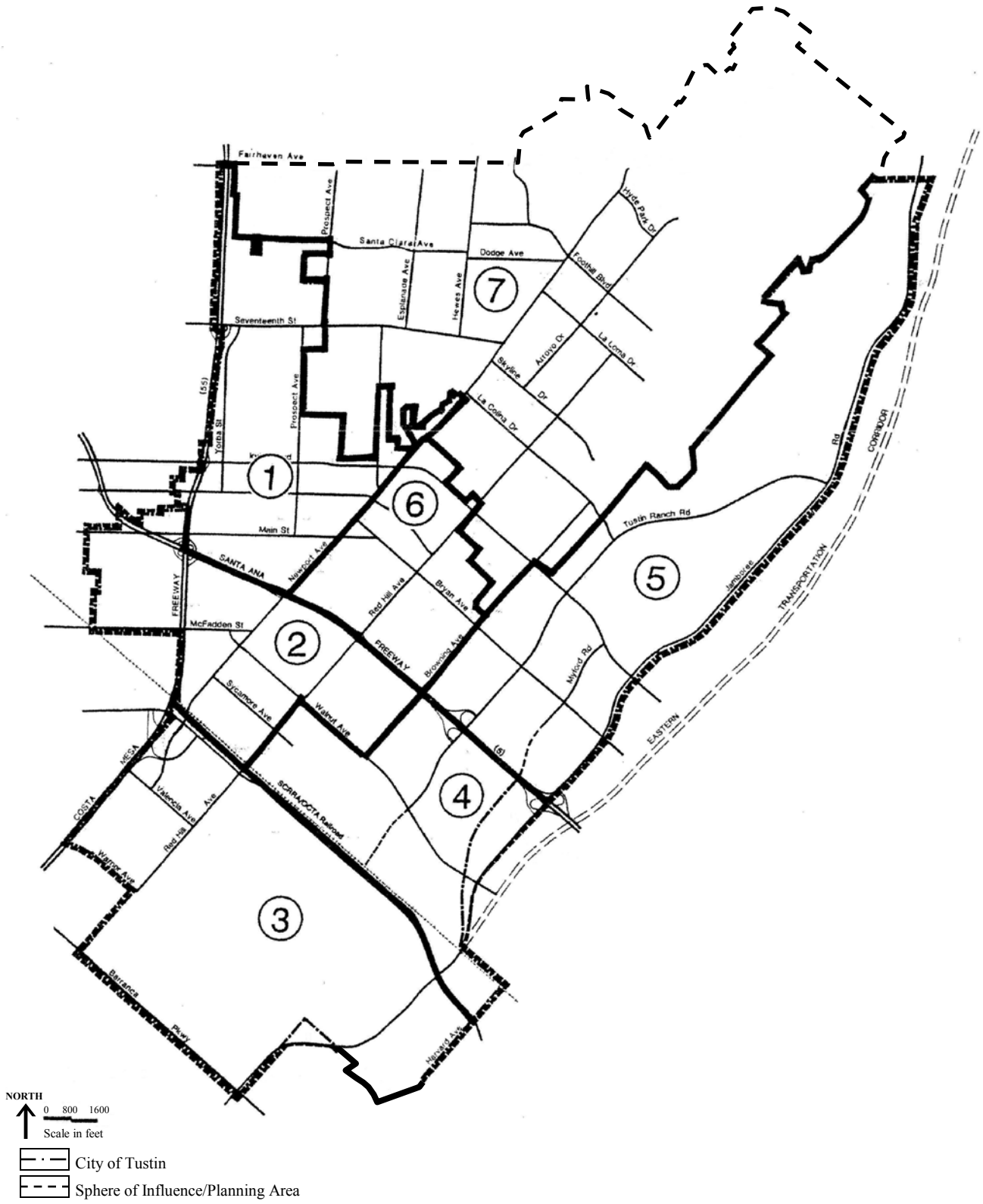
F 291 dwelling units in the Old Town Commercial area are included in the High Density Residential calculation of dwelling units and population.

G Maximum population capacity calculated by adding one dwelling unit per acre to the average dwelling unit per acre factor described in Note B above with the exception of High Density Residential at the 25 du/ac maximum (for future development).

H Maximum population capacity calculated by adding one dwelling unit per acre to the average dwelling unit per acre factor described in Note B and Note C above with the exception of High Density Residential at the 25 du/ac maximum.

I PC Low Density Residential contains 1,608 dwelling units, PC Medium Density Residential contains 3,609 dwelling units and PC High Density contains 3,184 dwelling units in East Tustin Planned Community. 409 PC High Density and 126 PC Medium Density Residential dwelling units are outside of East Tustin. 1,291 PC Low Density Residential dwelling units are in the Tustin Meadows and Peppertree Planned Communities. 522 PC Medium Density Residential dwelling units are in the Planned Community of Laurelwood. All of the PC Residential dwelling unit figures have been provided by the City of Tustin.

J The total land use density in dwelling units and square footage and the population capacity shown are the development implications of that portion of the MCAS Tustin Specific Plan area only within the City of Tustin. See narrative discussions of land use designations and densities anticipated on the MCAS Tustin Specific Plan.



NORTH

0 800 1600

Scale in feet

City of Tustin

Sphere of Influence/Planning Area

Source: City of Tustin

TUSTIN GENERAL PLAN

Figure LU-3
Planning Subareas

TABLE LU-4
PLANNED LAND USE COMPOSITION
SUMMARY FOR PLANNING SUBAREAS

Major Land Use Groupings and Land Use Designations	Gross Acres of Land by Subarea							Total by Land Use Designation
	1	2	3	4	5	6	7	
Residential								
Low Density Residential (1-7 du/ac)	422.9	120.3		12.9	20.0	221.1	3,203.6	4,000.8
Low Medium Density Residential (8-15 du/ac)	4.8	29.5				1.5		35.8
High Density Residential (15-25 du/ac)	68.2	415.6		0.6		134.1		618.5
Mobile Home Park (1-10 du/ac)	3.5	62.8		18.4				84.7
Commercial								
Community Commercial	33.2	60.0				75.5		168.7
Old Town Commercial	72.0							72.0
Professional Office	48.5	1.9				5.2		55.6
Industrial								
Industrial	11.0		169.7					180.7
Public								
Public/Institutional	68.4	94.2		52.2		105.9	165.7	486.4
MCAS Tustin Specific Plan			1,504.2	29.4				1,532.6
Planned Community (PC)								
PC Residential	20.2	0.0		331.5	1,215.8	1.8	392.0	1,961.3
PC Commercial/Business	136.6		188.6	403.0	205.3	19.3	6.6	959.4
PC Public/Institutional					370.9		20.8	391.7
Transportation								
Transportation	106.3	97.4	54.1	81.1	187.3	30.7	40.3	597.2
Total by Subarea	995.6	881.7	1,916.6	929.1	1,999.3	595.1	3,829.0	11,145.4

There are two concepts of development capacity. One is "maximum development capacity" which assumes total development of the Plan on all parcels of land at the highest permitted densities/intensities. This total build-out at the maximum permitted density or intensity standard for a land use designation is not expected to occur. Factors such as environmental constraints, existing land uses, the choice of a builder to build to less than maximum permitted density/ intensity all have an impact on the level or intensity of development within a particular land use designation. However, a maximum level of development may occur on individual parcels of land where minimal constraints exist or where a project's exceptional design quality or important public amenities/benefits warrant development at maximum density/intensity.

The second concept of development capacity is referred to as "effective development capacity" which assumes that under realistic circumstances, all development will not be at maximum density or intensity based on appraisal of development constraints in the City which would restrict development to less than that shown by the maximum density/ intensity of the Land Use Plan. For example, in some zoning districts, the level of development permitted may be based on the size of a lot; smaller lots may only be authorized to develop at densities/intensities substantially less than permitted by a maximum density/intensity standard.

Table LU-3 provides a breakdown of land uses within the City and total Planning area for purposes of identifying the effective development capacity of the Land Use Plan for both dwelling units/population and square footage of non-residential uses. In arriving at effective development capacity for population growth and the number of units possible under build-out conditions, the effective permitted units by each specific residential land use designation was multiplied by the average household size estimated for each residential land use designation.

For non-residential uses, the effective level of intensity (the average floor area factor shown in Table LU-2) was used to determine the level of expected future square footage of development.

The degree to which plan capacity exceeds projected population is referred to as "overage". Some overage is desirable to make allowance for inevitable small pockets of undevelopable land, to allow for

difficulty in recognizing development trends in completely vacant areas, to allow for an unforeseen need for public utilities, and to recognize that some owners will maintain their land in an undeveloped state beyond the time span of the Plan. The Southern California Association of Governments (SCAG) has recommended that plan capacity overage not exceed approximately 20 to 25 percent of the projected population. The measurement of overage is accomplished by dividing the maximum population capacity of the plan by the projected population. For the Tustin Planning Area, the maximum population capacity of the Plan is 129,655, and the projected population is 104,312 resulting in an overage of approximately 24 percent.

SPECIAL MANAGEMENT AREAS

Certain areas within the planning area have special characteristics or unique properties which require continuous City management to ensure that City policy is implemented and desired results are achieved. These "Special Management Areas" (SMAs) are regulated in different ways by the City and other public agencies having specific responsibilities for methods and timing of land development. For these reasons, two Special Management Area Policy Maps have been prepared to identify these areas consistent with Land Use Element goals and policies and related policies, contained in other General Plan elements which impact land use decisions. Special standards for development in Special Management Areas are applicable regardless of other land use descriptions on a property. Figures LU-4 and LU-5 delineate the boundaries of Special Management Areas in the Tustin planning area.

Existing Specific Plans

Specific plans are designed to implement General Plan goals and policies by desegregating land uses, densities, developments and design standards. Adopted specific plans within the planning area include: East Tustin, Pacific Center East, First Street, North Tustin, and MCAS Tustin Specific Plan (Tustin Legacy).

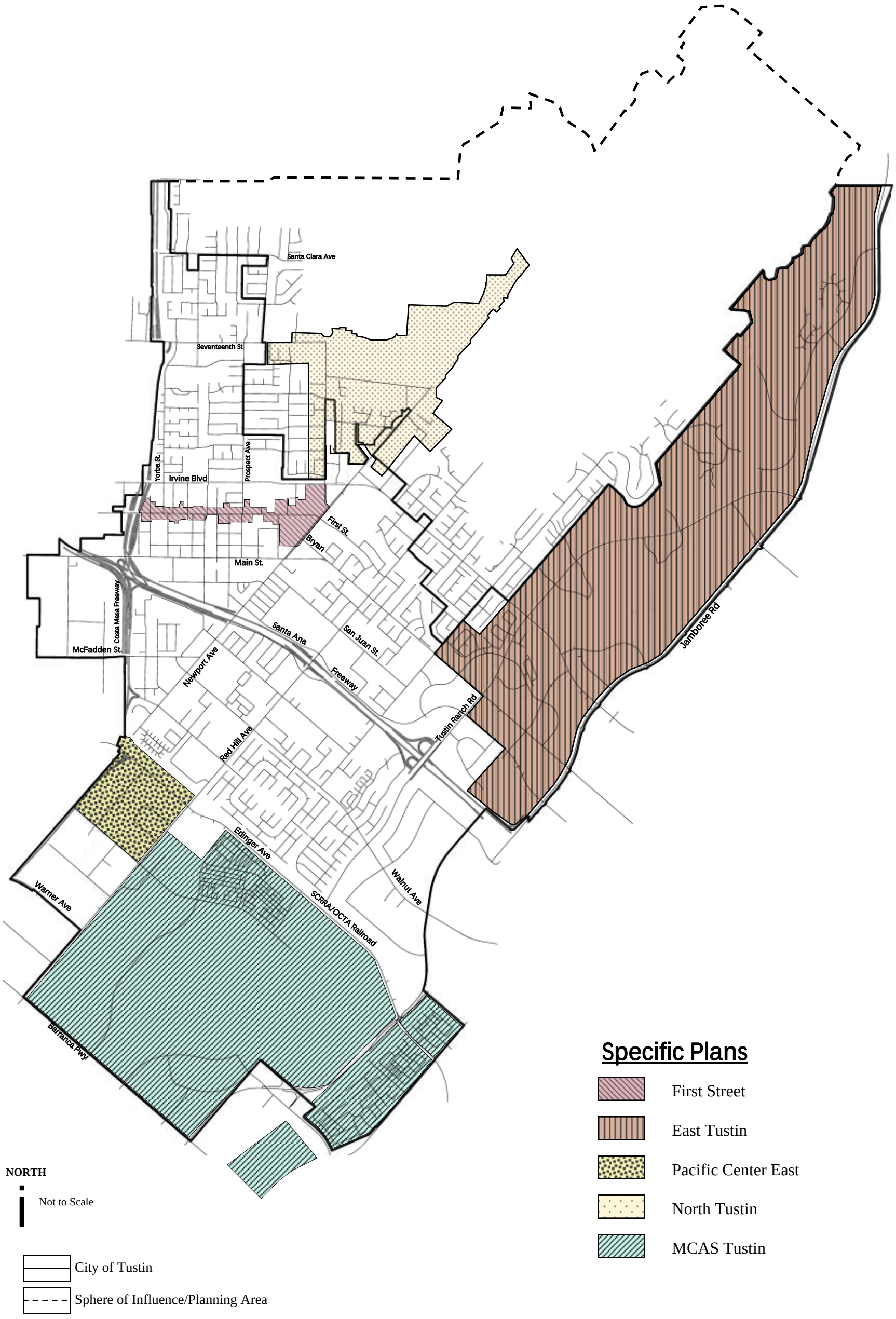
East Tustin Specific Plan: The East Tustin Specific Plan area represents a portion of the Irvine Company property which was annexed to the City of Tustin incrementally in 1977, 1980, and 1981

and now forms a portion of the City's eastern boundary. The Plan encompasses 1,746 acres. The entire Specific Plan area has been subdivided, with most of the total acreage currently developed.

The overall land use concept of the Specific Plan provides for a planned community which is compatible with and complementary to the land use characteristics of the local area, and is also sensitive to environmental resources. A variety of uses are permitted in the Specific Plan including residential uses, commercial uses, and public uses. All development activities within this area of the City are subject to provisions of the East Tustin Specific Plan. A more lengthy discussion of the plan can be found in the Land Use Technical Memorandum.

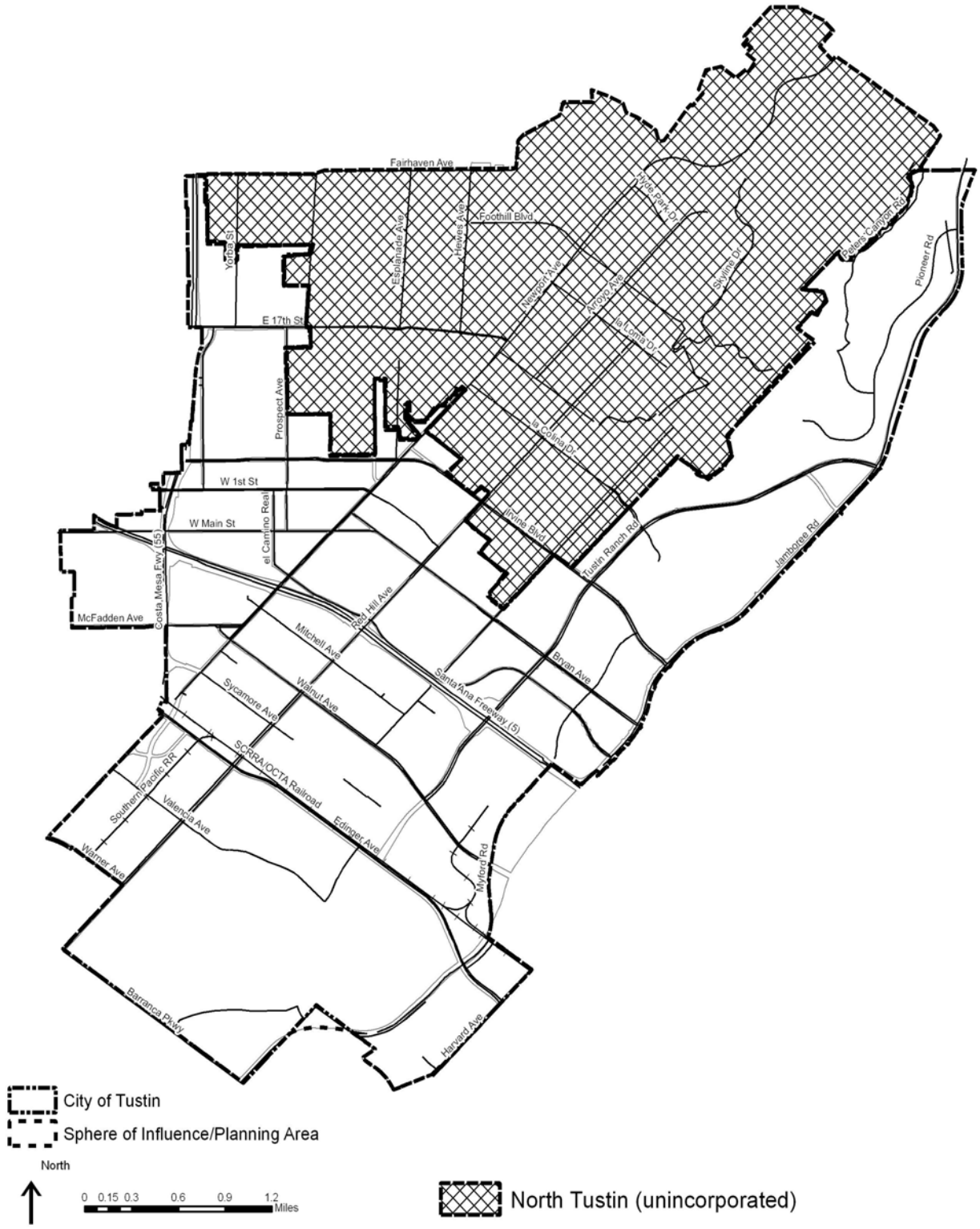
Pacific Center East Specific Plan: The Pacific Center East Specific Plan covers a 126 acre currently underutilized commercial/light industrial area located in the southern portion of the City immediately adjacent the SR-55 freeway corridor. The overall concept for the Pacific Center East Plan is intended to provide for a planned business park which encourages a variety of office, commercial, light industrial and research and development uses. More intensive land uses of up to twelve stories in height are to be concentrated at the southwesterly portion of the Plan area, with potential development intensity decreasing to one and two stories in height towards the north and northwesterly portion of the edges of the Plan area in proximity to existing residential land uses. All development activities within this area of the City are subject to provisions of the Pacific Center East Specific Plan. A more lengthy discussion of the plan can be found in the Land Use Technical Memorandum.

First Street Specific Plan: The First Street Specific Plan regulates a commercial corridor that extends approximately one mile along the First Street commercial corridor from central Tustin at Newport Avenue to the SR-55 (Costa Mesa) Freeway. This corridor varies in depth on either side of the street from as little as zero feet where it abuts the First Street right-of-way to almost a quarter mile along Newport Avenue where commercial centers are located on sites of several acres. Although the First Street Planning Area is relatively small (approximately 84 acres), it is significant in that it continues to serve as a major entry into Tustin from the west and provides access to the Old Town Tustin historic district and the Civic Center (via Centennial Way). All development activities within this area of the City are subject to provisions of the First Street Specific Plan.



TUSTIN GENERAL PLAN

Figure LU-4
Special Management Areas
Specific Plans



SOURCE: City of Tustin– An Update on Redevelopment

TUSTIN GENERAL PLAN

Figure LU-5
Special Management Areas
Redevelopment Project Areas/
North Tustin/Other Areas

North Tustin Specific Plan: The North Tustin Specific Plan applies to portions of the unincorporated area of North Tustin in the general vicinity of 17th Street and Newport Avenue. All development activities within this area of the County are subject to provisions of the North Tustin Specific Plan. A more lengthy discussion of the plan can be found in the Land Use Technical Memorandum.

The North Tustin Specific Plan (NTSP) is a County document presently controlling development under the County's jurisdiction. It was formulated by community consensus in response to a perception that this area forms a buffer zone between commercial development to the south and west and low density residential to the north and east. This General Plan recognizes the continued need for stable specific designation for this sensitive area by requiring that development regulation in this NTSP be utilized in review of any development proposals within this area under the Tustin General Plan. Should the subject area or any part of it be annexed to the City of Tustin, the NTSP document will be revised to reflect the changed jurisdiction and authorities. In the case of ambiguity due to map scale, or other special concerns such as topographic or environmental constraints, the County of Orange's exhibit maps in conjunction with testimony solicited from the surrounding property owners within 300 feet shall be used as evidence in determining the consistency of a proposed development. The notations on the exhibit are not intended to redefine the land use or other designations as applied to the area, but rather to capture special considerations regarding how they should be applied.

Community Profile Maps show boundary designations that follow topographic or manmade features. Variance from these boundaries will be based on the following standards:

1. The basic character of the area is retained.

2. The project is compatible with the uses identified by the Community Profile for the area.

3. No significant adverse environmental or public service impacts will be created.

4. No precedent is established for development within designated environmentally significant areas.

Examples of qualifying considerations include:

a. Final project design provides open space equal to or greater than that designated in the Community Profile.

b. Detailed study identifies significant environmental features unknown or inaccurately identified during planning studies.

c. Significant public facilities such as parks, bikeways and horse trails are provided which serve to define use areas, but are not otherwise required by the Community Profile.

d. Expansion or modification of an existing use where impacts are essentially unchanged (e.g., condominium conversion).

MCAS Tustin Specific Plan: Marine Corps Air Station (MCAS) Tustin closed in July 1999. Former MCAS Tustin is approximately 1,602 acres in size, and is located primarily within Tustin with the exception of 73 acres located within the City of Irvine. One privately owned parcel of approximately 4.1 acres was immediately adjacent to the northeasterly boundary of the base and was included in the planning for reuse of the base. Following closure, the MCAS Tustin property is under the jurisdictional authority of the cities of Tustin (approximately 1,533 acres) and Irvine (approximately 73 acres), and is subject to requirements of a Specific Plan/Reuse Plan for the former military base and the 4.1 acre privately owned site.

The overall goal of the Specific Plan is to translate community values into the most important qualities or characteristics of the future uses and overall design and seek to create results that are very special, worthy of the site's present and historical importance to the City of Tustin and the region. A variety of land uses are permitted by the Plan, including residential, commercial/business, and institutional/ recreational activities. Through the federal disposition process, certain portions of the property were made available to federal, state, homeless, and local agencies through public benefit conveyances. Property was also offered to the Local Reuse Authority (e.g., the City of Tustin) in the pursuit of job creation and economic development. Property not transferred as a public benefit conveyance or transferred to the Local Reuse Authority was sold by the Department of the Navy.

Future Specific Plan Study Areas

To achieve General Plan goals and objectives, other portions of the planning area may be identified as Specific Plan study areas for specific plans.

If specific plans are adopted in these areas, amendment to the Special Management Areas Policy Maps is not necessary.

North Tustin Area (outside of North Tustin Specific Plan)

The unincorporated portion of the planning area is comprised of the North Tustin area. These areas are included in the City's planning area because they relate to the long range planning efforts undertaken by the City. The North Tustin area lies within the City's Sphere of Influence (SOI) and portions or all of this area could potentially be annexed to Tustin within the next 20 years.

Prior to annexing any unincorporated land, a zoning and General Plan land use analysis must be conducted to determine whether there is a General Plan or Zoning District in Tustin that is consistent with the Specific Plan land uses. In the event that there is no similar land use designation in Tustin, an appropriate General Plan and Zoning modification will be performed. Until such modifications can be made, an unclassified designation shall apply against such property and provisions of the Zoning Code which apply to the unclassified use category shall apply. This process will ensure that only the land uses identified in the Specific Plan will be implemented upon annexation into the City of Tustin.

The Community Profiles (Component III of the County of Orange Advance Planning Program) will be used to ensure the implementation of the General Plan for the unincorporated area of North Tustin not regulated by the North Tustin Specific Plan. Each community profile as these documents are named, consists of maps, statistical information and proposed land uses for unique geographic areas in the County. The Profiles will be used as follows:

- The Community Profile area is one of the units of analysis which will be used to evaluate infrastructure capabilities as they apply to individual project approvals.

- Any agency with land use decision making authority shall evaluate and consider the Community Profiles and compendium of policies in making Planning Decisions.

- Prior to approval, project (development) proposals shall be found consistent with the Community Profiles by the decision making authority. In cases where inconsistencies exist, they shall be resolved and the Community Profile amended concurrently with processing of the discretionary approval.

In the administration and implementation of the Community Profiles as amended, the Planning Agency has the responsibility to interpret and render findings on consistency of zoning and other land use projects in conformance with the requirements of the Government Code and the policies and guidelines expressed in the General Plan.

Planning Area Not Within Sphere of Influence

The two smaller areas between Myford and Jamboree Road south of the I-5 freeway and in the vicinity of former MCAS, Tustin adjacent to the City of Tustin's southeasterly boundary, represent areas that are presently included in the City of Irvine. The two incorporated areas lie either northwest or southwest of the alignment of Jamboree Road The roadway creates a traffic corridor that provides a strong potential boundary line between the cities of Tustin and Irvine.

CITY-WIDE URBAN DESIGN

Citywide visual linkages are important in establishing the community's identify. Every community with a reputation as a valued place to live or visit is known for the quality and character of its streets. The pattern of landscape, buildings, sidewalks, lighting and graphics create an image which conveys the personality of the city and the level of pride its citizens take in the community. A specific discussion of the City's present image is included in a separate Urban Design Technical Memorandum.

Old Town Tustin Street Character

2012

West along Main Street from El Camino Real

1914

2012

East along Main Street from "C" Street

1920's

LAND USE ELEMENT IMPLEMENTATION PROGRAM

Implementation measures for land use policy are organized around the tools available that bear a direct relationship to the realization of land use goals. These tools include the Zoning Code, and Subdivision and Grading ordinances, growth management program, code enforcement, specific plans, and capital improvement programs.

The overall goals of the Land Use Element are intended to achieve balanced development of land uses, compatible land use relationships, and a high quality of development. When implemented, the tools will provide the City with the capability to guide the development and revitalization of the key areas of the City. The City Council, by incorporating the Implementation Program into the General Plan, recognizes the importance of long-range planning considerations in day-to-day decision-making, subject to funding constraints.

ZONING ORDINANCE

1. Zoning Ordinance: The principal method by which the City implements land use policy as it regulates the location, type of use, and development character is the Zoning Ordinance. The Zoning Ordinance consists of two components: (1) a map which delineates the boundaries of zoning districts in which similar uses developed or to be developed under similar standards are permitted, and (2) text which explains the purpose of the zoning districts, lists permitted and conditional uses, and standards for development.

The City will review and prepare Zoning Ordinance amendments to achieve consistency as necessary with the policies and standards contained in the General Plan. Adoption of Zoning Ordinance amendments and an associated Zoning Map will provide a primary implementation tool for the Land Use Element. Revisions to the Zoning Ordinance shall include but not be limited to:

- Provision of incentives for lot consolidation and parcel assemblage
- Review and revision of current development standards in the City's Commercial and Industrial Zoning Districts

- Provisions which will provide more sensitive transition such as buffering, landscaping, wall and setbacks between divergent land uses;
- Provision of incentives to encourage integration of retail uses on street level of office projects;
- Provision of incentives to encourage consolidation of parking and driveway accesses between businesses;
- Revisions to encourage elimination of non-conforming uses;
- Revisions to establish special monitoring controls on those uses which include storage, use or transport of hazardous materials;
- Revisions, if necessary, of requirements and standards for multi-family uses;
- Establishment of disincentives for future typical strip center development;
- Potential expansion of the Cultural Resources Overlay District north of First Street to Irvine Boulevard; and
- Consolidation of the City's current commercial districts consistent with the Land Use Plan, and other zoning map and text changes consistent with the Land Use Plan designations contained in the General Plan.

Responsible Agency/Department: Community Development

Funding Source: City General Fund

Time Frame: 1993-1995

Related Land Use Element Policies: 1.1, 1.9-1.11, 2.1-2.4, 2.6, 3.3-3.8, 4.2-4.6, 5.1-5.6, 5.8, 6.2-6.6, 6.8-6.9, 6.12, 7.5, 10.2-10.5, 10.7, 10.8

SUBDIVISION AND GRADING REGULATIONS

2. Subdivision, Grading and Public Improvement: Subdivision regulation is an exercise of the police power of a local jurisdiction to control the manner in which land is divided, while grading regulation controls the safety and aesthetic components of preparing and modifying landform to accommodate development. Like the Zoning Ordinance, these regulations must be consistent with the General Plan. The City's Subdivision, Grading and Public Improvement ordinances will be reviewed and where necessary amendments recommended to determine if it reflects policy expressed in the Land Use Element.

Responsible Agency/Department: Community Development, Public Works/Engineering

Funding Source: City General Fund

Time Frame: 1993

Related Land Use Element Policies: 3.3-3.6, 8.3-8.8, 9.3-9.9

CODE ENFORCEMENT

3. Enforcement Program: Regulations within the City's Zoning Ordinance and other City ordinances must be enforced to be effective. The City has an active code enforcement program designed to achieve the desired level of regulation and expects to continue that program.

Responsible Agency/Department: Community Development

Funding Source: City General Fund, Federal and State Grants and Other Sources

Time Frame: Ongoing

Related Land Use Element Policies: 2.3, 4.4-4.6, 5.4, 5.6-5.8

SPECIFIC PLANS

4. Specific Plans: State law authorizes local jurisdictions to adopt specific plans for implementing their general plans in designated areas. The specific plan is intended to provide more precise descriptions of the types of uses permitted, development standards, and public infrastructure improvements for an area. They provide a mechanism for development of a unified design plan for public and/or private property within the plan area.

Responsible Agency/Department: Community Development

Funding: City/Property Owners/Federal and State Grants

Time Frame: Ongoing

Related Land Use Element Policies: 1.4, 9.1-9.9, 10.1-10.9, 11.1-1.5

5. Special Study Areas: Study and prepare plans and General Plan Amendments which will indicate desirable circulation and infrastructure systems and specific land uses desired within Special Study areas identified on the Land Use Plan.

Responsible Agency/Department: Community Development

Funding Source: City General Fund/Property Owners

Time Frame: Ongoing

Related Land Use Element Policies: 9.1-9.9, 10.1-10.9, 11.1-11.5

REDEVELOPMENT

6. Deleted

7. Overall Capital Improvement Program: The City's Capital Improvement Program (CIP) should be reviewed in relation to the General Plan to ensure that plans for major expenditures are consistent with goals, policies and recommended programs, and the improvements identified in the General Plan are included in the CIP. A finding of consistency with the General Plan must be made for each capital project or expenditure approved. This finding should be included in any actions to approve a budget for a specific improvement, as well as approval of the CIP.

Responsible Agency/Department: Community Development, Public Works/Engineering

Funding: City Capital Improvements, City General Fund, Water Fund, State and Federal grants, and outside funding sources

Time Frame: Annually

Related Land Use Element Policies: 4.1, 6.1, 6.7, 8.1-8.8

8. Parkland and School Site Dedication: The City will continue to require dedication and/or reservation of parkland and other public facilities (such as school sites), or a fee in lieu of, or a combination of both, as a condition of new residential development consistent with the Subdivision Map Act and the Quimby Act.

Responsible Agency/Department: Community Development, Community Services and Public Works Departments

Funding Source: Property Developer

Time Frame: Ongoing

Related Land Use Element Policies: 2.2, 8.7, 9.2

9. Dedication/Improvements: The City shall continue to require dedication of right-of-way and improvements of streets and

infrastructure consistent with the provisions of the Tustin City Code and in concert with other public facility and service providers.

Responsible Agency/Department: Public Works Department

Funding Source: Property Developer

Time Frame: Ongoing

Related Land Use Element Policies: 8.4, 8.5, 8.7, 8.8

10. Urban Design Improvement Program: Tustin's identity as a city can be strengthened by creating strong visual linkages with unifying urban design elements on major street corridors. The Urban Design Technical Memorandum provides specific guidance for this program which includes:

a. Establishment of landscaped corridors along major roadways including: 1) primary and secondary street and median tree plantings; 2) enhanced landscaping, entrance markers, identity graphics, and accent lighting at City gateways or entrances (along major roadways and at intersections); and 3) City identity graphics signing to mark the locations of civic buildings, parks, recreational facilities, schools, walking/biking paths, special areas such as Old Town, and public parking areas;

b. Establishment or improvement of circulation linkages among public places including: 1) improvement and completion of walking and biking linkages between public parks and community facilities; 2) use of City identity graphics, street furniture, lighting and other improvements to enhance the walking and biking network; and 3) strengthening existing public places and creating new public places connected by the linkage network.

c. Preservation and enhancement of historic resources including: 1) use of historic light standards where feasible in Old Town area; and 2) application of the Cultural Resources Overlay District to promote preservation and compatible development and use within the Old Town area.

d. Establishment of common design features for commercial areas including: 1) consolidation of properties and activities; 2) widening of sidewalks and consistent street plantings; 3) using site planning to minimize driveway openings on major streets, and encourage shared access and circulation between adjacent developments; 4) locating buildings near the public sidewalk with parking to the side or rear of the building; 5) parking areas setback from public sidewalk with buildings or landscaped buffers in between; 6) integrating buildings and outdoor spaces to encourage pedestrian activity; 7) providing architecture, landscaping, and site planning that is complementary to surrounding development; 8) designing larger buildings in a manner that reduces their perceived height and bulk; 9) designing building forms and elevations that create interesting silhouettes, strong shade and shadow patterns and architectural detail; and 10) integrating signage with site design, buildings, and landscaping.

Responsible Agency/Department: Community Development

Funding: City General Fund/Development Exactions/ Water Fund/State and Federal Funds

Time Frame: Ongoing

Related Land Use Element Policies: 1.12, 3.8, 4.2-4.3, 5.3, 5.5, 5.8, 6.1-6.12

11. Beautification Program: Encourage organization and implementation of a city beautification program to assist residents and businesses to improve the physical appearance of their property and build greater pride in the community.

Responsible Agency/Department: Administration, Community Development Department

Funding Source: General Fund, State and Federal funding sources

Time Frame: On-going

Related Land Use Element Policies: 5.3, 5.4, 5.5, 6.2, 6.5, 6.10, 10.8, 11.2

12. Economic Development: Land use activities and development proposals generating long-term fiscal benefits to serve local and visitor needs will be targeted as desirable land uses to attract to the City.

Responsible Agency/Department: City Manager/Community Development

Funding: City General Fund/Business Community

Time Frame: Ongoing

Related Land Use Element Policies: 1.2-1.3, 1.6-1.8, 3.2, 7.2, 7.4

13. Business Attraction and Retention: Develop and undertake an aggressive marketing effort to attract and retain business in Tustin.

Responsible Agency/Department: Community Development, City Council, Administration, Finance Department

Funding Source: City General Fund, State and Federal funding sources

Time Frame: 1993

Related Land Use Element Policies: 1.2, 1.7, 1.8, 5.1, 7.1, 7.2, 7.3, 7.4

14. Legislation: Support State and Federal legislation which will maintain and expand local financing capabilities in undertaking economic development activities and capital projects.

Responsible Agency/Department: Community Development Department, Public Works Department

Funding Source: City General Fund, State and Federal Funding

Time Frame: Ongoing

Related Land Use Element Policies: 1.9, 5.1, 7.1, 7.3, 8.1, 10.7

15. Annexation Proposal Review: Proposals for annexation of lands within the City's sphere of influence will be reviewed to identify the fiscal implications of such annexations, opportunities for greater efficiency in service delivery, and maintenance of quality of life for Tustin residents.

Responsible Agency/Department: City Manager/Community Development

Funding: City/Annexation Applications

Time Frame: Ongoing

Related Land Use Element Policies: 1.5, 1.13

16. Maintenance of City Revenues:

a. Monitor expenditures for facilities and services to identify those land uses and developments which impose significant costs on the City

b. Modify development patterns and standards, if required, to reduce municipal costs

c. Periodically review user charges and fees for services and utilities to be sure that they are consistent with costs incurred by the City.

Responsible Agency/Department: All City Departments

Funding Source: City General Fund

Time Frame: Ongoing

Related Land Use Element Policies: 8.2, 8.7, 8.8

COOPERATION WITH OTHER GOVERNMENTAL AGENCIES

17. Intergovernmental Cooperation: The City will provide information on public and private development proposals within Tustin to other government agencies and will monitor major issues under consideration by federal and state and other adjacent local agencies which impact Tustin.

Responsible Agency/Department: Community Development

Funding: All City Departments

Time Frame: Ongoing

Related Land Use Element Policies: 2.5, 3.1, 8.1, 8.2, 8.3

18. Service Coverage: Utilize joint power and mutual aid agreements, wherever possible for the purpose of ensuring adequate municipal service coverage in a more efficient manner and/or at the least possible cost to the City.

Responsible Agency/Department: Police Department, Orange County Fire Authority, Public Works Department

Funding Source: City General Fund

Time Frame: Ongoing

Related Policies: 8.1, 8.3

MUNICIPAL SERVICES

19. Level of Service: Establish standards for provisions of municipal services and attempt to maintain such level and/or quality of service throughout the City.

Responsible Agency/Department: All City Departments

Funding Source: City General Fund

Time Frame: Ongoing

Related Land Use Element Policies: 8.1, 8.2, 8.4, 8.5, 8.6

ENVIRONMENTAL COMPATIBILITY

20. Environmental Review: Utilize the site plan and design review process and the California Environmental Quality Act, as applicable, in review of development projects to minimize environmental impacts and promote high quality design and physical appearance, compatible and sensitive to the City's natural resources and availability of municipal services and facilities.

Responsible Agency/Department: Community Development Department

Funding Source: City General Fund/ Developers

Time Frame: Ongoing

Related Land Use Element Policies: 1.1, 3.4, 3.6, 3.7, 4.1, 4.5, 8.1, 8.5, 8.6, 9.5, 9.6, 9.7, 9.8

REHABILITATION

21. Rehabilitation Activities: Through the Community Development Block Grant Program (CDBG), the Housing and the U.S. Department of Urban Development (HUD) provide funds to local governments for funding a wide range of activities. Allocate CDBG funds, where possible, for rehabilitation of older residential and commercial areas within the City.

Responsible Agency/Department: Community Development Department

Funding Source: County of Orange/Federal

Time Frame: Ongoing

Related Land Use Element Policies: 5.3, 5.4, 5.7, 6.10, 10.8

PUBLIC PARTICIPATION/INFORMATION

22. Public Information: Develop and distribute public information brochures which describe current development requirements in the City and also assist the public in understanding general land use planning principles and municipal procedures.

Responsible Agency/Department: Community Development Department

Funding Source: City General Fund

Time Frame: Ongoing

Related Land Use Element Policies: 2.4, 5.6, 6.2

23. Public Hearing and Meetings: The City will allow for public input and provide information through the following techniques including: a) Preparing an annual report on the General Plan to the City Council describing the status of the Plan and progress toward its implementation, and b) Continuing the practice of making presentations and holding informal study sessions and workshops within community organizations and the general public to keep all parties informed of current development activities planned or underway in the City.

Responsible Agency/Department: Community Development Department, City Manager

Funding Source: City General Fund

Time Frame: Ongoing

Related Land Use Element Policies: 2.1, 2.3, 2.4, 7.3

Housing Element

TUSTIN GENERAL PLAN

October 1, 2013
Adopted by Resolution No. 13-86

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INTRODUCTION TO THE HOUSING ELEMENT

The availability of decent housing and a suitable living environment for every family has been an ongoing concern to all levels of government. In California, this concern is addressed by the California Government Code requirement that each City adopt a Housing Element as a mandatory part of its General Plan.

State Planning Law mandates that jurisdictions within the Southern California Association of Governments (SCAG) region adopt revisions to their Housing Elements by October 15, 2013. As a consequence of this due date, a series of time frames for various aspects of the Housing Element preparation are established. There are two relevant time periods:

- 2006-2014: The previous planning period began in 2006, and ends on June 30, 2014.
- October 2013 – October 2021: the current Housing Element planning period for assessing short-term housing construction needs and implementing housing programs.

The planning period for the Regional Housing Needs Assessment (RHNA) as prepared by SCAG, is from January 1, 2014 to October 1, 2021, a seven and three-quarter year period.

The source of most of the demographic data in this Housing Element and the related Housing Element Technical Memorandum is the U.S. Census Bureau, American Community Survey, 2007-2011 Five-Year Estimates. This was the most comprehensive and recent source of data available at time this Housing Element was prepared.

PURPOSE OF THE HOUSING ELEMENT

The Land Use Element is concerned with housing in a spatial context while the Housing Element identifies housing programs aimed at meeting the identified housing needs of the City's population. The Tustin Housing Element includes the identification of strategies and programs that focus on: 1) housing affordability, 2) rehabilitating substandard housing, 3) meeting the existing demand for new housing, and 4) conserving the existing affordable housing stock. The Tustin Housing Technical Memorandum provides background information and supporting documentation.

SCOPE AND CONTENT OF ELEMENT

The State Legislature recognizes the role of the local general plan, and particularly the Housing Element, in implementing statewide housing goals. Furthermore, the Legislature stresses continuing efforts toward providing affordable housing for all income groups. The Legislature's major concerns with regard to the preparation of Housing Elements are:

- Recognition by local governments of their responsibility in contributing to the attainment of State housing goals;
- Preparation and implementation of housing elements which coordinate with State and Federal efforts in achieving State housing goals;
- Participation by local jurisdictions in determining efforts required to attain State housing goals; and
- Cooperation between local governments to address regional housing needs.

The State Department of Housing and Community Development (HCD) set forth specific requirements regarding the scope and content of housing elements.

CONSISTENCY WITH STATE PLANNING LAW

The preparation of the City's Housing Element is guided by and must conform to Section 65580 et seq. of the California Government Code. In the introduction of these Government Code sections, the Legislature establishes a policy that the availability of housing in a suitable environment is of vital statewide importance, and a priority of the highest order. It further states that local governments are to address the housing needs of all economic segments, while considering the economic, environmental and fiscal factors and community goals set forth in the General Plan. The following table cites the required components for the Housing Element and cites the document and page references for the required components.

TABLE H- 1
STATE HOUSING ELEMENT REQUIREMENTS

Required Housing Element Component	Page
A. <u>Housing Needs Assessment</u>	
1. Analysis of population trends in Tustin in relation to regional trends	HTM 8 & HE 8
2. Analysis of employment trends in Tustin in relation to regional trends	HTM 11 & HE 10

TABLE H- 1
STATE HOUSING ELEMENT REQUIREMENTS

Required Housing Element Component	Page
3. Projection and quantification of Tustin's existing and projected housing needs for all income groups	HE 28 & HTM 33
4. Analysis and documentation of Tustin's housing characteristics including the following:	
a) level of housing cost compared to ability to pay;	HTM 17
b) overcrowding;	HTM 14
c) Housing stock condition.	HTM 29
5. An inventory of land suitable for residential development including vacant sites and sites having redevelopment potential and an analysis of the relationship of zoning, public facilities and services to these sites	HE 52-53
6. Identification of a zone or zones where emergency shelters are allowed as a permitted use	HE 42
7. Analysis of existing and potential governmental constraints upon the maintenance, improvement, or development of housing for all income levels	HTM 45 & HE 33
8. Analysis of existing and potential non-governmental and market constraints upon maintenance, improvement, or development of housing for all income levels	HTM 63 & HE 31
9. Analysis of special housing need: persons with disabilities (including developmental disabilities), the elderly, large families, female-headed family households, farmworkers, and families and persons in need of emergency shelter	HE 15 & HTM 18
10. Analysis concerning the needs of homeless individuals and families in Tustin	HE 19 & HTM 22
11. Analysis of opportunities for energy conservation with respect to residential development	HTM 67
12. Analysis of existing assisted housing developments that are eligible to change from low-income housing uses during the next 10 years	HE 22-23 & HTM 35-36
B. <u>Goals and Policies</u>	
1. Identification of Tustin's goals, quantified objectives and policies relative to maintenance, preservation, improvement, and development of housing	HE 54

TABLE H- 1
STATE HOUSING ELEMENT REQUIREMENTS

Required Housing Element Component	Page
C. <u>Implementation Program</u> An implementation program should do the following:	
1. Identify adequate sites which will be made available through appropriate action with required public services and facilities for a variety of housing types for all income levels	HE 86-104
2. Assist in the development of adequate housing to meet the needs of extremely low, very-low, low-and moderate-income households	HE 86-104
3. Identify and, when appropriate and possible, remove governmental constraints to the maintenance, improvement, and development of housing	HE 86-104
4. Conserve and improve the condition of the existing and affordable housing stock	HE 86-104
5. Promote housing opportunities for all persons	HE 86-104
6. Identify programs to address the potential conversion of assisted housing developments to market rate units	HE 86-104
7. Identify agencies and officials responsible for implementation	HE 86-104
8. Include a description of the public participation effort	HE 5-7

Source: California Government Code, §65583, et al.

GENERAL PLAN CONSISTENCY

While a city must consider housing needs for all economic segments, it must also maintain internal consistency among other elements of the General Plan as required by state law. Neither the Housing Element nor any other element may supersede any other required Tustin General Plan elements.

The Housing Element relates to other elements in a variety of ways. The Land Use Element directly relates to the Housing Element by designating areas of the City in which a variety of residential types and densities exist.

The Housing Element's relationship to the Conservation, Open Space, and Recreation Element is conditioned by the need to serve a growing population's recreational needs in the areas of the City with the highest density. Also, housing needs for low cost land must be balanced by the need to conserve natural resources.

The Circulation Element attempts to provide an efficient and well-balanced circulation system. This system must be designed to accommodate allowed land uses, including residential uses, and the intensity of allowable uses should not exceed the ultimate capacity to accommodate them.

The Safety Element relates to the Housing Element by designating areas that are unsafe for development such as Alquist-Priolo Zones, floodplains, etcetera.

Similar to the Safety Element, the Noise Element relates to the Housing Element by addressing a health related issue area. Techniques for reducing noise often involve buffers between land uses.

The Growth Management Element overlaps the issues raised in the Housing Element in its efforts to ensure that the planning, management, and implementation of traffic improvements and public facilities are adequate to meet the current and projected needs of Orange County.

The Housing Element has been reviewed for consistency with the City's other General Plan elements and policy directions. As parts of the General Plan are amended in the future, this housing element will be reviewed to ensure that consistency is maintained.

CITIZEN PARTICIPATION

The California Government Code requires that local governments make diligent efforts to solicit public participation from all segments of the community in the development of the Housing Element. Public participation in the Housing Element Update process occurred through the following methods:

- A public workshop was conducted on April 23, 2013 to provide an opportunity for interested persons to ask questions and offer suggestions on the proposed Housing Element. Approximately 24 members of the public attended the workshop, and nine (9) individuals provided verbal comments. Seven (7) of the speakers expressed concerns and provided comments regarding the affordable housing needs of individuals with developmental disabilities. These needs and related programs are addressed in the draft Housing Element. The other speakers provided general comments regarding senior housing and the need for affordable housing. Notice of this workshop was published in the Tustin News, on the City's website, and was also mailed to the City's list of local housing interest groups. A copy of the mailing list is included as Appendix C.
- Specific implementation programs included in the Housing Element Update were also discussed at various public hearings in anticipation of the Housing Element Update. These hearings include the Federal Community

Development Block Grant Program public hearings held on March 5, 2013, and May 7, 2013.

- Public hearings were held on August 13, 2013, by the Planning Commission and on October 1, 2013, by the City Council to provide additional opportunities for public review and comment on the Housing Element Update and supporting documents. All public meetings were advertised in the Tustin News and the City's website. Special notifications were also sent to those on the City's list of interested parties.
- Draft Housing Element, Technical Memorandum, and relevant documents were made available at the City Hall, Library, on City's website for easy access and download, and mailed to requesting parties. Public comments received were evaluated and incorporated into the staff report to the Planning Commission and the City Council. As appropriate, the Housing Element has been revised to address these comments.
- On June 21, 2013, the City sent the draft Housing Element to the Department of Housing and Community Development (HCD). On October 1, 2013, the City Council adopted the Housing Element Update as required by State Law. Following adoption, on October 10, 2013, the City sent the adopted Housing Element to HCD for final review. On, _____ 2013, the City received final approval from HCD. The City advertised the availability of the Housing Element in English and Spanish in two local newspapers and also made the Housing Element available at City Hall, the City's website, and the Tustin Library. The City also sent direct mailings to over 100 organizations consisting of youth, seniors, veterans, disabled, homeless shelters, cultural organizations, housing advocates, religious organizations, housing builders, fair housing council, and individuals interested in the process. Revised Housing Element and its relevant documents are posted on the City website to allow the public and interested organization easy access and download.

In addition to public input received at the April 23, 2013, public workshop, the City received written public comments from several individuals and organizations. The City received correspondence pertaining to the needs of individuals with development disabilities. The Housing Element addresses the needs of persons with development disabilities by first defining the term "developmentally disabled," by explaining the specific needs of persons with developmental disabilities, by describing some of the services available, by providing an estimate of the number of persons with development disabilities living in Tustin, and by including a program to work with the Regional Center of Orange County to implement an outreach program that would inform the public of the services available to persons with developmental disabilities in Tustin. In addition, the

City's Housing Authority is committed to working with entities seeking funding to provide housing for persons with developmental disabilities.

In addition, a letter was received from the Airport Land Commission. Although the Housing Element update does not propose any new development within the John Wayne Airport Planning Area, Airport Land Commission staff indicated that their review is required for the General Plan Amendment and that it would be possible for their review to occur prior to the City Council hearing. This review is more procedural in nature, and no issues are anticipated.

Correspondence from the Kennedy Commission commended the City for its efforts in encouraging and facilitating the development of affordable housing. The Kennedy Commission included four recommendations in their letter. The first and third recommendations are already addressed in that the City has continued its partnership with the Kennedy Commission and the City already has density bonuses and other incentives available citywide for affordable housing. The second and fourth recommendations relate to potential funding sources and fee waivers for affordable housing and therefore, will be considered by the City Council.

Finally, the Department of Transportation (Caltrans) provided general comments on the Draft Housing Element, encouraging efficient land use patterns and more sustainable communities, and acknowledging that the Housing Element update does not propose any significant land use changes.

SUMMARY OF ISSUES, NEEDS, CONSTRAINTS AND OPPORTUNITIES

This section of the Housing Element summarizes Tustin's current and projected housing needs to form the basis for establishing program priorities and quantified objectives in the Housing Element. This section also:

- Estimates the number of households that meet Federal or State criteria for special consideration when discussing specialized needs;
- Evaluates assisted units at risk of conversion;
- Describes constraints that may discourage the construction of new housing; and
- Examines housing opportunity sites.

SUMMARY OF HOUSING NEEDS

A number of factors will influence the degree of demand or "need" for housing in Tustin. The major "needs" categories considered in this Element include:

- Housing needs resulting from increased population and employment growth in the City and the surrounding region;
- Housing needs resulting from household overcrowding;
- Housing needs resulting from the deterioration or demolition of existing units;
- Housing needs that result when households are paying more than they can afford for housing;
- Housing needs resulting from the presence of "special needs groups" such as the elderly, large families, female-headed households, households with a disabled person, and the homeless; and
- Housing needs resulting from conversion of the assisted housing stock to market rate.

Population Growth

As shown in Table H-2, between 2000 and 2010 the City's population grew from 67,504 to 75,540, an increase of 11.9 percent. Between 2010 and 2012 population growth slowed significantly, falling 41.2 percent from the yearly average of 1.2 percent between 2000 and 2010 to .7 percent over the past 2 years. The City of Tustin's growth rate between 2010 and 2012 was slightly slower than the

countywide growth rate but faster than the nearby cities of Garden Grove, Orange, and Santa Ana. Recent projections released by the Center for Demographic Research, CSUF (Orange County Projections 2010 Modified, January 26, 2012) indicate that Tustin's population will increase by an annual rate of approximately 0.7 percent during this implementation period, bringing the total population to 83,534 by the year 2025. Table H-2 compares the City's growth rate between 2000 and 2012 with other Orange County cities and the County as a whole.

A large percentage of Tustin's population growth can be attributed to annexations that have occurred since 1980. The remainder can be attributed to a variety of other factors, including shifts in family structures from smaller to larger families, redevelopment of existing developed areas, infill development, and residential construction in East Tustin and Tustin Legacy (former Marine Corps Air Station [MCAS] Tustin). Substantial population and housing growth will continue during this planning period with the continued development at Tustin Legacy.

TABLE H- 2
Population Growth 2000-2012
City of Tustin, Nearby Jurisdictions and Orange County

Jurisdiction	2000[1]	2010[2]	2012[3]	Percent Growth	
				2000-2010	2010-2012
Tustin	67,504	75,540	76,567	11.9%	1.4%
Anaheim	328,014	336,265	343,793	2.5%	2.2%
Garden Grove	165,196	170,883	172,648	3.4%	1.0%
Irvine	143,072	212,375	223,729	48.4%	5.3%
Orange	128,821	136,416	138,010	5.9%	1.2%
Santa Ana	337,977	324,528	327,731	-4.0%	1.0%
Orange County	2,846,289	3,010,232	3,055,792	5.8%	1.5%

Sources: [1] 2000 U.S. Census
[2] 2010 U.S. Census
[3] Department of Finance estimates 2012

Population projections are shown in Table H-2A. According to Orange County Projections (OCP) 2010 Modified data, the population in the City of Tustin is expected to increase by approximately 6.3 percent from 77,965 persons in 2015 to 82,878 persons by the year 2035, after a peak population of 83,944 in 2030. The decrease in the last five years of the projections is attributed to general countywide

demographic characteristics, such as the age structure of the population, declining fertility rates, low housing growth, and declining immigration.

TABLE H- 2A
Population Projection

	2015	2020	2025	2030	2035	Percent Change (2015- 2035)
Tustin	77,965	81,310	83,534	83,944	82,878	6.30%

Source: Center for Demographic Research at Cal State Fullerton - OCP 2010 Modified, January 26, 2012

Employment

According to 2007-2011 American Community Survey data, the City of Tustin had 41,761 residents in the labor force, of which 38,308 (91.7 percent) were in the labor market. Of these, 83.7 percent were private wages and salary workers. Table HTM-4 in the Technical Memorandum shows the breakdown of employment by occupation.

In 2011, the largest occupational category was management, business, science and arts occupations, in which a total of 15,698 were employed. The second largest category was the sales and office occupations, employing 10,214.

Table H-3 provides employment projections between the years 2015 and 2035. According to OCP-2012 Modified data, employment in the City of Tustin is expected to increase by approximately 47 percent between 2015 and 2035.

TABLE H- 3
Employment Projection

	2015	2020	2025	2030	2035	Percent Change (2015- 2035)
Tustin	45,428	51,890	60,370	65,425	66,771	46.98%

Source: OCP 2010 Modified, Prepared by Center for Demographic Research at Cal State Fullerton.

In terms of industry, the Educational services, and health care and social assistance and Professional, scientific, and management, and administrative and waste management services sectors employed the largest number of persons with 6,947 (18.1%) and 5,606 (14.6%) employees, respectively. Table H-4 is a summary of the number of employees by industry.

Due to its favorable location, demographics, and business environment, Tustin is home to several large employers. The City's top ten employers include: Young's Market Co. LLC, Tustin Unified School District, Lamppost Pizza Corp., Ricoh Electronics Inc., Toshiba America Medical Systems, Rockwell Collins Inc., Costco, Cherokee International Inc., City of Tustin, and Raj Manufacturing Inc.

Table H-4 provides a list of the largest employers in Tustin in 2011. The list includes a variety of industries, including manufacturing, health care, retail, and technology sectors.

TABLE H- 4
LIST OF MAJOR EMPLOYERS IN TUSTIN, CA 2011

Company/Address	No. Emp.	Product/Service
Young's Market Co LLC 14402 Franklin Ave Tustin, CA 92780	2,100	Distributor
Tustin Unified School District 300 South C St. – Tustin 92780	1,728	Education
Lamppost Pizza Corp 3002 Dow Ave, Tustin, CA	1,400[1]	Corporation
Ricoh Electronics, Inc. 1100 Valencia Ave. – Tustin, 92780	1,384	Manufacturer
Toshiba America Medical Systems 2441 Michelle Dr. – Tustin, 92780	900	Distributor, Medical Equipment
Rockwell Collins – (714) 317-8102 14192 Franklin Ave.– Tustin, 92780	600	Manufacturer
Costco Wholesale 2700 Park Ave. – Tustin 92780; 2655 El Camino Real, Tustin, CA	450	Wholesale Trade
Cherokee International 2841 Dow Ave. – Tustin, 92780	350	Power Supplies
City of Tustin 300 Centennial Way – Tustin 92780	300	Government
Raj Manufacturing Inc. 2692 Dow Ave, Tustin, CA	260	Manufacturing
Cash Plus Inc. 3002 Dow Ave, Tustin, CA	250	Financial Services
Kleen Impressions 17300 17th St # J Pmb 388, Tustin, CA	250	Cleaning Services
Ricoh Business Solutions 1123 Warner Ave Tustin, CA 92780	250	Business Services
Southern California Pipeline 15991 Red Hill Ave, Tustin, CA	235	Construction
Home Depot 2782 El Camino Real – Tustin, 92780	203	Retail
Health South Tustin Rehab Hospital 14851 Yorba St, Tustin, CA	200	Medical

Logomark, Inc. 1201 Bell Ave. – Tustin 92780	200	Wholesale Trade
Red Robin Gourmet Burgers[2] 3015 El Camino Real, Tustin, CA	200[1]	Retail
SMC Corporation of America 14191 Myford Rd. – Tustin 92780	200	Manufacturer
Straub Distributing Company[3] 2701 Dow Ave. – Tustin, 92780	200	Wholesale Trade
Tustin Toyota 36 Auto Center Dr., Tustin, CA	200	Automotive Dealer

SOURCE: City of Tustin Comprehensive Annual Financial Report For the Year Ended June 30, 2011
[1] The employee count appears to include those employed at locations outside of Tustin.
[2] Red Robin Gourmet Burgers was located at 3015 El Camino Real in 2011 and has relocated to 2667 Park Avenue.
[3] Straub Distributing Company was located in Tustin in 2011, but is no longer doing business in Tustin.

Jobs-Housing Balance

The "jobs-housing balance" test is a general measure of a community's employment opportunities with respect to its residents' needs. A balanced community would reach equilibrium between employment and housing opportunities so the majority of the residents could also work within the community.

Table H-5 shows the 2011 jobs-housing balance for the City of Tustin as well as Orange County and the Southern California region. Tustin had a jobs/housing ratio of 1.40 in 2011, while Orange County and the region had jobs/housing ratios of 1.38 and 1.23, respectively. This demonstrates that Tustin is a job-rich community when compared to county and regional averages.

TABLE H- 5
JOBS-HOUSING BALANCE
CITY/COUNTY/REGION
2011

	Tustin	Orange County	SCAG Region
Total Jobs	36,869	1,447,768	7,174,832
Housing Units	26,418	1,046,323	6,311,587
Jobs/Housing Ratio	1.40	1.38	1.14

Sources: U.S. Census Bureau: 2007-2011 American Community Survey; Center for Economic Studies, 2011.

Overcrowding

From 2007 to 2011 there has been a decrease in unit overcrowding, as fewer households "double up" to save on housing costs. Overcrowding is often reflective

of one of three conditions: 1) a family or household is living in a dwelling that is too small; 2) a family chooses to house extended family members (i.e., grandparents or grown children and their families living with parents, termed doubling); or 3) a family is renting living space to non-family members.

State and Federal Housing Law defines overcrowded housing units as those in which the ratio of persons-to-rooms exceeds 1.0. The rooms considered in this equation exclude bathrooms, kitchens, and hallways, but includes other rooms such as living and dining rooms. The 2007-2011 American Community Survey showed that 2,508 (10 percent) of households living in overcrowded conditions in Tustin. Of the households living in such conditions, 78 percent were renters. Renter households had a significantly higher incidence of overcrowding than owner households: 7.8 percent of renter and 2.2 percent of owner households were overcrowded. Table HTM-8 of the Housing Element Technical Memorandum illustrates the numbers of all Tustin households living in overcrowded conditions.

Substandard Units

By 2020, approximately 62 percent of the City's housing stock will be over 30 years old, the age at which housing tends to require significant repairs. This indicates a potential need for rehabilitation and continued maintenance of over 17,324 dwelling units[1].

Affordability

State and Federal standards for rental housing overpayment are based on an income-to-housing cost ratio of 30 percent and above. Households paying greater than this percentage will have less income left over for other necessities, such as food, clothing and health care. Upper income households are generally capable of paying a larger proportion of their income for housing, and therefore estimates of housing overpayment generally focus on lower income groups.

As identified in the 2012 RHNA, 2,458 Tustin households are at or below 30% of the County Median Household Income (MHI) and considered "Extremely Low Income." The 2012 RHNA also shows 11,266 of Tustin households were paying more than 30 percent (overpaying) of their income on housing needs. Table HTM-12 of the Housing Element Technical Memorandum reflects American Community Survey estimates for households overpaying for shelter. While most extremely low income households are currently housed, they are in a precarious position, particularly those overpaying for housing in light of the current housing market, and could face the threat of homelessness.

[1] 2007-2011 American Community Survey; City of Tustin.

The distinction between renter and owner housing overpayment is important because, while homeowners may over-extend themselves financially to afford the option of home purchase, the owner always maintains the option of selling the home, thereby generally lowering housing costs. In addition, home ownership affords tax benefits to reduce monthly costs. Renters are limited to the rental market, and are generally required to pay the rent established in that market. According to the American Community Survey data, of the total 4,585 lower income households identified as over-payers, 3,368 were renter households and 1,217 were owner households. This discrepancy is largely reflective of the disproportionate number of rental housing units in the City and the tendency of renter households to have lower incomes than owner households (see Table HTM-11 in the Technical Memorandum).

Table H-6 summarizes the characteristics of the current apartment inventory in the City of Tustin as of the first quarter 2013 based on data from REALFACTS. The data include a total of 28 apartment properties and 5,810 units, with an average of 208 units per property. All properties in the inventory have at least 100 units and were built between 1957 and 1997. Therefore, the data do not include small multifamily properties.

The overall rental vacancy rate for Tustin in 2011 was 5.6 percent, up considerably from 4.3 percent in the first quarter of 2007. Generally, a vacancy rate of 5 percent is considered to reflect a "tight" housing market. Department of Finance data for Tustin as of January 2013 show a vacancy rate of 4.8 percent for all housing types in Tustin (single- and multi-family, owner and rental).

The data show that approximately 40 percent of apartment units in the City have one bedroom, 52 percent have two bedrooms, and 5 percent have three bedrooms. Average monthly rents are $1,340 for a one-bedroom, one-bath unit. For two-bedroom units, average monthly rents are $1,448 for units with one bath, $1,412 for units with one and a half baths, $1,828 for units with two baths, and $1,695 for two-bedroom townhouse units. The average monthly rent for a three-bedroom unit with one and a half baths is $1,777 and for a three-bedroom unit with two baths the average rent is $2,391. The average rent for a three-bedroom townhouse unit is $1,845.

The weighted average rental rate for the inventory increased 1.9percent over the past year[2]. Rents for studios increased the most at 5.1 percent, followed by two-bedroom one-bath units at 3.5 percent, and one-bedroom one-bath units at 3.1 percent.

[2] These weighted average rents weight the average rent by bedroom count by the number of units in that bedroom count category.

TABLE H- 6
Apartment Inventory Characteristics
March 2013

Unit Size	Units	Percent	Average SF	Average Rent	Average Rent/SF
Studio	200	3.4%	521	$1,267	$2.43
Jr 1 BR	32	0.6%	470	$1,070	$2.28
1 BR/1 BA	2,303	39.6%	732	$1,340	$1.83
2 BR/1 BA	625	10.8%	976	$1,448	$1.48
2 BR/1.5 BA	266	4.6%	945	$1,412	$1.49
2 BR/2 BA	1,924	33.1%	1,021	$1,828	$1.79
2 BR TH	194	3.3%	1,079	$1,695	$1.57
3 BR/1.5 BA	36	0.6%	1,371	$1,777	$1.30
3 BR/2 BA	210	3.6%	1,172	$2,391	$2.04
3 BR TH	20	0.3%	1,516	$1,845	$1.22

"TH" signifies a Townhouse Unit.
Note: Averages for the Total row are weighted averages.
Source: Realfacts

Affordability Gap Analysis

In addition to information related to Housing Constraints provided in the City's Housing Element Technical Memorandum, a Comprehensive Housing Affordability Strategy was prepared in 2008. The report contains a detailed affordability gap analysis to illustrate the "gap" between the cost of developing housing for rent and ownership and what households at a variety of income levels can afford to pay toward their housing expenses. A Summary of Renter and Owner Affordability Gaps for certain prototypical unit types and incomes are provided as Appendix "B.[3]"

Special Needs Groups

Certain segments of the population may have a more difficult time finding decent, affordable housing due to special circumstances and may require specific accommodation or assistance to meet their housing needs. Included as special needs groups are the elderly, disabled, including persons with developmental disabilities, female-headed households, large families, and homeless persons. As there are no known "farmworkers" residing in Tustin this group is not discussed in the Housing Element.

Elderly: The special needs of many elderly households result from their lower, fixed incomes, physical disabilities, and need for assistance. As shown in Table HTM-2,

[3] Summary based on data contained in Comprehensive Housing Affordability Strategy, 2008.

persons aged 65 years or older in Tustin comprised 8.8 percent of the population in 2011.

Table H-7 shows the tenure of households with the head of household aged 65 years or older in the City of Tustin in 2011. The City had 1,071 renter households and 2,839 owner households with a head of household aged 65 years or older. Households with a senior householder represented 15.7 percent of all households in the City.

TABLE H- 7
Tenure of Households with Head of Household Aged 65 Years or Older
2011

	Head of Household 65 Years or Older	
Tenure	**# Households**	**% Households**
Renters	1,071	9.1%[1]
Owners	2,839	21.7%[2]
Total Households	**3,910**	15.7%[3]

[1] As a percentage of 11,833 renter households.
[2] As a percentage of 13,112 owner households.
[3] As a percentage of 24,945 total households.

Source: U.S. Census, 2007-2011 American Community Survey

Table H-7A shows the estimated household income distribution for householders aged 65 years or older in 2011. Approximately 14 percent of elderly households in Tustin earned less than $25,000 annually or about 37 percent of AMI for a household of two persons in 2011.[4]

TABLE H-7A
Estimated Household Income Distribution
Households with Head of Household Aged 65 Years or Older
2011

Income Range	Number	Percent	Cumulative %
Less Than $10,000	153	3.9%	3.9%
$10,000-$24,999	394	10.1%	14.0%
$25,000-$34,999	300	7.7%	20.7%
$35,000-$49,999	479	12.2%	33.9%
$50,000-$74,999	676	17.3%	50.2%
$75,000-$99,999	566	14.5%	64.7%
$100,000 or More	1,342	34.3%	100.0%
Total Households	**3,910**	**100.0%**	

Source: U.S. Census Bureau: 2007-2011 American Communities Survey. Table B19037

[4] HUD median household income for a family of two in Orange County in 2011 was $67,350.

Disabled: Physical and developmental disabilities can hinder access to housing units of traditional design and potentially limit the ability to earn adequate income. According to the 2009-2011 ACS, a total of 2,192 persons in Tustin between 18 and 65 years of age reported a disability. In addition, 1,745 persons over age 65 reported a disability in 2011.

Special housing needs of disabled individuals include wheelchair accessibility, railings, and special construction for interior living spaces. The Housing Element sets forth policies to encourage the development of disabled-accessible housing (see policies 1.11, 1.13, 1.15).

Persons with Developmental Disabilities: As defined by federal law, "developmental disability" means a severe, chronic disability of an individual that:

- Is attributable to a mental or physical impairment or combination of mental and physical impairments;
- Is manifested before the individual attains age 22;
- Is likely to continue indefinitely;
- Results in substantial functional limitations in three or more of the following areas of major life activity: a) self-care; b) receptive and expressive language; c) learning; d) mobility; e) self-direction; f) capacity for independent living; or g) economic self-sufficiency;
- Reflects the individual's need for a combination and sequence of special, interdisciplinary, or generic services, individualized supports, or other forms of assistance that are of lifelong or extended duration and are individually planned and coordinated.

The U.S. Census Bureau does not record developmental disabilities. According to the U.S. Administration on Developmental Disabilities, an accepted estimate of the percentage of the population that can be defined as developmentally disabled is 1.5 percent. Many developmentally disabled persons can live and work independently within a conventional housing environment. More severely disabled individuals require a group living environment where supervision is provided. The most severely affected individuals may require an institutional environment where medical attention and physical therapy are provided. Because developmental disabilities exist before adulthood, the first issue in supportive housing for the developmentally disabled is the transition from the person's living situation as a child to an appropriate level of independence as an adult.

The State Department of Developmental Services (DDS) currently provides community-based services to approximately 243,000 persons with developmental disabilities and their families through a statewide system of 21 regional centers, four

developmental centers, and two community-based facilities. The Regional Center of Orange County (RCOC) is one of 21 regional centers in California that provides point of entry to services for people with developmental disabilities. The RCOC is a private, non-profit community agency that contracts with local businesses to offer a wide range of services to individuals with developmental disabilities and their families.

Any resident of Orange County who has a developmental disability that originated before age 18 is eligible for services. Services are offered to people with developmental disabilities based on Individual Program Plans and may include: Adult day programs; advocacy; assessment/consultation; behavior management programs; diagnosis and evaluation; independent living services; infant development programs; information and referrals; mobility training; prenatal diagnosis; residential care; respite care; physical and occupational therapy; transportation; consumer, family vendor training; and vocational training. RCOC also coordinates the state-mandated Early Start program, which provides services for children under age three who have or are at substantial risk of having a developmental disability. According to the RCOC February 2010 Facts and Statistics data, the RCOC currently serves approximately 16,728 individuals.

According to the RCOC, there are at least 428 children and adults with developmental disabilities living within the City of Tustin. There may be others who have chosen not to receive services from the Regional Center or who are not aware of or understand the services provided by the Regional Center.

Large Families: A family household containing five or more persons is considered a large family, as defined by the Census Bureau. Large families are identified as groups with special housing needs because of the limited availability of adequately sized, affordable housing units. Large families are often of lower income, frequently resulting in the overcrowding of smaller dwelling units and accelerating unit deterioration.

According to the 2007-2011 ACS, 3,852 family households, or 15.4 percent of all households, had five or more persons (see Housing Element Technical Memorandum Table HTM-14). Of those, approximately 47.6 percent were owner-households and 52.4 percent were renter households.

Female-Headed Parent Households: The housing needs of female-headed households with children are generally related to affordability since such households typically have lower than average incomes. According to the 2007-2011 ACS, the City of Tustin had 1,652 female-headed households with children less than 18 years of age.

Single Room Occupancy (SRO): A single room occupancy unit typically is a 250 to 500 square feet residential unit, with a sink and closet, which may require the occupant to share a communal bathroom, shower, and/or kitchen. SRO units are allowed within the City's Multiple Family Residential districts and Planning Area 3 of the MCAS Tustin Specific Plan. Single room occupancy units such as rest homes also are allowed within Commercial Districts in the city through approval of a Conditional Use Permit. Although no specific ordinance is in place to address SRO units, the City may consider the adoption of single-room occupancy (SRO) ordinance during the planning period.

The Homeless: Measuring the extent of the homeless population specifically in Tustin remains a challenge for community leaders. To complicate the challenge of meeting homeless persons' needs, the issue of homelessness is considered regional in nature. Nomadic tendencies of homeless persons make it difficult to assess the population accurately on a citywide basis; therefore, homelessness should be addressed on a countywide basis, in conjunction with cities and local non-profit organizations.

The Orange County Housing and Community Development Department defines homelessness as not having a permanent address, sleeping in places not meant for habitation, not having ample food and medical attention or a place to change clothes or bathe. Per this definition, the County of Orange estimates in 2011 there were 18,325 homeless in the County. For those 18,325 homeless, there are only about 3,357 available beds, including 1,156 emergency shelter beds and 2,201 beds in transitional housing facilities, according to the Orange County Ten-Year Plan to End Homelessness 2012.

The homeless population is comprised of subgroups, which include:

a) The economic homeless who lack financial resources to pay rent;

b) The situational homeless who have suffered economic or personal trauma and find themselves in personal disorganization; and,

c) The chronic homeless who are unable to care for themselves due to chronic illness, disability or debilitating substance abuse.

The City of Tustin's 2010-2015 Consolidated Plan states that, according to police reports and windshield surveys performed within the City of Tustin, most homeless persons migrate through Tustin to other parts of the County rather than stay for extended periods of time within the City. The City's Police Department estimates that there are 10-12 homeless persons residing in the City at any given time.

There are numerous factors that contribute to homelessness in Tustin and Orange County. The known causes of homelessness include unemployment, limited skills,

and a breakdown in the family as a social and economic unit. Additionally, cutbacks in social service programs and the de-institutionalization of the mentally ill during the 1980s have contributed to the homeless population. A new trend, however, is emerging as a significant contributing element to homelessness: a fast-growing lack of affordable housing, which could exacerbate any of the above conditions, but may increasingly become a standalone cause of homelessness.

Although there are no established areas where unsheltered homeless persons congregate in the City, there are several homeless services facilities in the City. One of the shelters in Tustin, the 45-bed Sheepfold shelter provides shelter, food, clothing, job training, and job-referral services primarily to battered women and children. Guests are admitted on a first-come, first-served basis. Usually all beds are fully occupied. The shelter services a large area including many portions of Orange and San Bernardino Counties.

Within the City of Tustin, there are a variety of Non-Profit Organizations (NPOs) that provide direct housing and related services to homeless persons. These include Village of Hope, an emergency/transitional home; Sheepfold, a feeding program affiliated with the United Way; Families Forward, a homeless provider; Olive Crest, transitional homes and services for abused and neglected children, and Laurel House, an emergency shelter and transitional housing provider for homeless youth in the City.

Additional programs have been provided at the Tustin Legacy site. A Homeless Assistance Plan has been established for MCAS, Tustin that is consistent with the continuum of care model embodied in the Consolidated Plans for the Cities of Tustin and neighboring Irvine. The fundamental components of the continuum of care system implemented with the MCAS Tustin Specific Plan:

- Provide emergency shelter beds and intake assessment
- Offer transitional housing and services
- Provide opportunities for permanent affordable housing by the private sector.

In Tustin Legacy, four homeless service providers including the Salvation Army, Orange Coast Interfaith Shelter, Families Forward, and Human Options currently are operating 48 family units. The Orange County Rescue Mission operates a 192-unit transitional/emergency shelter (Village of Hope) and the Orange County Social Services Agency operates a 90bed facility for abused and neglected children and their families.

Numerous other agencies provide shelter and other services to the homeless in the nearby cities of Santa Ana, Irvine, and Orange. Table H-8 is a list of organizations in Tustin that provide homeless services.

TABLE H- 8
EMERGENCY SHELTER/TRANSITIONAL HOUSING FACILITIES

Facility	Services Provided
Sheepfold	Provides shelter, food, clothing, job training, and job-referral services to women with children.
Laurel House	Temporary housing for teenagers in crisis. The facility also provides food, informal counseling, and access to medical care and clothing.
St. Cecilia's	Distributes food supplies to needy populations.
Redhill Lutheran	Operates emergency food program where a person can receive food supplies.
Tustin Presbyterian	Collects food supplies and distributes the food to various organizations involved in providing homeless services.
Aldergate	Refers interested persons to Ecumenical Services Alliance in Santa Ana.
Village of Hope	Operates a food service program and 192 units transitional home at the Village of Hope operated by the Orange County Rescue Mission
Tustin Family Campus	90-bed intermediate care shelter for abused children and their parents operated by the Orange County Social Services Agency.
Salvation Army	Six (6) transitional units at Tustin Field I operated by Salvation Army.
Salvation Army	Acquisition of 16 transitional units in Buena Park operated by Salvation Army. The City assisted in acquisition and contributed grant funds to acquire the units
Families Forward[1]	Fourteen (14) transitional units at Columbus Grove operated by Families Forward, formerly Irvine Temporary Housing in Irvine.
Human Options	Six (6) transitional units at Columbus Grove operated by Human Options
Orange Coast Interfaith Shelter	Six (6) transitional units at Columbus Grove operated by Orange Coast Interfaith Shelter.
Tustin Family and Youth Center	Distributes food supplies to needy populations.

[1] Although these units are located in the City of Irvine, these units were negotiated as part of the base realignment/conveyance process which Tustin is the Local Redevelopment Authority designated by the Department of Navy.

Source: City of Tustin, 2013

Additional discussion regarding land use regulations that apply to facilities serving the homeless is found in the Housing Constraints section of this document and in the Technical Memorandum.

PRESERVATION OF UNITS AT RISK OF CONVERSION

According to the 2012 RHNA, Tustin has one project that contains units at risk of converting to unrestricted market rate during the 2013-2021 planning period. Tustin Gardens is a 101-unit Section 223(a) (7)/221(D) (4) project with a Section 8 contract for 100 units Tustin Gardens is extended on an annual basis. Their current contract is due to expire on July 13, 2014. Although Tustin Gardens is at risk, there has been no indication from HUD of terminating the contract or from the project owners of opting out.

Table H-9 is an inventory of all units assisted under federal, state, and/or local programs, including HUD programs, state and local bond programs, City programs, and local in-lieu fee, inclusionary, density bonus, or direct assistance programs. The inventory includes all units that are eligible to convert to non-lower income housing uses due to termination of subsidy contract, mortgage prepayment, or expiring use restrictions.

Various restrictions and incentives affect the likelihood that at risk units will convert to other uses. Congress passed the Low Income Housing Preservation and Resident Homeownership Act (LIHPRHA) in 1991. This measure assured residents that their homes would be preserved for their remaining useful lives while owners were assured of fair-market compensation. However, modifications to the Act in 1996 restored the owners' right to prepayment, under the provisions that the owner would be encouraged to sell the property to resident endorsed or other non-profit organizations.

Tustin Gardens is the only project based Section 8 subsidized project at-risk of losing affordability restrictions during the Housing Element planning period. However, it appears unlikely that the affordability of these units will be threatened based on the determination that project based Section 8 contracts can be renewed on an annual basis.

Given the relative weakness of economic conditions and the current housing market, the city will proceed to negotiate the extension of affordability restrictions on these units. The amount of assistance provided will be negotiated based on the specific economics of each development and the potential availability of leverage financing, such as tax-exempt bonds and 4% tax credits. Funds were previously allocated to this program in prior planning periods. However, as a result of the dissolution of Redevelopment, the Low and Moderate Income Housing Funds, allocated to this program were recaptured by the State and transferred to the

Orange County Auditor-Controller for distribution to the appropriate taxing entities.

Programs for Preservation of At-Risk Units: The City will make efforts to preserve units "at risk" at Tustin Gardens. The cost of acquiring and preserving the at-risk units is less than replacing the units with new construction. The actual amount required to preserve these units is currently unknown.

The City will also be looking at possible work with nonprofits in the community to explore acquisition of existing buildings with at risk units by nonprofit organizations. The specific actions that the City will take to protect (or replace) at-risk units are identified in the Housing Element Implementation Program.

TABLE H- 9
ASSISTED HOUSING INVENTORY

Project Name, Address (incl. zip)	Owner: Name, Address, Tel. #	Type(s) of Gov't Assistance	Type/Length of Affordability Controls (including Sec. 8)	Earliest Potential Conversion Date(s)	# of Units	Tenant Type (i.e., Elderly, Family)	Bedroom Mix	Date Built (if known)	Condition (if known)
FEDERAL									
Tustin Gardens E. 6th Tustin, CA 92780 213-204-2050	Goldrich & Kest 5150 Overland Ave. Culver City, CA 90230	HUD 223(a)(7)/221(D)(4) Section 8	---	July/2014	101 100	Elderly	101 1-br	1979	Good
Kenyon Pointe 17021-17121 Kenyon Drive Tustin, CA 92780	RPK Development 2566 Overland Ave. Suite 700 Los Angeles, CA 90064	HUD 207/223(f)		January 2040	71	Family		1964	Good
STATE									
Westchester Park (Orange Gardens) 1602 Nisson Rd. Tustin, CA 92780	Westchester Park, L.P.	California Tax Credit Allocation Committee	Income restricted. No rent restrictions	10/2029	150	Family	17-1br 93-2br 40-3br	N/A	Good
Flanders Pointe 15520 Tustin Village Way Tustin, CA 92780	Tustin Affordable Housing Corp.	California Statewide Communities Development	Income restricted. No rent restrictions	10/2029	49	Family	41-2br 7-2-br	1966	Good

TABLE H- 9
ASSISTED HOUSING INVENTORY

Project Name, Address (incl. zip)	Owner: Name, Address, Tel. #	Type(s) of Gov't Assistance	Type/Length of Affordability Controls (including Sec. 8)	Earliest Potential Conversion Date(s)	# of Units	Tenant Type (i.e., Elderly, Family)	Bedroom Mix	Date Built (if known)	Condition (if known)
		Authority, 1999							
Coventry Court 16000 Cambridge Way Tustin, CA 92782 714.389.1188	Meta Housing Corporation 1640 S. Sepulveda Blvd., Suite 425 Los Angeles, CA 90025	CTCAC	Regulatory Agreement	July 2067	153	Senior	80-1br 73-2br	2012	Excellent
LOCAL									
Tustin Grove Tustin, CA 92780	Tract 14934	Redevelopment Agency	DDA[1]	N/A	21	Family	21-3br	N/A	Very Good
Ambrose Lane Tustin, CA 92780	Tract 15707	Redevelopment Agency	DDA[1]	N/A	5	Family	5-3br	N/A	Very Good
Heritage Place Tustin, CA 92780	Tustin Heritage Place, L.P.	County Revenue Bonds, Tax Credits, RDA Loans	Income restricted, Senior 62+	04/2057	54	Senior	42-1br 12-2br	2001	Very Good
Chatam Village (Hampton Square) 16331 McFadden	Fairfield Residential Corp.	Southern California Home Finance Agency	Income restricted. No rent	2026	210	Family	124-1br 86-2br	1969	Good

TABLE H- 9
ASSISTED HOUSING INVENTORY

Project Name, Address (incl. zip)	Owner: Name, Address, Tel. #	Type(s) of Gov't Assistance	Type/Length of Affordability Controls (including Sec. 8)	Earliest Potential Conversion Date(s)	# of Units	Tenant Type (i.e., Elderly, Family)	Bedroom Mix	Date Built (if known)	Condition (if known)
Ave. Tustin, CA 92780			restrictions						
Tustin Field I Tustin, CA 92782	Various owners	Redevelopment Agency	Ownership income restricted.	45 years of initial purchase date	78	Family	27-2br 51-3br	2006	Excellent
Tustin Field II Tustin, CA 92782	Various owners	Redevelopment Agency	Ownership income restricted.	45 years of initial purchase date	40	Family	40-3br	2007	Excellent
Arbor Walk Tustin, CA 92780	Various owners	Redevelopment Agency	Ownership income restricted.	45 years of initial purchase date	10	Family	10-3br	2006	Excellent
Cambridge Lane Tustin, CA 92782	Various owners	Redevelopment Agency	Ownership income restricted.	45 years of initial purchase date	50	Family	11-1br 13-2br 12-3br	2006-2007	Excellent
Camden Place Tustin, CA 92782	Various owners	Redevelopment Agency	Ownership income	45 years of initial	63	Family	22-2br 15-3br	2006-2007	Excellent

TABLE H- 9
ASSISTED HOUSING INVENTORY

Project Name, Address (incl. zip)	Owner: Name, Address, Tel. #	Type(s) of Gov't Assistance	Type/Length of Affordability Controls (including Sec. 8)	Earliest Potential Conversion Date(s)	# of Units	Tenant Type (i.e., Elderly, Family)	Bedroom Mix	Date Built (if known)	Condition (if known)
			restricted.	purchase date					
Clarendon Tustin, CA 92782	Various owners	Redevelopment Agency	Ownership income restricted.	45 years of initial purchase date	42	Family	42-3br	2006-2007	Excellent
TOTAL					1,197				

N/A – Not available
[1] DDA - Disposition and Development Agreement
Source: Comprehensive Housing Affordability Strategy 2008 -2018, City of Tustin

SUMMARY OF HOUSING ISSUES

Housing is a fundamental component of land use within a community necessary to support the resident population. Obtaining affordable housing has been an ongoing issue for persons of all income groups in California. The following Table H-10 presents an overview of households in the City with special housing needs or issues with their existing housing, such as overpayment or overcrowded conditions. The following text highlights the issues relevant to the City of Tustin, which are addressed by the goals, policies and implementation plans.

TABLE H- 10
SUMMARY OF EXISTING HOUSING NEEDS
CITY OF TUSTIN

2014-2021 Growth Needs [1]		**Special Needs Group**	
Very Low (Units)	283	Elderly Persons[2]	6,492
Low (Units)	195	Disabled Persons	4,440
Moderate (Units)	224	Large Households[3]	3,852
Above-Moderate (Units)	525	Female-Headed Households with Children under 18 years	1,652
TOTAL	***1,227***		
Overcrowding		**Overpaying Households**	
Renter	1,955	Renter – Total	6,617
Percent renter	16.5%		
Owner	553	Owner – Total	5,845
Percent owner	4.2%		
TOTAL	***2,508***	***Total***	***12,462***

[1] Regional Housing Needs Assessment, SCAG, 2012.

[2] Persons age 65 and over.

[3] Households containing 5 or more people.

Sources: U.S. Census 5 Year and 3 Year ACS; Comprehensive Affordable Housing Strategy 2008-2018.

- Overpayment. 49 percent of the City's lower income households (households which earn less than $75,000 annually) are currently overpaying for housing (see Table HTM-12).
- Overcrowding. Household overcrowding has decreased over the past decade as fewer individuals and families "double up" to save on housing costs. Housing Growth Needs. For the 2014-2021 planning period, SCAG identifies a housing growth need of 1,227 dwelling units in Tustin. These units are allocated among the following income categories: 525 above-moderate income units; 224 moderate-income units; 195 low-income units; and 283 very-low income units (see Table H-10).

- Large Families. 15.4 percent of City's households contain 5 more persons in the households. The average household size in the City was 2.97 in 2011, up slightly from 2.82 in 2000, largely due to changes in the ethnic composition and the economic downturn which had not yet recovered by 2011. This indicates a potential need for larger housing units to accommodate these families (see Table HTM-14).
- Extremely-Low Income households. In 2009, 2,458 households are at or below 30% of the Area Median Income (AMI) and considered "Extremely Low Income." While the extremely low income households are currently housed, they are in a precarious position, particularly those overpaying for housing in light of the current housing market, and could face the threat of homelessness.
- Affordability Gap. Based upon available information on rental rates in the City, it is difficult to find rental housing that is large enough and affordable for large, low-income families (see Table HTM-24 and Table HTM-25).
- Elderly. As the City's population ages, the number of elderly persons will continue to increase. This underscores an increasing need to address the special housing needs of the elderly (see Table HTM-2).
- Disabled, including Developmentally Disabled. Some disabled individuals have particular housing needs relating to access and adaptability.
- Female-Headed Parent Households. Female-headed parent households made up 9.4 percent of all families with children under 18 in Tustin in 2011. Many of these households have incomes below the poverty level and have special housing needs such as access to childcare services.
- Homeless. Growing numbers of homeless persons in Southern California have created particular housing and social service needs. The redevelopment of MCAS Tustin for civilian uses has provided an opportunity for additional housing supply in the City including accommodation of the needs of the homeless and the need for affordable housing (see Table HTM-15). In addition, a group housing arrangement (with less than six (6) residents) in a single family home is not subject to a Conditional Use Permit (consistent with State Law). A group housing arrangement of over six (6) residents is classified as a boarding house. The R-3 and R-4 zoning districts would allow for boarding houses with a Conditional Use Permit (CUP).
- First Time Homebuyers. High housing costs have put home ownership beyond the reach of many potential first-time homebuyers.

- Governmental Constraints. Governmental regulations, such as land use controls, fees, and processing procedures, can act as constraints to the maintenance and production of housing.
- Units at Risk of Conversion to Market Rate. By State law, the City must identify and develop programs and policies to address affordable housing units that are at risk of converting to market rate housing. During the 2013-2021 planning period, the City of Tustin faces the potential conversion of 100 low-income units (see Table HTM-27).
- Tenure. The City has a high proportion of renter-occupied housing as compared to other jurisdictions in Orange County. In 2011, 47.4 percent of the City's units were renter-occupied, compared to 39.7 percent renter occupied units countywide. Promotion of home ownership opportunities in the City may be necessary to maintain a balanced community (see Table HTM-20).
- Housing Stock Condition. According to 2011 ACS data, over 56percent of the City's housing stock is 30 years old or older – the age at which housing typically begins to require major repairs. In addition, the lack of adequately sized affordable housing can lead to overcrowding and in turn, deteriorated housing conditions. Maintenance and improvement of existing housing conditions over the long term will require ongoing maintenance of existing units, rehabilitation or replacement of substandard housing and programs to maintain neighborhood quality (see Table HTM-21).
- Historic Resources. Older neighborhoods in Tustin contain historic residences that should be preserved as part of the community's heritage. These historic homes were identified through inventories of historic buildings in 1990 and 2002.
- Target Neighborhoods. A large portion of the City's lower income housing is concentrated in the southwest neighborhoods. Targeted programs such as graffiti removal, proactive code-enforcement, loan and grant housing rehabilitation program, removal of abandoned vehicles, increased police presence, removal/trimming overgrown trees in public right-of-way, various physical improvements for street widening, and street lighting and alley improvements have been and will continue to be implemented.
- Energy Conservation. Due to its mild climate, the City can take advantage of solar energy to reduce reliance on non-renewable energy supplies.

HOUSING CONSTRAINTS

Actual or potential constraints on the provision and cost of housing affect the development of new housing and the maintenance of existing units for all income levels. Market, governmental, infrastructure, and environmental constraints to housing development in Tustin are summarized below and discussed in greater detail in the Housing Element Technical Memorandum.

Market Constraints

The high cost of renting or buying adequate housing is a primary ongoing constraint. High construction costs, land costs and market financing constraints are contributing to increases in the cost of affordable housing.

Construction Costs: The 2005-2010 Tustin Consolidated Plan reports that the single largest cost associated with building a new house is the cost of building materials, usually comprising between 30 to 50 percent of the sales price of a home. These costs are influenced by many factors such as the cost of labor, building materials, and site preparation. Marshall & Swift is widely considered the authority on estimating these costs and has been providing the real estate industry with cost data for more than 75 years. According to Marshall & Swift estimates, the cost of residential wood frame construction averages $96.30per square foot[5]. This estimate includes labor and materials, excluding the cost of land, off-site improvements, and indirect costs such as financing costs, escrow fees, property tax, etc. The costs attributed to construction alone for a typical 2,200 square foot, wood frame home would be at minimum $211,860.

A reduction in amenities and quality of building materials (above a minimum acceptability for health, safety, and adequate performance) could result in lower sales prices. Additionally, pre-fabricated, factory built housing may provide for lower priced housing by reducing construction and labor costs. An additional factor related to construction costs is the number of units built at the same time. As the number of units developed increases, construction costs over the entire development are generally reduced, based on economies of scale. This reduction in costs is of particular benefit when density bonuses are utilized for the provision of affordable housing. Although it should be noted that the reduced costs are most attributed to a reduction in land costs; when that cost is spread on a per unit basis.

Land: Although the Consolidated Plan 2010-15 reported that the single largest cost was related to construction costs, other factors such as the cost of land, depending upon the type of residential product and market condition is often a more significant cost than that of labor and materials. With the exception of the former MCAS Tustin site that is now referred to as Tustin Legacy, the City of Tustin is

[5] Wood frame average quality for Orange County area in 2013

generally built out. This scarcity of land within the developed areas of the City and the price of land on the fringes are constraints adding to the cost of housing and pricing housing out of the reach of low- to moderate-income families.

Financing: Interest rates can have an impact on housing costs. Some mortgage financing is variable rate, which offers an initial lower interest rate than fixed financing. The ability of lending institutions to raise rates to adjust for inflation will cause existing households to overextend themselves financially, and create situations where high financing costs constrain the housing market. An additional obstacle for the first-time homebuyer is the minimum down-payment required by lending institutions.

Even if Tustin homebuyers are able to provide a 3 percent down-payment and obtain a 3.6 percent 30-year loan (average loan rate for FHA or VA guaranteed loans for May 2013), monthly mortgage payments on median priced single-family detached homes in the City place such homes out of the reach of moderate and lower-income households in the City. At a 3.6percent interest rate, monthly mortgage payments on median priced condominiums and townhouses can place such units out of reach of Tustin's low and very low income households (see Tables HTM-23 and HTM-25).

The greatest impediment to homeownership, however, is credit worthiness. According to the Federal Housing Authority, lenders consider a person's debt-to-income ratio, cash available for down payment, and credit history, when determining a maximum loan amount. Many financial institutions are willing to significantly decrease down payment requirements and increase loan amounts to persons with good credit rating. Persons with poor credit ratings may be forced to accept a higher interest rate or a loan amount insufficient to purchase a house. Poor credit rating can be especially damaging to lower-income residents, who have fewer financial resources with which to qualify for a loan. The FHA is generally more flexible than conventional lenders in its qualifying guidelines and allows many residents to re-establish a good credit history.

Profit, Marketing and Overhead: According to the Comprehensive Affordable Housing Strategy[6], minimum developer profit is estimated at 12 percent of development costs, based on input from developers and the Building Industry Association. This level is considered a baseline profit or "hurdle rate," representing the minimum necessary for the deal to proceed. In the past, due to high market demand in communities like Tustin, developers were able to command for higher prices and realized greater margins for profit. As demand increased and prices rose, this profit margin was impacted by the escalating costs of land resulting from a shrinking supply of land. Marketing and overhead costs also add to the price of

[6] City of Tustin Comprehensive Affordable Housing Strategy, 2008 – 2018.

homes. The Comprehensive Affordable Strategy 2008 – 2018 estimated developer overhead is at 4 percent of total development costs.

Governmental Constraints

Housing affordability is affected by factors in the private and public sectors. Actions by the City can have an impact on the price and availability of housing. Land use controls, site improvement requirements, building codes, fees and other local programs intended to improve the overall quality of housing may serve as a constraint to housing development.

Land Use Controls: In efforts to protect the public's health, safety, and welfare, government agencies may place administrative constraints on growth through the adoption and implementation of land use plans and ordinances. The General Plan may restrict growth if only limited areas are set aside for residential land uses, and if higher residential densities are not accommodated. The zoning ordinance may impose further restrictions if development standards are too rigid, or if zoning designations do not conform to existing land uses. On the contrary, the zoning ordinance may also be utilized as a tool in encouraging and directing affordable housing, i.e. relaxed development standards, higher density, provision of incentives (waiver of fees, expedited review process, etc.) in exchange of the production of affordable housing, etc.

Tustin's existing zoning ordinance allows for a range of residential densities from an effective density of 4.35 units per net acre in the E-4 Residential Estate District to 24.9 units per net acre in the R-3 Multiple Family Residential District. Tustin's General Plan allows a maximum of seven (7) units per acre with effective density of 5.61 dwelling units per acre within the Low Density Residential land use to a maximum of 25 units per acre with effective density of 21.53 dwelling units per acre within High Density Residential land use. Ten (10) units per net acre are also permitted in the MHP Mobile home Park District (see Table HTM-32). The Planned Community District has authorized residential subdivisions with single-family lots of 3,500-5,000 net square feet, which significantly increases density potential. The Planned Community Development also provides incentives such as no height limits when certain criterion are met and for innovative designs that incorporate small lots, residential clustering, mixed density, and mixed income types which also provides flexibility in overall density.

Within the Multi-Family Residential District (R-3), a 35 foot height limitation and 65 percent coverage precludes the development of housing projects with building height above the 35 foot limitation. In the interest of protecting adjoining single-family lot owners, multifamily structures above 20 feet in height require a conditional use permit when the structures are within 150 feet of single-family residentially zoned lots. There are approximately 20 properties with an R-3 zoning designation that abut Single Family Residential (R-1) zoning comprised of a variety of

older apartment units and several parcels within Old Town Tustin that are adjacent to the First Street commercial zoning areas. While these height limits may place some restrictions on housing development, these limits are designed to maintain compatibility of land use intensity and to ensure proper and effective transportation within the community and are commonly used by local governments as a development tool to further this ideal. When designed properly with features such as limited windows and door openings along the walls facing single family zoned properties or using stepped building heights and design to minimize intrusion to the privacy of existing residents, Conditional Use Permits to allow such development projects have been granted.

Conversely, within Neighborhood D of the MCAS Tustin Specific Plan, a 150 foot height limitation up to 180 foot if approved by the Community Development Director would be allowed which provides for layering products (i.e. stacked flats, podium style, etc.) with mixed use developments, thereby providing opportunities for the development of higher density residential products.

The Land Use Element indicates that residential development that supports commercial uses may also be permitted in the City's Old Town Commercial area. A market analysis of the Old Town area prepared in conjunction with comprehensive 1994 General Plan Amendments indicated that new multi-family residential development would be an important supporting use for the area's mixed-used commercial/retail development. As a result, the General Plan was amended in 1997 to permit up to 291 additional residential units in the Old Town commercial area. To ensure compatibility of residential uses with the commercial area, the location, density, and building intensity standards for these residential units will be governed by planned community regulations, the adoption of a specific plan, or the approval of a Conditional Use Permit.

The East Tustin Specific Plan provides for single-family detached products to be developed at a variety of densities. The Low Density designation requires a minimum lot area of 5,000 net square feet while the Medium-Low designation requires a minimum lot area of 3,000 net square feet and densities not to exceed 5 and 10 units per net acre respectively.

The MCAS Tustin Specific Plan designation provides opportunities for development of a variety of residential products at varied density ranging up to 25 dwelling units per acre. In addition, the Specific Plan allows for density bonuses and density averaging. For example, in Neighborhood D, the maximum density on an individual parcel may exceed 25 units per acre as long as the total dwelling units allocated to Neighborhood D is not exceeded. Consistent with the City's policy to increase homeownership to maintain a balanced community, the majority of residential units authorized within the Specific Plan are owner-occupied units. However, in response to market demand, the City processed an amendment to the

MCAS Tustin Specific Plan that allowed for additional renter-occupied units, including affordable rental units.

The Final Joint EIS/EIR for the Disposal and Reuse of the MCAS-Tustin (hereafter referred to as Program EIS/EIR for MCAS-Tustin) for the reuse of the base identifies specific improvements needed to support residential development. The build out of the MCAS Tustin Specific Plan is expected to occur incrementally over a 20+ year timeframe. The actual level of development within any given phase will be tied to the availability of infrastructure necessary to support such development. Implementation triggers of specific infrastructure improvements are included in the EIS/EIR for the project.

The anticipated timing of residential development of the MCAS-Tustin Specific Plan is as follows:

TABLE H- 11
Anticipated Development at MCAS-Tustin

Land Uses	Through 2015	2016-2025
Low Density (1-7 DU/acre) Planning Area 15		533
Medium Density (8-15 DU/acre) Planning Area 15	375	114
Medium to High Density (16-25 DU/acre) Planning Area 15	225[1]	
Community Core (16-25 DU/acre[2]) Planning Area 8, 13, and 14	533[1]	515[2]
Total	**1,133**	**1,162**

[1] Includes combined total of 190 density bonus units.
[2] Pursuant to the MCAS Tustin Specific Plan, the maximum density on an individual parcel in Planning Areas 8, 13, and 14 may exceed 25 dwelling units per acre as long as the total dwelling units allocated to Neighborhood D is not exceeded.

Notes: All figures are estimates as schedule will be impacted by market conditions. Figures in text are rounded for discussion purposes. Figures are based on estimated anticipated development indicated in the environmental document for MCAS Tustin Specific Plan. Actual construction figures may be different.

Source: Final Joint EIS/EIR for the Disposal and Reuse of MCAS-Tustin, MCAS Tustin Specific Plan/Reuse Plan and its Supplement and Addendum, City of Tustin.

Future market demand and the complexity and timing of environmental cleanup efforts are additional factors influencing the schedule of development.

The remaining opportunity sites consist of a large proportion of small vacant and underutilized land that is located within the City or Old Town residential areas where infrastructure is available and no major improvements would be anticipated.

Limited residential uses are also permitted in areas designated Public/Institutional provided the intended occupants are associated with the primary institutional uses. Additionally, homeless facilities are permitted by right in the MCAS Tustin Specific Plan and are allowed throughout the remainder of the City either as an outright permitted or conditionally permitted use depending on the number of residents in the project.

The City's Zoning Ordinance calculates parking requirements by unit type (See HTM-32 for summary of parking requirements). Parking requirements in Tustin are generally two spaces per unit, with an additional requirement of one guest space per every four units in multi-family development. Carports for multi-family units are permitted which would reduce development costs in contrasts to the provision of garages. Furthermore, affordable and senior housing development meeting the State Density Bonus Law would be eligible to use the reduced parking standards under the State Law.

In response to State mandated requirements and local needs, the City has adopted ordinances allowing for the development of accessory rental units and density bonuses. Beyond local requirements, state law created a sliding scale which allows developers to increase the density of a residential development by at least 20 percent up to 35 percent provided that certain numbers of units are allocated for lower and moderate-income housing.

In addition, in response to state-mandated requirements and local needs, the City allows for second dwelling units. Second units serve to augment resources for senior housing and the needs of other segments of the population. Second dwelling units are outright permitted in residentially zoned properties that are at least 12,000 square feet in lot size. A two-car garage is required.

The City's land use regulatory mechanisms accommodate the development of housing at a range of densities and products and do not constrain the potential for new construction at densities suitable to meet the needs of all income ranges, although assistance may be required for units offered at prices affordable to lower income households.

Housing for Persons with Disabilities/Reasonable Accommodation

The City of Tustin recognizes the importance of addressing the housing needs for persons with disabilities. The City's Zoning Code defines "family" as "an

individual or two (2) or more persons living together as a single housekeeping unit in a dwelling unit." This definition accommodates unrelated persons living together in a dwelling unit; thus, the City's definition for a family would not constrain the development and rehabilitation for persons with disabilities.

The City requires each development to comply with Title 24 of the California Code. All multi-family complexes are required to provide accessible parking spaces based upon the prescribed State code requirements. For development of special needs housing such as housing for the disabled, senior housing, etc., parking requirements would be determined based upon parking demand analysis which by nature would allow for lower parking ratio in comparison to those required for multiple family residential units. In addition, an off-street parking ordinance adopted by the City allows for the reduction in parking due to an American with Disabilities Act (ADA) upgrade. The Community Development Director is authorized to allow the reduction in the number of required parking spaces when the site is brought up to ADA standards. This provision provides incentives to property owners to provide reasonable accommodation to the disabled.

The City also requires new multi-family housing units and apartment conversions to condominiums to comply with State specifications pursuant to SB 520 for accommodation of the disabled.

A Residential Care facility serving six (6) or fewer persons is a permitted use in all residential districts. The City's Zoning Ordinance does not contain maximum concentration requirements for a residential care facility serving six (6) or fewer persons.

The City recognizes the need of disabled persons to retrofit their residences to allow for mobility such as wheelchair ramps, widened doorways, grab bars, and access ramps. When these improvements meet development standards, only a building permit is required. , In 2011, the City amended the Zoning Code to remove governmental constraints to reasonable accommodation for the disabled. The amendment provides a process in which deviations from the development standards associated with physical improvements to accommodate the disabled would be accommodated with administrative approval and without the need of a public hearing.

Homeless Accommodation

Homelessness is a statewide concern that affects many cities and counties. Throughout the country, homelessness has become an ongoing problem. Factors contributing to homelessness include the general lack of housing affordable to low and moderate income persons, increases in the number of persons whose incomes fall

below the poverty level, reductions in public subsidy to the poor, and the deinstitutionalization of the mentally ill. The issue of homelessness is considered regional in nature. Nomadic tendencies of homeless persons make it difficult to assess the population accurately.

Within the City of Tustin, Police reports and windshield surveys indicate limited numbers of persons on the street and have shown that there are no established areas where homeless persons congregate in the City and that most persons migrate through Tustin to other areas within Orange County, rather than stay for extended periods of time. Information regarding the nature and extent of homelessness by racial and ethnic groups is not available at this time. The Orange County Partnership, a non-profit organization whose purpose is to strengthen public and private agencies serving the homeless and those at risk of homelessness, reported that in 2009 there were 10 homeless persons who identified Tustin as the city of last known permanent address. The McKinney-Vento Homeless Education Assistance Act reported 55 homeless children and youth enrolled in the Tustin Unified School District during 2006-07.

In addition to identifying homeless needs in Tustin, pursuant to Senate Bill (SB) 2, statute of 2007, the City is required to engage in a more detailed analysis of emergency shelters, transitional, and supportive housing (See Technical Memorandum for further details) by identifying the needs for homeless shelters in its Housing Element and designating adequate zoning districts to accommodate the needs. In those districts, emergency shelters must be allowed without a conditional use permit or other discretionary permit.

With the closure of the Marine Corps Air Station (MCAS) Tustin, the City was provided with opportunity to address homeless accommodation. As part of the conveyance process and under the Base Closure Community Redevelopment and Homeless Assistance Act of 1994 (The "Redevelopment Act"), the City of Tustin as, the Local Redevelopment Authority (LRA) was required to consider the interest of the homeless in buildings and property on the base in preparing the Reuse Plan (MCAS Tustin Specific Plan/Reuse Plan). In developing the Reuse Plan, one criteria the Secretary of Housing and Urban Development (HUD) utilized to determine the adequacy of the Reuse Plan was whether the Plan considered the size and nature of the homeless population in the communities, in the vicinity of the installation, and availability of existing services in such communities to meet the needs of the homeless in such communities.

At the time of the preparation of the Reuse Plan, it was estimated that there was a total net homeless need of 411 persons in the City of Tustin and City of Irvine (A portion of the MCAS Tustin is located within the City of Irvine jurisdiction). A large portion of this homeless need was identified as necessary to support

emergency transitional housing for youth and individuals. The local homeless need as described in both Tustin and Irvine's Consolidated Plans also indicated a gap in the continuum of care in the areas of vocational and job training/educational opportunities, some emergency and transitional housing units for individuals and families, support services, and affordable ownership units. Accordingly, the Homeless Assistance Plan for MCAS Tustin was adapted to addresses the problem of homelessness by utilizing the continuum of care model promulgated by HUD for accommodating the needs of the homeless in a manner which is consistent with the Consolidated Plans approved for the cities of Tustin and Irvine.

The fundamental components of the continuum of care system implemented with the MCAS Tustin Reuse Plan:

- Provides emergency shelter beds;
- Offers transitional housing and services which enable homeless persons to progress to self-sufficiency; and
- Provides opportunities for permanent affordable housing by the private sector.

As a result, the adopted MCAS Tustin Specific Plan provided sites and designated land uses to accommodate the identified homeless needs. The following sites were set aside in implementing the homeless accommodation at Tustin Legacy (formerly MCAS Tustin):

- An approximate five (5) acre transitional/emergency shelter site was set-aside for accommodation of the homeless at MCAS Tustin. The City acquired a site from the Department of Navy; initially ground leased the site, and ultimately conveyed the site to the Orange County Rescue Mission at no cost and facilitated the construction of Village of Hope, a 192 unit transitional housing facility, without the need for a Conditional Use Permit. The project has been completed.

- A four (4) acre site was recommended by the City of Tustin and deeded directly by the Department of Navy at no cost to the Orange County Social Services Agency for the development of an abused and neglected child and emancipated youth facility with 90 beds capacity. The project is complete.

- A total of 50 transitional housing units were originally included in the Base Reuse Plan. Based on further negotiations with non-profit homeless providers, a total of 32 new transitional housing units were constructed and conveyed at no cost to non-profit homeless providers at Tustin Legacy. These units are dispersed throughout the Tustin Legacy community to allow

integration into the community. The sites are designated as residential sites and the units were constructed in conjunction with market rate units subject to only those restrictions that apply to other residential uses. The units are transparent since the units are developed identical to those of market rate units in terms of size, materials, locations, etc. No special or other entitlement applications were required for the creation of these units other than those typically required for development of residential units at Tustin Legacy. In addition to the homeless accommodation on-site at Tustin Legacy, the City also facilitated the purchase of a 16 unit transitional housing facility off-site for one of the homeless providers. The City subsidized the creation of these units through the use of housing set aside funds and Federal HUD Homeless Assistance funds.

In addition to the homeless accommodation, the City also encourages support services to support the community of continuum of care model to end the cycle of homelessness and to provide participants with tools to once again become contributing members of the community as follows:

- Private sector opportunities are provided to create a balanced mix of housing types on the base. Through inclusionary Zoning standards in the MCAS Tustin Specific Plan, a total of 879[7] affordable units or 20.8 percent of total authorized units at Tustin Legacy are required to allow participants with opportunity to achieve self-sufficiency. Specific affordable housing requirements would be established at the time of development project approval to ensure conformity with the Housing Element of the City's General Plan.

- The Navy will be transferring a child care facility at the former MCAS Tustin to the City of Tustin, which will provide opportunities for access for all to mainstream child care facilities, including early child care and education programs, Head Start, etc.

- Adult education and training opportunities will be provided by the South Orange County Community College District within the educational village.

Emergency Shelters, Transitional Housing, and Supportive Housing: SB 2 defines "Emergency Shelters" as housing for homeless purposes intended for occupancy of less than six (6) months, where no person is denied occupancy because of inability to pay. In the City of Tustin, emergency shelters are designated as permitted uses within Planning Area 3 of the MCAS Tustin Specific Plan. Planning Area 3 is a five

[7] Includes 32 transitional housing units set aside for non-profit homeless providers.

(5) acre site that had been a no cost conveyance to the Orange County Rescue Mission for the development of an emergency/transitional shelter that is known as Village of Hope. The City facilitated the development of the Orange County Rescue Mission Village of Hope and waived permits fees as this was a public/private partnership. The project consists of 192 units available for emergency and transitional needs.

As of April 30,, 2013, the Orange County Rescue Mission Village of Hope was at 90% capacity, with a total of 173 homeless individuals consisting of homeless single men, single women, single women with children, single men with children, and two parent families. The largest homeless sub-population on the Village of Hope campus is single women with children. The Orange County Rescue Mission Village of Hope priority is to serve Tustin homeless population prior to taking any other referrals from other cities or the County. The Tustin Police Department actively refers individuals to the Village of Hope upon encounter. The Orange County Rescue Mission Village of Hope also provides a food service program of approximately 550 meals daily to the Armory.

Based upon the available data obtained from the Orange County Partnership and McKinney Vento Homeless Education Assistance Act, approximately 34-55 individuals reported either Tustin as their last known permanent address or enrolled within the Tustin Unified School District. This means that the City of Tustin is accommodating 137-158 homeless persons beyond its jurisdictional boundaries thereby accommodating a regional need. The City interviewed the Orange County Rescue Mission Village of Hope representative and the City was told that there are generally 5 vacant units and a minimum of five (5) percent vacancy is available at any given time. The Orange County Rescue Mission Village of Hope also indicated that the shelter has met above and beyond the City's conservative estimate of 55 homeless persons and that the shelter could accommodate the year-round needs and seasonal fluctuation in the amount of available beds.

Transitional housing is defined as rental housing for stays of at least six (6) months where the units are re-circulated to another person after a set period. This housing can take several forms, including group housing or multi-family units, and often includes supportive services component to allow individuals to gain necessary life skills in support of independent living. Tustin's Zoning Code accommodates transitional housing within several zoning districts depending on the project's physical structure: 1) transitional housing operated as a residential care facility is permitted/conditionally permitted depending on the number of occupants in residential districts; and 2) transitional housing operated as rental apartments, it is permitted by right as a multi-family residential use where multifamily housing is permitted.

Supportive housing is defined as permanent (no limit on the length of stay), provides supportive services and is occupied by low-income persons with disabilities and certain other disabled persons. Services may include assistance designed to meet the needs of the target population in retaining housing, career counseling, mental health treatment, and life skills. Tustin's Zoning Code permits supportive housing as a residential use, provided supportive services are ancillary to the primary use.

Emergency shelters are permitted within Planning Area 1 of the MCAS Tustin Specific Plan. Transitional homes and supportive housing are also designated as permitted uses within Planning Areas 1 and 3 of the MCAS Tustin Specific Plan. Community care facilities such as group homes, foster homes, elderly care facilities, etc. with six (6) or fewer people are outright permitted within any residentially zoned property.

Table H 11-A summarizes zoning regulations for homeless accommodation.

TABLE H-11A
SUMMARY OF HOMELESS ACCOMMODATION ZONING REGULATIONS

Housing Type	Permitted/ Conditionally Permitted	Zoning
Emergency Shelters	Permitted	Planning Area 3 of MCAS Tustin Specific Plan
Transitional Home	Permitted	Planning Area 3 of MCAS Tustin Specific Plan; All residentially zoned properties
Supportive housing	Permitted	Planning Areas 1 and 3 of MCAS Tustin Specific Plan; All residentially zoned properties
Community Care Facility for six (6) or fewer	Permitted	All residentially zoned properties
Family care home, foster home, or group home for six (6) or fewer[1]	Permitted	All residentially zoned properties

[1] Includes congregate care facility, single room occupancy hotel, and children's intermediate care shelter

Source: City of Tustin

The following are transitional homes that have been provided at Tustin Legacy.

- A 192-unit[8] emergency/transitional home at the Village of Hope operated by the Orange County Rescue Mission.
- A 90-bed intermediate care shelter for abused children and their parents operated by the Orange County Social Services Agency.
- Six (6) units at Tustin Field I operated by Salvation Army.
- Acquisition of 16 units in Buena Park operated by the Salvation Army. The City assisted in acquisition and contributed grant funds to acquire the units.
- Fourteen (14) units at Columbus Grove operated by Families Forward, formerly Irvine Temporary Housing.[9]
- Six (6) units at Columbus Grove operated by Human Options.
- Six (6) units at Columbus Grove operated by Orange Coast Interfaith Shelter.

With the exception of the emergency shelter, these units are transparent and dispersed throughout the community consistent with the City's goals and policies to provide adequate supply of housing to meet the need for a variety of housing types and the diverse socio-economic and to promote the dispersion and integration of housing for all socio-economic throughout the community.
The City's policies for homeless accommodation do not create constraints in the location of adequate emergency shelters, transitional homes, shelters, and supportive housing. In addition, current provision of homeless accommodation supports not only the need of the city but the county as well.

Fees and Improvements: Various fees and assessments are charged by the City and other outside agencies (e.g., school districts) to cover costs of processing permits and providing services and facilities, such as utilities, schools and infrastructure. These fees are assessed based on the concept of cost recovery for services provided.

Tustin is urbanized with most of the necessary infrastructure, such as streets, sewer and water facilities in place. Nonetheless, site improvements can significantly add to the cost of producing housing. Cost-effective site planning can minimize site improvement costs. The Housing Element Technical Memorandum describes in detail required site improvements and provides a list of fees associated with development (Table HTM-34)

Development fees are not considered a constraint to housing. However, fees do contribute to the total cost of development and impact the final purchase or rental price. The City, in conjunction with the preparation of the 2009 Housing Element also prepared the Affordable Gap and Leveraged Financing Analysis (Appendix A

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[8] As defined pursuant to the U.S. Census Bureau definition.

[9] Although these units are located in the City of Irvine, these units were negotiated as part of the base realignment/conveyance process with Tustin as the Local Redevelopment Authority.

of the Housing Element Technical Memorandum). The analysis evaluated development costs to arrive to per unit affordability gap in producing affordable units. Table 12 and Table 13 of the analysis summarize average per unit development processing and impact fee of $29,277 to $37,530 per unit for owner housing prototype and $25,586 per unit for rental housing prototype (See Appendix A for specific development processing fees and analysis).

In response to the recent economic downturn, the City Council also adopted an economic stimulus program which allowed the payment of specific development fees for construction of new residential units to be deferred until either prior to final inspection or issuance of certificate of occupancy. This program provided direct and indirect assistance to developer of residential units in that reduced on-hand cash flow were required at time of permit issuance.

Building Codes and Enforcement: The City of Tustin adopts the Uniform Construction Codes, as required by State law, which establish minimum construction standards as applied to residential buildings. The City's building codes are the minimum standards necessary to protect the public health, safety and welfare and ensure safe housing. Only local modifications to the codes are made which respond to local climatic or geographic conditions and clarify administrative procedures.

Although not mandated to do so, the City has adopted the State Historical Code that relaxes building code requirements citywide for historic structures/buildings. Adoption of codes reduces rehabilitation costs.

Local Processing and Permit Procedures: The evaluation and review process required by City procedures contributes to the cost of housing. State law establishes maximum time limits for project approvals and City policies provide for the minimum processing time necessary to comply with legal requirements and review procedures.

The Community Development Department serves as the coordinating agency to process development applications for the approval of other in-house departments such as Police, Public Works/Engineering, and Parks and Recreation. All projects are processed through plan review in the order of submission. The City has eliminated the potential increase in financing costs caused by a delay in permit processing by assigning priority to the plan review and permit issuance for low-income housing projects. If a complete application is submitted, all Design Review Committee members and plan checking departments simultaneously review the plans. The Design Review application does not require a public hearing or Planning Commission approval. The Tustin City Code authorizes the Community Development Director to approve development plans when findings can be made that the location, size, architectural features and general appearance of the proposed development will not impair the orderly and harmonious development of the area.

In making such findings, the Zoning Code provides items to be considered such as height, bulk, setbacks, site planning, exterior materials and colors, relationship of the proposed structures with existing structures in the neighborhood, etc. This code provision affords the developers with tools to design their projects and thus increase certainty of project's design review and approval. Project application which complies with all the development standards prescribed by the district in which the project is located would not be required to go through any other discretionary approval.

For Tustin Legacy, developments under the former Master Developer footprint (approximately 800 acres) are subject to the Legacy Park Design Guidelines to ensure compatibility of products proposed by vertical builders. The design guidelines present minimum design criteria for the achievement of functional, quality, and attractive development expected at the Tustin Legacy. The guidelines are intended to complement the MCAS Tustin Specific Plan district regulations and to provide staff, builders, design professionals, and other users with a concise document when dealing with Design Review process to avoid ambiguity.

Together the Zoning Code, Design Review provisions, the Legacy Park Design Guidelines, and the "one-stop" processing system provide certainty to developers seeking approval for the development of residential projects.

For projects of significant benefit to the low-income community, costs can be waived by the City Council.

Workload: Another governmental constraint is the number of staff and amount of staff time available for processing development projects. Since the workload is determined by outside and uncontrolled forces (economy and market for housing and availability of general fund revenue), a shortage of staff time may occur which could lead to increased processing time for development projects.

HOUSING OPPORTUNITIES

Table H-12 shows the existing and potential dwelling units permitted under each General Plan land use category, as well as the potential net increase within each category. Based on the City's Land Use Plan, Tustin has a residential holding capacity of approximately 29,821 dwelling units. The Land Use Plan provides for a mix of unit types and densities, including low-density single-family homes, medium density homes, higher density homes, and mixed-use projects that allow for a combination of commercial and residential uses.

A large portion of future residential development in the City of Tustin will take place in the MCAS Tustin Reuse Specific Plan area. The other large Specific Plan community in Tustin, Tustin Ranch (the East Tustin Specific Plan) has been built out.

TABLE H- 12
LAND INVENTORY AND RESIDENTIAL DEVELOPMENT POTENTIAL

Land Use Category	(1) Existing DUs	Gross Acres Vacant	Potential DUs/ Vacant	Gross Acres Under-Utilized	Potential DUs/ Underutilized	Potential DUs/ Vacant & Underutilized	Effective General Plan Build-out
Low Density Residential (1-7 du/ac)	2,977	0	0	0	0	0	2,977
Medium Density Residential (8-15 du/ac)	430	2.67	21(3)			21(3)	451
High Density Residential (15-25 du/ac)	10,360	12.68	247(3)	12.85	319(3)	566(3)	10,926
Mobile Home Park (1-10 du/ac)	702	0	0	0	0	0	702
MCAS Tustin Specific Plan	2,105(2)	177.1	2,105(3)	0	0	2,105(3)	4,210(3)
PC Low Density Residential	2,874		0	0	0	0	2,874
PC Medium Density Residential	3,690	0	0	0	0	0	3,690
PC High Density Residential	4,356	0	0	0	0	0	4,356
TOTAL	**27,494**	**192.45**	**2,373(3)**	**12.85**	**319(3)**	**2,692(3)**	**30,186**

(1) Number of existing housing units in the City of Tustin based on Tustin General Plan Land Use Element, 2008- Table LU-3 "Future Land Use Density/Intensity and Population Capacity of The Land Use Plan." DUs = dwelling units
(2) Tustin Field I and II, Columbus Square, Columbus Grove. Excludes 192 units of emergency housing and 90 units of transitional family housing.
(3) Does not include approved or potential density bonus units. 190 Density bonus units have been approved, but not yet completed within the MCAS Tustin Specific Plan area.
Source: Tustin General Plan Land Use Element, 2001.

Housing Units Approved/Entitled and Under Construction

A total of 88 Very Low Income units, 73 Low Income units, 101 Moderate Income units, and 871 Above Moderate Income units were approved/entitled at the time of the preparation of this housing element as follows:

St. Anton Partners:

This residential affordable multiple-family project was approved on November 6, 2012, and will consist of 225 affordable units, of which 88 units are set aside as Very Low Income units, 73 units for Low Income, and 64 units for Moderate Income households. Completion of the project is anticipated in spring of 2014.

The Irvine Company Legacy Villas:

This residential multiple family project was approved on November 6, 2012, and will consist of 533 residences, including 37 units for Moderate Income households. Completion of the project is anticipated in spring of 2014.

Table H-14 illustrates the residential development potential of the vacant and underutilized land inventory in the City of Tustin. The Tustin Legacy site (formerly MCAS Tustin) presents the City with 180.67 acres suited for residential development that could accommodate an additional 2,105units. During the planning period, the majority of the anticipated units will be accommodated at Tustin Legacy and is being implemented through both the adoption of a Specific Plan by the City and the adoption of a Redevelopment Project Area (dissolved in 2011). Based on State Redevelopment Law at that time and Specific Plan requirements, at least 15 percent of the units (607 units) constructed at the MCAS Tustin site will be affordable to Very-Low, Low, and Moderate-income households, of which at least 6 percent or 243 units must be affordable to Very Low-income households. The remaining 364 units would be distributed among the Low and Moderate income households by utilizing RHNA Low and Moderate income percentages. In addition to these inclusionary obligations, the acreage and densities permitted by the MCAS-Tustin Reuse Plan created 282 additional units for Very Low-income households (192 transitional housing units and 90 social services housing units).

Aside from MCAS Tustin, additional sites are located within the City. As a means to ensure affordability, the City may require developers to provide at least 15 percent of all units constructed or rehabilitated at prices affordable to Very Low, Low, and Moderate Income households.

The City aggressively negotiates affordable housing units within individual potential projects. An example of an approved infill site is the development of a fifty-four (54) unit affordable senior housing project on a 1.76 acre site. The project was granted a twenty-five (25) percent density bonus above the City's maximum allowable density. In addition, the City entered into a Disposition and Developer Agreement with the developer to issue loans not to exceed $600,000. The loans are secured by loan agreements, promissory notes and deeds of trust, along with Regulatory Agreement and Declaration of Restrictive Covenants to be recorded against the property for a period of not less than 55 years. The project is 100 percent affordable to very low and low income seniors.

The remaining capacity in Old Town Tustin will be achieved through recycling of underutilized and vacant infill sites (see Figure 1). According to the City's Land Use Element, the sites in Old Town Tustin area are able to accommodate an overall population range for residential use of 2-54 persons per acre[10]. The Land Use Element further identifies the potential development of dwelling units in the Old Town Commercial area, which will be facilitated by the proposed adoption of zoning regulations and development standards which will allow mixed-use development (see Program 1.21 of Table H-20 Housing Element Programs). This development potential is supported by the market analysis of the Old Town area.

To further create housing opportunities, the City provides the issuance of tax-exempt bonds for the development of affordable housing through a Joint Powers Authority with the California Statewide Communities Development Authority. Other means would include the City's participation in the State and Federal programs such as the Low- Income Housing Revenue Bond Financing program, Low Income Tax Credits, CHFA financing programs, and others.

Additionally, a Density Bonus Ordinance is available and can be applied to infill sites to increase allowable density and the Tustin City Code also provides for a Planned Community District which allows flexibility in site development standards such as the creation of smaller lots to allow for higher density.

As demonstrated in Table H-13A, there are a total of 205.3 acres of land (177.1 acres from MCAS Tustin, 15.35 acres vacant land, and 12.85 acres underutilized land) with residential development potential. These sites could potentially be developed with approximately 2,882 units. This demonstrates that the City has sufficient amount of land available to accommodate the residential developments to meet the remaining RHNA construction needs through the 2021 period.

TABLE H- 13
SUMMARY OF QUANTIFIED RHNA OBJECTIVES
CITY OF TUSTIN
2014-2021

Income Group	RHNA	Units Approved	Net RHNA Construction Need
Very Low	141	88	53
Extremely-Low	142[1]		142
Low	195	73	122
Moderate	224	101	123
Above Moderate	525	496	29
Total	**1,227**	**758**	**469**

[1] Pursuant to Government Code Section 65583(a)(1), City's share of extremely-low income units is 142 (50 percent of the total Very Low Income new construction objective).

Source: 2012 RHNA, SCAG, 2005-2009 ACS

[10] See Table LU-3 – "Future Land Use Density/Intensity and Population Capacity of the Land Use Plan" in the City of Tustin General Plan Land Use Element, January 16, 2001.

TABLE H- 13A
VACANT AND UNDERUTILIZED LAND WITH RESIDENTIAL DEVELOPMENT POTENTIAL

	Vacant Land										Underutilized Land									
	Very-Low		*Low*		*Moderate*		*Above-Moderate*		*Total*		*Very-Low*		*Low*		*Moderate*		*Above-Moderate*		*Total*	
Land Use Category[1]	**AC**	**DU**	**AC**	**DU**	**AC**	**DU**	**AC**	**DU**	**AC**	**DU**	**AC**	**DU**	**AC**	**DU**	**AC**	**DU**	**AC**	**DU**	**AC**	**DU**
CONVENTIONAL ZONING DESIGNATIONS																				
Low Density Res. (1-7 du/ac)																				
Medium Density Res. (8-15 du/ac)						21			2.67	21										
High Density Res. (15-25 du/ac)		57		39		45		106	12.68	247		74		51		58		136	12.85	319
Mobile Home Park (1-10 du/ac)																				
Subtotal		*57*		*39*		*66*		*106*	*15.35*	*268*		*74*		*51*		*58*		*136*	*12.85*	*319*
MCAS TUSTIN SPECIFIC PLAN[2]																				
Neighborhood D		195		122		160		571	29.5	1,048										
Neighborhood G		88		73		64		1,022	147.6	1,247										
Subtotal		*283*		*1954*		*2243*		*1,620*	*177.1*	*2,295*										
PLANNED COMMUNITY DESIGNATIONS																				
PC Low Density Res.																				
PC Med. Density Res.																				
PC High Density Res.																				
Subtotal																				
TOTAL		340		234		290		1,726	192.45	2,563		74		51		58		136	12.85	319

Correlation of land use densities and income levels based upon the City's General Plan maximum density
[2] Income level estimated based upon specific plan densities and Disposition and Development Agreement entered with Developer and the City.
[3] Neighborhood D includes 157 approved density bonus units (157+891=1,048).
[4] Neighborhood G includes 33 approved density bonus units (33+1214=1,247).
Residential Development Potential includes approved density bonus units, but not potential density bonus units.
Source: City of Tustin; MCAS Tustin Specific Plan, as amended, Vacant and Underutilized Land Suitable for Residential Development, and City of Tustin General Plan, January 16, 2001.

Figure 1 and Tables H-14 and 15 detail the zoning designations of vacant and underutilized land in Tustin. The vacant and underutilized land inventory includes land that is currently zoned medium- and high-density residential and land that could potentially be designated as high-density residential. Realistic capacity of sites that are identified in Tables H-14 and 15 are derived from past development proposals, historical character of the area, inquiries received by the Community Development Department, Disposition and Development Agreements between the City and developers, exclusive negotiations with potential developer(s) authorized by the City Council, maximum zoning and general plan densities, and eligible incentives to developers for provisions of affordable housing. Realistic capacity for sites identified to meet the City's share of regional housing needs either are determined based upon current zoning and general plan, executed Disposition and Development Agreement, and the City Council authorized exclusive negotiations with potential developers.

The closure of MCAS Tustin provides the City with opportunity sites to meet the City's share of regional housing needs. The majority of the City's share of housing needs will be provided at the former MCAS Tustin (Tustin Legacy) project site which was part of the base closure realignment process. The Federal government provided the land to the City at no cost. The City has been conveying the land to developers for the development of the Tustin Legacy.

Although the availability of vacant and underutilized land for the provision of housing is not considered a constraint for the 2013-2021 planning period, future planning periods may be marked by a lack of available land. While the City's Land Use Plan provides an adequate land capacity to fulfill housing needs, current development costs in Tustin may preclude the private housing market from providing affordability for low and very low-income households without subsidies. Necessary infrastructure improvements and litigation constraints may cause some delays in the build-out development of the MCAS Tustin project.

Satisfaction of the City's quantified objectives through new construction will be heavily dependent upon real estate market trends, cooperation of private funding sources, and available funding and programs at the local, county, state and federal levels.

Figure 1 –Vacant & Underutilized Land in the City of Tustin*

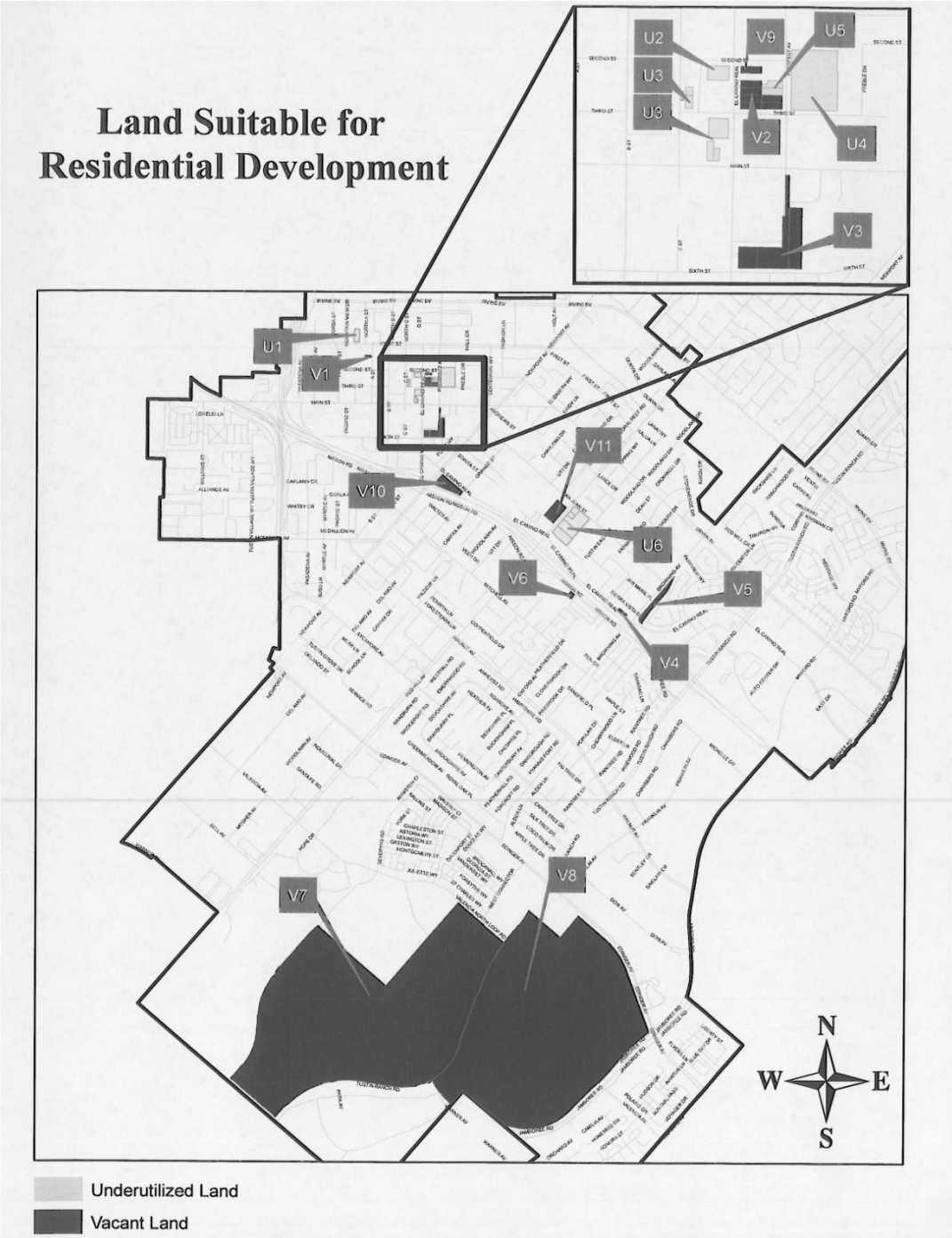

TABLE H- 14
VACANT LAND SUITABLE FOR RESIDENTIAL DEVELOPMENTS

	Address	Assessor Parcel Number	Existing Use/Description	Zoning Designation	General Plan Land Use Designation	Lot Size (acres)	Capacity Estimate*
1	140 S. A Street	401-361-03	vacant	R3	High Density Residential	0.17	
2	225 El Camino Real	401-584-04 to 401-584-09	Farmer's Market site	C2 P	Old Town Commercial	1.02	
3	El Camino Real	401-623-14 to 401-623-16	adjacent to Armstrong	C2 P	Old Town Commercial	2.61	
4	1951 El Camino Real	500-071-12	City of Tustin	R4	High Density Residential	0.38	
5	Browning/El Camino Real	500-201-02	Tustin Ranch Reserve Area	PC-R	PC Residential (Medium Low)	2.67	
6	1776 Nisson	432-401-12	adjacent to Blueboy Swimschool	R3 1500	High Density Residential	0.39	
7	Neighborhood D(1)	Planning Areas(2) 8/13/14	Former MCAS Tustin	MCAS Tustin Specific Plan	MCAS Tustin Specific Plan	29.5	1,048
8	Neighborhood G	Planning Area(2) 15	Former MCAS Tustin	MCAS Tustin Specific Plan	MCAS Tustin Specific Plan	147.6	
9	205 El Camino Real	401-584-11	lot north of Dr. Helm	C2 P	Old Town Commercial	0.17	
10	14052 Newport Avenue	432-074-05	vacant	C1 and C2	PC Commercial/Business	2.4	
11	13841 Red Hill Avenue	500-141-10	vacant	C2	PC Commercial/Business	2.87	

Notes:
***For planning purposes only – Actual capacity will be determined upon review and approval of actual development application**
du: Dwelling Unit. Capacity estimate only provided for site(s) necessary to satisfy RHNA, which sites are located in Neighborhood D of the MCAS Tustin Specific Plan

(1) A default density of 30 units per acre may be achieved in Neighborhood D.
(2) No specific parcel number available since the planning areas have not been subdivided.
No site has known environmental constraints

Source: City of Tustin Community Development Department.

TABLE H-15
UNDERUTILIZED LAND SUITABLE FOR RESIDENTIAL DEVELOPMENTS

	Address	Assessor Parcel Number	Existing Use	Zoning Designation	General Plan Land Use Designation	Lot Size (acres)
1	433-435 W. First Street	401-522-27	Trailer Park	FSSP	PC Commercial/Business	0.83
2	220 El Camino Real	401-572-01	Ability Plus School	C2 P	Old Town Commercial	0.34
3	245 "C" Street	401-572-04	Sheet Metal Shop	C2 P	Old Town Commercial	0.07
	155 Third Street	401-572-05	Russian Ballet	C2 P	Old Town Commercial	0.1
	300 El Camino Real	401-573-01	Former Bank Building	C2 P	Old Town Commercial	0.45
	115-125 W. Main Street	401-573-05 &06	Former Auto Parts Store	C2 P	Old Town Commercial	0.24
4	185-255 Prospect Avenue	401-581-09	Trailer Park	MHP	Mobile Home Park	2.9
5	230 Prospect Avenue	401-584-02	Single Family Home	C2 P	Old Town Commercial	0.15
	240 Prospect Avenue	401-584-03	Single Family Home	C2 P	Old Town Commercial	0.17
6	13742-13852 Red Hill Ave.	500-022-04,07,11,12	Retail shopping center	C1	Community Commercial	7.6

Notes:
***For planning purposes only – Actual capacity will be determined upon review and approval of actual development application**
du: Dwelling Unit
PA: Planning Area
(1) Potential Mixed Use
No site has known environmental constraints

Source: City of Tustin Community Development Department.

HOUSING ELEMENT GOALS AND POLICIES

This section of the Housing Element contains the goals and policies the City intends to implement to address a number of housing-related issues. To implement the Housing Element, the following six major issue areas are identified with related goals and policies: 1) ensure that a broad range of housing types are provided to meet the needs of existing and future residents; 2) provide equal housing opportunities for all City residents; 3) ensure a reasonable balance between rental and owner occupied housing; 4) preserve existing affordable housing; 5) promote conservation and rehabilitation of housing and neighborhood identity; and 6) ensure housing is sensitive to the existing natural and built environment.

HOUSING SUPPLY/HOUSING OPPORTUNITIES

Tustin is home to persons requiring a variety of housing options. At different stages in their lives, people require different housing arrangements. Additionally, the City must respond to the housing needs of all economic segments of the community and ensure that housing discrimination does not serve as a barrier. It is also important that the City maintain a balance of housing types and that the City's housing stock is not overly skewed towards the provision of one type of housing. Finally, the continuing need for affordable housing in the region requires the City to attempt to preserve Low-income housing units that are at risk of converting to other uses. The City establishes the following goals and policies to achieve the above objectives.

GOAL 1: Provide an adequate supply of housing to meet the need for a variety of housing types and the diverse socio-economic needs of all community residents.

Policy 1.1: Promote the construction of additional dwelling units to accommodate Tustin's share of regional housing needs identified by the Southern California Association of Governments (SCAG), in accordance with adopted land use policies.

Policy 1.2: Pursue smart growth principles by supporting the construction of higher density housing, affordable housing, and mixed use development (the vertical and horizontal integration of commercial and residential uses) in proximity to transit, services, shopping, schools, senior centers and recreational facilities, where possible.

Policy 1.3: Consider site scoring, income targeting, and other selection criteria for competitive funding sources for affordable housing, such as Low Income Housing Tax Credits, when allocating Agency resources for affordable housing to maximize leverage of local funds.

Policy 1.3: Continue to implement best practices for developer selection, project underwriting and due diligence for affordable housing developments that receive

financial and other assistance to ensure long-term viability of affordable housing and to ensure the maximized leverage of local resources.

Policy 1.4: Preserve affordable housing units, where possible, through actions such as the maintenance of a mobile home park zone, restrictions on R-3 zone uses to preserve the multiple family residential characters, facilitate resident access to funding sources for preservation of low income and assisted housing.

Policy 1.5: Promote the dispersion and integration of housing for low- and very-low income families throughout the community as opposed to within any particular geographic area, neighborhood, or project.

Policy 1.6: Encourage the County of Orange to exercise its responsibilities for housing accommodations for low- and very-low income families within Tustin's sphere of influence.

Policy 1.7: Utilize various resources, where feasible, to assist in creating opportunities which will expand opportunities for development of affordable housing in the community.

Policy 1.8: Allow second (attached/detached) units in single- and multi-family districts consistent with the Tustin City Code.

Policy 1.9: Utilize Planned Community Districts and Specific Plans to authorize and promote a variety of lot sizes and housing types.

Policy 1.10: Promote cluster housing consistent with General Plan land use density standards to reduce the cost of housing construction.

Policy 1.11: Encourage the availability of affordable housing for special needs households, including large, low-income families. Special needs households include the elderly, large families, female-headed households with children, households with a disabled person, and the homeless (see discussion under Summary of Housing Needs for Special Needs Groups).

Policy 1.12: Encourage incentives to assist in the preservation and development of affordable housing such as 1) reducing permit processing time and waiving or reducing applicable permit fees; 2) on-site density bonuses when appropriate; 3) tax-exempt financing including continuing to make use of the City's membership in the California Statewide Communities Development Authority to provide opportunities for developer assistance in pre-development and development financing of affordable housing programs; 4) flexibility in zoning or development standards; and 5) other financial incentives using a variety of special State and Federal grant and housing programs.

Policy 1.13: Encourage the design and occupancy of housing for senior citizens and the disabled. Promote the construction or rehabilitation and adoption of dwelling units accessible to seniors and/or the disabled.

Policy 1.14: Provide continued support for the County Homeless Assistance Program and other homeless assistance programs within Tustin and in adjacent cities, including the continued use of the City's membership in California Statewide Communities Development Authority to issue private activity mortgage bonds in support of these programs

Policy 1.15: Encourage the provision of grants and technical assistance to various organizations and agencies that provide assistance to persons with special needs such as the homeless, disabled, low-income, and elderly persons.

Policy 1.16: Participate in federal and state housing assistance and rehabilitation programs aimed at assisting households in need.

Policy 1.17: Utilize design criteria in evaluating projects to ensure compatibility with surrounding developments, while taking into consideration ways to minimize housing costs.

Policy 1.18: Promote and encourage non-profit and for-profit private sector interests to use available federal and state programs for new or rehabilitated affordable housing.

Policy 1.19: Support state-enabling legislation for employers to contribute to the cost of housing for their employees.

GOAL 2: Ensure equal housing opportunities for all existing and future City residents regardless of race, religion, ethnicity, sex, age, marital status or household composition.

Policy 2.1: Promote equal opportunity housing programs within the community.

Policy 2.2: Provide active support to provide fair housing opportunities.

Policy 2.3: Support programs to match elderly and low and moderate-income individuals who want to share housing costs in a joint living arrangement.

Policy 2.4: Support public and private efforts to eliminate all forms of discrimination in housing.

Policy 2.5: Minimize displacement of lower income and special needs households, whenever possible, to ensure that displacement is carried out in an equitable manner.

GOAL 3: Increase the percentage of ownership housing to ensure a reasonable balance of rental and owner-occupied housing within the City.

Policy 3.1: Encourage new housing construction for home-ownership in a mixture of price ranges.

Policy 3.2: Examine any existing City home purchasing assistance programs for low- and moderate-income households, including down-payment assistance, - and mortgage revenue bond financing, and recommend program modifications to make them more effective in the current housing market.

Policy 3.3: Encourage rental unit conversion and alternative forms of homeownership, such as shared equity ownership and limited equity cooperatives where feasible.

Policy 3.4: Examine existing condominium conversion standards to promote renovation of existing units through rental conversion.

GOAL 4: Preserve the existing supply of affordable housing in the City.

Policy 4.1: Continue to use Federal and State housing initiatives available for low-income households.

Policy 4.2: Monitor all federal, state and local funds available to preserve and/or replace lower income units at risk of converting to market rate housing, including tax credit bond financing.

Policy 4.3: Assist non-profit organizations in securing the resources necessary to preserve/replace lower to moderate income units at risk of converting to market rate housing.

Policy 4.4: Consider incentives to non-profit housing and for-profit private sector interests to purchase and/or maintain lower income units at risk of converting to non-lower income housing.

Policy 4.5: Take advantage of favorable market conditions, as appropriate, to pursue early negotiation and preservation of at-risk affordable housing through extension of existing affordability restrictions.

MAINTENANCE AND CONSERVATION

Maintenance and preservation of a City's housing stock prevents unhealthy living conditions; eliminates the need for future, more costly housing rehabilitation; prevents neighborhood deterioration; and encourages community pride. The City enforces codes and provides incentives to promote maintenance and conservation.

GOAL 5: Conserve, maintain, rehabilitate, and/or replace existing housing in neighborhoods which are safe, healthful and attractive, in accordance with adopted Land Use Policy. Improve the residential character of the City with an emphasis on revitalizing neighborhoods showing signs of deterioration. Promote conservation of the City's sound housing stock, rehabilitation of deteriorated

units where they may exist Citywide, and elimination of dilapidated units that endanger the health, safety and wellbeing of occupants.

Policy 5.1: Through available financial incentives, encourage owners of rental housing units that are determined to be substandard, in need of repair and a hazard to the health and safety of the occupants to remove and replace or rehabilitate the structures.

Policy 5.2: Promote the availability of funds for the rehabilitation of single-family dwellings and apartments.

Policy 5.3: Periodically evaluate housing conditions and, when appropriate, address any increase in deteriorated housing conditions.

Policy 5.4: Continue to enforce health, safety, and zoning codes to eliminate conditions which are detrimental to the health, safety and welfare of residents.

Policy 5.5: Promote preservation of historic and architecturally significant residential properties.

Policy 5.6: Study and revise existing zoning codes, if warranted, to provide flexibility to facilitate additions and improvements to existing historic and architecturally significant residential properties.

Policy 5.7: Review existing guidelines for single- and multi-family rehabilitation programs, including income targeting and neighborhood location, to achieve maximum neighborhood revitalization.

ENVIRONMENTAL SENSITIVITY

Housing design and land use patterns can have substantial impacts on the natural as well as the built environment. City policies and programs seek to minimize negative environmental impacts.

GOAL 6: Ensure that new housing is sensitive to the existing natural and built environment.

Policy 6.1: Attempt to locate new housing facilities in proximity to services and employment centers thereby enabling walking or bicycling to places of employment.

Policy 6.2: Promote energy conservation measures in the design of new housing units and the redevelopment of older housing units.

Policy 6.3: Require design review of lot placement in subdivisions to maximize passive solar energy and solar access.

Policy 6.4: Promote water efficient landscapes, efficient irrigation, and use of permeable paving materials.

Policy 6.5: Streamline processing for approved green building.

Policy 6.6: Consider, support, or partner with utility companies to promote energy rebate programs.

Policy 6.7: Require buildings and structures to not penetrate Federal Aviation Regulation (FAR) Part 77 Imaginary Obstruction Surfaces for John Wayne Airport unless found consistent by the Airport Land Use Commission (ALUC). Additionally, in accordance with FAR Part 77, require applicants proposing buildings or structures that penetrate the 100:1 Notification Surface to file a Form 7460-1 Notice of Proposed Construction or Alteration with FAA. A copy of the FAA application shall be submitted to ALUC and, the applicant shall provide the City with FAA and ALUC responses.

Policy 6.8: Require development projects that include structures higher than 200 feet above existing grade to be submitted to ALUC for review. In addition, require projects that exceed a height of 200 feet above existing grade to file Form 7460-1 with the Federal Aviation Administration (FAA).

RELATED GOALS AND POLICIES

The goals and policies described in the Housing Element are related to and support the goals and policies included within other General Plan elements. Many goals and policies from the other elements directly or indirectly support the goals and policies of the Housing Element. These supporting goals and policies are identified in Table H-16.

TABLE H- 16
HOUSING RELATED GOALS AND POLICIES BY ELEMENT

	RELATED GOALS AND POLICIES BY ELEMENT						
Housing Issue Area	**Land Use**	**Housing**	**Circulation**	**Conservation/ Open Space**	**Public Safety**	**Nois e**	**Growth Management**
Housing Opportunities	1.8, 10.2, 13.3, 13.4, 13.10		1.1, 1.10				2.5, 3.1, 4.1
Maintenance and Preservation	1.1, 4.6, 5.8, 6.4, 6.6				3.4, 3.5, 5.4	1.7, 2.2	
Affordable Housing Support Service/ Fair Housing			5.3				4.1
Environmental Sensitivity	3.6, 9.6, 9.7, 9.8, 13.1		1.14, 1.17, 3.5	2.12, 3.1, 4.1	3.3, 4.8, 4.12	1.11, 1.12	

HOUSING ELEMENT IMPLEMENTATION PROGRAM

The Housing Element Implementation Program provides specific actions the City intends to undertake to achieve the goals and policies of the Element. This section identifies quantified objectives, available financial resources and affordable housing resources, and provides a list of specific programs the City intends to pursue. Housing programs include those currently in operation and new programs added to address housing needs. A description of each program is provided, along with the program funding source, responsible agency, and time frame for implementation. A review of City's past performance on housing element implementation programs is contained in Appendix A of the Housing Element.

RHNA QUANTIFIED OBJECTIVES 2014-2021

State law requires the City to accommodate its fair share of the State's housing need. In doing so, the City must quantify the number of homes that are projected to be built and conserved. The following quantified objectives are adopted as guidelines toward meeting Tustin's housing needs through 2021.

It is important to note that while the quantified objectives of the RHNA are required to be part of the Housing Element and the City will strive to attain these objectives, Tustin cannot guarantee that these needs will be met given its own limited financial resources and the present affordability gap. Satisfaction of the City's regional housing needs will partially depend upon cooperation of private funding sources and the funding levels of County, State, and Federal programs that are used to support the needs of the very-low, low and moderate-income persons. Additionally, outside economic forces heavily influence the housing market.

New Construction Objectives

The City of Tustin promotes and encourages the development of a variety of housing opportunities to accommodate current and projected housing needs which include 283 very low-, 195 low-, 224 moderate-, and 525 above moderate-income households per the 2012 Regional Housing Needs Assessment (RHNA) allocation. While the Land Use Plan provides adequate sites to fulfill needs established by RHNA, construction of new units will depend upon the timing of the landowner and developer in the submission of building plans to meet market demands. Housing subsidies will depend upon the availability of government funds – local, County, State, and Federal. Development projects are subject to the interests of private developers. The construction of secondary units depends upon the desires of the property owners as related to family needs for housing and economic

resources. The achievements of the housing objectives are thus dependent upon the private sector and other governmental agencies. The responsibility of the City is to encourage the construction of affordable housing by providing programs and assistance to developers and to assist in its creation by facilitating the review and approval of development permits.

Table H-17 provides new construction housing objectives for the period 2014-2021. With the exception of Tustin Legacy, all sites identified in Table H-17 are privately owned. Units identified are broken down into various income limits in light of RHNA percentages.

Table H-13 discusses the City's progress toward achieving the RHNA quantified objective. Based on units approved or under construction, the City of Tustin has the following remaining units to achieve RHNA's construction objective: 195 Very Low Income, 122 Low Income, 123 Moderate Income and 29 Above Moderate Income units. The City will make its best efforts to accommodate this objective by carrying out the following projects and/or programs:

Preservation

Pursuant to Government Code Section 65583.1(c), up to 25 percent of the lower income RHNA may be fulfilled with existing units when affordability is achieved through:

- Affordability covenants placed on previously non-affordable units;
- Extension of affordability covenants on affordable housing projects identified as at risk of converting to market-rate housing; and
- Acquisition/rehabilitation and deed restriction of housing units.

With RHNA allocated 478 lower income units, the City may fulfill 120 lower income units (71 Very Low and 49 Low) through preservation of existing housing units. As identified in the Preservation of Units At-risk for Conversion section of the Housing Element, there are a total of 100 units at risk for conversion during the planning period at Tustin Gardens. .

The City, in anticipation of this opportunity, had programmed $2,181,672 of RDA housing set aside funds in the Agency's Comprehensive Affordable Housing Strategy's Six- Year Capital Plan to negotiate the preservation of these units. The City Council in their capacity as the Redevelopment Agency (eliminated 2011) adopted the Comprehensive Affordable Housing Strategy (CAHS) in June 2008 committing up to $2,181,672 of Agency Housing Set-Aside funds for the preservation efforts of these at-risk units. However, the dissolution of Redevelopment in 2011 effectively eliminated the primary source of funding that could be used to preserve these units at risk of conversion.

As presented in Table HTM-34 of the Housing Element Technical Memorandum, the City has fulfilled a portion of its regional share for very low and low income households (362 and 127 units respectively) during the prior planning period, rendering the City eligible to utilize the alternative site program, if desired. The City is in contact with Tustin Gardens regularly and has expressed interest in ensuring the continuation of these affordable units. The City is also in contact with residents to allow for active public participation with current residents to ensure continued affordability.

Tustin Gardens maintains a Section 8 contract for rental assistance. They are currently approved through July 13, 2014 with a HUD-requirement that they provide a one-year notice to terminate their current Section 8 contract. The earliest date affordability restrictions can expire is July 2015. The city will make every effort to assist the owner obtain an extension of the HUD Section 8 contract. . Considering the earliest possible scenario of affordability restrictions expiring July 2015, the total cost of subsidizing Tustin Gardens for the term of the Housing Element, July 2014 to October 2021, would be about $4,205,400.

The City believes Tustin Gardens is a viable project to receive 4% Tax Credit, Tax-Exempt Bond funding. Tustin Gardens is a 100% affordable, very-low income Senior Project. The City would work with the current owner to establish a non-profit affordable housing entity to apply for 4% Tax Credit, Tax-Exempt Bond funding for the acquisition and rehabilitation of Tustin Gardens.

New Construction:

Tustin Legacy Former Master Developer Footprint (Neighborhoods D and G)

As mentioned throughout the Housing Element, the closure of the MCAS Tustin provides the City with opportunity to create affordable units to accommodate the needs of the residents. The City in 2001 adopted the MCAS Tustin Specific Plan and in 2003 designated the MCAS Tustin as a Redevelopment Project area and adopted the MCAS Tustin Redevelopment Plan (eliminated 2011). As part of the adopted Specific Plan, a total of 4,210 housing units were authorized and to date 2,105 units have been constructed. The 2,105 units yet to be built are under the Former Master Developer footprint. 758 units within Neighborhoods D and G have been approved. 190 of these 758 units are approved density bonus units. Therefore the remaining development potential is 1,537 units (2,105+190-758), plus any future density bonus units. In Neighborhood D, the maximum density on any individual parcel may exceed 25 dwelling units per acre as long as the total dwelling units allocated to Neighborhood D is not exceeded. Thus, a default density of 30 units per acre could be achieved in Neighborhood D. The remaining

development potential in Neighborhood D is 515 dwelling units plus potential density bonus units.

The development of Tustin Legacy is anticipated to occur during the Housing Element planning period.

New Ownership and Rental Housing, outside of Tustin Legacy

A total development potential of 587 dwelling units outside of Tustin Legacy has been identified during the Housing Element planning period on vacant and underutilized sites. However, these sites are not required to satisfy the City's RHNA.

Other New Construction Units

It is likely that other development will occur through Second Units, and the recycling of single family uses on multi-family zoned lots. Based upon recent development proposals, the City has observed increased interest in the development of, second units and the addition of units within multiple family dwelling properties occupied by single family dwellings. The cost to construct these units would be borne by the property owner. However, the City would facilitate the development process.

In addition, based upon past development trends (Tustin Grove and Ambrose Lane) that utilized Planned Community Districts to allow for higher densities, the actual number of units created could be higher than identified. The City will strive to ensure that newly constructed units are developed at sufficient densities to assist in fulfillment of low and very low income needs by employing inclusionary zoning for those sites located within former Redevelopment project areas, mixed use zoning in Old Town Tustin, density bonuses particularly in infill sites to allow for increase densities to accommodate affordable housing developments, and Planned Community Districts to allow for flexibility in development standards.

TABLE H- 17
QUANTIFIED OBJECTIVES SUMMARY
CITY OF TUSTIN
2014-2021

Program	Total # of Units	Extremely Low and Very Low [4] (<50%)	Low (<80%)	Moderate (80-120%)	Upper (120%+)
Tustin Legacy Housing Units[1]					
Neighborhood D	1,048	195	122	160	571
Neighborhood G	1,247	88	73	64	1,022

TABLE H- 17
QUANTIFIED OBJECTIVES SUMMARY
CITY OF TUSTIN
2014-2021

Program	Total # of Units	Extremely Low and Very Low [4] (<50%)	Low (<80%)	Moderate (80-120%)	Upper (120%+)
Preservation	100	100			
New Ownership and Rental Housing	587	131	90	124	242
Second Unit	10		10		
Recycling of SF uses to MFD in R-3 district	8		8		
Total Quantified Objectives	**3,000**	**514**	**303**	**348**	**1,835**
RHNA	**1,227**	**283**	**195**	**224**	**525**
Difference	**1,773**	**231**	**108**	**124**	**1,310**

[1] MCAS Tustin Specific Plan authorizes a total 4,210 potential units (plus density bonus units) at Tustin Legacy. Based upon the Specific Plan requirement, at least 15 percent of the total units (632 units) would be affordable to Very-Low, Low, and Moderate income households, of which at least 6 percent or 253 units would be affordable to Very Low income households. A total of 296 affordable inclusionary units were included in the authorized total number of units to be developed at Tustin Legacy. Of the 4,210 units, 2,105 units have been completed. A total of 2,105 units (plus density bonus units) are planned within Neighborhoods D and G. Within Neighborhoods D and G, 758 units have been approved and/or are under construction, including 88 Very Low, 73 Low, 101 Moderate, and 496 Above Moderate units, including 190 density bonus units.

[2] .

[3] [4] Pursuant to Government Code Section 65583(a) (1), City's share of extremely-low income units is 142 (50 percent of the RHNA Very Low income households' new construction objective). Total number of units for extremely-low income and low income units equals to City's share of very-low income units of 283 units

Source: 2012 RHNA; City of Tustin; MCAS Tustin Specific Plan.

Preservation, Rehabilitation, and Other Affordable Housing Program Objectives

The primary beneficiaries of Preservation and Rehabilitation and Assistance programs are renters and low-income homeowners. It is assumed that above-moderate-income households will rehabilitate units as needed through private efforts.

Tustin's affordable housing strategy is based on the City's housing needs, affordability gap analysis, and available financial resources. Several broad policies establish the framework for the City's Housing strategy as applied to preservation, rehabilitation, and other housing program objectives. These include:

1. Conserve, maintain, and rehabilitate existing housing and revitalize existing neighborhoods;
2. Maximize the supply of affordable housing;

3. Increase homeownership;
4. Preserve the existing supply of affordable housing; and,

Consistent with the above policies the City has devised a number of programs of housing assistance to address the preservation, rehabilitation, and other housing program objectives. Specific details on these programs can be found in the City of Tustin Comprehensive Housing Affordability Strategy for Fiscal Years 2008/09 to 2017/18. In addition, Table H-20 – Housing Element Programs 2013-2021 outlines the City's specific housing programs during the planning period.

Summary of Quantified Objectives

Table H-18 summarizes the City's Quantified Objectives for the 2013-2021 period. Based on the requirements of AB 2634, statute of 2006 (Government Code Section 65583(a)(1)), each jurisdiction must address the projected need of Extremely Low-Income households, defined as households earning less than 30 percent of the Area Median Income (AMI). The projected Extremely-Low Income need is assumed to be 50 percent of the Low Income need, or 142 units based upon the percentage of extremely-low income households contained in the regional housing needs assessment determined by SCAG using American Community Survey data as the baseline.

TABLE H- 18
SUMMARY OF QUANTIFIED OBJECTIVES
CITY OF TUSTIN 2014-2021

Income Group	RHNA	New Construction	Preservation
Very Low	141	272	100
Extremely-Low	142[1]	142	
Low	195	303	
Moderate	224	348	
Above Moderate	525	1,835	
Total	**1,227**	**2,900**	**100**

[1] Pursuant to Government Code Section 65583(a) (1), City's share of extremely-low income units is 142 (50 percent of the total Very Low Income new construction objective).

Source: 2012 RHNA, SCAG, 2005-2009 ACS

IDENTIFICATION OF AFFORDABLE HOUSING RESOURCES

The City has prepared a Consolidated Plan and Comprehensive Housing Affordability Strategy identifying and describing all funding programs available to the City and Tustin Redevelopment Agency (eliminated 2011) to assist in meeting the City's housing needs. Included in the plan are descriptions of a wide variety of major housing assistance programs available from federal and state agencies and private lending institutions. More specific information including details regarding

eligible projects and activities and funding availability can be found in the document. The following is a summary of this information along with updates to reflect new state and federal programs.

The key source of local funding for affordable housing development and preservation in Tustin was the Tustin Community Redevelopment Agency's (eliminated 2011) Low and Moderate Income Housing Fund, also known as the 20 Percent Set-Aside Fund. The estimated fund balance in the Agency's Low and Moderate Income Housing Fund as of June 30, 2007 was $17.86 million. With the dissolution of redevelopment in 2011, these funds are no longer available.

- **Preservation of At-Risk Affordable Housing Rental Units**

  The City of Tustin has identified the preservation of existing affordable housing units as one of the most cost-effective methods of maintaining the stock of affordable housing therefore a high-priority program for the City.

  The City has identified 100 units of at-risk housing with expiring use restrictions within the eight-year planning period. The amount of assistance provided will be negotiated based on the specific economics of each development and the potential availability of leverage financing, such as tax-exempt bonds and 4% tax credits. .

- **Single- and Multi-Family Home Rehabilitation Program**

  The City has identified single- and multifamily home rehabilitation loans and grants as another cost-effective method of extending the life of affordable housing in the community. Based on available funding, the City will target single-family neighborhoods in the vicinity of the Town Center opportunity area as part of the Town Center revitalization effort, as well as multifamily units citywide.

- **First-Time Homebuyer and/or Foreclosure Negotiated Purchase**

  The City's First-Time Homebuyer Program provided down payment and second mortgage assistance to low and moderate income buyers to assist them to purchase an existing home in the City. The recent mortgage credit crises have resulted in increasing foreclosure rates throughout many parts of California and the nation. The City will seek funding to assist new first-time homebuyers in purchasing a home. This may include negotiated purchase of homes in foreclosure, which may represent a lower cost buying opportunity for first-time homebuyers.

- **Homeless Assistance and Supportive Services**

The City has allocated $88,090 in 2013/14 CDBG funds to continue its financial support of homeless assistance and supportive services in the City. The City's goal for this program is to assist 200 homeless individuals per year over the projection period.

- **Tustin Legacy New Construction**

  The City's inclusionary housing requirements for Tustin Legacy require a minimum of 453 new affordable units in Planning Areas D and G combined, including 126 units affordable to very low income households, 95 units affordable to low income households, and 232 units affordable to moderate income households.

- **Administrative Support**

  The City and the Tustin Housing Authority will provide administrative support to implement its affordable housing activities.

  The City has initiated the development of additional very low, low and moderate income housing in the MCAS Tustin Project Area through density bonus incentives.

The City is not an entitlement jurisdiction for HOME funds, but may apply to the State for HOME funds as described in a separate report prepared by DRA entitled *Affordable Housing Assistance Programs*, presented as Appendix C of the Comprehensive Affordable Housing Strategy.

The City is an entitlement jurisdiction for Community Development Block Grant (CDBG) funds. For FY 2012/13, the City of Tustin was allocated $587,277 in CDBG funds. These funds may be used for a number of community development purposes besides housing. Given the many competing needs for these funds and the restrictions on these funds for housing purposes, the City does not typically allocate CDBG funds for affordable housing development.

As needed and as shown on Table H-21, the City will utilize State and Federal resources to leverage local resources as these funding sources match the City's programmatic objectives. Table H- 21 is a summary of affordable housing resources.

TABLE H- 19 AFFORDABLE HOUSING RESOURCES[1] CITY OF TUSTIN		
LOCAL RESOURCES		
Program	**Description**	**Eligible Activities**
Multi-Family Residential Rehab-Loan/Grant Program	Assistance to owners of multi-family projects occupied by low- to moderate-income persons. This program has been discontinued pending available funding.	• Rehabilitation
First Time Homebuyer Program	Low Interest Rates and Down payment assistance. This program has been discontinued pending available funding.	• First Time Homebuyer
Single-Family Residential Rehab-Loan/Grant Program	Assistance to owners of single-family projects occupied by low-income persons. This program has been discontinued pending available funding.	• Rehabilitation
New Construction	Financial assistance for new affordable housing projects. This program has been discontinued pending available funding.	• New Construction
Rental Housing Program	Financial assistance for affordable multi-family rental projects. This program has been discontinued pending available funding.	• Acquisition • Rehabilitation • New Construction
Density Bonus	The City allows an increase in density to developers who set-aside certain number of units in accordance with the City's Density Bonus Code to very low and low-income persons.	• Density Bonus
Tax-Exempt Bonds	The City has the authority to issue tax-exempt bonds. The City is also a member of California Statewide Communities Development Authority. Bond proceeds are used to develop affordable housing.	• New Housing Development • Rental Acquisition/ Rehabilitation
City Owned Land	If available and appropriate, City owned land may be made available	• Housing • Community Facilities
STATE RESOURCES		

CalHome	Enable low and very-low income households to become or remain homeowners	• Predevelopment, site development, and site acquisition for development projects. • Rehabilitation, and acquisition and rehabilitation, of site-built housing, and rehabilitation, repair and replacement of manufactured homes. • Down payment assistance, mortgage financing, homebuyer counseling, and technical assistance for self-help
California Self-Help Housing Technical Assistance Allocation Program (CalHome Self-Help)	Fund programs that assist low and moderate income families to build their homes with their own labor	• Training and supervision of low and moderate income self-help home-builders
Affordable Housing Innovation Program: Loan Fund	Provide quick acquisition financing for the development or preservation of affordable housing	• Property Acquisition
Affordable Housing Innovation Program: Practitioner Fund	Provide acquisition financing to pre-qualified developers for the development or preservation of affordable housing	• Property Acquisition
Affordable Housing Innovation Program: Innovation Homeownership Program	Increase homeownership opportunities for Californians with lower incomes	• To be determined by HCD
Affordable Housing Innovation Program: Local Housing Trust Fund	Help finance local housing trust funds (LHTFs) dedicated to the creation or preservation of affordable housing	• Loans for construction of rental housing projects with units restricted for at least 55 years to households earning less than 60 percent of are median income, and down payment assistance to qualified first-time homebuyers.

Affordable Housing Innovation Program: Construction Liability Insurance Reform Pilot Program	Reduce insurance rates for condominium development by promoting best practices in construction quality control.	• Construction oversight and monitoring activities, including video recording of construction work, quality control manuals, and quality control inspections.
Building Equity and Growth in Neighborhoods Program (BEGIN)	Reduce local regulatory barriers to affordable ownership housing, and provide down payment assistance loans to qualifying first-time low- and moderate-income buyers of homes in BEGIN projects	• Second mortgage loans for down payment assistance to low- or moderate-income first-time homebuyers. Eligible homes must be newly constructed in projects facilitated by local regulatory incentives or barrier reductions, and may include manufactured homes
Emergency Housing and Assistance Program Capital Development (EHAPCD)	Fund capital development activities for emergency shelters, transitional housing, and safe havens that provide shelter and supportive services for homeless individuals and families.	• Acquiring, constructing, converting, expanding and/or rehabilitating emergency shelter, transitional housing, and/or safe haven housing and administration of the award (limited to 5 percent).
Emergency Housing Assistance Program (EHAP)	Provide facility operating grants for emergency shelters, transitional housing projects, and supportive services for homeless individuals and families	• Providing direct client housing, including facility operations and administration, residential rental assistance (move-in deposits and eviction prevention), leasing or renting rooms for provision of temporary shelter, capital development activities of up to $20,000 per site, and administration of the award (limited to 5 percent).

Enterprise Zone Programs (EZs)	Stimulate business investment and job creation for disadvantaged individuals in state-designated economically distressed areas of California	• Incentives support the establishing, expansion and retention of businesses within designated zones. Eligible business activities include capital investment, lending, hiring and job retention. Types of zones include enterprise zones (EZs), Targeted Employment Areas (TEAs), Targeted Tax Areas (TTAs), Manufacturing Enhancement Areas (MEAs), and Local Agency Military Base Recovery Areas (LAMBRAs).
Mobile home Park Resident Ownership Program (MPROP)	Loans to finance the preservation of affordable mobile home parks by conversion from private ownership to ownership or control by resident organizations, nonprofit housing sponsors, or local public agencies.	• Purchase (conversion) of a mobile home park by a resident organization, nonprofit entity or local public agency; rehabilitation or relocation of a purchased park • Purchase by a low income resident of a share or space in a converted park.
Multifamily Housing Program: General Component (MHP-General)	Provide low-interest loans to developers of affordable rental housing developments. Funds may be used for permanent multifamily rental and transitional housing projects involving new construction, rehabilitation, acquisition and rehabilitation, or conversion of nonresidential structures. Special allocations are made for units that are lawfully restricted to senior citizens. Priority points will be given to projects using sustainable building methods that are established in state regulations	• MHP funds will be provided as permanent financing only. Eligible costs include project development capital costs, including child care, afterschool care and social service facilities integrally linked to the restricted housing units. Capital costs may involve real property acquisition; refinancing to retain affordable rents; necessary onsite and offsite improvements; reasonable fees and consulting costs; and capitalized reserves

Multifamily Housing Program: Supportive Housing Component (MHP-SH)	Provide low-interest loans to developers of permanent affordable rental housing developments that contain supportive housing units. Funds may be used for new construction, rehabilitation, acquisition and rehabilitation, or conversion of nonresidential structures.	• MHP-SH funds will be provided as permanent financing only. Eligible costs include project development capital costs, including child care, after-school care and social service facilities integrally linked to the restricted housing units. • Capital costs may involve real property acquisition; refinancing to retain affordable rents; necessary onsite and offsite improvements; reasonable fees and consulting costs; and capitalized reserves
Multifamily Housing Program: Homeless Youth Component (MHP-HY)	Provide low-interest loans to developers of affordable rental housing developments that contain units for homeless youth (HY). Funds may be used for permanent multifamily rental and transitional housing projects involving new construction, rehabilitation, acquisition and rehabilitation, or conversion of nonresidential structures	• Eligible costs include project development capital costs, including child care, after-school care and social service facilities integrally linked to the restricted housing units. • Capital costs may involve real property acquisition; refinancing to retain affordable rents; necessary onsite and offsite improvements; reasonable fees and consulting costs; and capitalized reserves
Predevelopment Loan Program (PDLP)	Short-term loans to provide predevelopment capital to finance the start of low-income housing projects in urban areas.	• Predevelopment costs include, but are not limited to, site control, site acquisition for future low-income housing developments, engineering studies, architectural plans, application fees, legal services, permits, bonding and site preparation.

Transit-Oriented Development Housing Program (TOD)	Provide funding to stimulate the production of higher density housing and related infrastructure within close proximity to qualifying transit stations that encourages increased public transit ridership and minimizes automobile trips	• New construction or substantial rehabilitation of rental housing, conversion of nonresidential structures to residential, and first-time homebuyer mortgage assistance for ownership units in qualified projects; • capital improvements required for a qualified housing or mixed-use project, such as sewer or water upgrades, streets, drainage, parking, noise mitigation, and utility access, connection or relocation; • capital improvements to enhance pedestrian or bicycle access from a qualified project to the nearest transit station, such as walkways, plazas, mini parks, signals, streetscape improvements, security enhancements, bicycle lanes and transportation information systems

Proposition 1C	Proposition 1C is the successor to Proposition 46 which authorized 2.1 billion in State bonds for a variety of new housing investments. Proposition 1C authorized $2.85 billion more General Obligation bonds to continue several bond-funded housing assistance programs, and begin new programs to improve infrastructure in support of housing.	• MHP • CalHome • MHP-SH • Serna • BEGIN • EHAPCD • TOD • MPH • Infill Housing • Affordable Housing Innovation • CalHFA • Parks
Federal Emergency Shelter Grant Program (FESG)	Fund emergency shelters, services and transitional housing for homeless individuals and families.	• Local government agencies and nonprofit organizations in communities that do not receive shelter funds directly from the U.S. Department of Housing and Urban Development (HUD). • Local nonprofit shelter and service organizations may also receive funds as service providers working in cooperation with local government agency applicants.

Governor's Homeless Initiative (GHI)	An interagency effort to reduce homelessness by funding development of permanent supportive housing for persons with severe mental illness who are chronically homeless	• New construction, rehabilitation, acquisition and rehabilitation of permanent rental housing, and conversion of nonresidential structure to rental housing. • Projects must have DMH fund commitments for supportive services, typically require rent subsidies, and are not eligible if construction has started as of the application date. • Projects may use 9% federal low income housing tax credits as well as 4% credits. • Lower loan limits apply to 9% projects than 4% projects.
HOME Investment Partnership Program (HOME)	Assist cities, counties and nonprofit community housing development organizations (CHDOs) to create and retain affordable housing	• Rehabilitation, new construction, and acquisition and rehabilitation of single-family and multifamily housing projects, and predevelopment loans by CHDOs. • All activities must benefit lower-income renters or owners
Infill Infrastructure Grant Program	Fund infrastructure improvements to facilitate new housing development in residential or mixed use infill projects and infill areas	• Capital improvement projects that are part of, or necessary for the development of, qualifying infill projects or areas, including but not limited to parks or open space; water, sewer, or other utility service improvements; streets, roads, parking structures, or transit linkages and facilities; pedestrian or bicycle transit facilities; traffic mitigation; infill site preparation or demolition; or sidewalk or streetscape improvements

California Housing Finance Agency (CHFA) Multiple Rental Housing Programs	Below market rate financing offered to builders and developers of multiple family and elderly housing. Tax-exempt bonds provide below-market mortgage money	• New Construction • Rehabilitation/ Acquisition
California Housing Rehabilitation Program	Low interest loans for the rehabilitation of substandard homes owned and occupied by lower-income households. City and non-profits sponsor housing rehabilitation projects.	• Rehabilitation • Repair of Code Violations • Property Improvements
California Housing Finance Agency Home Mortgage Purchase Program	CHFA sells tax-exempt bonds to provide below-market loans to first time homebuyers. Program is operated through participating lenders that originate loans purchased by CHFA	• Homebuyer Assistance
California Housing Finance Agency HELP Program	Unsecured loan from CHFA to provide affordable housing opportunities through program partnership with local government entities.	• Acquisition • Rehabilitation • Infill • Predevelopment • New construction • Code Enforcement
Low Income Housing Tax Credit (LIHTC)	Tax credits available to individuals and corporations that invest in low-income rental housing. Tax credits are sold to corporations and people with high tax liability, of which the proceeds are utilized for housing development	• Rehabilitation/ Acquisition • New Construction
County Statewide Communities Program	The City of Tustin is now a direct member of the program through a Joint Powers Authority and can participate directly.	• Multi-family Housing • Private Mortgage Revenue Bonds • Acquisition • Rehabilitation

California Debt Limit Allocation Committee (CDLAC)	Allocation of private activity bond (tax-exempt mortgage revenue bond) to single-family housing. Low interest loan for multi-family housing rehabilitation or acquisition, or both. Provides limited term housing assistance combined with case management, employment services, childcare and other supportive services to welfare recipients. Grants, loans, and mortgage assistance to low and moderate-income families improving property with their own labor. Loans for pre-development or "seed" money to nonprofit corporations and local governments. Construction, maintenance, use, and occupancy of privately owned and operated employee-housing facilities. Provides unsecured loan for affordable housing projects.	• Mortgage Credit Certificate • Multi-family private mortgage revenue bond • Land lease Payment • New Construction • Pre-development costs • Employee Housing of five or more employees • Infill • Code Enforcement • First Time Homebuyers • Acquisition • Rehabilitation

CDLAC continued	Low interest loans for housing construction for individuals and families with special needs. Low interest and down payment program for low and moderate-income first time homebuyers. Permanent financing for new construction, acquisition/rehabilitation, and acquisition of multi-family projects	
FEDERAL RESOURCE –ENTITLEMENT		
Community Development Block Grant (CDBG)	Entitlement program that is awarded to the City on a formula basis. The objectives are to fund housing activities and expand economic opportunities. Projects must meet one of three national objectives: benefit low- and moderate-income persons; aid in the prevention or elimination of slums or blight; or meet other urgent needs.	• Section 108 Loan Repayments • Public Services Activities • Historic Preservation • Admin. & Planning • Code Enforcement • Public Facilities Improvements • Housing Activities • Economic Development • Rehabilitation
Mortgage Credit Certificate (MCC)	Federal tax credit for low- and moderate-income homebuyers who have not owned a home in the past three years. Allocation for MCC is provided by the State through the County of Orange.	• First Time Home Buyer Assistance

HOME Investment Partnership (HOME) Program	Grant program for housing. The intent of this program is to expand the supply of decent, safe, and sanitary affordable housing. HOME is designed as a partnership program between the federal, state, and local governments, non-profit and for-profit housing entities to finance, build/rehabilitate and manage housing for lower-income owners and renters	• Multi-Family Acquisition/Rehab • Single-Family Homebuyer Assistance • CHDO Assistance • Administration • Rental Assistance
Emergency Shelter Grants (ESG)	Annual grant funds are allocated on a formula basis. Funds are intended to assist with the provision of shelter and social services for homeless	• Homelessness Prevention (acquisition, new construction, rehabilitation, conversion) • Supportive Services • Operating Expenses
Housing Opportunities for Persons with AIDS (HOPWA)	Funds are made available countywide for supportive social services, affordable housing development, and rental assistance.	• Rental Assistance • Supportive Social Services • Administration
Shelter Plus Care Program (S+C)	Supportive housing and services for persons with disabilities-grants for rental assistance offered with supportive services to homeless with disabilities and disabled households.	• Rental Assistance
FEDERAL RESOURCES – COMPETITIVE		

Supportive Housing Grant	Grants to improve quality of existing shelters and transitional housing. Increase shelters and transitional housing facilities for the homeless	• Acquisition • Rehabilitation • New Construction
Section 8 Rental Assistance	Rental assistance program which provides a subsidy to very low-income families, individuals, seniors and the disabled. Participants pay 30 percent of their adjusted income toward rent. The Orange County Housing Authority pays the balance of rent to property owners, and administers the program.	• Rental Assistance
Section 202	Grants to non-profit developers of supportive housing for the elderly	• Acquisition • Rehabilitation • New Construction • Rental Assistance • Support Services
Section 811	Grants to non-profit developers of supportive housing for person with disabilities, including group homes, independent living facilities and intermediate care facilities	• Acquisition • Rehabilitation • New Construction • Rental Assistance
HOPE	Homeownership assistance awarded on a competitive basis requires non-federal matching funds.	• Homeownership of Multi-family units (HOPE 2) • Homeownership of Single-family homes (HOPE 3)

McKinney Act Supportive Housing Program (SHP)	Grants to develop supportive housing and services and services that will enable homeless people to live as independently as possible.	• Transitional Housing • Permanent Housing For Homeless With Disabilities • Supportive Services, such as child care, employment assistance and outpatient services for the homeless
Section 8 Moderate Rehabilitation Single Room Occupancy Program (SRO-Section 8)	Funds to rehabilitate single-room units within a building of up to 100 units. The provision of supportive services is optional.	• Rehabilitation • New Construction
Small Projects Processing (SPP)- (221 (d)(4) and 223 (f)	Mortgage Insurance program for small multi-family new construction or substantial rehabilitation (221)(d)(4) and small multi-family rehabilitation	• Acquisition • Rehabilitation • New Construction
Section 108 Loan	Provides loan guarantee to CDBG entitlement jurisdictions for pursuing large capital improvement or other projects. The jurisdiction must pledge its future CDBG allocations for loan repayment. Maximum loan amount can be up to five times the entitlement jurisdiction's most recent approved annual allocation. Maximum loan term is 20 twenty years.	• Acquisition • Rehabilitation • Home Buyer Assistance • Homeless Assistance • Public Improvement • Economic Development • Relocation, clearance, site improvements
HUD Mortgage Insurance for Purchase/ Refinance	Mortgage Insurance for purchase or refinance of existing multifamily projects.	• Acquisition • New Construction • Operation Administration

HUD Rehabilitation Loans for Multifamily Projects	Provides mortgage insurance for improvements, repairs, or additions to multi-family projects.	• Energy Conservation • Rehabilitation
Disposition of HUD Multifamily Housing	To dispose of multi-family housing owned or financed by HUD that is delinquent, under workout or foreclosed with mechanisms designed to preserve the low- and moderate-income housing stock.	• Acquisition • New Construction • Operation Administration • Preservation
HUD Single-Family Property Disposition Program	Sells HUD-acquired single-family properties to expand homeownership opportunities and strengthen neighborhoods. Up to 10% of HUD-help single-family properties are made available for lease for use in homeless programs. Rent is $1 per year.	• Acquisition • Rehabilitation
Homeless Providers Grant and Per Diem Program	Provides grants to develop programs that help veterans recover from homelessness, including establishing transitional housing and supportive services for homeless veterans.	• Acquisition • Operation Administration • Single Room Occupancy Hotels • Social Services • Transitional Housing
PRIVATE RESOURCES		
Federal National Mortgage Association	Community Home Buyer Program – Fixed rate Mortgages	• Homebuyer Assistance

(Fannie Mae)	Community Home Improvement Mortgage Program – Mortgages for both purchase and rehabilitation of a home	• Homebuyer Assistance/Rehab
	Fannie Neighbor – Underserved low-income minorities are eligible for low down-payment mortgages for the purchase of single family homes	• Expand Home Ownership for Minorities
Federal Home Loan Mortgage Corporation **(Freddie Mac)**	Purchases/secures high loan to value ratio single-family home purchase loan to assist low income families Rehabilitation Mortgages Program insured mortgages for property acquisition and rehabilitation	• Homebuyer Assistance • Acquisition • Rehabilitation
California Community Reinvestment Act (CRA)	Assistance to low income minority neighborhoods, including the construction, rehabilitation, bridge and acquisition finance needs of developers of affordable rental and for-sale housing, as well as first time, low and moderate income homebuyers. Provides funds to qualified affordable housing projects that would not meet customary criteria or existing secondary mortgage market requirements or for which there is no secondary market Provides interest rate at 20 basis point below 11th District costs of funds.	• New Construction • Rehabilitation • Acquisition
Federal Home Loan Bank Affordable Housing Program	Direct subsidies to non-profit and for-profit developers, and public agencies for affordable low-income ownership and rental projects	• New Construction • Expand Home Ownership for Lower Income Persons
California Organized Investment Network (COIN)	Provides financing for affordable rental or ownership housing.	• Affordable housing financing

McAuley Institute	Revolving Loan fund and technical assistance to build or rehabilitate housing.	• Acquisition • Homeless Shelters • New Construction • Rehabilitation • Self-Help Housing • Single Room Occupancy Hotels • Transitional Housing
Mercy Loan Fund	Makes loans to projects in which conventional financing is not available or not affordable and promotes innovative and effective financing arrangements.	• Acquisition • Group Homes/ Congregate Care • Infrastructure Development • Mobile home Park Purchase Assistance • New Construction • Preservation • Rehabilitation • Self-Help Housing • Single Room Occupancy Hotels • Transitional Housing
Neighborhood Housing Services	NHS is a three-way partnership among neighborhood residents, local governments and local businesses. The Neighborhood Reinvestment Corporation provides direct technical assistance, expendable grants, and capital grants to NHS, which makes loans for rehabilitation.	• Energy Conservation • Operation Administration • Rehabilitation

World/BRIDGE Initiative	Provides lower-interest construction financing for affordable or mixed-income rental housing or affordable home ownership through a consortium of World Savings/Calpers/Wells Fargo/Bank of America	• New Construction • Rehabilitation • Acquisition
Non Profit Organizations	According to the State Department of Housing and Community Development, three nonprofit agencies in Orange County have expressed interest in purchasing and or managing at risk or replacement units in the Tustin area.	• Acquisition and rehabilitation • Management of multi-family units
Orange County Affordable Housing Clearinghouse	Non-profit lender consortium	• Construction Financing • Permanent Financing
Source: City of Tustin Comprehensive Affordable Housing Strategy 2008-2018		

In addition to these resources, there are also potential public and private resources that may be available to the City.

HOUSING PROGRAMS

The following matrix identifies existing and new housing programs to be implemented during the 2013-2021 period. Table H-20 is a comprehensive summary of the City's quantified objectives set forth for each program for the planning period 2013-2021. The programs are organized according to the goals described previously.

TABLE H- 20 HOUSING ELEMENT PROGRAMS 2013-2021				
Program	**Responsible Agency**	**Funding Source**	**Quantified Objective**	**Timeframe**
Goal 1: Adequate Housing Supply				
1.1 Available Sites Continue to utilize Planned Community Districts and Specific Plans to authorize and encourage mixed-use developments. (See Zoning Studies Program). Housing Element Policies: 1.1, 1.5, 1.9	Community Development Department, Successor Agency, City Council	City General Fund; City and Agency staff time involved	Assist in the development of new affordable owner and rental housing through development in MCAS – Tustin and infill areas. The City supports applications for the creation of new mixed-use developments particularly when the projects involve affordable housing	On-going
1.2 Mobile Homes Continue to maintain the City's mobile home park zone and process conditional use permit applications as received for manufactured homes. Housing Element Policies: 1.1, 1.4	Community Development Department, City Council	City General Fund; processing fees (recoverable)	The City will continue to maintain the existing mobile home park zone.	Process applications as received in a timely manner
1.3 Second Residential Units Continue to provide opportunities for affordable second residential dwelling units on Single-family Residential District lots where feasible through existing Zoning Ordinance provisions. Housing Element Policies: 1.1, 1.8	Community Development Department, City Council	City processing fees (recoverable)	The City has updated its Zoning Code to allow second units to be developed within Single Family zoned properties without the need for any discretionary actions. During the planning period, five (5) second units are anticipated.	Process applications as received in a timely manner
1.4 Deed Restrictions Require appropriate deed restrictions to ensure continued affordability for low- or moderate-income housing constructed or rehabilitated with the assistance of any public funds as may	Community Development Department, Successor Agency,	Tax-Exempt Mortgage Revenue Bonds	All affordable housing created during the planning period will be required to record deed restriction to ensure continued affordability	Include conditions of approval at entitlement and requires recordation

TABLE H- 20 HOUSING ELEMENT PROGRAMS 2013-2021				
Program	**Responsible Agency**	**Funding Source**	**Quantified Objective**	**Timeframe**
be legally required. Housing Element Policies: 1.1	City Council		for a minimum of 45 years.	of deed restriction prior to issuance of Certificate of Occupancy for affordable units.
1.5 Pre-application Conferences Continue to utilize procedures for pre-application conferences and processing procedures to expedite permit processing. Housing Element Policies: 1.12	Community Development Department	City General Fund; City processing fees (recoverable)	Continue	On-going
1.6 Permit Processing for Low- and Moderate Income Housing Ensure that processing of permits for low- and moderate-income housing are fast-tracked with low- and moderate-income housing permits being given priority over other permit applications. Housing Element Policies: 1.12	Community Development	City General Fund; City processing fees (recoverable)	Continue	Process application in a timely manner
1.7 Permit Coordination Continue the services of the City's Community Development Department as a central clearinghouse with individuals assigned the responsibility of expediting development permits required from various departments and agencies. Housing Element Policies:.1.12	Community Development	City General Fund; City processing fees (recoverable)	Continue	By 2021

TABLE H- 20 HOUSING ELEMENT PROGRAMS 2013-2021				
Program	**Responsible Agency**	**Funding Source**	**Quantified Objective**	**Timeframe**
1.8 Housing for People with Developmental Disabilities Work with the Regional Center of Orange County to implement an outreach program that informs families within the City of affordable housing and services available for persons with developmental disabilities. Housing Element Policies: 1.11, 1.13, 1.15	Community Development Department	General Fund	Implement outreach program through City website and social media.	By 2015
1.9 Housing for the Disabled Require new multi-family housing units and apartment conversions to condominiums to comply with State specifications pursuant to SB 520 for accommodation of the disabled. The City will conduct analysis, add procedures, and/or undertake appropriate amendments to existing standards and complying with Chapter 11 of the California Building Code (requires portion of multi-unit dwellings to be accessible dwelling units) to ensure accommodation for the disabled. Housing Element Policies: 1.11, 1.13, 1.15	Community Development Department	State and Federal programs; City's General Fund.	Refer individuals to agencies providing supportive housing that accommodates independent living. Add procedures and/or undertake appropriate amendments to existing standards to ensure compliance with SB 520.	On-going; implement requirements of SB 520 on continuous basis.

TABLE H- 20 HOUSING ELEMENT PROGRAMS 2013-2021				
Program	**Responsible Agency**	**Funding Source**	**Quantified Objective**	**Timeframe**
1.10 Transitional Housing Encourage the continuation of the Sheepfold homes and Laurel House in Tustin, which provide housing facilities for battered homeless women and children. These homes are located in single-family neighborhoods and provide a much-needed service for homeless women and children. In addition, explore additional program options to assist in the provision and funding for other programs such as transitional housing and single room occupancy housing. Housing Element Policies: 1.11, 1.14	Various Non-Profit Organizations, Successor Agency, Community Development Department	Variety of private funds; CDBG funds	• Promote, assist, and facilitate the development of emergency and transients' shelters through continued support of the County Homeless Assistance Program • Support local agencies that provide homeless services by providing financial assistance of approximately $5,000-$10,000 annually. • Consider the adoption of a Single Room Occupancy Ordinance to facilitate the development of SRO units.	On-going assistance to local non-profits and adoption of SRO Ordinance by 2016.
1.11 Temporary Housing for Homeless The City will also support countywide efforts to assist approved homeless providers as part of the MCAS Tustin Reuse effort. Housing Element Policies: 1.11, 1.14	County of Orange, Community Development Department	CDBG funds, HUD SHP funds	• Continue to participate on the Orange County City Managers/Planning Directors SB 2 Task Force • Continue to support 192 emergency housing units to single men and women at Tustin Legacy (Orange County Rescue Mission). • The City plans to assist 200 individuals by means of integrating counseling, education, job-training and other techniques to stop the	The MCAS Tustin Specific Plan provided sites and designated land uses to accommodate the identified homeless needs. As a result the following have been accomplished: The 192 emergency housing to be operated by the Rescue Mission was completed in 2008. A total of 48

TABLE H- 20 HOUSING ELEMENT PROGRAMS 2013-2021				
Program	**Responsible Agency**	**Funding Source**	**Quantified Objective**	**Timeframe**
			cycle of homelessness. • Continue to support 24 units of transitional housing for families (operated by Salvation Army) • Continue to support 6 units of transitional housing for women and children (operated by Human Options-Dove Housing) • Continue to support 6 units- in long-term 12-24 months- transitional housing for families with children (operated by Orange Coast Interfaith Shelter) • Continue to support 14 units of transitional housing to families with children who are homeless due to a short or temporary financial hardship (operated by Families Who Care, formerly Irvine Temporary Housing) • Continue to support the Tustin Family Campus (operated by the County of Orange)	transitional homes were conveyed to Salvation Army, Human Options, Orange Coast Interfaith Shelter, and Irvine Temporary Housing at no costs before 2008. The City approved an increase in the capacity for the Orange County Social Services (Orangewood) from 60 beds to 90 beds. The project is currently under construction. The City through CDBG funds would provide assistance to support non-profit organization annually.
1.13 Bonding Programs Utilize housing revenue bond financing resources and Low Income Housing Tax Credits on new construction and	Community Development Department; Housing	State and Municipal Bonds; Private Activity Mortgage Bonds Revenue issued by	Complete analysis of available programs on as needed basis.	On-going

TABLE H- 20 HOUSING ELEMENT PROGRAMS 2013-2021				
Program	**Responsible Agency**	**Funding Source**	**Quantified Objective**	**Timeframe**
acquisition/rehabilitation projects that help meet the City's affordable housing needs. Housing Element Policies: 1.7, 3.2	Authority	California Statewide Communities Development Authority and others; California Low-Income Housing Tax Credits; variety of other sources		
1.14 Economic Integration within Sphere of Influence Request that the Orange County Planning Commission and the Environmental Management Agency (EMA) notice the City of Tustin of any proposed development activities within Tustin's sphere of influence. Housing Element Policies: 1.1, 1.6	County of Orange	City General Fund; Staff time	Ongoing request to both agencies.	On-going
1.15 Senior Citizen Housing Continue to preserve existing sites and identify new sites that are suitable for senior citizens housing projects. These sites will be promoted for private development and applications will be made for any available subsidy funds. Housing Element Policies: 1.1, 1.11, 1.13	Successor Agency; Community Development Department	HELP; Low-Income Housing Tax Credits; Private Activity Bonds issued by California Statewide and others	Preservation of 100 at-risk units at Tustin Gardens, and identification of new senior housing sites.	The City is in contact with the owner of Tustin Gardens. . The City monitors the project on an ongoing basis. New sites will be identified on an ongoing basis.
1.16 Senior Services Program Develop a comprehensive transportation program, case management, information and referral, and shared housing program.	Parks and Recreation Department	City General Funds	Assist 950 elderly annually	On-going

TABLE H- 20 HOUSING ELEMENT PROGRAMS 2013-2021				
Program	**Responsible Agency**	**Funding Source**	**Quantified Objective**	**Timeframe**
Housing Element Policies: 1.15, 2.3				
1.17 Recycling Single-Family Uses in R-3 Zones Into Multiple-Family Units Continue to encourage developers to consolidate individual lots into larger cohesive developments. Density bonuses, parking reductions, height and lot coverage exceptions, and reduction of processing fees may be considered as an incentive to consolidate lots. Housing Element Policies: 1.2	Community Development Department	City General Fund; Staff time	Eight (8) housing units are anticipated	Support application as received
1.18 Ongoing Review of Housing Element Programs From the date of adoption of the Housing element, prepare an annual report to the Planning Commission assessing previous years' accomplishments toward meeting Housing Element objectives. Submit the Annual Report to the State HCD. Housing Element Policies: all policies	Community Development Department	City General Fund; Staff time	Prepare Annual Report to the Planning Commission and the City Council annually.	Submit Annual Report to HCD by April 1 each year.
1.19 Consolidated Plan The City of Tustin shall prepare an update of the Consolidated Plan that provides a comprehensive assessment of housing needs, a housing development plan incorporating Federal, State and local public and private resources, and a one-year implementation plan. Housing Element Policies: 1.12, 1.16, 1.18, 2.1, 4.1, 4.2, 4.3, 4.4, 5.1, 5.2, 5.3, 5.4, 5.5	Community Development Department	Variety of local, State, and Federal funding; City General Fund Staff time	Prepare Consolidated Plan in 2014 Prepare Action Plan annually	Prepare Consolidated Plan in 2014 Prepare Action Plan annually
1.20 Zoning Studies	Successor Agency and Community	City General Fund,	Initiate Zoning Studies by 2015 and complete any proposed	By 2018. In 2008, the City completed the

TABLE H- 20 HOUSING ELEMENT PROGRAMS 2013-2021				
Program	**Responsible Agency**	**Funding Source**	**Quantified Objective**	**Timeframe**
To facilitate the new construction goals of the 2012 Regional Housing Needs Assessment, the City intends to undertake zoning studies to consider new programs to encourage and promote affordable housing and recommend appropriate amendments for actions by the Planning Commission and the City Council. These studies include: (1) Creation of zoning provisions which will accommodate mixed uses in portions of the City, particularly in the Old Town Commercial Area; (2) Provide relaxation of certain development standards and incentives for projects which include affordable housing units particularly housing units for the extremely-low income upon City Council's approval; Housing Element Policies: 1.1, 1.12	Development Department		amendments by 2021.	Market Analysis and conducted community meetings to gather input for the opportunity sites (Town Center A New Beginning).
1.21 Private Streets The City of Tustin has adopted standards for private streets in new residential developments. To reduce construction costs, developers may be permitted to install private rather than public streets, wherever feasible. Housing Element Policies: 1.17	City of Tustin	None necessary	Continue	On-going

TABLE H- 20 HOUSING ELEMENT PROGRAMS 2013-2021				
Program	**Responsible Agency**	**Funding Source**	**Quantified Objective**	**Timeframe**
1.22 Building Codes The State of California has determined that the over-riding value is the protection of the health and safety of residential occupants. Continue to adopt the Uniform Building Code pursuant to the state directives and where local amendments are proposed to reflect local climatic, geologic or topographic conditions, and minimize, wherever possible, impacts on provision of housing. Housing Element Policies: 5.4	City of Tustin, Community Development Department	City General Fund; Staff time	On-going	On-going
1.23 Site Improvements The requirement for the developer to construct site improvements often results in passing these costs on the housing consumer. These costs are reflected in the cost of housing that eliminates an even greater proportion of the population from financially qualifying for the purchase of housing. The financing of public improvements by a special assessment district or community facility district on a per parcel benefit basis may enable a greater proportion of the market to qualify for housing. Assessment district financing has been implemented in the East Tustin and Tustin Legacy areas and is being used to pay for public improvements. The City will assess opportunities to continue to utilize these public improvement financing techniques in newly developing areas such as Tustin Legacyand determine whether they are financially feasible. In creating any new assessment districts, an evaluation should be completed of the developer's activity to advance pay off bonds at the close of escrow. Housing Element Policies: 1.7	Community Development Department,	Developer funded	Evaluate the use of special assessment district funding at Tustin Legacy and its use in other developing areas.	On-going. As development progresses at Tustin Legacy, the City will evaluate financing mechanism to fund infrastructure improvements.

TABLE H- 20 HOUSING ELEMENT PROGRAMS 2013-2021				
Program	**Responsible Agency**	**Funding Source**	**Quantified Objective**	**Timeframe**
1.24 Fees, Exactions, and Permit Procedures Consider waiving or modifying various fees or exactions normally required where such waiver will reduce the affordability gap associated with providing housing of the elderly and for very-low and low-income households. Housing Element Policies: 1.12	Community Development Department,	City General Fund;	Defer development impact fees during economic downturns.	The City Council adopted a policy in 2008 to temporarily defer the payment of specific development impact fees to prior to final inspection or issuance of Certificate of Occupancy. Adoption of a new policy will be evaluated and considered on an annual basis.
1.25 Environmental Constraints Continue to alleviate the necessity of delays in processing, and mitigating requirements incorporated into the development plans by requiring program environmental impact reports (EIR) on all major development projects whenever possible. Housing Element Policies: 1.12	Community Development Department,	General Fund; Private developer cost recoverable	On-going	On-going
1.26 Density Bonus Program Promote Density Bonuses to facilitate the construction of affordable housing. Under State law, applicants may file for density bonuses when projects incorporate units for very low, low, moderate-income units or senior citizens. Housing Element Policies: 1.8	Community Development Department	General Fund,	Process all requests for density bonuses.	On-going

TABLE H- 20 HOUSING ELEMENT PROGRAMS 2013-2021				
Program	**Responsible Agency**	**Funding Source**	**Quantified Objective**	**Timeframe**
1.27 MCAS-Tustin Implementation Implementation of the Specific Plan for MCAS-Tustin site Housing Element Policies: 1.1, 1.3, 1.5	Successor Agency	General Fund	Process entitlements for MCAS Tustin	On-going
Goal 2: Equal Housing Opportunity				
2.1 Fair Housing The City shall continue to provide housing counseling services to assure equal housing opportunities within the City. The City allocates approximately $15,000 annually for handling tenant/landlord disputes, housing discrimination cases, counseling, tenant rights, fair housing education, and education within the City. The City will continue to promote the fair housing educational resources offered by adding the services on the City's webpage, Code Enforcement brochure, and the Community Development Directory. Housing Element Policies: 2.1, 2.2, 2.4	Community Development Department, City's contractor	CDBG funds	Assist approximately 400 Tustin residents annually, 3,000 residents by 2021.	On-going; complete educational resources by 2021
2.2 Shared-Housing Continue to provide coordination and support to a home sharing program funded in part by the Community SeniorServ, formerly known as Feedback Foundation, Inc., as part of TLC (Transportation Lunch and Counseling) and the Orange County Housing Authority. Housing Element Policies: 2.3	TLC, Parks and Recreation Services Department, and Community Development Department	CDBG funds	Continue	On-going

TABLE H- 20 HOUSING ELEMENT PROGRAMS 2013-2021				
Program	**Responsible Agency**	**Funding Source**	**Quantified Objective**	**Timeframe**
2.3 Housing Referral Program Continue to provide housing referral services to families in need of housing assistance and information. This program consists of three City departments disseminating information to the public at all times. • The Police Department refers homeless people to different agencies that provide shelters and food for various segments of the population. • The Parks and Recreation Services Department provides housing information and social service information to the senior citizen population. • The Community Development Department provides housing and social service information to all segments of the population during regular city hall business hours. The Community Development Department also serves as a clearinghouse for the Community Development Block Grant Program and represents the City at Housing Authority and OCHA Advisory Committee Meetings. City departments utilize the following documents and also make these documents available to the public: • Directory of Senior Citizen's Services prepared by the Area Agency on Aging Senior Citizen's Office • Social Service Assistance Booklet prepared by Connection Plus • Orange County Housing Directory prepared by OCHA and the OCHA Advisory Committee. Housing Element Policies: 2.1,2,2,2.3,2.4,2.5	Police Department; Parks and Recreation Department; Community Development;	City General Fund, CDBG Funds	• 7,500 referrals to social agencies by 2021 • 50 referrals for shared housing by 2021	On-going

TABLE H- 20 HOUSING ELEMENT PROGRAMS 2013-2021				
Program	**Responsible Agency**	**Funding Source**	**Quantified Objective**	**Timeframe**
Ongoing Review of Housing Element Programs	See Progam1.18			
Consolidated Plan	See Program 1.19			
Goal 3: Ownership Housing				
3.1 Condominium Conversions Continue to require developers converting apartments to condo-miniums to process a conditional use-permit, provide relocation assistance, and/or to provide incentives and assistance for purchase of the units by low- and moderate-income households. Housing Element Policies: 3.1, 3.2, 3.3	Community Development Department, City Council,	City General Fund,	Impose requirements where applicable.	On-going
3.2 State Home-Ownership Assistance The Housing Authority applies for and will explore the use of other funding opportunities such as HELP, HOME funds, and other State and Federal programs. Housing Element Policies: 3.1, 3.3	Housing Authority	State and Federal sources	Assist 30 First time homebuyers by 2021	By 2021
Bonding Programs	See Program1.13			
Ongoing Review of Housing Element Programs	See Program1.18			
Consolidated Plan	See Program1.19			
Goal 4: Affordable Housing Preservation				

TABLE H- 20 HOUSING ELEMENT PROGRAMS 2013-2021				
Program	**Responsible Agency**	**Funding Source**	**Quantified Objective**	**Timeframe**
4.1 Housing Authority Contract with the Orange County Housing Authority, where necessary, for the development and operation of federally assisted low- and moderate-income housing programs. Housing Element Policies: 1.3, 1.7, 1.14	Orange County Housing Authority,	HUD, CDBG,	Continue	On-going
4.2 Rental Assistance Encourage the availability of Section 8 rental assistance certificates and voucher certificate program assistance funds through the Orange County Housing Authority by participating in the application process i.e. advertise, promote on website, at library, senior center etc. when application are available; offering City Hall as the application and information center for Section 8 vouchers;, engaging and participating with the County's housing advisory committee to ensure priorities are given to Tustin residents, and promote Section 8 program to apartments owners to expand Section 8 housing inventory within the City of Tustin. To encourage the maintenance of existing and establishment of new certificates, support the County's efforts to obtain continued Federal funding. Housing Element Policies: 4.1, 4.2	County of Orange Housing Authority	HUD	Issue 200 certificates/ vouchers annually- 1,600 by 2021.	On-going
4.3 Affordable Senior Housing Project and Senior Board and Care Facility To maintain 74 units of affordable housing for Seniors located at 17432-17442 Mitchell Avenue (20 units) and 54 units affordable senior apartments at 1311 Sycamore Avenue (Heritage Place). Housing Element Policies: 5.1, 5.2, 5.3, 5.4	Community Development Department	None necessary	Maintain 74 units of affordable Senior Housing.	On-going

TABLE H- 20 HOUSING ELEMENT PROGRAMS 2013-2021				
Program	**Responsible Agency**	**Funding Source**	**Quantified Objective**	**Timeframe**
4.4 Preservation of Assisted Housing Tustin has one low-income housing project with a total of 100 units "at-risk" of conversion to market rate during the planning period. If project owners choose to convert the projects to market rate housing, the City will coordinate the provision of financial and administrative resources to preserve these units as affordable housing. a) Monitor Units at Risk: Maintain contact with owners of at-risk units as potential conversion dates approach to determine whether Section 8 contracts or affordability covenants have been renewed or are planned to be renewed. Discuss with the owner of the "at-risk" projects the City's desire to preserve the units as affordable. b) Work with a nonprofit affordable housing developer to apply for 4% Tax Credit/Bond Financing for the acquisition and rehabilitation of Tustin Gardens, preserving 100 at-risk units. c) Tenant Education. Work with tenants of at-risk units in danger of converting. Provide tenants with information regarding potential tenant purchase of buildings including written information and any related workshops. Act as a liaison between tenants and nonprofits potentially involved in constructing or acquiring replacement housing. If existing staff is not able to provide adequate staffing for this program, provide outside consultants to support the program. d) Reserve Fund. Continue to monitor other potential funding sources, such as State grants and HUD funds. Housing Element Policies: 4.1, 4.2, 4.3, 4.4	Community Development Department, Successor Agency Successor Agency working with a non-profit affordable housing developer Community Development Department, Successor Agency	State and Federal Funds 4% Tax Credit and Bond Financing, other funding sources State grants and HUD funds	Pursuant to Government Code Section 65583.1(c), preserve at minimum 100units currently identified as "at- risk" at Tustin Gardens for the time frames required by applicable Government Code Section 65583.1.(c)(2)(C)(i) or Health and Safety Code section Preserve 100 units at Tustin Gardens	The City is in contact with Tustin Gardens and is monitoring their annual renewal option.

TABLE H- 20 HOUSING ELEMENT PROGRAMS 2013-2021				
Program	**Responsible Agency**	**Funding Source**	**Quantified Objective**	**Timeframe**
4.5 Temporary Housing Assistance for Extremely Low Income Households Assist in the provision of temporary and emergency housing assistance to prevent homelessness for the extremely low income households as well as coordination with regional, state and federal assistance programs for assisting these households in the percentage of their incomes that are applied to rent (i.e. increase in allocation of Section 8 existing rental certificates, etc.). Housing Element Policies: 1.7, 1.11, 1.15, 1.18	Successor Agency and Community Development Department	HUD Section 8 Program, CDBG	Promote, assist, and facilitate programs to prevent extremely low income households to become homeless by providing links and program information on City's website and at the Tustin Library, Senior Center, and Family and Youth Center	By 2015
4.6 Housing Rehabilitation Allocate available resources to finance the rehabilitation of residential units in target areas	Successor Agency and Housing Authority	Available federal, state, and local resources	Subject to available funding	Subject to available funding
Mobile Homes	See Program 1.2			
Deed Restrictions:	See Program 1.4			
Transitional Housing	See Program 1.10			
Ongoing Review of Housing Element Programs	See Program 1.18			
Consolidated Plan	See Program 1.19			
Goal 5: Neighborhood Conservation				

TABLE H- 20 HOUSING ELEMENT PROGRAMS 2013-2021				
Program	**Responsible Agency**	**Funding Source**	**Quantified Objective**	**Timeframe**
5.1 Enforcement of Building and Housing Codes Continue to enforce building and housing codes to ensure health and safety, rectify Code violations and thereby improve the overall character of the community. Enforcement will include identifying substandard housing units and those that are otherwise identified as a threat to the health and safety of occupants. Actions will be taken pursuant to the law to demolish, rebuild, or correct the code violations. This program includes notification of taxing agencies upon failure to gain code compliance from the property owner to allow City to recover enforcement cost. Housing Element Policies: 5.3, 5.4	Community Development Department	City General Fund	Investigate 30 substandard housing cases annually and 240cases by 2021.	On-going

TABLE H- 20 HOUSING ELEMENT PROGRAMS 2013-2021				
Program	**Responsible Agency**	**Funding Source**	**Quantified Objective**	**Timeframe**
5.2 Cultural Resources District There are a large number of structures in the City that were constructed before and after the turn of the century. Continue to utilize the City's Cultural Resources Overlay District to safe-guard the heritage of the City by preserving neighborhoods and structures that reflect the City's heritage and past. Through the District, promote the public and private enjoyment, use and preservation of culturally significant neighborhoods and structures. Continue to require that any alteration of a designated resource or construction improvements in the District conform to the requirements of the Cultural Resources Overlay District. Owners of historic landmarks or properties within the District are required to obtain a certificate of appropriateness before beginning any type of exterior construction, alteration, or demolition. A certificate of appropriateness certifies that the proposed changes are consistent with the design guidelines and are appropriate within the district context. Housing Element Policies: 5.5	Community Development Department	CDBG, City General Fund, State grants	Rate historic structures where applicable and process certificates of appropriateness as received.	Process Certificates of Appropriateness as received. Explore Certified Local Government (CLG) grant to update the City's Historical Resources Survey and Report by 2021.
Ongoing Review of Housing Element Programs	See Program 1.18			
Consolidated Plan	See Program 1.19			
Building Codes	See Program 1.22			
Goal 6: Environmental Sensitivity				
6.1 Energy Conservation Require all new construction to be subject to State energy	Community Development	None necessary	Require all new units within planning period.	On-going and currently in force.

TABLE H- 20 HOUSING ELEMENT PROGRAMS 2013-2021				
Program	**Responsible Agency**	**Funding Source**	**Quantified Objective**	**Timeframe**
conservation requirements (Title 24) as a condition for the issuance of a building permit. Housing Element Policies: 6.2	Department			
6.2 Energy Rebate Program Partner with Utility Companies to promote energy rebate programs. No fee or discounted permits for energy efficient projects over and above the Title 24 requirements may be explored. Examples include installation of photovoltaic systems, tank-less water heater, natural gas recharge connection, electric vehicle recharge connection, wind power generator, etc. Housing Element Policies: 6.6	Community Development Department	General Fund, potential Grants	Seek available grants to partner with utility companies to promote energy rebate programs.	Consider reimplementing the energy efficient fee waiver by 2015
6.3 Solar Energy and Conservation Require that environmental analysis and subdivision plans address energy conservation measures and solar access. With the passage of AB 32, the City in anticipation with the State mandates will set thresholds within its CEQA checklist and require developers to address energy conservation measures applicable to their proposed development proposals. Housing Element Policies: 6.2, 6.3	Community Development Department	None necessary	On-going	Revise CEQA checklist by 2015
6.4 Building Orientation Promote energy efficiency by orienting homes to maximize natural day lighting. The City will work with potential developers during the conceptual review level (Design Review) by promoting building siting that maximizes natural day lighting. Housing Element Policies: 6.2, 6.3	Community Development Department	None necessary	On-going	On-going

TABLE H- 20 HOUSING ELEMENT PROGRAMS 2013-2021				
Program	**Responsible Agency**	**Funding Source**	**Quantified Objective**	**Timeframe**
6.5 Water Efficiency Promote water-efficient landscapes, efficient irrigation, and use of permeable paving materials. Through educational materials and trainings, the City will promote water efficiency methods to its residents. Landscape beautification which results in water conservation could be encouraged through planting of drought tolerant plants, installation of drip irrigation, installation of rain detector/sensor irrigation, etc. Incentives such as over the counter permit plan check, discounted fee, or waiver of permit fee could be considered. Housing Element Policies: 6.4	Community Development Department	None necessary	Promote water efficient programs by conducting workshops and providing education materials on the City Website, public counter and at schools.	On-going
6.6 Green Building Streamline processing for approved green building. Housing Element Policies: 6.2, 6.3, 6.5	Community Development Department	General Fund	Continue to explore green building and sustainable building design to help conserve energy consumption. A fee waiver, discounted permits fees, or rebate may be considered in promoting Green Building program.	Ongoing-
Ongoing Review of Housing Element Programs	See Program 1.18			
Consolidated Plan	See Program 1.19			

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APPENDIX A
REVIEW OF PAST PERFORMANCE

REVIEW OF PAST PERFORMANCE

State law establishes an eight-year cycle regulating housing element updates. In compliance with the SCAG cycle, the Tustin Housing Element was updated in 1989 at which time it was found to be in compliance with State law, and was updated again in 1994. In 1997, the City of Tustin initiated a comprehensive General Plan update, and the Housing Element was again updated to accommodate the MCAS Reuse Plan and to ensure consistency with other General Plan Elements, as well as to address recent changes in State law. These amendments were adopted on January 16, 2001. In 2002 and 2009, the City updated its Housing Element and was certified by The State's Housing and Community Development Department in compliance with State's Law.

Review of Past Housing Element Objectives (2006-2014)

The 2007 SCAG Regional Housing Needs Assessment indicated a new construction need in Tustin by 2014 of 2,381 units, of which 512 units were for very low income households, 410 for low income, 468 for moderate income and 991 for above moderate income.

The following discussion highlights the progress, effectiveness and appropriateness of 2006-2014 Housing Element Objectives and the progress achieved during the 2006-2014 time period. Table HTM-35 in the Technical Memorandum provides a more detailed summary of the City's overall accomplishments for the years 2006-2014.

As indicated in Table HTM-35, the City was successful in accomplishing the majority of the objectives established for the past planning period. According to City Staff, the following objectives were completely or partially met, or exceeded:

New construction

2,102 units were constructed during the 2006-2014period, partially meeting the City's objective of 4,368units for the planning period.

Available Sites

The program objective was to primarily utilize Planned Community Districts and Specific Plans to authorize and encourage mixed-use developments to assist in the development of new affordable owner and rental housing. The program has seen development of 2,012 units over the 8 year period.

Mobile homes

The objective to maintain existing units was accomplished.

Deed restricted affordable units

The objective of requiring deed restrictions to ensure continued affordability for low- or moderate-income housing constructed or rehabilitated with the assistance of any public funds as may be legally required was successfully met. Between the years 2006-2014, 243 restricted units were established.

Pre-application conferences

The objective to continue to utilize pre-application conferences and processing procedures to expedite processing was carried out during the review period.

Transitional Housing

The program objectives were to promote, assist, and facilitate the development of emergency and transient shelters through continued support of the County Homeless Assistance Program, and to support local agencies that provide homeless services with financial assistance. Also, the adoption of a Single Room Occupancy Ordinance was to be considered. The program has been effective in maintaining 3 homes with a total of 16 beds through the period, as well as 90 beds at the Orange County Social Services Tustin Family Campus facility as a shelter for abused and neglected children and their parents and for emancipated youth.

Temporary housing for the homeless

The program to support countywide efforts to assist approved homeless providers as part of the MCAS Tustin reuse effort was outlined in a series of specific objectives, all of which were achieved. A large variety of temporary and transitional facilities to be operated by various homeless providers have been developed at Tustin Legacy, as follows: Construction of the 192-bed Village of Hope facility to be operated by the Orange County Rescue Mission is complete. Twenty-three units of transitional housing operated by the Salvation Army have been completed at Tustin Field I, as well as acquired in the city of Buena Park with the City of Tustin's assistance. Six new transitional units for women and children have been completed in the Columbus Grove development at Tustin Legacy, operated by Human Options. An additional 6 units have been completed at Columbus Grove for families with children, operated by Orange Coast Interfaith Shelter. Finally, 14 units at Columbus Grove provide transitional housing for families with children by Families Forward (formerly Irvine Temporary Housing).

Housing opportunities for all economic segments

The program to monitor the implementation of the affordable housing program adopted as a part of the East Tustin Specific Plan has successfully met the objective of monitoring 174 units in East Tustin over the 10 year period.

Bonding Programs

Prior to its dissolution, the Redevelopment Agency successfully administered a bond financing program that processed a total of 252 restricted units for very-low and low income households to accomplish Five-Year Quantified Objectives and help meet the City's affordable housing needs.

Senior Citizen Housing

The objective in protecting and providing senior citizen housing was identified as the preservation of 100 at-risk units. The 100 at-risk units were preserved throughout the review period.

Senior Services Program

The City's objective to develop a senior services program consisting of a comprehensive transportation program, case management, information and referral, and a shard housing program to assist 850 elderly annually was exceeded with approximately 400 elderly receiving served meals annually between 2006 and 2014 and others receiving other services.

Ongoing Review of Housing Element Programs

The objective to conduct an on-going review of Housing Element programs by preparing an annual report to the Planning Commission assessing the previous years' accomplishments toward meeting Housing Element objectives and then submitting the annual report to the State HCD was achieved.

Zoning Studies

The City was to undertake zoning studies to consider new programs to encourage and promote affordable housing and recommend appropriate amendments for action by the Planning Commission and City Council. The program was effective in that the City completed the Market Analysis and conducted community meetings to gather input for the Town Center A New Beginning Study, and the City adopted a Reasonable Accommodation Ordinance in 2011.

Private Streets

In order to reduce construction costs, the City adopted standards for private streets and continued to permit developers to install private rather than public streets when feasible. In the 2006-2014 period, private streets were created at Tustin Legacy.

Site Improvements

New developments require the construction of site improvements which are often costs that are passed on from the developer to the housing consumer, creating an even greater barrier to qualifying for the purchase of home. In order to reduce these added housing costs, the objective was to evaluate the use of special assessment

district funding at MCAS Tustin (Tustin Legacy) as well as in other developing areas. During the 2006-2014 period, one of the community facilities district (CFD) bonds was refunded to take advantage of lower interest rates, thus reducing costs to property owners. Additionally, a new CFD was created at Tustin Legacy, and several special assessment district bonds from the mid-90s were defeased.

Environmental Constraints

The on-going goal was to require program Environmental Impact Reports (EIR) on all major development projects to decrease the delays in processing and incorporating mitigation requirements into the development plans. During the Housing Element Planning Period, the Final Program EIS/EIR for MCAS Tustin served as the program EIR for the implementation of Tustin Legacy.

Density Bonus Program

The objective was to process all requests for density bonuses in order to facilitate the construction of affordable housing. During the Housing Element Planning Period, the Density Bonus Ordinance was updated. Between 2001-2008, Lennar/Lyon were granted 182 density bonus units for the creation of affordable units at Columbus Square and Grove.

MCAS Tustin Redevelopment Project Area

The goal to create a new redevelopment project area for the MCAS-Tustin site by adopting the MCAS-Tustin Specific Plan and Redevelopment Project area was attained. However, all redevelopment agencies in California were eliminated in 2011.

Fair Housing

The City's objective to provide housing counseling services to assure equal housing opportunities by assisting approximately 400 residents annually and 3,000 residents by 2014 was partially met. Between 2006 and 2014, over 1,000 Tustin residents were provided with housing counseling services.

Shared Housing

The City continued to provide coordination and support to an Orange County housing sharing program.

Housing Referral Program

The City continued to provide housing referral services to families in need of housing assistance and information through the Police, Parks and Recreation Services, and Community Development Departments. The objective was to make 7,500 referrals to social agencies and 50 referrals for shared housing by 2014. Between 1998-2000, 4,375 social service referrals and 25 shared housing referrals were made.

Replacement Housing

The program objective was to ensure rehabilitation or construction of an equal number of replacement units when low and moderate income residential units are destroyed or removed from the market. The City has exceeded its replacement housing obligations.

Housing Rehabilitation

The goal to rehabilitate 162 units by allocating CDBG and Redevelopment Agency (eliminated 2011) funds to finance public improvements and rehabilitation of residential units in target areas was partially achieved. A total of 20 units were assisted with RDA funds over the review period.

Housing Authority

The program to contract with the Orange County Housing Authority (OCHA) for the development and operation of federally assisted low and moderate income housing programs was continued **Rental Assistance**

The program to provide rental assistance through Section 8 certificates and voucher certificate program assistance funds through the OCHA was successful over the review period. The objective to issue 200 certificates/vouchers annually and 1,200 by 2014 was exceeded. Between 2008 and 2012, 1,704certificates/vouchers were issued.

Affordable Senior Housing Project and Senior Board and Care Facility

The program objective to maintain 74 units of affordable senior housing (20 units at 17432-17442 Mitchell Avenue and 54 units at 1311 Sycamore Avenue) was achieved. Over the review period, 74housing units were maintained.

Preservation of Assisted Housing

Tustin has a total of 100 low income units that have been at risk of conversion during the review period. The objective to monitor and preserve all of these units at risk was completed successfully.

Enforcement of Building and Housing Codes

The City's Code enforcement conducted over 2,240 property maintenance and housing code related inspections between 2008 and 2012. The City has been successful in getting property owners to abate code violations.

Cultural Resources District

The purpose of the City's Cultural Resources Overlay District is to safeguard the heritage of the City by preserving neighborhoods and structures that reflect the City's heritage and past. The objective in the planning period was to rate historic structures where applicable and process certificates of appropriateness as received. Between 2008 and 2012, the Community Development Department issued 89 Certificates of Appropriateness certifying building changes were consistent with design guidelines and appropriate within the District context.

Energy Conservation

All new construction is required to be subject to state energy conservation (Title 24) requirements as a condition for the issuance of a building permit. Between 2008 and 2012, 1,231 new units were required by the City to meet these standards.

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APPENDIX B
AFFORDABILITY GAP ANALYSIS

City of Tustin
Affordability Gap and Leveraged Financing Analysis

1.0 Executive Summary

The City of Tustin retained David Paul Rosen & Associates (DRA) to prepare an affordability gap analysis and evaluation of leveraged financing options for new residential development in Tustin. The "affordability gap" methodology determines the difference between the supportable mortgage on the unit at affordable rents and sales prices and the actual development cost of the unit. The gap analysis provides planning-level estimates of the typical per unit subsidized required to make different types of housing affordable to households at alternative income levels.

The per unit affordability gaps calculated in this report are based on housing prototypes that are 100% affordable to households at each of the income levels modeled (or in the case of the leveraged financing analysis, at the mix of income levels necessary to meet the requirements and/or competitive standards of the leveraged financing programs). However, the results can be used in estimating subsidy requirements for mixed income housing developments as well. Under the assumption that the market rate units are financially feasible without subsidy, the subsidy requirement for a mixed income development can be estimated by multiplying the number of affordable units by the appropriate per unit affordability gap. The results of the gap analysis provide a useful tool to the City of Tustin and Tustin Redevelopment Agency for capital planning purposes. DRA recommends that the subsidy provided to any individual housing development be determined based on analysis of the specific economic conditions pertaining to that project.

The first step in the gap analysis establishes the amount a tenant or homebuyer can afford to contribute to the cost of renting or owning a dwelling unit based on established State and Federal standards. Income levels, housing costs and rents used in the analysis are defined below using 2007 published data for Tustin.

The second step estimates the costs of new housing construction in Tustin. For this purpose, DRA, in collaboration with City staff, formulated five prototypical housing developments (one rental development and four owner developments) suitable for the Tustin market today. DRA estimated the cost to develop these housing prototypes in Tustin under current housing conditions using information on actual recent housing developments provided by Tustin and Orange County area developers.

The third step in the gap analysis establishes the housing expenses borne by the tenants and owners. These costs can be categorized into operating costs, and financing or mortgage obligations. Operating costs are the maintenance expenses of the unit, including utilities, property maintenance and/or Homeownership Association (HOA) fees, property taxes, management fees, property insurance, replacement reserves, and insurance. For the rental prototype examined in this analysis, DRA assumes that the

landlord pays all but certain tenant-paid utilities as an annual operating cost of the unit paid from rental income. For owner prototypes, DRA assumes the homebuyer pays all operating and maintenance costs for the home.

Financing or mortgage obligations are the costs associated with the purchase or development of the housing unit itself. These costs occur when all or a portion of the development cost is financed. This cost is always an obligation of the landlord or owner. Supportable financing is deducted from the total development cost, less any owner equity or downpayment, to determine the gap between the supportable mortgage on the affordable units and the cost of developing those units.

For the rental housing prototype, the gap analysis calculates the difference between total development costs and the conventional mortgage supportable by net operating income from restricted rents. For owners, the gap is the difference between development costs and the supportable mortgage plus the buyer's down payment. Affordable housing costs for renters and owners are calculated based on California Redevelopment Law definitions and occupancy standards. Household income is adjusted based on an occupancy standard of one person per bedroom plus one.

The gaps for the owner prototypes are summarized in **Table 1**. The gaps have been calculated for the following three income levels:

	Income Limit	Affordable Housing Cost
1. Very Low Income	50% of Area Median Income (AMI), adjusted for household size	30% of 50% AMI
2. Low Income	80% of AMI, adjusted for household size	30% of 70% AMI
3. Moderate Income	120% of AMI, adjusted for household size	35% of 110% AMI

Depending upon the source of subsidy for ownership housing, the gaps may vary. For example, Federal HOME funds do not require deduction of a utility allowance in the calculation of affordable mortgage payment. However, under California Redevelopment Law, owner affordable housing expense is defined to include monthly utility costs. This increases the ownership gaps. The affordability gaps shown in Table 1 include utility allowance deductions.

The gaps for the rental prototype, without non-local leveraged financing, are summarized in **Table 2**. The gaps have been calculated for the following three income levels:

	Income Limit	Affordable Housing Cost
1. Very Low Income	50% of Area Median Income (AMI), adjusted for household size	30% of 50% AMI
2. Low Income	80% of AMI, adjusted for household size	30% of 60% AMI
3. Moderate Income	120% of AMI, adjusted for household size	30% of 110% AMI

DRA produced, under separate cover, a comprehensive review of Federal, State, and private sources of funding that might be used to subsidize affordable rental and ownership housing in Tustin. For ownership housing, per unit mortgage assistance, as available, generally reduces the gap on a dollar for dollar basis. For rental developments, the use of the Low Income Housing Tax Credit Program and/or tax-exempt bonds is more complicated, because of the formulas for calculating tax credits and the specific income targeting required.

Therefore, for the rental prototype, we have examined the following leverage scenarios:

1. 9% Low Income Housing Tax Credits (Federal only)[1];
2. 4% tax credits with tax-exempt bonds; and
3. 4% tax credits, tax-exempt bonds, and the Multifamily Housing Program (MHP) of the California Department of Housing and Community Development (HCD).

The assumptions and findings are described in the following section. The sources and uses for each leveraged rental scenario are summarized in **Table 3.**

[1] Since Orange County was designated as a Difficult to Develop Area (DDA) by HUD in 2007, projects in the County are eligible for a 130% basis boost for the calculation of Federal tax credits but are not eligible for State tax credits.

Table 1
Homeowner Per Unit Subsidy Requirements[1]
City of Tustin
2008

Prototype/Unit Bedroom Count	Very Low Income[2]	Low Income[3]	Moderate Income[4]
Owner Prototype #1[5]			
Attached Townhome			
Two Bedroom	$366,000	$322,400	$195,500
Three Bedroom	$387,800	$339,400	$198,400
Four Bedroom	$426,800	$374,600	$222,300
Average	$393,500	$345,500	$205,400
Owner Prototype #2[6]			
Stacked Flat Condominium			
One Bedroom	$258,600	$219,900	$107,100
Two Bedroom	$259,000	$215,500	$88,600
Three Bedroom	$267,100	$218,800	$77,800
Four Bedroom	$290,500	$238,300	$86,000
Average	$268,800	$223,100	$89,900
Owner Prototype #3[7]			
High Density Condominium			
One Bedroom	$407,500	$368,800	$256,000
Two Bedrooom	$432,500	$389,000	$262,100
Three Bedroom	$542,000	$493,700	$352,600
Four Bedroom	$569,400	$517,200	$364,800
Average	$487,900	$442,200	$308,900
Owner Prototype #4[8]			
Mixed Use, Ground Floor Retail			
One Bedroom	$491,700	$453,000	$340,200
Two Bedrooom	$537,400	$493,900	$366,900
Three Bedroom	$595,000	$546,600	$405,600
Average	$541,300	$497,800	$370,900

Source: David Paul Rosen & Associates

Notes to Table 1:

[1] Per unit subsidy requirements are calculated as per unit total development cost less affordable home purchase price, based on an occupancy standard of one person per bedroom plus one, per California Redevelopment Law. Affordable home purchase price is calculated based on monthly affordable housing expense, inclusive of mortgage principal and interest, property taxes and insurance, utilities and homeowners association (HOA) dues. Calculations are based on the following assumptions: 30-year mortgage interest rate of 8 percent; average property tax rate of 1.20 percent; property insurance costs of $50 per month; HOA dues of $175 per month; and a utility allowance calculated based on County of Orange, Housing and Community Services Department utility allowance schedule, effective October 1, 2006.

[2] Very low income owner affordable housing is cost calculated as 30 percent of 50 percent of AMI, adjusted for household size. Average very low income affordable home purchase price is $70,764.

[3] Low income owner affordable housing cost is calculated as 30 percent of 70 percent of AMI, adjusted for household size. Average low income affordable home purchase price is $116,457.

[4] Moderate income owner affordable housing cost is calculated as 35 percent of 110 percent of AMI, adjusted for household size. Average moderate income affordable home purchase price is $249,723.

[5] Owner Prototype #1 average unit size is 1,296 square feet. Average per unit development cost is $468,663. Per unit development costs are adjusted by unit size/bedroom count.

[6] Owner Prototype #2 average unit size is 1,142 square feet. Average per unit development cost is $339,591. Per unit development costs are adjusted by unit size/bedroom count.

[7] Owner Prototype #3 average unit size is 1,350 square feet. Average per unit development cost is $558,617. Per unit development costs are adjusted by unit size/bedroom count.

[8] Owner Prototype #4 average unit size is 1,515 square feet. Average per unit development cost is $608,112. Per unit development costs are adjusted by unit size/bedroom count.

Table 2
Tenant Per Unit Subsidy Requirements[1]
Rental Housing Prototype: Stacked Flat Apartments
City of Tustin
2008

	Renter Prototype Stacked Flat Apartments		
Unit Bedroom Count	**Very Low Income[2]**	**Low Income[3]**	**Moderate Income[4]**
One Bedroom[5]	$311,300	$294,600	$211,400
Two Bedroom[6]	$348,000	$329,300	$235,600
Three Bedroom[7]	$321,800	$301,000	$197,000
Four Bedroom[8]	$402,000	$379,600	$174,800
Average	$345,775	$326,125	$204,700

Source: David Paul Rosen & Associates.

Notes to Table 2:

[1] Tenant per unit subsidy requirements are calculated as per unit total development cost less per unit tenant supported debt. Tenant supported debt is calculated based on tenant monthly operating income which equals: affordable monthly rent, inclusive of utilities, less a monthly per unit operating cost of $300, property taxes assumed at an average annual rate of 1.20 percent; and a 3 percent vacancy rate. Tenant supported debt calculations are based on a 30-year mortgage interest rate of 8 percent and a debt coverage ratio of 1.25. Affordable monthly rents are based on household income, adjusted for household size assuming an occupancy standard of one person per bedroom plus one, per California Redevelopment Law.

[2] Very low income renter affordable housing cost is calculated as 30 percent of 50 percent of AMI, adjusted for household size. Average very low income affordable monthly rent is $847.

[3] Low income renter affordable housing cost calculated as 30 percent of 60 percent of AMI, adjusted for household size. Average low income affordable monthly rent is $1,033.

[4] Moderate income renter affordable housing cost calculated as 30 percent of 110 percent of AMI, adjusted for household size. Average moderate income affordable monthly rent is $1,963.

[5] One bedroom unit is 750 square feet. Per unit total development cost is $321,075.

[6] Two bedroom unit is 950 square feet. Per unit total development cost is $362,224.

[7] Three bedroom unit is 1,050 square feet. Per unit total development cost is $382,799.

[8] Four bedroom unit is 1,250 square feet. Per unit total development cost is $423,947.

Table 3

Average Per Unit Subsidy Requirements
Rental Housing Prototype: Stacked Flat Apartments
Leveraged Financing Scenarios
City of Tustin
2008

Leveraged Financing Scenarios	Renter Prototype Stacked Flat Apartments
9% Tax Credits	$57,000
4% Tax Credits, Tax-Exempt Bonds	$140,100
4% Tax Credits, Tax-Exempt Bonds, Multi-Family Housing Program (MHP)	$109,600

Source: David Paul Rosen & Associates.

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APPENDIX C
PUBLIC PARTICIPATION MAILING LIST

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APPENDIX D
REFERENCES

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Circulation Element

TUSTIN
GENERAL PLAN

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INTRODUCTION TO THE CIRCULATION ELEMENT

The Circulation Element is one of seven mandated elements of the General Plan and is intended to guide the development of the City's circulation system in a manner that is compatible with the Land Use Element. Because of the importance of a well-planned circulation system, the State of California has mandated the adoption of a Citywide Circulation Element since 1955. The anticipated level and pattern of development, as identified in the Land Use Element, will increase capacity demands on the City's roadways. To help meet these demands and achieve balanced growth, the City has adopted specific goals and policies which serve as the basis for the Circulation Element.

PURPOSE OF THE CIRCULATION ELEMENT

The purpose of the Circulation Element is to provide a safe, efficient and adequate circulation system for the City. To meet this purpose and the requirements of Government Code Section 65302 (b), the Circulation Element addresses the circulation improvements needed to provide adequate capacity for future land uses. Corresponding goals and policies have been adopted to ensure that all components of the circulation system will meet the needs of the City of Tustin. The Element establishes a hierarchy of transportation routes with specific development standards described for each category of roadway.

Insofar as they pertain to the community, the following subjects are included in the Circulation Element of the general plan:

- Streets and highways
- Transportation Corridors
- Transportation System Management and Transportation Demand Management
- Transit and rapid transit
- Railroads
- Paratransit (e.g., jitneys, carpooling, vanpooling and taxi service)
- Bicycle and pedestrian facilities
- Commercial, general and military airports

This Element is designed to comply with the directive of state law and guidelines in order to achieve the objectives of promoting the efficient transport of goods and the safe, efficient movement of traffic within the City.

SCOPE AND CONTENT OF THE ELEMENT

The Circulation Element contains goals and policies designed to improve overall circulation in Tustin and to address circulation issues that concern the City. For highway transportation, the physical attributes involve a network of existing and future roadways defined according to designated roadway types, each with specific design standards. Other modes are defined by appropriate physical attributes (i.e., bicycle trails).

The General Plan Traffic Analysis technical report prepared by Austin-Foust Associates, Inc., and the Circulation Technical Memorandum published prior to preparation of the Circulation Element provide background information and act as supporting documents for the Circulation Element.

RELATED PLANS AND PROGRAMS

There are a number of transportation plans that affect circulation planning for the City of Tustin. Several transportation plans have been prepared by the County of Orange, focusing on the development of a regional transportation system to handle the anticipated traffic loads expected from future development. A number of plans have also been prepared identifying the location of future routes for mass transit including light rail and conventional buses. Plans and programs related to the Circulation Element include the following:

County of Orange Master Plan of Arterial Highways (MPAH) - The MPAH forms part of the Orange County General Plan and designates the arterial system in the circulation element of the general plan. Defined according to specific arterial functional classifications, the MPAH serves to define the intended future road system for the County. Cities within the County are expected to achieve consistency with the MPAH in their individual general plan circulation elements.

Eastern Transportation Corridor (ETC) - The ETC is one of the three transportation corridors developed by the Transportation Corridor Agencies in Orange County. They have been constructed as toll facilities and eventually will revert to free facilities when the facility costs are paid off. The west leg of the ETC serves the City of Tustin and runs east of and parallel to Jamboree Road from its intersection with the east leg in the City of Orange to Jamboree Road north of Edinger Avenue near the border between the City of Tustin and the City of Irvine.

South Coast Air Basin and Air Quality Management Plan - The South Coast Air Quality Management District (AQMD) is a regulatory body responsible for improving air quality in the South Coast Air Basin. Of primary importance to circulation are the Transportation Control Measures (TCMs). The measures are aimed at adjusting trip patterns or modifying vehicle use in ways that reduce air pollutant emissions. The Air Quality Management District (AQMD) has adopted the 2007 Air Quality Management Plan (AQMP), an advisory document which identifies a number of air pollution reduction goals, measures and policies. Local jurisdictions have been mandated to reduce a fair share proportion of vehicle pollution through the implementation of Transportation Control Measures (TCMs).

The Orange County League of Cities has provided each Orange County city its fair share trip reduction goal. The City of Tustin has been recently recognized as having met 122% of its allocated vehicle trip reduction goal. Therefore, it is currently assumed that the City will not need to adopt any additional Transportation Control Measures to comply with the 1997 AQMP. In addition, the City closely monitors air quality matters with the intent of complying with future revisions of the AQMP. Therefore, the mitigation measures and policies identified within this document or other measures acceptable to the AQMD will be implemented by the City who will have the discretion to select those transportation control measures that are economically feasible and will achieve compliance with the 1997 AQMP.

County of Orange Congestion Management Plan - With the passage of the gas tax increase (Proposition 111) in June of 1990, it became a requirement that urbanized areas such as Orange County adopt a Congestion Management Program (CMP). The goals of the CMP are to reduce traffic congestion and to provide a mechanism for

coordinating land use development and transportation improvement decisions. For the most part, the Orange County CMP is a composite of local agencys' submittals in which each local jurisdiction develops the required data in accordance with the guidelines established by the Orange County Transportation Authority (OCTA). The OCTA compiles the data and submits the results to the Southern California Association of Governments (SCAG) for a finding of regional consistency.

County of Orange Growth Management Plan - On November, 1990 voters approved Measure M, the revised Traffic Improvement and Growth Management ordinance, which authorized the imposition of a one-half percent sales tax to fund needed transportation improvements. To be eligible to receive funds, local jurisdictions must satisfy a variety of requirements as set out in the Orange County Local Transportation Authority (LTA) Ordinance No. 2. Included in these requirements are the need to adopt a traffic circulation plan consistent with the MPAH, to adopt and adequately fund a local transportation fee program, to satisfy maintenance requirements, and to adopt a seven year capital improvement program that includes all transportation projects funded partially or fully by Measure M funds. The GMP requirements include certain provisions that are contained within the City's Growth Management Element. Measure M2 was approved by voters in November 2007 and extended the imposition of the one-half percent sales tax to fund transportation improvements for an additional 30 years.

County of Orange Master Plan of Scenic Highways - The County's General Plan includes a scenic highway element which designates certain highways as scenic routes. With this designation specific guidelines are given for enhancing the scenic amenities of these facilities.

County of Orange Master Plan of Countywide Bikeways - Also part of the Countywide General Plan, the Master Plan of Countywide Bikeways designates various classes of bike routes throughout the county. One of the primary considerations is to provide continuity throughout the county and to provide a consistency between countywide and local jurisdiction bikeway plans.

Los Angeles/San Diego Corridor Commuter Rail Action Plan - This is one component of the overall rail plan for the Southern California area, and seeks to provide increased commuter train service along the

Los Angeles/San Diego corridor with designated stops at various locations between the two cities. One of the commuter rail stations for this system is located in the City of Tustin in the vicinity of Edinger Avenue near Jamboree Road.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The preparation of the Circulation Element is guided by and must conform with Section 65302(b) of the California Government Code. A major goal in the update of the Tustin General Plan is to achieve internal consistency throughout the various General Plan elements. The Circulation Element relates to the other elements of the general plan in a variety of ways. For instance, the Circulation Element portrays the roadway system needed to serve traffic generated by the uses permitted in the Land Use Element. It is also associated with the Noise Element and air quality since traffic forecasts are used, in conjunction with other data, to determine noise contours and air quality impacts of the General Plan land uses.

The Circulation Element is also related to the Safety and Conservation/Open Space/Recreation Elements and Air Quality Subelement. The Safety Element addresses evacuation routes and minimum road widths to accommodate City residents in the event of a catastrophe, and the Conservation/Open Space/Recreation Element can identify standards for roadways, scenic highways and multi-use recreation trails.

Because of its transportation-related issues, the Growth Management Element has a relationship with the Circulation Element. In November 1990 and 2007, Orange County voters approved Measure M and Measure M2, respectively, which increase sales tax revenues to fund needed transportation improvements throughout the County. To qualify to receive a portion of these revenues, each jurisdiction within the County must adopt a Growth Management Element. The City of Tustin adopted its Growth Management Element in February 1992. The Growth Management Element contains a policy that establishes a minimum Level of Service (LOS) to be maintained at intersections impacted by new development. It also contains a policy to promote TDM measures in the City and a Phasing Program to ensure coordination between new development and roadway capacities.

These issues are addressed in a consistent fashion between the Circulation and Growth Management Elements.

SUMMARY OF ISSUES, NEEDS, OPPORTUNITIES, AND CONSTRAINTS

This section summarizes circulation-related issues, needs, opportunities and constraints identified in the General Plan preparation process, and which are addressed within the goals and policies and the proposals contained in the physical description of the Circulation Element.

LOCAL THOROUGHFARES AND TRANSPORTATION ROUTES

- Through traffic impacts many residential neighborhoods in Tustin.
- A lack of adequate landscaping and buffering exists between many of Tustin's arterial roadways and freeway segments and adjacent land uses.
- Tustin's commercial corridor roadways contain a proliferation of driveways, inhibiting traffic flow.
- Some streets are presently operating beyond their design capacity.
- Standards need to be maintained, such as level of service and performance criteria, to monitor the traffic-related impacts of land use decisions on the circulation system.
- Truck routes need to be clearly identified and should avoid residential streets.

INTERCITY AND REGIONAL TRANSPORTATION

- The City of Tustin has limited control over freeway improvements being undertaken by Caltrans.
- Tustin has limited control over substantial regional traffic which proceeds through its jurisdiction.

- The completion of the western leg of the Eastern Transportation Corridor has had a significant effect on traffic circulation in Tustin.

TRANSPORTATION SYSTEM/DEMAND MANAGEMENT

- Traffic Demand Management (TDM) strategies are required under both current air quality legislation and requirements of Proposition 111 legislation (Congestion Management Program).

- A comprehensive transportation system/demand management program will serve to improve traffic congestion and reduce parking demand.

TRANSIT, BICYCLE, PEDESTRIAN, AND EQUESTRIAN FACILITIES

- In order to maximize use of public transit, new development should be designed to accommodate bus stops.

- There is a need for "Park-N-Ride" facilities to enhance bus ridership for non-local trips.

- With portions of the Planning Area not currently served with bikeways (the southwest, west, east, and north), bicycles are forced to compete with automobiles along right-of-ways.

- Some of Tustin's sidewalks are not wheelchair accessible.

- The trail system within the City is incomplete and connections of local and regional trails are needed.

PARKING

- Certain areas of Tustin have inadequate off-street parking which in turn places a burden on public streets or other properties to correct this deficiency.

- Separate parking areas for small parcels are often inefficient, and result in a proliferation of driveways along arterials. Shared parking provisions should be considered.

- On-street parking along key City arterials inhibits efficient traffic flow and optimization of roadways for carrying traffic.

ALTERNATIVE FINANCING

- Alternative financing mechanisms need to be explored for implementation of circulation system management and maintenance.

CIRCULATION ELEMENT GOALS AND POLICIES

The following goals and policies form the basis for providing a circulation system which adequately serves the development intensity anticipated in the Land Use Element. They are designed to reflect and support the Citywide goals of the General Plan, and acknowledge the changing economic and environmental conditions in the City and surrounding regions.

LOCAL THOROUGHFARES AND TRANSPORTATION ROUTES

A well-planned street system provides safe and convenient access to land use development in the City and serves the primary mobility needs of the community. To provide such a system, the Circulation Element includes a planned hierarchy of arterial roadways, each roadway serving a specific function and carrying a portion of the anticipated traffic demands.

GOAL 1: Provide a system of streets that meets the needs of current and future inhabitants and facilitates the safe and efficient movement of people and goods throughout the City consistent with the City's ability to finance and maintain such a system.

Policy 1.1: Develop and maintain a circulation system that is based upon and is in balance with the Land Use Element of the General Plan.

Policy 1.2: Develop and implement circulation system standards for roadway and intersection classifications, right-of-way width, pavement width, design speed, warrant requirements, capacity, maximum grades and associated features such as medians and bicycle lanes or trails that are adjacent or off-road.

Policy 1.3: Coordinate roadway improvements with applicable regional, state and federal transportation plans and proposals.

Policy 1.4: Develop and implement thresholds and performance standards for acceptable levels of service.

Policy 1.5: Develop a program to identify, monitor and make recommendations for improvements to roadways and intersections that are approaching, or have approached, unacceptable levels of service or experiencing higher than expected accident rates.

Policy 1.6: Develop and improve the City's transportation network consistent with available funding; scheduling shall be coordinated with land use plans to ensure the orderly extension of facilities and to preserve a free-flowing circulation system.

Policy 1.7: Provide for and work with responsible agencies regarding the safe and expeditious transport of hazardous materials.

Policy 1.8: Limit driveway access on arterial streets to maintain a desired quality of flow.

Policy 1.9: Design local and collector streets to discourage their use as alternate through routes to secondary, primary, and major streets.

Policy 1.10: Require that proposals for major new developments include a future traffic impact analysis which identifies measures to mitigate any identified project impacts.

Policy 1.11: Encourage new development which facilitates transit services, provides for non-vehicular circulation and minimizes vehicle miles traveled.

Policy 1.12: Minimize pedestrian and vehicular conflicts through street design and well-marked pedestrian crossings.

Policy 1.13: Minimize effects of transportation noise wherever possible so as to comply with the Noise Element.

Policy 1.14: Enhance the important role that streetscapes play in defining the character of the City by expanding street planning and design procedure to include aesthetic and environmental concerns, as well as traffic considerations. Develop a circulation system which highlights environmental amenities and scenic areas.

Policy 1.15: Ensure construction of existing roadways to planned widths, as new developments are constructed.

Policy 1.16: Continue to require dedication of right-of-way and construction of required public improvements on streets adjacent to construction projects at the developer's expense.

Policy 1.17: Direct existing through traffic from local streets to collector, secondary, and arterials to reduce traffic on local streets, improve neighborhood safety and environmental quality.

Policy 1.18: Assist and develop safe school routes in conjunction with the Tustin Unified School District.

GOAL 2: Provide for a truck circulation system that provides for the effective transport of commodities while minimizing the negative impacts throughout the City.

Policy 2.1: Provide primary truck routes and describe such routes on selected arterial streets to minimize the impacts of truck traffic on residential areas.

Policy 2.2: Provide appropriately designed and maintained roadways for the primary truck routes.

Policy 2.3: Provide loading areas and accessways that are designed and located so as to avoid conflicts with efficient traffic circulation.

Policy 2.4: Consider safety regulations addressing trucks hauling materials within the City.

Policy 2.5: Discourage on-street loading and unloading of commercial and industrial products.

INTERCITY AND REGIONAL TRANSPORTATION

The Circulation Element is set in a regional context which recognizes the related transportation needs and planning activities of the surrounding County, Region, and State.

GOAL 3: Support development of a network of regional transportation facilities which ensure the safe and efficient

movement of people and goods from within the City to areas outside its boundaries, and which accommodate the regional travel demands of developing areas outside the City.

Policy 3.1: Support the completion of the Orange County Master Plan of Arterial Highways.

Policy 3.2: Support capacity and noise mitigation improvements such as high-occupancy vehicle lanes, general purpose lanes, auxiliary lanes and noise barriers on the I-5 and SR-55 freeways.

Policy 3.3: Monitor and coordinate with Caltrans freeway work as it affects Tustin's roadway and require modifications as necessary.

Policy 3.4: Maintain a proactive and assertive role with appropriate agencies dealing with regional transportation issues affecting the City.
Policy 3.5: Work with adjacent cities to ensure that the traffic impacts of development projects in these cities do not adversely impact the City of Tustin.

Policy 3.6: Support the presence of a major airport consistent with it maintaining safe operation, avoiding noise impacts and ensuring compatibility with land uses in Tustin.

Policy 3.7: Monitor the "corridor" (urban rail) design study process to ensure opportunities for future linkages in Tustin are examined and mass transit alternatives are explored.

Policy 3.8: Deleted.

Policy 3.9: Work with the Southern California Regional Rail Authority, the Orange County Transportation Authority (OCTA and AT & SF) to reduce or eliminate current traffic interruptions due to rail crossings along arterials.

TRANSPORTATION SYSTEM/DEMAND MANAGEMENT

Effective Circulation planning includes the application of Transportation System Management (TSM) and Transportation Demand Management (TDM) strategies. Together, these improve the

efficiency of the transportation system and reduce vehicular demands, thereby reducing the impacts of future development.

GOAL 4: Maximize the efficiency of the circulation system through the use of transportation system management and demand management strategies.

Policy 4.1: Implement traffic signal coordination on arterial streets to the maximum extent practical, consistent with financial resources, integrate signal coordination efforts with those of adjacent jurisdictions, and implement other operational measures where possible to maximize the efficiency of the existing circulation system and to minimize delay and congestion.

Policy 4.2: Implement intersection capacity improvements where feasible.

Policy 4.3: Encourage the implementation of employer Transportation Demand Management (TDM) requirements, which were included in the Southern California Air Quality Management District's Regulation 2202 of the 1997 Air Quality Management Plan and as required by Proposition 111 as part of the Congestion Management Program (CMP) and participate in regional efforts to implement TDM requirements.

Policy 4.4: Require that proposals for major new non-residential developments include submission of a TDM plan to the City, including monitoring and enforcement provisions.

Policy 4.5: Encourage the development of additional regional public transportation services and support facilities including park-and-ride lots near the SR-55 and I-5 freeways.

Policy 4.6: Encourage the promotion of ridesharing through publicity and provision of information to the public.

GOAL 5: Support development of a public transportation system that provides mobility to all City inhabitants and encourages use of public transportation as an alternative to automobile travel.

Policy 5.1: Support the efforts of the appropriate transportation agencies to provide additional local and express bus service to the

Tustin community, and to provide park-and-ride lots near the SR-55 and I-5 freeways.

Policy 5.2: Require new development to fund transit facilities, such as bus shelters and turn-outs, where deemed necessary to meet public needs arising in conjunction with development.

Policy 5.3: Ensure accessibility of public transportation for elderly and disabled persons, consistent with City responsibilities for accessibility.

Policy 5.4: Encourage employers to reduce vehicular trips by offering employee incentives, such as subsidized bus passes and vanpool/carpool programs.

Policy 5.5: Promote new development that is designed in a manner which facilitates provision or expansion of transit service, and provides non-automobile circulation within the development.

Policy 5.6: Encourage developers to work with agencies providing transit service with the objective of maximizing the potential for transit use by residents and/or employees.

Policy 5.7: Promote the provision of safe transit stops and shelters.

TRANSIT, BICYCLE, PEDESTRIAN AND EQUESTRIAN FACILITIES

Non-vehicular modes of travel serve certain mobility needs and also provide recreational opportunities. Where possible, the Element provides for these modes of travel by separate trails, walkways and bike lanes.

GOAL 6: Increase the use of non-motorized modes of transportation.

Policy 6.1: Promote the safety of pedestrians and bicyclists by adhering to uniform standards and practices, including designation of bicycle lanes, off-road bicycle trails, proper signage, and adequate sidewalk, bicycle lane, and off-road bicycle trail widths.

Policy 6.2: Maintain existing pedestrian facilities and require new development to provide pedestrian walkways between developments, schools and public facilities.

Policy 6.3: Ensure accessibility of pedestrian facilities to the elderly and disabled.

Policy 6.4: Support and coordinate the development and maintenance of bikeways in conjunction with the County of Orange Master Plan of Countywide Bikeways to assure that local bicycle routes will be compatible with routes of neighboring jurisdictions.

Policy 6.5: Require the provision of showers and an accessible and secure area for bicycle storage on certain size non-residential developments as required by the City's TDM ordinance.

Policy 6.6: Develop programs that encourage the safe utilization of easements and/or rights-of-way along flood control channels, public utility rights-of-way, and street rights-of-way wherever possible for the use of bicycles and/or pedestrian/equestrian trails.

Policy 6.7: Ensure link-up of trails within the City to the regional trail system.

Policy 6.8: Support retrofit installation of sidewalks in industrial districts and Planned Community Business Parks as development occurs.

Policy 6.9: Support and coordinate the development and maintenance of bikeways and trails in conjunction with the master plans of the appropriate agencies.

Policy 6.10: Encourage safe biking by supporting safety clinics/ courses sponsored by various local and state agencies.

Policy 6.11: Consider the provision of unique transportation methods, such as shuttle buses from outlying parking areas, for special events.

Policy 6.12: Provide for a non-vehicular circulation system that encourages bicycle transportation and pedestrian circulation.

Policy 6.13: Maintain a City of Tustin Bikeway Plan (that complements and is coordinated with the County's Plan as well as neighborhood jurisdictions)
which will identify existing and future routes within the City to accommodate such uses.

Policy 6.14: Require new development to dedicate land and fund improvement of bicycle, pedestrian and equestrian facilities, where deemed necessary to meet public needs arising in conjunction with development.

PARKING

Adequate and convenient parking facilities are an important part of the transportation amenities provided by a City. The Circulation Element therefore contains policies which ensure the provision of such amenities.

GOAL 7: Provide for well-designed and convenient parking facilities.

Policy 7.1: Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterials.

Policy 7.2: Provide sufficient off-street parking for all land uses.

Policy 7.3: Encourage the efficient use of parking facilities, including provisions for shared use of facilities, smaller vehicles and other provisions to improve the effectiveness of City codes and ordinances.

Policy 7.4: Reduce use of arterial streets for on-street parking in an effort to maximize traffic flow characteristics of roadways.

ALTERNATIVE FINANCING

Implementation of the Circulation Element requires an adequate source of funding for the improvements that will be required. The goal and policies which follow emphasize the importance of this aspect of the Element.

GOAL 8: Define and evaluate alternative financing methods for circulation system management and maintenance costs on a Citywide and areawide basis.

Policy 8.1: Develop a transportation improvement fee program which will enable circulation improvements to be funded by new development.

Policy 8.2: Prepare a phasing plan for cumulative circulation improvements that identifies project specific responsibilities and requires fair share funding.

Policy 8.3: Maintain County standards set to qualify for new revenue sources provided by the passage of Measure M and Proposition 111.

RELATED GOALS AND POLICIES

The goals and policies described in the Circulation Element are related to and support subjects included within other General Plan elements. In turn, many goals and policies from the other elements directly or indirectly support the goals and policies of the Circulation Element. These supporting goals and policies are identified in Table C-1.

TABLE C-1
CIRCULATION RELATED GOALS AND POLICIES BY ELEMENT

Circulation Issue Area	RELATED GOALS AND POLICIES BY ELEMENT						
	Circulation	Housing	Land Use	Conservation/ Open Space	Public Safety	Noise	Growth Management
Local Thoroughfares and Transportation Routes			3.1, 4.1, 6.3, 7.5, 8.4, 8.7	1.2	4.3, 4.7	1.11	1.2, 1.3
Intercity and Regional Transportation			11.1 13.1 13.5	2.4, 2.5, 2.10, 2.13	3.8, 4.2	1.12	
Transportation System/ Demand Management				2.1, 2.2, 2.3			1.4
Bicycle, Pedestrian and Equestrian Facilities		6.1	6.1, 10.3, 11.3	1.4, 1.5, 1.7, 2.6, 8.14, 14.3			
Parking			3.8	2.8			
Financing							2.1, 2.2, 2.3, 2.4, 2.9

CIRCULATION PLAN

This section of the Circulation Element defines a circulation plan for the City that meets the requirements for safe and convenient movement of persons and goods at the development intensity anticipated in the Land Use Element. It includes a classification system that applies to all roadways that serve the City, and identifies specific improvements that will be required to implement this plan. A bikeway plan is delineated, and other components of the element such as public transit are discussed.

ROADWAY FACILITY CLASSIFICATIONS

The arterial highway system in Tustin is defined using a classification system which describes a hierarchy of facility types. The categories of roadways included in this classification system differentiate the size, function and capacity of the roadway links for each type of roadway. There are four basic categories in the hierarchy, ranging from "major" with the highest capacity to "collector" streets with the lowest capacity, and these can be summarized as follows:

Major: A six- to eight-lane divided roadway with no on-street parking, with a typical right-of-way width of 120 to 144 feet and a curb-to-curb pavement width of 102 to 126 feet. Major arterials typically carry a significant volume of regional traffic. When the traffic volumes warrant a major arterial highway in areas where a full 120 to 144 feet of right-of-way is not feasible due to existing structures or topography, a lesser right-of-way (no less than 100 feet) can be used to accommodate a six-lane facility. This is referred to as a "modified major" on the City Arterial Highway Plan.

Primary: A four-lane divided roadway, with a typical right-of-way width of 100 feet and curb-to-curb pavement width of 84 feet. Regional traffic will typically be less than for a major arterial, but primary arterials form an important component of the regional transportation system. When the traffic volumes warrant a primary arterial highway in areas where a full 100 feet of right-of-way is not feasible due to existing structures or topography, a lesser right-of-way (no less than 80 feet) can be used to accommodate a four-lane facility.

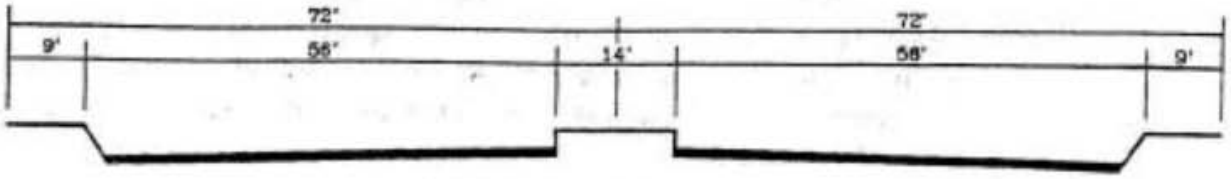
This is referred to as a "modified primary" on the City Arterial Highway Plan.

Secondary: A four-lane undivided roadway, with a typical right-of-way width of 80 feet and a curb-to-curb pavement width of 64 feet. These roadways serve as collectors, distributing traffic between local streets, and major and primary arterials. For the MCAS Tustin Specific Plan, 80-foot right-of-way was modified to a 92-foot right-of-way to provide a painted median for two-way left turn lanes and Class II bicycle lanes.

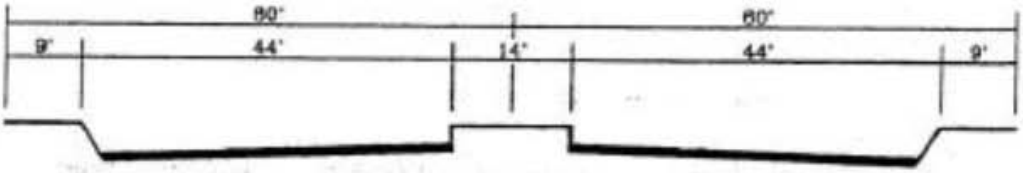
Collector: A two-lane undivided roadway, with a minimum right-of-way width of 66 feet and a minimum curb-to-curb width of 50 feet. The width may be increased to accommodate roadway features such as bicycle lanes, on-street parking, and turn lanes. At LOS "C," this road type accommodates up to approximately 10,000 vehicle trips per day. This road functions as a collector facility, however it tends to move traffic between two arterials rather than between local streets, it has been added to the City's arterial highway system because it provides network continuity and is regionally significant, and may serve through traffic demand where projected volumes do not warrant a higher classification such as Secondary.

The Circulation Element roadway classification system does not include private streets. Private street widths and cross-sections will vary from those described for roadways in this Element. Standard cross-sections represent the obvious and accepted answer to most situations. However, the standard cross-sections do not always provide the best solution to any given need or set of objectives. Reasonable flexibility and variety is provided for in the City's private street standards.

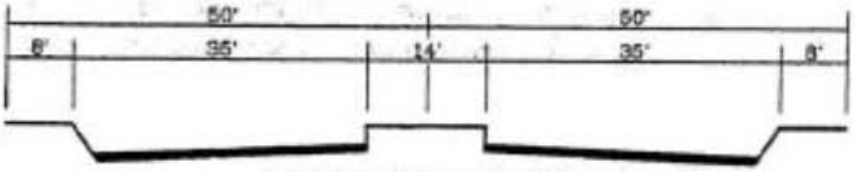
Figure C-1 shows schematic cross sections of each category of arterial roadway. These sections represent desirable standards, but variation in right-of-way width and specific road improvements will occur in certain cases due to physical constraints and/or right-of-way limitations. In particular, the median width in eight-lane, six-lane and four-lane roadways will vary according to the area being served and the available right-of-way constraints and turn lane requirements. Hence, any of the arterial classifications may deviate from the standards where physical constraints exist or where preservation of community character dictates special treatment. Bikeway facilities are



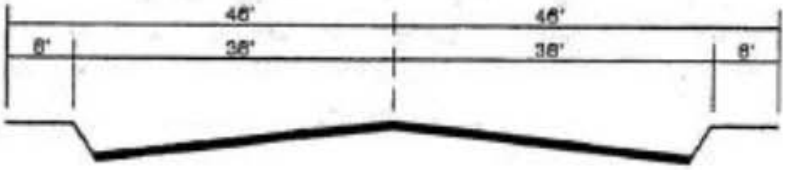
8-LANE MAJOR ARTERIAL 144' R/W



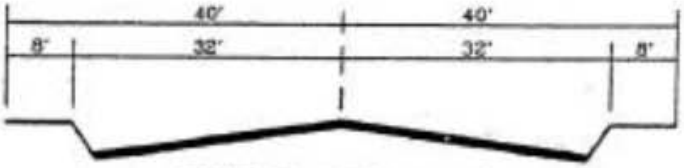
6-LANE MAJOR ARTERIAL 120' R/W



PRIMARY ARTERIAL 100' R/W



SECONDARY ARTERIAL 92' R/W
(WITH CLASS II BICYCLE LANES)



SECONDARY ARTERIAL 80' R/W

SOURCE: Austin-Foust Associates, Inc.

TUSTIN GENERAL PLAN

January 16, 2001

Figure C-1
Typical Cross Sections

another factor which affect the specific standards applied for various facilities.

The desirable goal for every classified street section is that it carry the designed volume of traffic at the desired level of service. Within this requirement, descriptions of width and facilities are offered as basic guidelines and as noted above, variation in design is expected, depending on different community design characteristics. Different optional facilities are also expected (on-street parking, sidewalks versus pathways, bicycle lanes or paths, extra parkway or median landscape treatment, etc.). Another design consideration is the need to provide for the capacity requirements as specified in the County Master Plan of Arterial Highways. Specific design requirements for construction are available for public streets from the Public Works Department.

To accommodate the estimated future traffic on the arterial highway system, two qualifiers are included into the highway component of the Circulation Element:

Modified Right-of-way

This qualifier is used in the City's Arterial Highway Plan. It allows for achieving the same or similar traffic-carrying capacity of basic roadway classifications and typical sections identified for each classification type, but within a reduced right-of-way. Typical changes to the basic section may include reductions in median width and sidewalk/pathway width, reduced lane standards and elimination of parking and bike lanes.

Augmented Capacity

The traditional approach to providing additional capacity on an arterial system is to upgrade individual arterials to a higher facility type or to add lanes. Typical examples would be upgrading a four-lane primary to a six-lane major and upgrading a six-lane major to an eight-lane major. The implication is that additional capacity should be provided by additional thru lanes along the length of the arterial.

The augmented capacity concept focuses on sections of arterial where the link capacity is deficient and provides additional capacity by a variety of means ranging from traffic operations measures to actual roadway widening. Typical measures include, but are not limited to:

- Addition of through or turn lanes
- Preferential traffic signal timing and synchronization
- Auxiliary lanes
- Removal of on-street parking
- Intersection grade separations
- Grade separated turning movements
- Access consolidation
- Access limitation: right-turns only, or no access (streets and/or driveways)
- Pedestrian grade separations
- Bus turnouts
- Other traffic engineering or traffic management strategies which provide enhanced capacity

The intent of these measures is to minimize conflicts with cross-traffic, to improve traffic-carrying capacity, and to facilitate improved traffic flow along arterials. The augmented capacity concept is therefore intended to represent a strategy that can be utilized on all or a portion of a section of roadway to enhance traffic-carrying capacity.

Common applications of augmented capacity include auxiliary lanes which allow for right-turn movements into and out of driveways or side streets, and additional lanes at intersections. An example of auxiliary lane deployment is on a section of arterial adjacent to a freeway interchange. A significant increase in capacity can be gained by providing auxiliary lanes on the arterial which serve as dedicated lanes for the on and off-ramps. An example of an auxiliary lane can be seen on the section of Jamboree Road north of I-5 where Jamboree Road has three lanes plus an auxiliary lane. Intersection widening is another form of capacity augmentation, and may include additional turn lanes as a means of increasing capacity, and additional thru lanes may be added if necessary. Also, as noted above, any traffic engineering or traffic management strategy which enhances capacity can be considered as contributing to the augmented capacity.

Use of this qualifier recognizes that in augmenting capacity from a basic arterial capacity, individual locations have different traffic characteristics and therefore, need to be addressed individually. Actual improvements will be determined from special design studies, and by using the augmented capacity designation, the General Plan has a means of showing where such improvements might be needed in the future.

PERFORMANCE CRITERIA

Evaluating the ability of the circulation system to serve the desired future land uses requires establishing suitable "performance criteria". These are the means by which future traffic volumes are compared to future circulation system capacity, and the adequacy of that circulation system assessed.

Performance criteria have a policy component which establishes a desired level of service (LOS) and a technical component which specifies how traffic forecast data can be used to measure the achievement of the criteria. The performance criteria used for evaluating volumes and capacities on the City street system are summarized in Table C-2 and include both average daily traffic (ADT) link volume and peak hour intersection volume criteria.

The City of Tustin has established level of service LOS "D" as a threshold standard to monitor capacity needs for both ADT link volumes and peak hour volumes. Because of the significant amount of regional traffic on the designated Smart Streets (Irvine Boulevard, Edinger Avenue, and Jamboree Road south of Irvine Boulevard) level of service "E" is the recommended standard for these facilities, consistent with CMP guidelines.

Table C-3 describes traffic flow quality for different levels of service. Such criteria would be applied consistently for evaluating land use and circulation system changes and are the basis for the General Plan circulation recommendations contained in this report.

RELATIONSHIP TO LAND USE

Future traffic volumes and highway capacity needs are directly related to future land use. Table C-4 compares existing and buildout land use and the corresponding trip generation. Daily trip generation for the entire City in 1993 was around 589,533 vehicle trips per day. Approximately 40 percent of this was attributed to residential uses, with the remaining 60 percent generated by non-residential uses. For buildout of the proposed General Plan land uses, the comparative total ADT trip generation was approximately 1,081,058 average daily trips, an increase of 83 percent.

The Arterial Highway Plan presented in the next section is designed to carry the added trips that will occur with buildout of the City's General Plan land uses and with the buildout of the general plans of the surrounding cities and the county. Traffic increases from the latter involve significant amounts of through traffic on certain facilities, such as Irvine Boulevard and Red Hill Avenue.

TABLE C-2
CIRCULATION SYSTEM PERFORMANCE CRITERIA

The following are the performance criteria used for comparing volumes and capacities on the city street and highway system:
I. Average Daily Traffic (ADT) Link Volumes
Level of Service D – All roadways, except designated Congestion Management Plan (CMP) highways Level of Service E - CMP highways Table A below shows ADT volumes corresponding to these levels of service.
II. Peak Hour Intersection Volumes
Level of Service D - Threshold level of service Level of Service E - CMP highway intersections Table B below shows how these levels of service are specified.
Note: For evlauating land use and circulation system changes in accordance with the Growth Management Element of the General Plan, the peak hour intersection portion of the performance is applied.

TABLE A: ADT LEVEL OF SERVICE VOLUMES BY FACILITY TYPES

Facility Type	Maximum Volume	
	LOS D	LOS E
Major (8 lanes divided)	67,500	75,000
Major (6 lanes divided)	50,600	56,300
Primary (4 lanes divided)	33,800	37,500
Secondary (4 lanes undivided)	22,500	25,000
Collector (2 lanes undivided)	11,300	12,500

TABLE B: PEAK HOUR LEVEL OF SERVICE	
Peak hour intersection Level of Service (LOS) to be based on Intersection Capacity Utilization (ICU) values calculated as follows:	
Saturation flow rate	1700 Vehicles Per Hour (VPH)
Clearance interval	None
Levels of Service are as follows:	
Level of Service	**Maximum ICU Value**
LOS A	.60
LOS B	.70
LOS C	.80
LOS D	.90
LOS E	1.00
LOS F	Above 1.00
Note: For evaluating land use and circulation system changes in accordance with the Growth Management Element of the General Plan, the peak hour intersection portion of the performance criteria is applied.	

TABLE C-4
LAND USE AND TRIP GENERATION SUMMARY

			--- 1993 ---		--- Future ---	
	Land Use Category	Units	Amount	ADT	Amount	ADT
1. City of Tustin	1. Residential	DU	17,604	148,213	29,790	250,672
	2. Commercial/Office/Ind.	TSF	11,926	275,434	28,555	625,744
	3. Other	----	----	43,241	----	79,197
	Sub-Total			466,888		955,613
2. Sphere of Influence	1. Residential	DU	8,146	101,043	8,363	103,343
	2. Commercial/Office/Ind.	TSF	75	2,513	113	2,467
	3. Other	----	----	19,089	----	19,635
	Sub-Total			122,645		125,445
Total	1. Residential	DU	25,750	249,256	38,153	354,015
	2. Commercial/Office/Ind.	TSF	12,001	277,947	28,668	628,211
	3. Other	----	----	62,330	----	98,832
	Sub-Total			589,533		1,081,058

Note: DU = Dwelling Units, TSF = Thousand Square Feet, ADT = Average Daily Traffic

The "Other" land use category refers to schools, churches, hospitals, hotels, parks, etc., which do not have a square foot based trip rate (see trip rates in Appendix A). The square footage, equivalents are shown in parenthesis to provide consistency with the data given in the Land Use Element.

Source: City of Tustin General Plan Amendment Traffic Study, Austin-Foust Associates, October 1995.

The goals and policies included in this Element emphasize the need for a circulation system that is capable of serving both existing and future residents while preserving community values and character. The location, design, and constituent modes of the circulation system have major impacts on air quality, noise, community appearance, and other elements of the environment.

The highway network designated in the Arterial Highway Plan is illustrated in Figure C-2, and indicates all of the designated Major arterials, Primary arterials, Secondary arterials, Collector arterials, and the sections of roadway designated for modified right-of-way or augmented capacity. Table C-5 provides an additional description of the Arterial Highway Plan links. Discussions on sections of roadway for which these two qualifiers are proposed as follows:

Modified Right-of-Way

As noted earlier in this chapter under the description of individual roadway classifications, major and primary arterial designations may not always imply the full right-of-way requirements as indicated in the standard cross-sections. Locations where such modified cross-sections are designated are as follows:

- **Irvine Boulevard, Newport Avenue to Browning Avenue:**

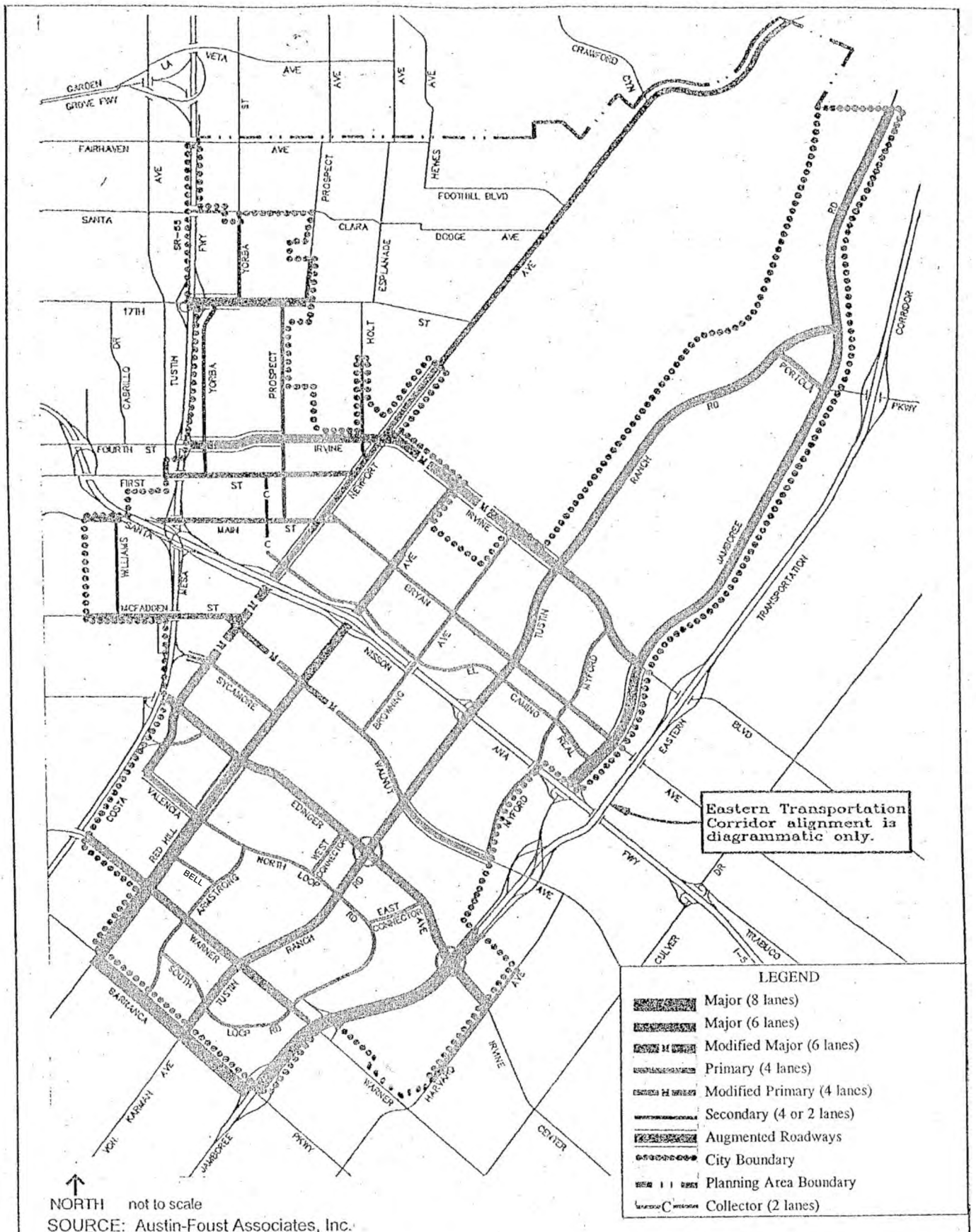
  Classification: Modified Major (six-lane major arterial with modified cross-section)

- **Newport Avenue, I-5 to Walnut Avenue:**

  Classification: Modified Major (six-lane major arterial with modified cross-section)

- **Walnut Avenue:**

In each case it has been assumed that the modified cross-section will not affect the ADT capacity (e.g., a modified major will have the same capacity as a major).



TUSTIN GENERAL PLAN

Figure C-2
Arterial Highway Plan

April 18, 2005

(updated March 28, 2013)

TABLE C-5
ARTERIAL HIGHWAY PLAN

Link	Classification	Link	Classification
Armstrong/so Loop Rd N	Secondary	Holt s/o 17th	Secondary
Armstrong s/o Warner	Secondary	Holt s/o Irvine Blvd.	Secondary
Armstrong n/o Barranca	Secondary		
		Irvine w/o Yorba	Major (A)
Barranca e/o Red Hill	Major	Irvine w/o Prospect	Major (A)
Barranca w/o Von Karman	Major	Irvine e/o Prospect	Major
Barranca w/o Jamboree	Major	Irvine e/o Holt	Major
		Irvine e/o Newport	Major (M, A)
Bell e/o Red Hill	Secondary	Irvine w/o Red Hill	Major (M, A)
		Irvine w/o Browning	Major (M, A)
Browning s/o Irvine	Secondary	Irvine w/o Tustin Ranch	Major (A)
Browning s/o Bryan	Secondary	Irvine e/o Tustin Ranch	Major
Browning n/o Nisson	Secondary	Irvine w/o Jamboree	Major
Browning s/o Nisson	Secondary		
		Jamboree n/o Tustin Ranch Rd.	Major
Bryan e/o Newport	Secondary	Jamboree s/o Tustin Ranch Road	Major
Bryan w/o Red Hill	Secondary	Jamboree s/o Portola	Major
Bryan w/o Browning	Secondary	Jamboree s/o Irvine	Major (A)
Bryan w/o Tustin Ranch	Primary	Jamboree s/o Bryan	Major (A)
Bryan w/o Myford	Primary	Jamboree s/o El Camino	Major (A)
Bryan w/o Jamboree	Primary	Jamboree s/o Walnut	Major
		Jamboree s/o Edinger	Major
Del Amo s/o Edinger	Secondary	Jamboree s/o Warner	Major
East Connector s/o Edinger	Secondary	Loop Rd e/o Red Hill	Secondary
		Loop Rd N e/o Armstrong	Secondary
Edinger w/o Del Amo	Major	Loop Rd w/o Tustin Ranch	Secondary
Edinger w/o Red Hill	Major	Loop Rd N e/o Tustin Ranch	Secondary
Edinger e/o Red Hill	Major	Loop Rd s/o Warner	Secondary
Edinger w/o Tustin Ranch	Major	Loop Rd S e/o Tustin Ranch	Secondary
Edinger e/o Tustin Ranch	Major	Loop Rd S e/o Armstrong	Secondary
Edinger w/o Jamboree	Major		
Edinger e/o Jamboree	Major	Main w/o El Camino Real	Primary
		Main e/o El Camino Real	Primary
El Camino s/o 1st	Collector	Main e/o Prospect	Secondary
El Camino s/o Main	Collector	Main e/o Newport	Primary
El Camino e/o Newport	Secondary		Primary
El Camino e/o Red Hill	Secondary	McFadden w/o Williams	Primary
El Camino e/o Browning	Secondary	McFadden e/o Williams	
El Camino e/o Tustin Ranch	Secondary		
El Camino e/o Myford	Primary	McFadden w/o Walnut	Primary
		McFadden w/o Newport	Primary
1st w/o Yorba	Primary		
1st e/o Yorba	Primary	Myford s/o Irvine	Secondary
1st w/o Prospect	Primary	Myford s/o Bryan	Secondary
1st w/o Newport	Primary	Myford s/o El Camino Real	Secondary
		Mydord n/o Walnut	Secondary
Harvard n/o ICD	Secondary		
Harvard s/o ICD	Primary		
Harvard n/o Warner	Primary		

TABLE C-5
ARTERIAL HIGHWAY PLAN

Link	Classification	Link	Classification
Newport n/o Irvine	Primary (A)	Tustin n/o 1st	Major
Newport n/o Holt	Primary (A)		
Newport s/o Holt	Primary (A)	Tustin Ranch s/o Jamboree	Major
Newport s/o 1st	Primary (A)	Tustin Ranch n/o La Colina	Major
Newport n/o Main	Primary (A)	Tustin Ranch s/o La Colina	Major
Newport n/o El Camino Real	Primary (A)	Tustin Ranch s/o Irvine	Major
Newport s/o El Camino	Primary (A)	Tustin Ranch s/o Bryan	Major
Newport s/o I-5	Major(M)	Tustin Ranch s/o El Cm Real	Major
Newport n/o McFadden	Major(M)	Tustin Ranch n/o Walnut	Major
Newport s/o Walnut	Major(M)	Tustin Ranch n/o Edinger	Major
Newport n/o Edinger	Major	Tustin Ranch s/o Edinger	Major
Newport s/o Edinger	Major	Tustin Ranch n/o Warner	Major
Newport n/o Valencia	Major	Tustin Ranch s/o Warner	Major
		Tustin Ranch n/o Barranca	Major
Old Irvine e/o Newport	Secondary		
		Valencia w/o Red Hill	Primary(A)
Portola w/o Jamboree	Primary		
		Walnut w/o Newport	Primary
Prospect s/o Santa Clara	Secondary	Walnut w/o Red Hill	Primary
Prospect s/o 17th	Secondary	Walnut w/o Browning	Primary
Prospect s/o Irvine	Secondary	Walnut w/o Tustin Ranch	Primary
		Walnut w/o Myford	Primary(A)
Red Hill s/o Irvine	Primary	Warner w/o Red Hill	Major
Red Hill s/o Bryan	Major		
Red Hill s/o El Camino Real	Major	Warner e/o Red Hill	Major
Red Hill n/o Nisson	Major	Warner e/o Armstrong	Major
Red Hill n/o Walnut	Major	Warner e/o Tustin Ranch	Major
Red Hill n/o Sycamore	Major	Warner e/o Loop Road	Primary
Red Hill n/o Edinger	Major		
Red Hill s/o Edinger	Major(A)	West Connector s/o Edinger	Secondary
Red Hill s/o Valencia	Major		
Red Hill s/o Warner	Major	Williams n/o McFadden	Secondary
Santa Clara w/o Yorba	Secondary	Yorba s/o Santa Clara	Secondary
Santa Clara w/o Prospect	Secondary	Yorba s/o 17th	Secondary
		Yorba s/o Irvine	Secondary
17th e/o SR-55 NB Ramps	Major(A)		
17th w/o Yorba N.	Major(A)		
17th w/o Prospect S.	Major		
17th w/o Prospect N.	Major		
Sycamore w/o Newport	Secondary(A)		
Sycamore e/o Newport	Secondary		

Notes: (A) denotes augmented facility; (M) denotes modified section.

Augmented Capacity

As noted in the earlier discussion on this concept, the actual improvements for capacity augmentation will be determined during special design studies. The following are the roadway sections for which the augmented qualifier is proposed:

Irvine Boulevard: This is a designated "Smart Street" on the County MPAH (previously referred to as "superstreet"). As such, capacity enhancements could range from maximization of intersection capacity under a basic six-lane facility, to a wider facility with potential grade separation at major intersections. As part of the countywide smart street program, the county will undertake the requisite design studies to identify future improvements along this facility. The two sections noted here as needing augmented capacity are from Prospect Avenue to Holt Avenue, and Newport Avenue to Tustin Ranch Road.

Red Hill Avenue: The Circulation Element includes the southward extension of Newport Avenue to Valencia Avenue as a six-lane major arterial and Valencia Avenue is designated as a four-lane roadway from that connection point to Red Hill Avenue. At the point where Valencia Avenue meets Red Hill Avenue, there is essentially a convergence of a four-lane and a six-lane facility.

The Cities of Tustin and Irvine have negotiated an agreement concerning the mitigation of traffic impacts resulting from the City of Irvine's decision to increase the allowable intensity of development within the Irvine Business Complex (IBC). Under the agreement, a Project Design Report will be prepared which recommends improvements necessary to City of Tustin standards for mitigation of traffic on Red Hill Avenue between Barranca Parkway, Dyer Road, and the I-5 freeway. Each City will pay its fair share of the cost of the necessary traffic improvements in accordance with the agreement.

The closure of the MCAS, Tustin has provided opportunities for other means of capacity increases in this area (e.g., the extension of Valencia into the former Base and then south to Von Karman). Roadway assumptions will be determined at the time roadway analysis is prepared.

Newport Avenue: On the section of Newport Avenue north of I-5, future traffic volumes will exceed the ADT capacity of the current

four-lane primary designation. Augmentation is recommended in the form of auxiliary lanes and additional turn lanes at intersections.

Seventeenth Street, SR-55 to Yorba Street (north): This section of roadway near the SR-55 interchange will require some form of capacity augmentation, and the specific treatment should be determined in relation to the intersection capacity needs of the ramps and of Yorba Street.

Valencia Avenue: With the southward extension of Newport Avenue to Valencia Avenue, this roadway will need to be designated as an augmented primary.

Walnut Avenue, Tustin Ranch Road to Myford Road: Future volumes on this roadway indicate a need for augmentation, probably in the form of intersection treatment at Myford Road, as traffic from the industrial area in this vicinity is attracted to the Eastern Transportation Corridor interchange with Walnut Avenue.

COUNTY SMART STREETS

In 1984, the Orange County Transportation Commission (OCTC) adopted the Superstreets Program for Orange County in an effort to increase the traffic flow and vehicle capacity of major arterial highways. The program identified potential Superstreet candidates, various roadway improvements, financial costs and funding sources. Since that time, the Superstreets in conjunction with the County's State Highways, have been designated as the Congestion Management Program (CMP) Highway System. The term "Superstreet" was changed to "Smart Street" in 1994.

Within the City of Tustin, Edinger Avenue, Jamboree Road south of Irvine Boulevard, and Irvine Boulevard are included on the CMP Highway System. These roadways must maintain specified level of service (LOS) standards (LOS "E" or better) to be eligible for the funds generated by the passage of Proposition 111.

Potential Smart Street Program improvements for Edinger Avenue (Moulton Parkway) as identified in the "Moulton Parkway Superstreet Study" (see Reference 5 in Chapter I), include signal coordination and modification, creation of bus turnouts, widening and restriping of

intersections, restriction of on-street parking, and widening for major arterial highway standards.

Irvine Boulevard is also a County Smart Street, but has not yet been the subject of a special study. It is reasonable to expect similar capacity enhancement proposals when such a study is carried out. Traffic forecasts indicate higher volumes than can be carried by a six-lane major arterial, and the augmented qualifier used here in the City's arterial highway plan implies capacity enhancement actions to achieve additional capacity.

GRADE SEPARATED INTERSECTIONS

Jamboree Road south of Irvine Boulevard is part of Orange County's Smart Street (Superstreet) system, which makes it a candidate for various types of capacity enhancements. For the section south of I-5, Jamboree Road joins the southerly termination of the ETC west leg, and capacity enhancements have been in the form of grade-separated intersections. The Warner Avenue intersection is already constructed as a grade-separated interchange, and a grade separated interchange was constructed for Edinger Avenue.

Red Hill Avenue currently has an at-grade crossing at the AT&SF Railroad, and would achieve both safety and capacity benefits from future grade separation. Two other major arterials which will cross this railroad in the future, Newport Avenue and Tustin Ranch Road are planned to have grade separations.

ADDITIONAL CROSSING OF THE I-5 FREEWAY

The Arterial Highway Plan includes two crossings of the I-5 freeway which do not exist today. A discussion on each of these follows.

Browning Avenue

The existing Circulation Element includes a Browning Avenue overcrossing of the I-5 Freeway. Adequate development set-back has

been established on the north site of the freeway to enable the overcrossing to connect with El Camino Real.

Long-range traffic forecasts for the overcrossing show a future demand of around 10,000 vehicles per day. This is well within the capacity of a four-lane secondary roadway (its current Circulation Element designation). The traffic forecast data indicates that future trips using the overcrossing are largely local in nature, and the facility will provide local traffic with an alternative to Red Hill Avenue or Tustin Ranch Road as a means of crossing the freeway. Hence, it does not have any direct major role as a regional connection, and is primarily a local circulation facility.

Without the overcrossing, additional traffic would be carried by Red Hill Avenue and Tustin Ranch Road and Walnut Avenue. The volume increases could cause the ADT link capacities on Red Hill Avenue to be exceeded. Of more concern would be peak hour operational characteristics, particularly at Red Hill Avenue, as additional turn movement traffic is generated at the Walnut Avenue and Nisson Road intersections. Special traffic operation strategies (including changes in lane configurations) could possibly be required at those locations and at the ramp intersections.

Browning Avenue is on the County MPAH, and hence, a detailed study would need to be undertaken to support any deletion of this facility. Since future volumes on both Red Hill Avenue and Tustin Ranch Road continue to be influenced by new land uses associated with the closure of Marine Corps Air Station, Tustin, any detailed studies for potential deletion of the Browning Avenue overcrossing should be made only after the land uses and infrastructure on the former Base are established. Hence, at this time the Browning Avenue overcrossing on the Arterial Highway Plan should be retained.

Myford Road

An overcrossing of Myford Road was considered during the planning work carried out for the East Tustin Specific Plan. Although the overcrossing was never placed on the City's Circulation Element, right-of-way was reserved for its construction should the need for such a facility be established in the future. The sections of roadway north and south of the freeway are on the City's Arterial Highway Plan. While future forecasts indicate that the north-south traffic

demand in this area can be adequately carried by Jamboree Road and the west leg of the Eastern Transportation Corridor (ETC), such a finding is dependent on the capacity provided by the ETC west leg operating as a free facility. The Myford Road overcrossing should continue to be a part of the City's Arterial Highway Plan until more development plans are evaluated in the vicinity.

RELATIONSHIP TO COUNTY MPAH

The City's Circulation Element recognizes that the County of Orange's Master Plan of Arterial Highways (MPAH) considers augmented capacity arterials as those regionally significant arterials on the Smart Street (formerly Super Street) Network with an enhanced traffic-carrying capacity. Where such augmented capacity has been found necessary on those streets within the City, then it has been included on the City's Circulation Element. The Circulation Element further recognizes that the opportunities for and the benefits of the "Augmented Capacity" concept may also be realized at certain locations on other arterial roadways as a capacity enhancement strategy.

The highway component of the Circulation Element is consistent with the County MPAH, and as discussed previously, with the augmented qualifier in specific locations, is able to carry the projected traffic volumes.

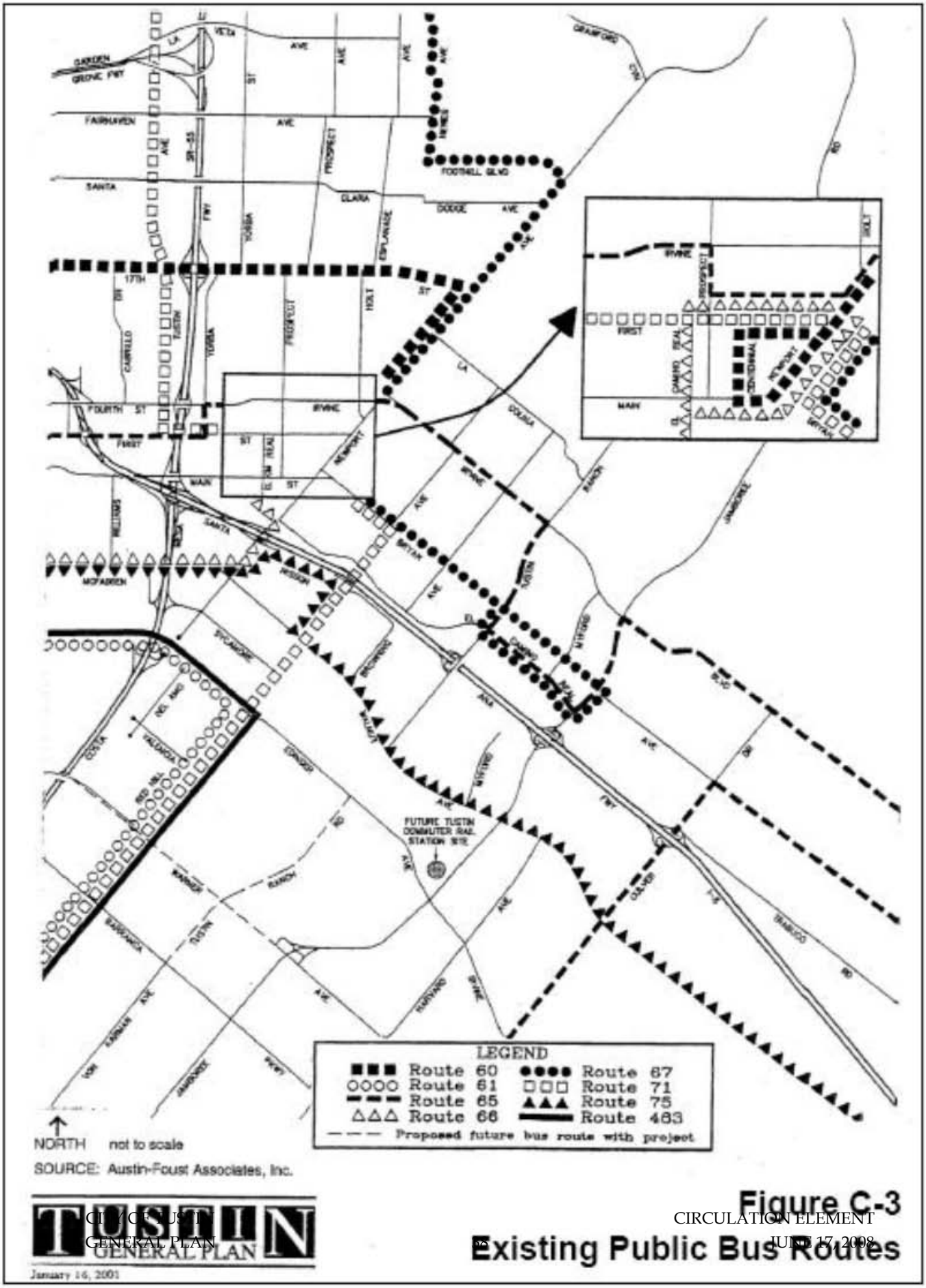
MCAS Tustin Amendment

The MCAS Tustin Specific Plan/Reuse Plan identifies new Circulation Element roadways, such as the southerly extension of Tustin Ranch Road and the east west extension of Warner Avenue through the site, as well as the addition of a new loop roadway within the site. The addition of these roadways also requires an amendment to the County of Orange Master Plan of Arterial Highways (MPAH).

PUBLIC TRANSIT

An existing network of public bus routes providing access to employment centers, shopping and recreational areas is illustrated in Figure C-3. Service is provided by the Orange County Transportation Authority (OCTA). The established network includes Routes 60, 61, 65, 66, 71, 75 and 463 and Table C-6 summarizes the origin and destination of these routes.

OCTA is also planning for future facilities and could introduce "Park-N-Ride" facilities into the area, thereby enhancing ridership for non-local trips. A commuter rail station is located within the City near the northwestern corner of Jamboree Road and Edinger Avenue near the SCRRA/OCTA Railway. As noted in the policies for Goal 5, the City will continue to work with OCTA to provide additional service and encourage maximum use of public transportation.



SOURCE: Austin-Foust Associates, Inc.

TUSTIN GENERAL PLAN

January 16, 2001

Figure C-3

Existing Public Bus Routes

TABLE C-6
OCTA BUS SERVICE THROUGH TUSTIN

Line	Origin/Destination
Route 22	Brea Mall to Larwin Square via Newport
Route 60	Larwin Square to Long Beach via Newport and Seventeenth
Route 61	Santa Ana Civic Center to Fashion Island, Newport Beach via Edinger and Red Hill
Route 65	Santa Ana to Balboa Peninsula via First, Prospect, Newport and Irvine Blvd., Tustin Ranch and El Camino Real
Route 66	Larwin Square to Golden West College/Huntington Center via Newport and McFadden
Route 71	Mall of Orange to UCI Marketplace via First, Newport, Bryan and Red Hill
Route 75	Santa Ana Civic Center to Laguna Hills Mall via McFadden, Newport, Walnut, and Myford
Route 85	Santa Ana Transportation Center to Capistrano Beach /San Clemente via Newport, Nisson and I-5

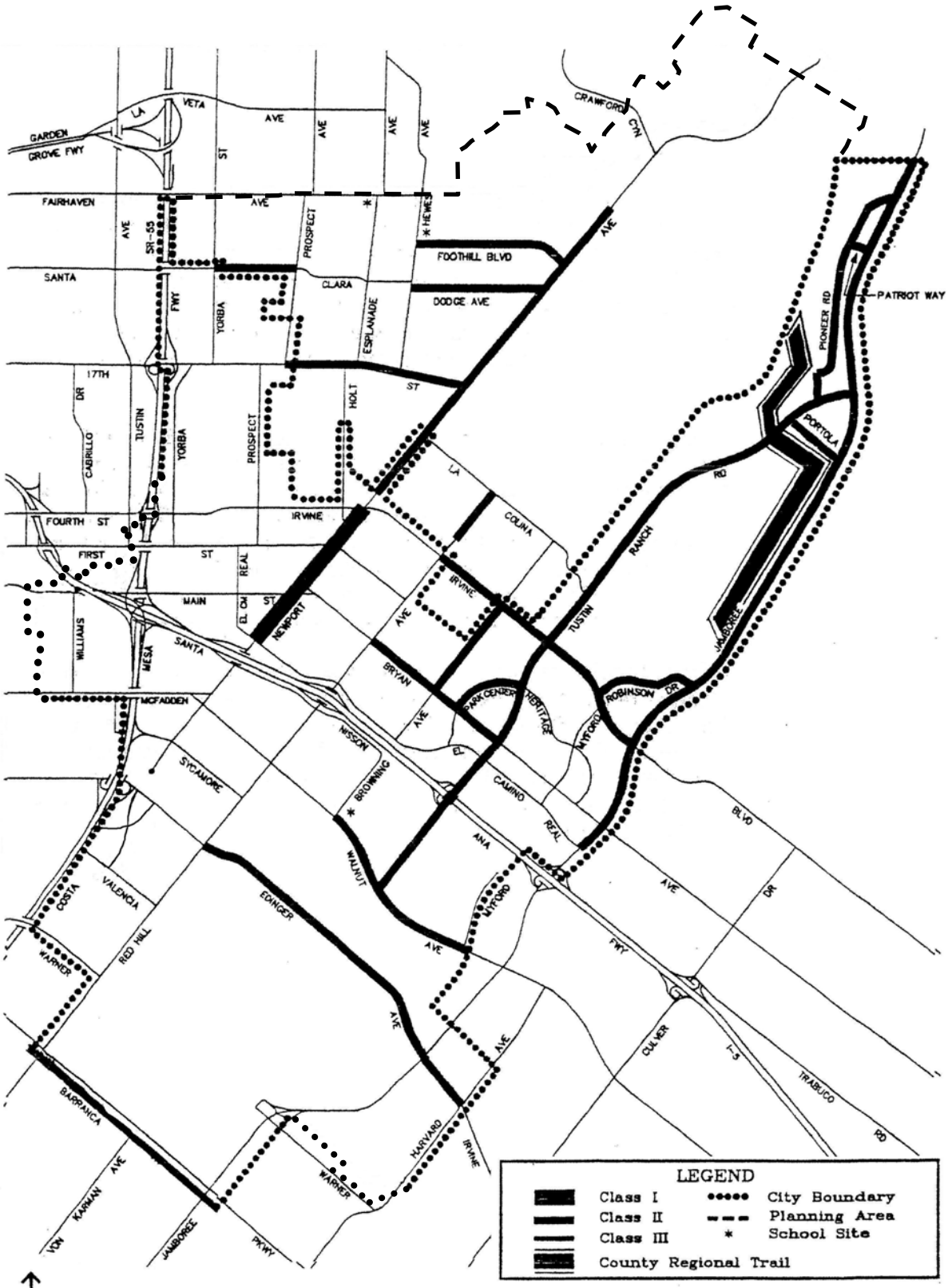
Source: Transit Guide, Orange County Transportation Authority (OCTA), February 1995.

BIKEWAYS

The existing bikeway system within the City of Tustin and the Planning Area is illustrated in Figure C-4. There is one Class I bike trail along Newport Avenue between El Camino Real and Irvine Boulevard, and several Class II lanes throughout the remainder of the City and Planning Area. The County Regional Trail (Class I) currently exists from Peters Canyon Road to Jamboree Road. The network of bicycle routes is only partially established, and with few exceptions, most bicycles share street right-of-ways with automobiles.

To provide adequate accommodations in the future, a City Bikeway Plan has been developed. Missing links in the existing system and constraints for future routes were considered with the resulting Bikeway Plan illustrated in Figure C-5. Table C-7 describes and summarizes classifications relating to the Plan. The future network is comprehensive with several new facilities and extensions to existing routes. A conscious effort was exerted to ensure the Bikeway Plan achieved a continuity of routes and trails that did not terminate except at logical locations such as schools or parks.

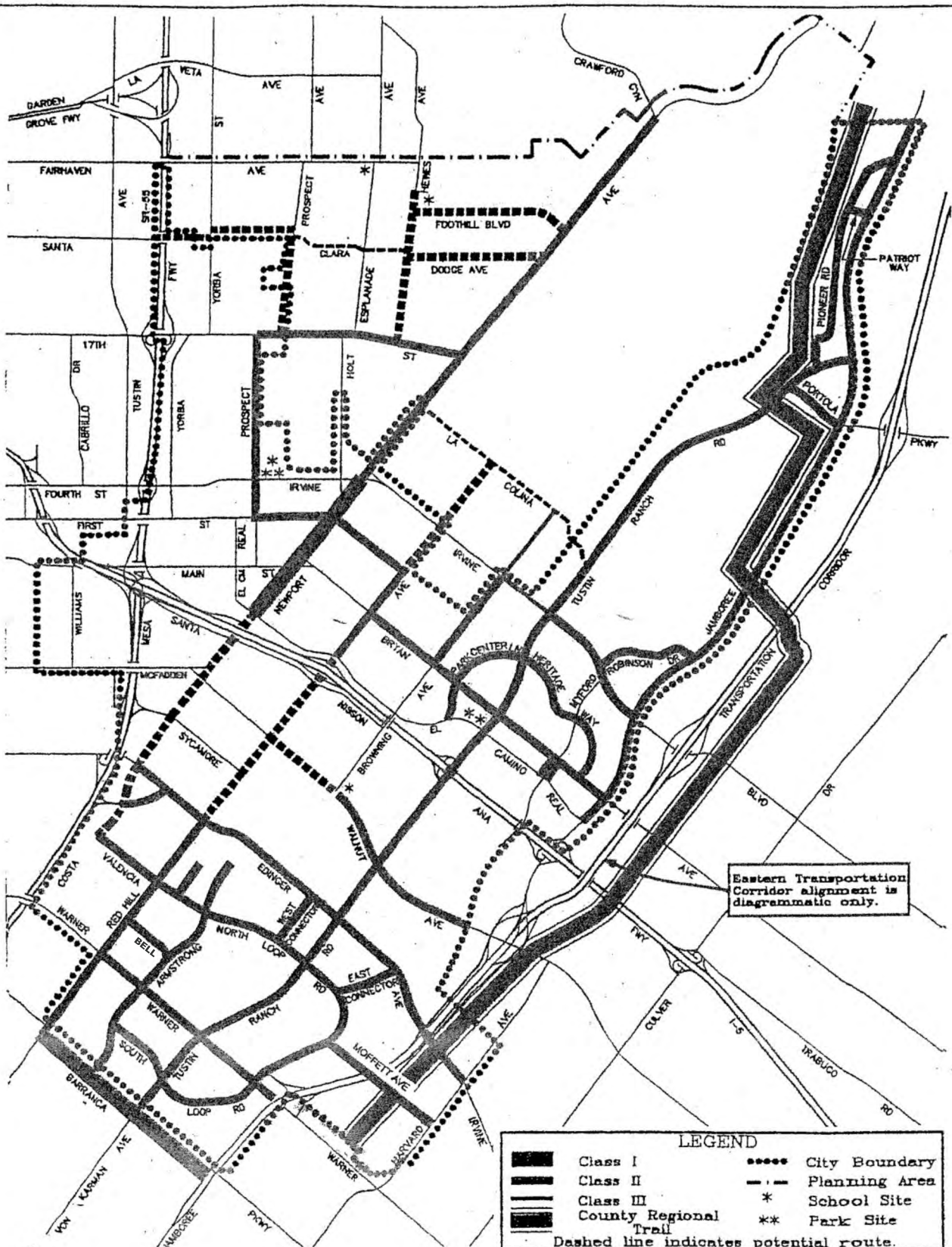
A Class I trail is proposed along the Peters Canyon Wash on the eastern boundary of the City. This trail is part of the East Tustin and Lower Peters Canyon Specific Plans and will also provide facilities for pedestrians and equestrians. The trail also extends north of Tustin Ranch Road along Pioneer Way, then inland adjacent to the Cedar Grove Park site and hillside areas to the west providing access to Peters Canyon Regional Park. The trail is part of the regional trail network.



TUSTIN GENERAL PLAN

Figure C-4
Existing Bikeways

Updated November 20, 2012



NORTH not to scale

SOURCE: Austin-Foust Associates, Inc.

TUSTIN GENERAL PLAN

February 22, 2005 (updated March 28, 2013)

Figure C-5
Master Bikeway Plan

TABLE C-7
BIKEWAY CLASSIFICATION DESCRIPTIONS

Class I Bike Path or Bike Trail
Provides a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians; crossflows with motorized vehicles minimized. Sizing: Minimum width for Class I (two-way) is eight feet. Desirable width is 10-12 feet. Minimum shoulder width of two feet each side. Minimum width for Class I (one-way) is five feet. Minimum shoulder width of two feet each side.
Class II Bike Lane
Provides a restricted right-of-way on a roadway's shoulder designated for the exclusive or semi-exclusive use of bicycles with thru travel by motor vehicles or pedestrians prohibited; vehicle parking and crossflows by pedestrians and motorists permitted. Vehicle parking in a Class II bike lane is not desirable and should be discouraged and/or restricted where possible. Additional lane width (12 feet minimum and 13 feet desirable) shall be required if on-street parking is permitted. Sizing: Typical width of eight feet. A reduction in width to allow for restriping of an existing roadway or for added turning lanes may be permitted. In such cases, a five foot width, or gutter width plus three feet, whichever is greater, is the minimum width.
Class III Bikeway
Provides for shared use of roadway facilities. These bikeways share the street with motor vehicles or share the sidewalk with pedestrians. In both of these conditions, bicycle use is a secondary function of the pavement.

References:

1. 1. Caltrans "Planning and Design Criteria for Bikeways in California"
2. County of Orange adopted standard Plans for Bikeways

PEDESTRIAN CIRCULATION AND PARATRANSIT

As related to safety, guidelines are administered through the development review process for the construction of pedestrian facilities (i.e., sidewalks, paths, wheelchair ramps, etc.), based on City policy and federal/state mandates. Sidewalks are typically required as a condition of approval or permit issuance for all development. Wheelchair ramp curb improvements are also required to meet access provisions under the American Disabilities Act.

Paratransit services, or transportation services for the mobility-impaired, are provided by OCTA's Dial-A-Ride for senior citizens and the disabled, and by special services for senior citizens participating in programs at the Senior Center.

AIR

Air travel is available from John Wayne Airport (JWA) in Orange County, approximately five miles to the south by surface roadway. As the closest of the regional airports, JWA would be the major facility for air travel for Tustin residents. Other regional airports are located approximately 20-50 miles to the north in Long Beach, Ontario and Los Angeles.

The former United States Marine Corps helicopter station (MCAS Tustin) was located in the southern portion of the City. The MCAS Tustin Specific Plan has resulted in the elimination of aviation uses, with the exception of heliports individually permitted or blimp operations as an interim use.

RAIL

Passenger rail service is provided from two Amtrak depots in neighboring cities; Irvine to the east and Santa Ana to the west.

Commuter rail service is planned under the Los Angeles/San Diego (LOSSAN) Corridor Commuter Rail Action Plan. Commuter service within the corridor -requires stations at various locations. One of the stations is located in the City of Tustin in the vicinity of Edinger Avenue near Jamboree Road. Three Metrolink lines serve Orange

County, providing 44 daily trains and carrying more than 3.5 million riders.

The Orange County Transportation Authority is also evaluating the regional rail system through its Countywide Rail Study (CRS). This study is assessing congested traffic corridors and identifying rail and bus enhancements to the existing transportation system. While additional rail lines and improved service are being evaluated as part of this study,the Tustin station will play an active role in providing additional capacity for future commuter rail ridership.

TRUCKING

Two routes have been previously identified for designated truck travel within the City of Tustin, including Irvine Boulevard along its entire length, and Red Hill Avenue in the vicinity of Irvine Boulevard.

In addition to local streets where truck travel is prohibited, weight restrictions for commercial trucking have been imposed on several facilities and these are summarized in the following table:

TABLE C-8
WEIGHT RESTRICTION ON COMMERCIAL TRUCKING

Street	Location	Weight Limit
"A" St	First St to Irvine Blvd	3 Tons
"B" St	First St to Irvine Blvd	3 Tons
"B" St	Main St to Sixth St	2 Tons
First St	Newport Ave to Red Hill Ave	3 Tons
Garland Ave	Woodland Dr to Red Hill Ave	3 Tons
Mountain View Dr	First St to Irvine Blvd	3 Tons
Olwyn Dr	Red Hill Ave to Woodland Dr	3 Tons
Walnut Ave	Red Hill Ave to Tustin Ranch Rd	3 Tons

HARBOR-PORT

The closest harbor facilities are located in the City of Newport Beach. Newport Harbor provides a variety of recreation opportunities including the chartering of private vessels and regular passenger service to other seaport destinations, such as Catalina Island. Commercial port facilities are located in the Cities of Long Beach and Los Angeles.

CIRCULATION ELEMENT IMPLEMENTATION PROGRAM

Many of the Circulation Element policies call for specific implementing actions to be taken by the city. Other policies refer to subsequent programs and/or actions which will implement the provisions of the General Plan Circulation Element. The City Council, by incorporating the Implementation Program into the General Plan recognizes the importance of long-range planning considerations in day-to-day decision-making, subject to funding constraints. The following summarizes the various actions to be taken to implement the Circulation Element of the General Plan.

ARTERIAL HIGHWAY SYSTEM IMPROVEMENTS

1. Improvements to Arterial Highway System: Implementing the General Plan Circulation Element will require adding to or improving the existing arterial highway system. An implementation program to achieve this will monitor improvement priorities, establish funding sources, and incorporate the needed improvements into the City's Capital Improvement Program (CIP) on a regular (e.g. annual) basis. This program is related to the Growth Management Element which contains a mandate to identify short-range deficiencies and make necessary improvements. Specific implementing actions are as follows:

- Evaluate and if necessary refine the current CIP mechanism to ensure a formalized method of identifying the roadway improvements that need to be made in a five to seven year time frame.

- Establish guidelines for traffic impact fees so that an equitable means can be established for requiring new development to pay a fair share of the needed transportation improvements.

- Make an annual determination of potential sources of highway funding, such as Proposition 111 (Congestion Management), Measure M, and the Santa Ana/Tustin TSIA.

- Coordinate improvement plans with regional activities so that improvements within the City will obtain maximum benefit

from other improvement activities in surrounding jurisdictions. An example would be future improvements to Irvine Boulevard and Edinger Avenue, two designated CMP countywide roadways.

Responsible Agency/Department: Engineering/Public Works, City Council

Funding Sources: Developer exactions, Federal, State and County grants, City General Fund, other sources

Time Frame: Annual update

Related Circulation Element Policies: 1.1-1.17, 3.1-3.5, 8.1-8.3

2. At-Grade Railroad Crossings:

- Continue to encourage Southern California Regional Rail Authority (SCRRA) to set time schedules and limit train transfer activities of AT & SF to off-peak traffic hours.

- Through the Moulton Parkway Smart Street Project study the feasibility, costs and environmental impacts of a depressed or elevated grade separation at Red Hill Avenue rail tracks, north of Edinger Avenue.

- Explore State, Federal and local funding sources to finance construction of alternative types of crossings.

Responsible Agency/Department: Engineering/Public Works Department, City Council

Funding Source: State and Federal Grants

Time Frame: On-going

Related Circulation Element Policies: 1.3 and 3.4

3. Dedication/Improvements: The City shall:

- Establish setback lines for future right-of-way to protect ultimate roadway integrity.
- As part of development review, continue to require dedication of necessary right-of-way and improvement of streets at developer's expense pursuant to the Tustin City Code.

Responsible Agency/Department: Engineering/Public Works Department

Funding Source: Property Developer

Time Frame: On-going

Related Circulation Element Policies: 1.1, 1.15, 1.16, 5.2 and 5.7

4. Monitoring System: The City shall design and implement a land use and trip generation monitoring system to be used in determining a projects long range impact on the City street system.

Responsible Agency/Department: Community Development Department, Public Works Department

Funding Source: City General Fund

Time Frame: 1993-1994

Related Circulation Element Policies: 1.1, 1.6., 4.4 and 8.1

5. Monitoring Congestion: The City shall monitor congestion on major streets. As traffic volumes approach or exceed LOS D, increase capacity through restricting on street parking, improved signal timing, intersection widening and other traffic transportation system management measures.

Responsible Agency/Department: Engineering/Public Works Department, Community Development Department

Funding Source: State, Federal and local funding

Time Frame: On-going

Related Circulation Element Policies: 1.4, 1.5, 1.17, 4.1, 4.2, 7.2 and 7.4

6. Development Review:

- As part of development review, consider impacts of new driveway locations and midblock access points on traffic.
- Review all information on projects for consistency with Circulation Element.
- Review Traffic Demand Management (TDM) submittals and impose requirements consistent with the City's TDM Ordinance.

Responsible Agency/Department: Community Development Department, Engineering/Public Works Department

Funding Source: City General Fund, Property Developer

Time Frame: On-going

Related Circulation Element Policies: 1.1, 1.8, 1.10, 1.11, 4.3, 4.4, 6.5, and 7.1

INTERCITY AND REGIONAL TRANSPORTATION

7. Traffic Impacts Generated from Outside Sources:

- Continue to review and respond to Environmental documents for projects from other jurisdictions, specifically analyzing traffic related impacts to the City of Tustin.
- Continue to require measures of other jurisdictions to mitigate traffic impacts to the City of Tustin.
- Work within the powers of the Interjurisdictional Planning Forums and Joint Powers Agreements to discuss and evaluate

new development proposals which may have traffic related impacts to the City of Tustin.

Responsible Agency/Department: Community Development, Public Works, City Council

Funding Source: City General Fund, County, other cities

Time Frame: On-going

Related Circulation Element Policies: 1.9, 1.10, 3.4 and 3.5

8. Intergovernmental Coordination: Continue to coordinate with the City of Santa Ana on Transportation System Improvement Authority (TSIA) projects.

Responsible Agency/Department: Community Development, Engineering/Public Works, City Council

Funding Source: City General Fund, State and Federal funding, T.S.I.A. funds

Time Frame: On-going

Related Circulation Element Policies: 1.16, 3.4, 3.5, and 8.1

9. Rail Transportation Network: Regional Orange County rail travel does include an Urban Rail System and the Commuter Rail (Metrolink) System as an alternative travel mode. The City shall:

- Continue efforts to work with the OCTA and adjacent cities in identifying available funding sources and complete design and construction of a parking structure at the Tustin station.

- Continue to monitor studies and participate in the "corridor" (urban rail) meetings.

Responsible Agency/Department: Community Development/Public Works Department

Funding Source: City General Fund, State and Federal Grants, Developer Contribution, Measure "M"

Time Frame: On-going

Related Circulation Element Policies: 1.6, 3.4, 3.7 and 3.8

TRANSPORTATION SYSTEM/DEMAND MANAGEMENT

10. Transportation System Demand Management Strategies: The Circulation Element requires maximizing the efficiency of the Circulation System through use of Transportation System Demand Management strategies. Implementing actions can be summarized as follows:

- Implement traffic signal coordination on arterial streets to the maximum extent practical.
- Encourage the implementation of Employer Transportation Demand Management (TDM) measures as required by the Southern California Air Quality Management District's Rule 2202 and by Proposition 111 as part of the Congestion Management Program.
- Require that major new non-residential developments include the submission of a TDM plan to the City, including monitoring and enforcement provisions.
- Require applicable developments to provide on-site, in a central location accessible to all employees and tenants, informational services that will enhance ridesharing and the use of other non-vehicular commute modes.

For public transportation, the desire to maximize transit use is contained in the Circulation Element. Implementing actions to be undertaken for this are as follows:

- Support the efforts of the appropriate transportation agencies, such as the Orange County Transportation Authority, to continually upgrade local and express bus service to and from

the Tustin community and to provide Park and Ride lots near the freeways.

- Require new development to participate in transit amenities, such as bus shelters, turn-outs, landing pads and similar items.

- Coordinate roadway improvements with transit service so that where applicable, special features, such as bus turn-outs, can be provided in the improvement program.

Responsible Agency/Department: Engineering Division, Community Development

Funding Source: Developer exactions, Measure "M", Proposition 111

Time Frame: On-going

Related Circulation Element Policies: 3.7, 3.8, 4.1-4.6, 5.1-5.7

BICYCLE, PEDESTRIAN AND EQUESTRIAN FACILITIES

11. Alternative Transportation Modes: These components of the General Plan Circulation Element provide alternative modes of transportation (in the case of bicycle), and recreation-related facilities (in the case of bicycle, pedestrian, and equestrian). Implementing actions are as follows:

- Provide uniform standards and practices for the safety of pedestrians and bicyclists by providing adequate sidewalks, bicycle lanes, and off-road bicycle trails and requiring dedication and improvement of these facilities where deemed necessary to meet public needs arising as a result of development.

- Include pedestrian walkway standards as requirements on new development.

- Coordinate the development and maintenance of bikeways with the work carried out by the County of Orange for the Master Plan of Countywide Bikeways.

- Encourage City-wide development to participate in transit amenities, such as bus shelters, turn-outs, and similar facilities.

Responsible Agency/Department: Community Development, Public Works

Funding Source: Developer exactions, Federal and State grants, City General Fund

Time Frame: On-going

Related Circulation Element Policies: 6.1-6.13

12. Sidewalks in Industrial Areas: Continue to study and implement, if feasible, the creation of an assessment district for sidewalk construction within each industrial area which would spread the cost of said sidewalk construction and administrative district costs over a multi-year payoff period or 10 or 20 years.

Responsible Agency/Department: Public Works Department

Funding Source: Assessment District

Time Frame: 1993/1994

Related Circulation Element Policies: 1.12, 1.16, 6.1, 6.2 and 6.8

PARKING

13. Parking Ordinance Study: The City shall complete a Parking Ordinance study which will include issues such as guest parking standards, shared use of parking facilities, parking for smaller vehicles and necessary changes to City codes and regulations.

Responsible Agency/Department: Community Development Department

Funding Source: City General Fund

Time Frame: 1993

Related Circulation Element Policies: 2.3, 2.5, 7.1, 7.2, 7.3

FINANCING

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14. Overall Capital Improvement Program:

- Review the City's Capital Improvement Program (CIP) in relation to the General Plan to ensure that circulation related projects are consistent with the goals, policies and programs identified in the General Plan.

- Annually review City's funding sources for street and lighting needs.

Responsible Agency/Department: Community Development, Public Works/Engineering

Funding Source: City General Fund, State and Federal funding, Measure "M", Landscape and Lighting District

Time Frame: On-going

Related Circulation Element Policies: 1.1, 1.6, 4.2 and 8.3

15. Scheduling Improvements: Schedule improvements as part of capital budgeting process. Improve the streets and intersections delineated in the Circulation Element.

Responsible Agency/Department: Public Works Department

Funding Source: City General Fund, State and Federal funds, Measure "M", TSIA

Time Frame: On-going

Related Circulation Element Policies: 1.6, 1.12 and 4.2

Conservation/ Open Space/ Recreation Element

TUSTIN
GENERAL PLAN

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INTRODUCTION TO THE CONSERVATION, OPEN SPACE, AND RECREATION ELEMENT

Due to its location both on the coastal plain and in the Santiago Foothills, the Tustin Planning Area possesses a wide variety of natural and open space resources. Protecting, conserving, and managing these resources is the main purpose of the Conservation/Open Space/Recreation Element. The Conservation/Open Space/Recreation Technical Memorandum provides the necessary background information and supporting documentation for this element.

According to the California State Government Code, all general plans must include a conservation element and an open space element. For the City of Tustin General Plan, these two elements have been combined along with the optional Recreation Element, primarily due to the overlapping nature of the issues dealt with in the elements.

The conservation element deals primarily with the preservation of natural resources, such as water, soils, minerals, and animal life. An Air Quality "Sub-element" is also included in the conservation element. The open space element deals primarily with the preservation of "open-space land", or land that is used for agricultural production, scenic enjoyment, and natural resource extraction, while the recreation element addresses recreational resources and needs. The commonality between the three elements includes preservation and management of natural resources.

PURPOSE OF THE CONSERVATION, OPEN SPACE, AND RECREATION ELEMENT

This Element meets State requirements concerning the Conservation and Open Space Elements as defined in Sections 65302d and 65302e of the Government Code. According to these requirements, the Conservation Element must contain goals and policies that further the protection and maintenance of the State's natural resources such as water, soils, wildlife, minerals, and other natural resources, and prevents their wasteful exploitation, degradation, and destruction.

The Open Space Element must contain goals and policies concerned with managing all open space areas, including undeveloped lands and outdoor recreation areas. Specifically, the Open Space Element

must identify open space that is left undeveloped for public health and safety reasons and open space that is used for the preservation of natural resources, for the managed production of resources, and for outdoor recreation.

The Recreation Element identifies planned park and recreation facilities designed to support the recreational needs of Tustin's population.

While air quality is not a mandatory General Plan element, the South Coast Air Quality Management Plan now contains specific guidance for air quality to be addressed in the General Plan. Air quality has been included as a sub-element to the Tustin Conservation/Open Space/Recreation Element to fulfill AQMP requirements. The purpose of the Air Quality Sub-element is to reduce current and projected emission levels through stationary source control measures; mobile source, transportation and land use control measures; and energy conservation measures.

RELATED PLANS AND PROGRAMS

There are a number of existing plans and programs which are directly applicable to the aims and objectives of this Element. These plans and programs were enacted through Federal, State, and local legislation and are administered by agencies or special districts that have been delegated with powers to enforce Federal, State and local laws. Federal laws that are concerned with the protection of significant cultural and natural resources include the Endangered Species Act of 1973 (as amended in 1978), the Antiquities Act and the National Historic Preservation Act of 1966 and the National Environmental Policy Act (NEPA).

California Environmental Quality Act Law and Guidelines

The California Environmental Quality Act (CEQA) was adopted by the State legislature in response to a public mandate that called for a thorough environmental analysis of those projects that might adversely affect the environment. The provisions of the law, review procedure, and any subsequent analysis are described in the CEQA Law and Guidelines as amended in 2008 and 2007, respectively.

CEQA will continue to be instrumental in ensuring that the impacts of all potentially significant projects are assessed.

Air Quality Management Plan

In 2007, the South Coast Air Quality Management District and the Southern California Association of Governments (SCAG) adopted an updated Air Quality Management Plan designed to achieve the National Ambient Air Quality Standards.

Since 1989 the South Coast Air Quality Management District has witnessed significant regulatory achievements in reducing emissions from mobile and stationary sources and consumer products.

California Fish and Game Regulations

The California Fish and Game Code was adopted by the State legislature to protect the fish and wildlife resources of the State. Special permits are required for any lake or stream alterations, dredging or other activities that may affect fish and game habitat.

Other Plans

Plans and programs that contribute to the planning related to conservation, open space, and recreation include the following documents:

County of Orange Master Plan of Local Parks: The County's Master Parks Plan provides goals, objectives, and policies and provides implementation programs for a comprehensive county-wide park plan. In conjunction with the County's Local Park Code, specific criteria are intended to provide an adequate supply of usable county parkland. This Plan provides a regional park planning context for the Tustin Conservation, Open Space, and Recreation Element.

County of Orange Master Plan of Regional Riding and Hiking Trails: The County's trails plan provides policies and programs to implement the future development and operation of the County-wide trails system. The Plan includes an inventory of existing and proposed trails and standards and criteria for new trails.

County of Orange Recreation Element: The Recreation Element of the County of Orange General Plan provides an inventory of existing and proposed parks and open space and includes the Master Plan of Local Parks and Trails component.

County of Orange Resources Element: The County's Resources Element includes an inventory of the County-wide resources such as agricultural, mineral, and wildlife resources, energy, water, air, open space, and cultural-historic resources. The element also includes goals, policies, and programs for the development, management, preservation, and conservation of the county's resources. This Element provides sources of regional information affecting the Tustin area.

SCOPE AND CONTENT OF THE ELEMENT

In addition to the Introduction, the Conservation, Open Space, and Recreation Element includes four sections: Summary of Issues, Needs, Opportunities, and Constraints; Goals and Policies; the Conservation and Open Space Plan; and the Recreation Plan. The issues, needs, opportunities, and constraints identified in the Technical Memorandum lead to the formulation of Goals and Policies designed to address the issues identified. The Plan specifically explains how the Goals and Policies will be achieved and implemented.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

All Elements of a general plan must be internally consistent. This assumes an interrelationship between each element. The Conservation, Open Space, and Recreation Element contains goals and policies which support goals and policies within each of the other elements.

The Conservation/Open Space/Recreation (COSR) Element relates to other elements in a variety of ways. The Land Use Element directly relates to the Element by designating areas of the City where open space/recreational opportunities exist and by designating resources that should be conserved. Jobs/housing balance issues addressed in

the Land Use Element are directly related to the achievement of air quality goals which are addressed within this Element.

The City's Land Use Element contains two land use designations that encompass open space land uses: Public/Institutional and Planned Community Public/Institutional.

Public/Institutional: The Public/Institutional designation includes a wide range of public and quasi-public uses distributed throughout the community such as schools, churches, child care centers, transportation facilities, public buildings and facilities, public utilities, libraries, museums, art galleries, community theaters, hospitals, cultural and recreational activities, community recreational facilities, and parks. Certain public institutional uses may be permitted within other land use designations when determined appropriate. In addition, land uses which support and are specifically related to the function of the primary institutional use may also be permitted. These support uses may include residential (for purposes of housing persons related to an institutional use), retail and service commercial, and industrial uses (e.g., warehousing for a city yard facility).

PC Public/Institutional: The range of permitted uses is identical to the Public/Institutional Land Use designation. To ensure compatibility of land uses permitted within the classification, with the character of surrounding development and within a development area, the location, land use type, density and building intensity standards will be specifically governed by Planned Community District provisions or adoption of a Specific Plan as authorized by the California Government Code.

The COSR Element's relationship to the Housing Element is conditioned by the need to serve a growing population's recreational needs in the areas of the City with the highest density. Also, housing requirements for land must be balanced by the need to conserve natural resources.

The Circulation Element attempts to provide an efficient and well balanced circulation system. The COSR Element includes multi-use recreation trails which can also serve as elements of the circulation system. In addition, the air quality component of the COSR Element is closely linked with the Circulation Element, in that both concerned with reducing vehicle trips and improving traffic flow.

The Public Safety Element relates to the COSR Element by designating areas which are unsafe for development such as fault line areas and floodplains. Although these areas are unsafe for intensive development, such lands may be suitable for recreation and open space purposes.

Similar to the Public Safety Element, the Noise Element relates to the COSR Element by discussing a health and safety related issue area. Techniques for reducing noise often involve open space or some sort of buffer zone between noise sources and noise-sensitive land uses.

SUMMARY OF ISSUES, NEEDS, OPPORTUNITIES, AND CONSTRAINTS

This section describes the issues, needs, opportunities, and constraints of the Tustin Planning Area relative to open space, conservation, and recreation.

AIR QUALITY

- State and federal air quality standards, especially ozone standards, are often exceeded.
- Extensive use of motorized transportation modes and large particulate generating uses in the area contribute to poor air quality.
- Topography, climate, and emissions combine to create an air quality environment which must be managed for the public health, safety, and welfare.
- New regulations must be implemented to fulfill Air Quality Management Plan requirements. These regulations include trip reduction, jobs/housing balance, point source reduction, efficient land use, and alternate forms of transportation and energy.

NATURAL RESOURCES AND UNIQUE NATURAL FEATURES

Water

- Protection of domestic groundwater supply.
- Continued drought conditions highlight need for continuing conservation efforts.

Riparian Habitat

- Limited riparian habitat exists in the Planning Area.

- The northern half of the Peters Canyon retarding basin supports an assemblage of riparian vegetation which, when fully restored, would provide many plant and animal species with suitable habitat.

- Jurisdictional wetlands have been identified on the former MCAS Tustin site.

Eucalyptus, Cedar, and Redwood Trees

- The Eucalyptus groves and remaining Eucalyptus windrows in East Tustin lend a nostalgic rural and agricultural character to the local landscape. Many of these remaining Eucalyptus trees are in need of substantial care.

- There is a Cedar/Redwood grove on a passive community park site in the northeasterly portion of East Tustin that is unique and visually prominent.

Special Management Areas

- Peters Canyon retarding basin and wash offers opportunity for preservation and conservation of open space and natural amenities.

- Hillside areas in East Tustin and the northeasterly portion of Planning Area are an important identifying feature. There is significant potential to enhance City's living environment and overall image through creative and sensitive treatment of major topographic features.

- The Peters Canyon ridgeline is a prominent visual feature in East Tustin which should be protected.

- Natural hillside features and open space should be used to protect the public health and safety in areas of potential

flooding, severe slope, poor soil conditions, or geologic hazards.

Managed Production of Resources

- Limited amounts of agricultural land remain in Tustin.

SOLID WASTE RECYCLING

- Southern California continues to generate increasing amounts of solid waste while landfill space is limited.
- The California Integrated Waste Management Board required the City to divert at least 50% of its waste from landfills.
- Implementation of recycling and other solid waste reduction programs will require cooperation of local residents and businesses and a strong effort by City government.

ENERGY RESOURCE CONSERVATION

- Limited conventional energy resources require conservation and development and use of alternative energy resources.

HISTORIC, CULTURAL, ARCHAEOLOGIC, AND PALEONTOLOGICAL RESOURCES

- There is a wide range of historically significant resources in Tustin.
- The two Lighter-Than-Air-Hangars at the former Marine Corps Air Station are included on the National Register of Historic Places.
- Tustin's location and geology make it an important archaeological and paleontological resource area.

- Methods of protecting archaeological and paleontological resources while permitting development must be addressed.

PARKS AND OPEN SPACE SYSTEM

- A comprehensive integrated plan for parks, open space, and scenic highways does not exist, and so, a complementary system of such resources is difficult to create or maintain.

- Without the support of school facilities, Tustin faces a shortage of recreational facilities, especially in the southern and western portions of the community where densities are higher.

- In 2011, the City had 113 acres of existing local and community parks, but needed an additional 114 acres to serve its population based on a standard of three acres per 1,000 persons based on January 2011 City population of 75,781.

- Regional recreation facilities will be located in Tustin, requiring coordination with adjacent jurisdictions.

- Limited recreation space often precludes programs for all segments of population. Increasing population will aggravate this problem.

- Given the limited recreation space, careful planning is needed to provide a balance of diverse facility needs.

- The community's facilities are limited and disrepair would create a severe deficiency in facilities.

- The City has limited resources, so various segments of community must assume some responsibility for providing facilities, services and programs.

- Land acquisition for park and open space purposes and development of recreational facilities must compete for very limited funding sources.

- As Tustin approaches buildout, little vacant or unplanned land remains, placing additional constraints on future recreational opportunities.

CONSERVATION, OPEN SPACE, AND RECREATION ELEMENT GOALS AND POLICIES

A substantial portion of the City's natural open space and biological habitat has been replaced with urban development. Although much of the area has been developed, the conservation of open space and natural landforms can help to preserve the character of the area. The future development of the area will respect these natural features of the community.

The goals and supporting policies included in this Element address specific issues and opportunities to conserve the City's remaining sensitive lands and to enhance the open space within the City.

AIR QUALITY

The quality of air in the South Coast air basin must be improved to meet state and federal mandates. Cooperation on a regional basis is necessary to achieve improvement of air quality.

GOAL 1: Reduce air pollution through proper land use, transportation and energy use planning.

Policy 1.1: Cooperate with the South Coast Air Quality Management District and the Southern California Association of Governments in their effort to implement provisions of the region's Air Quality Management Plan, as amended.

Policy 1.2: Design safe and efficient vehicular access to commercial land uses from arterial streets to insure efficient vehicular ingress and egress.

Policy 1.3: Locate multiple family developments close to commercial areas to encourage pedestrian rather than vehicular travel.

Policy 1.4: Develop neighborhood parks near concentrations of residents to encourage pedestrian travel to the recreation facilities.

Policy 1.5: Provide commercial areas that are conducive to pedestrian circulation.

Policy 1.6: Cooperate and participate in regional air quality management plans, programs, and enforcement measures.

Policy 1.7: Create the maximum possible opportunities for bicycles as an alternative transportation mode and recreational use.

GOAL 2: Improve air quality by influencing transportation choices of mode, time of day, or whether to travel and to establish a jobs/housing balance.

Policy 2.1: Reduce vehicle trips through incentives, regulations and/or Transportation Demand Management (TDM) programs.

Policy 2.2: Reduce total vehicle miles traveled (VMT) through incentives, regulations and/or Transportation Demand Management.

Policy 2.3: Promote and establish, where feasible, the use of incentives and regulations to reduce peak period auto travel congestion.

Policy 2.4: Participate in efforts to achieve increased designation, construction, and operation of High Occupancy Vehicle (HOV) lanes on local freeways.

Policy 2.5: Promote all forms of transit serving the City and the urbanized portions of Orange County.

Policy 2.6: Encourage non-motorized transportation through the provision of bicycle and pedestrian pathways.

Policy 2.7: Encourage employer rideshare and transit incentives programs by local businesses.

Policy 2.8: Manage non-residential parking supply to discourage auto use, while ensuring that economic development goals will not be sacrificed.

Policy 2.9: Encourage businesses to alter truck delivery routes and local delivery schedules during peak hours.

Policy 2.10: Implement Citywide traffic flow improvements outlined in the Circulation Element.

Policy 2.11: Promote State and Federal legislation which would improve vehicle/transportation technology and cleaner fuels.

Policy 2.12: Implement land use policy contained in the Land Use Element toward the end of achieving jobs/housing balance goals.

Policy 2.13: Integrate air quality planning with the land use and transportation process.

GOAL 3: Reduce particulate emissions to the greatest extent feasible.

Policy 3.1: Adopt incentives, regulations, and/or procedures to minimize particulate emissions from paved and unpaved roads, agricultural uses, parking lots, and building construction.

GOAL 4: Reduce emissions through reduced energy consumption.

Policy 4.1: Promote energy conservation in all sectors of the City including residential, commercial, and industrial.

Policy 4.2: Promote local recycling of wastes and the use of recycled materials.

NATURAL RESOURCES AND UNIQUE NATURAL FEATURES

Tustin possesses important natural resources and features that warrant protection, preservation, and management as the community grows.

GOAL 5: Protect water quality and conserve water supply.

Policy 5.1: Local drainage courses, channels, and creeks should be improved to protect vegetation and wildlife habitat wherever possible.

Policy 5.2: Protect groundwater resources from depletion and sources of pollution.

Policy 5.3: Conserve imported water by requiring water conservation techniques, water conserving appliances, and drought-resistant landscaping.

Policy 5.4: Support the expansion of reclaimed water production and use wherever possible and economically feasible.

Policy 5.5: Protect water quality by responsible agency support of enforcement of water quality standards for water imported into the County, and to preserve the quality of water in the groundwater basin and streams.

Policy 5.6: Coordinate water quality and supply programs with all responsible water agencies, and cooperate and participate in plan preparation and programs.

Policy 5.7: Reduce and eliminate contamination of water supply from industrial operations.

GOAL 6: Identify, designate, and preserve significant or unique riparian habitats.

Policy 6.1: Encourage the County of Orange to restore riparian habitat above the Lower Peters Canyon Retarding Basin to be used as off-site mitigation for biologic impacts associated with projects located inside or outside the Planning Area.

GOAL 7: Conserve and protect natural plant and animal communities.

Policy 7.1: Inventory unique or significant tree stands, with particular attention given to the cedar stand, eucalyptus groves, and eucalyptus windrows in East Tustin. Develop standards to retain or incorporate the eucalyptus windrows and groves into development plans where feasible. The redwood/sequoia stand has been retained within a park site and integrated into the park design.

Policy 7.2: Conserve important plant communities and wildlife habitats, such as riparian areas, wildlife movement corridors, wetlands, and significant tree stands through the practice of creative site planning, revegetation, and open space easements/dedications.

Policy 7.3: Require development proposals in areas expected to contain important plant and animal communities to include biological assessments.

Policy 7.4: Require new development to revegetate graded areas.

Policy 7.5: Where feasible and consistent with flood control requirements, the treatment of Peters Canyon Wash should retain a natural appearance by minimizing concrete channelization, retaining or replanting indigenous vegetation and/or retaining open space areas along the drainage course.

Policy 7.6: Incorporate planting in new development areas in East Tustin to be compatible with the character and quality of the natural surrounding environment.

GOAL 8: Conserve and protect significant topographical features, important watershed areas, resources, and soils.

Policy 8.1: Develop standards to preserve the unique variety of land forms indigenous in hillside areas, and ensure that the development process is structured to ensure that grading and siting practice reflects the natural topography.

Policy 8.2: Control erosion during and following construction through proper grading techniques, vegetation replanting, and the installation of proper drainage control improvements.

Policy 8.3: Encourage the practice of proper soil management techniques to reduce erosion, sedimentation, and other soil-related problems.

Policy 8.4: Place restrictions upon and apply standards to the development of floodplain areas, ecologically sensitive areas and potentially hazardous areas.

Policy 8.5: Review applications for building and grading permits, and applications for subdivision for adjacency to, threats from, and impacts on geological hazards arising from seismic events, landslides, or other geologic hazards such as expansive soils and subsidence areas.

Policy 8.6: Site planning and architectural design shall respond to the natural landform whenever possible to minimize grading and viewshed intrusion.

Policy 8.7: Consider public acquisition of significant land resources for open space when funds are available.

Policy 8.8: Require geotechnical studies for developments that are proposed for steep slopes and where geological instability may be suspected. Where a precise location of the El Modena fault is determined, appropriate building setbacks shall be established per State law.

Policy 8.9: Significant natural features shall be preserved and incorporated into proposed development projects.

Policy 8.10: Mitigate the impacts of development on sensitive lands such as steep slopes, wetlands, cultural resources, and sensitive habitats through the environmental review process.

Policy 8.11: Encourage retention of permanent open space through dedication as a part of the development review/subdivision process.

Policy 8.12: Concentrate higher intensity uses in areas containing less sensitive landforms and preserve the most sensitive landform resources as open space.

Policy 8.13: Non-developable or constrained areas should be evaluated for possible use as open space or recreational use.

Policy 8.14: Design an integrated open space system in the City that includes landscaped medians and parkways in City streets, the City's park system, bicycle and pedestrian trail systems, and active and passive open space with consideration given to developing guidelines to integrate the system with private open space.

Policy 8.15: Preserve the open space value of the central Peters Canyon ridge by excluding buildings and overhead utility lines from being developed on top and careful siting and landscaping of structures adjacent to the ridgeline.

Policy 8.16: Site buildings and align roadways to maximize public visual exposure to natural features.

Policy 8.17: Maintain the natural profile and landform character of the "knoll" park site in East Tustin.

GOAL 9: Manage the production of economically valuable agricultural resources to achieve a balance between current market forces and long-term community values.

Policy 9.1: Provide the opportunity to continue using land for agricultural crops as an interim use prior to further development.

Policy 9.2: Minimize and eliminate the adverse impact of resource production activities, where possible.

SOLID WASTE RECYCLING

Managing the creation, use and disposal of solid waste is an essential part of life in an urban community.

GOAL 10: Reduce solid waste produced within City.

Policy 10.1: Implement policies of the adopted Tustin Source Reduction and Recycling Element and Household Hazardous Waste Management Element.

Policy 10.2: Ensure that the City diverts from landfills a maximum of 50% of the solid waste generated in the City as required by the California Integrated Waste Management Board.

Policy 10.3: Maximize public awareness of all source reduction programs, including opportunities for community feedback and school education.

Policy 10.4: Maximize integration of all source reduction programs.

Policy 10.5: Assist in the development of local, regional, and statewide markets for materials collected and processed through the source reduction programs.

ENERGY RESOURCE CONSERVATION

Energy resources are highly valued and their conservation is important for sustaining the community and meeting future demands.

GOAL 11: Conserve energy resources through use of available energy technology and conservation practices.

Policy 11.1: Encourage the use of new technologies and innovative building design, site design and orientation techniques which minimize energy use by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials.

Policy 11.2: Maintain local legislation to establish, update and implement energy performance building code requirements established under State Title 24 Energy Regulations.

HISTORIC, CULTURAL, ARCHAEOLOGIC, AND PALEONTOLOGIC RESOURCES

Tustin possesses important cultural resources which provide a sense of history and origin. These resources can be conserved through proper recognition and planning.

GOAL 12: Maintain and enhance the City's unique culturally and historically significant building sites or features.

Policy 12.1: Identify, designate, and protect facilities of historical significance, where feasible.

Policy 12.2: Retain and protect significant areas of archaeological, paleontological, or historical value for education and scientific purposes.

Policy 12.3: Development adjacent to a place, structure or object found to be of historic significance should be designed so that the uses permitted and the architectural design will protect the visual setting of the historical site.

GOAL 13: Preserve Tustin's archaeological and paleontologic resources.

Policy 13.1: Require a site inspection by certified archaeologists or paleontologists for new development in designated sensitive areas.

Policy 13.2: Require mitigation measures where development will affect archaeological or paleontological resources.

PARKS AND OPEN SPACE SYSTEM

The park and open space system in Tustin is a vital part of life in the community. The existing and future need for parks and open space can be met through a proactive effort addressing requirements for land, facilities, and programs.

GOAL 14: Encourage the development and maintenance of a balanced system of public and private parks, recreation facilities, and open spaces that serves the needs of existing and future residents in the City of Tustin.

Policy 14.1: Provide Tustin with a full range of recreational and leisure opportunities that reflect the community's current and future population size and demographic character.

Policy 14.2: Design new and renovated parks for convenient and accessible use by the disabled, elderly, and otherwise less mobile persons within the community.

Policy 14.3: Evaluate and, where feasible, utilize for low-maintenance greenbelts and multi-use trails, the opportunities offered by

abandoned road and railroad rights-of-way, and similar environmentally impacted or unused linear open space.

Policy 14.4: Preserve public and private open space lands for active and passive recreational opportunities.

Policy 14.5: Coordinate with the Tustin Unified School District and other public and quasi-public agencies for the maximum feasible use of public facilities to meet recreational needs.

Policy 14.6: Encourage all future public neighborhood and community parks in the City to be designed as joint-use facilities contiguous with public schools and sharing playfields, playgrounds, and other amenities wherever possible.

Policy 14.7: Require the incorporation and maintenance of open space areas which are located within and primarily benefit particular subdivisions to be a financial responsibility of the benefitting property owners.

Policy 14.8: Encourage and, where appropriate, require the inclusion of recreation facilities and open space within future residential, industrial and commercial developments.

Policy 14.9: Ensure that the design and development of public open space results in low cost maintenance, visually unobscured, and readily accessible open space areas.

Policy 14.10: Explore and utilize an acquisition program for open space areas other than an in-fee acquisition; such as open space easements, leaseholds, land donations, and gift annuities.

Policy 14.11: Utilize zoning and land use control as a means to preserve open space areas.

Policy 14.12: Ensure that the City's laws and related implementation tools relating to park dedication and development (e.g., ordinances, regulations, in-lieu fee schedules, etc.) reflect current land and construction costs, and are, in fact, providing adequate park land and facilities concurrent with population growth.

Policy 14.13: Where sites become available, the City should explore the feasibility of their purchase for additional parkland or recreational facilities in the park service areas where deficiencies exist.

Policy 14.14: Coordinate with the County of Orange to ensure phased development of Peters Canyon Regional Park.

Policy 14.15: Ensure retention of the Tustin Ranch Golf Club as a private recreational facility which continues to be "open" and accessible to the general public and not restricted to use by adjoining property owner's associations or members.

GOAL 15: Coordinate local open space and trail areas with the regional facilities of the County and adjoining cities.

Policy 15.1: Support Orange County's completion of additional linkages of the Peters Canyon Regional Multi-use Trail, extending south beyond City of Tustin incorporated boundaries.

Policy 15.2: Coordinate with and support efforts by County Community Services Area 5, the County of Orange, City of Irvine, and other local cities in providing trails, recreational facilities, and open space of value to Tustin Planning Area residents.

GOAL 16: Provide a range of informal opportunities and organized recreational, cultural, sports, and life enrichment programs and services which will enable community residents of all ages, interests, and abilities to participate and experience self-satisfaction, personal growth, and fulfillment in leisure activities.

Policy 16.1: Maintain a high level of public awareness as to the full range of park and recreation opportunities available to residents of the community.

Policy 16.2: Actively solicit and respond to the expressed needs and desires of participants (and non-participants) in the City's parks and recreation program.

Policy 16.3: Promote a constant level of perceived quality and a predictable level of budgeting for recreational programs and services.

Policy 16.4: Provide, as feasible, programs tailored to the needs of special segments of the community, including seniors, teenagers, single working parents, persons working nights, etc.

Policy 16.5: Utilize on a contract basis the expertise and specialized facilities of the private sector where it is more economical and can provide a service of equal or unique quality.

Policy 16.6: Maximize the utilization of existing parks, open space, and facilities within the community for recreational purposes.

Policy 16.7: Obtain the ongoing support of community groups, corporations, and other segments of the private sector in sponsoring specific parks, improvement programs, and special community events (e.g., Tiller Days, July 4th Celebration, etc.).

Policy 16.8: Intentionally omitted

Policy 16.9: Cooperate with and provide active support for non-profit and other community organizations in the City which provide recreational programs which supplement or coordinate with City programs.

Policy 16.10: Work cooperatively with the Tustin Unified School District to provide after-school and other non-school hour activity programs.

Policy 16.11: Explore additional recreation programs in those areas of the City where recreational deficiencies exist.

Policy 16.12: Promote and support volunteerism and involvement in the community to enhance recreation programs and services.

GOAL 17: Operate and maintain existing and future parks and recreation facilities so they are safe, clean, and attractive to the public; and preserve, protect, and enhance both existing and potential natural recreation areas to ensure that long-term public investments and values are not unreasonably preempted, compromised, or prevented by neglect or short-term considerations.

Policy 17.1: Estimate and evaluate the cost of operating and maintaining parks and recreation facilities as an integral part of the

park design and development process so that Tustin does not accept responsibility for parks and recreation areas which it may not be able to adequately maintain over the long run.

Policy 17.2: Require park designs (including landscape treatments, buildings, irrigation, etc.) that are durable, reasonably standardized, and economical to maintain.

Policy 17.3: Explore the creation, either directly or by condition of development plan approval, Special Benefit or Maintenance Districts and/or community facilities districts for all future public parks.

Policy 17.4: Conserve City resources by not accepting maintenance responsibilities for recreational facilities within Planned Unit Developments or similar development projects, which by location, layout, design, or otherwise, are limited in their value to non-residents or owners, and which are more properly the responsibility of a local Homeowners' Association or Commercial/Industrial Owners' Association.

Policy 17.5: Utilize, where feasible, significant landscape features and drainage corridors/flood control channels (e.g., Peters Canyon Wash) as potential multi-use trail rights-of-way and special-use trail rights-of-way and special use recreation sites wherever possible.

GOAL 18: Ensure that the recreational goals and policies are pursued and realized in an organized, incremental, and cost-effective manner and consistent with the City of Tustin's financial resources and legal authorities and the appropriate responsibilities of other agencies, the private sector, and individual and group users.

Policy 18.1: Incrementally promote a financially self-supporting system of recreational programs and facilities through various types of user fees and funding opportunities.

Policy 18.2: While promoting a self-supporting recreation system, explore means of providing low-cost programs to those who cannot afford to pay.

Policy 18.3: Identify, evaluate, and where possible, introduce appropriate revenue-generating activities into future community-level

and regional-level parks and recreation centers, consistent with park dedication regulations.

Policy 18.4: Develop long-term agreements with the School District and, as appropriate, other agencies that will maximize joint-use and multiple-use of facilities, eliminate program uncertainty, and reduce overall operations and maintenance costs.

Policy 18.5: Conserve the City's Quimby Act authority by utilizing, wherever practicable, the City's broad powers to enact and enforce its General Plan, Specific Plan(s), subdivision ordinance and Zoning Ordinance to secure public and private recreation sites, open space, trails, and other related land use objectives of community planning significance.

RELATED GOALS AND POLICIES

Goals and policies of the other General Plan Elements also relate to conservation, open space, and recreation issues. A major requirement of all general plans is internal consistency. Table COSR-1 shows each element; conservation, open space, and recreation issues; and goals and policies which relate to both.

TABLE COSR-1
CONSERVATION, OPEN SPACE, AND RECREATION RELATED GOALS AND POLICIES BY ELEMENT

Conservation, Open Space, Recreation Issue Area	Related Goals and Policies by Element						
	Land Use	Housing	Circulation	Noise	Public Safety	Conservation, Open Space, Recreation	Growth Management
Air Quality	13.1		4.3				
Natural Resources and Unique Natural Features	3.3, 3.4, 3.5, 9.4, 9.9						
Solid Waste Recycling							
Energy Resource Conservation		6.2, 6.3	5.4				
History, Cultural, Archaeologic, and Paleontologic Resources	5.5, 6.5, 10.1, 13.6	5.5					
Parks and Open Space System	1.12, 13.5		6.6, 6.7				

THE CONSERVATION AND OPEN SPACE PLAN

The Conservation and Open Space Plan describes the approaches to be used in implementing the Conservation, Open Space, and Recreation Element goals and policies. Implementation of any individual action program will be subject to further citizen input, funding availability and the discretion of the City Council. The Conservation and Open Space Plan identifies those measures implemented for conservation purposes, including air quality measures. The Plan also identifies undeveloped lands reserved for public health and safety, the preservation of natural resources, and the managed production of resources.

CONSERVATION AND OPEN SPACE FOR PUBLIC HEALTH AND SAFETY

Tustin must protect the public health and safety of the community. This involves identifying areas that pose a potential threat to health and safety and implementing proper planning techniques to minimize potential threats to health and safety. Improving air quality and minimizing soil-related and water quality hazards are vital components of conservation for public health and safety.

Air Quality

Air quality has become an issue of such regional and critical importance that the Southern California Association of Governments now requires local jurisdictions to address air quality within a separate element or as a major section of the General Plan. As a component of the Conservation/Open Space/Recreation Element, the air quality section provides direction for implementing programs which will support regional efforts to improve air quality in the South Coast basin. Goals 1 through 4 set forth the City's Goals for air quality and the policies established to attain those goals.

Of primary importance in attaining air quality goals is a coordinated regional effort. Tustin will cooperate with the South Coast Air Quality Management District and the Southern California Association of Governments to implement the goals of this element and the Air Quality Management Plan (AQMP).

Transportation Control Measures: Measures related to transportation have been identified in the AQMP that need to be addressed by local government level (i.e. City of Tustin) in partnership with SCAQMD and SCAG. These measures are generally aimed at reducing the total number of vehicle trips, improving traffic flow, and utilizing clean fuels in motor vehicles.

The goal of the Transportation Control Measures (TCMs) is to influence transportation choices of mode, time of day, or whether to travel. The strategies also address fuel selection and applications of technology to motivate a shift from petroleum-based fuels.

These control measures include the following advanced transportation technology measures:

(a) Telecommunications;
(b) Smart shuttle transit;
(c) Zero emissions vehicles/infrastructure;
(d) Alternative fuel vehicles/infrastructure;
(e) Intelligent vehicle highway systems

Rule 2202 - On-Road Motor Vehicle Mitigation Options: The 1997 AQMP included Rule 2202 providing employers with a menu of options to reduce mobile source emissions generated from employee comments. As of June, 1998, Rule 2202 applied to any employer who employs 250 or more employees on a full to part-time basis at a worksite for a consecutive six-month period. These employers must establish an emission reduction target (ERT) with SCAQMD using one or more of the following options:

(a) Mobile source emissions reduction credits;
(b) Emission reduction credits from stationary sources;
(c) Air quality investment program; and/or
(d) Other emission reduction strategies, such as peak commute trip reduction, alternative fuel vehicles or vehicle miles traveled reduction.

Dust Control and Particulates: Grading activity, building, and road construction result in particulate emissions from both the materials used (including sealers, paints, and solvents) and construction methods (such as sawing wood, grinding concrete, and spraying paint).

Two control methods designed to reduce particulate emissions (PM10) to the atmosphere are: (a) storage and movement of fine particulate matter and (b) the paving of unpaved roads and parking lots.

Energy Conservation: Energy use contributes significantly to emissions of criteria pollutants as well as global warming gases. The District, in the pursuit of achieving all criteria pollutant air quality standards and reducing adverse global impacts, is committed to reduce energy-related emissions by implementing two major policies:

- Promoting clean energy
- Reducing the demand for energy

The AQMP calls for a significant increase in the use of alternative, cleaner types of energy, relative to the traditional petroleum-based fuels.

Energy conservation provides one of the major avenues of achieving clean air, providing resource diversity, and energy independence. The AQMP relies on the energy savings from future utility programs, building and appliance standards, and local government programs to provide the majority of savings necessary to meet conservation goals proposed in the 1997 AQMP until further program cost-effectiveness can be completed.

In addition to these energy conservation measures, the City of Tustin can also play a vital role in increasing the recycling of waste glass, paper and plastic throughout the City. The use of recycled materials by local glass and paper manufacturers lower air emissions due to decreased energy consumption.

In 1989, the State approved comprehensive recycling and source reduction legislation in the form of AB 939. That bill required cities and counties to adopt source reduction and recycling elements designed to divert 25 percent of all solid waste from landfill or transformation facilities by January 1, 1995 through source reduction, recycling, and composting activities. With some exceptions, cities and counties were also required to divert 50 percent by January 1, 2000. This legislation should lead to significant increases in the current level of recycling.

The City of Tustin has adopted a Source Reduction and Recycling Element, which permits the City to meet the goals of AB 939. The City's element addresses the following eight components: Source reduction, recycling, composting, special waste, public education and information, disposal facility capacity, funding, and integration.

Soil Related Hazards

Figure COSR-1 depicts the areas in the community which require special planning considerations to avoid potential hazards. Three soil related safety problems are seismic hazards, soil liquefaction, and landslides. As none of the geologic fault systems within Tustin are known to be active, they are not identified on Figure COSR-1; however, if the Division of Mines and Geology should determine that the El Modena Fault, or any other faults within the Planning Area, are active, Figure COSR-1 will be modified to identify those active faults, and additional actions necessary to protect public health and safety will be prescribed.

Areas within the Planning Area have been identified as susceptible to liquefaction or potential bedrock landslides. These areas are identified on Figure COSR-1. When development is proposed within these areas, studies shall be performed as directed by the City to determine the potential for hazards and the amount of development which is supportable on the site.

The following techniques can be used to acquire or dedicate land for open space to protect public health and safety or to preserve natural and cultural resources described in the next section:

Open Space Easements - pursuant to the Open Space Easement Act of 1974 (Government Code Section 51070 et seq.).

Conservation Easements - pursuant to the Conservation Easement Act (Civil Code Sections 815-816).

The most significant natural resources in Tustin include land with open space potential, lands with biological resources, water resources, prominent landforms, and those sites or structures which have historical, archaeological, or paleontological resources. Peters Canyon is the largest remaining undeveloped area within the City. This area contains some coastal sage scrub vegetation which could support a variety of animal species with some revegetation. These important natural resource areas are shown on Figure COSR-2.

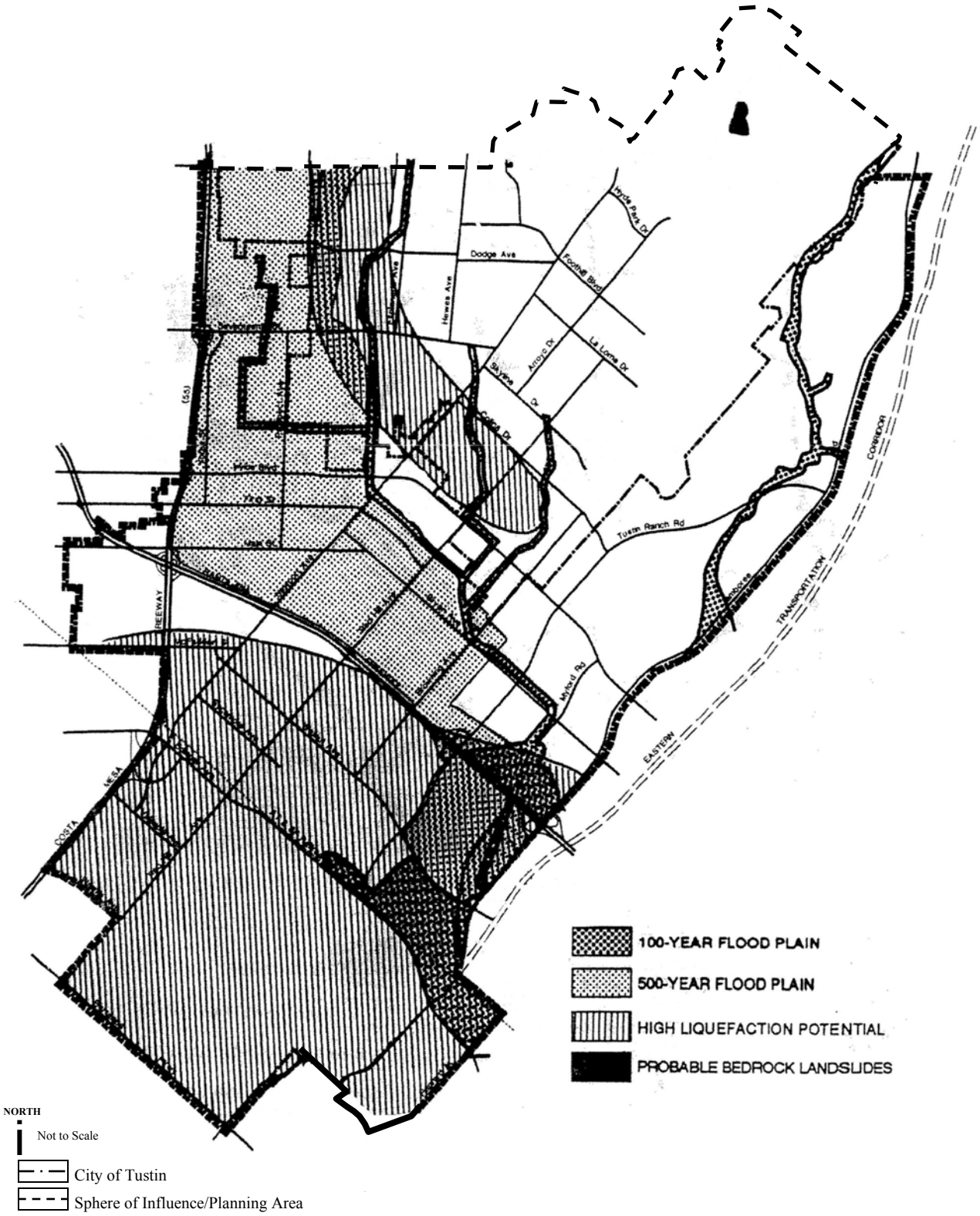
Water Resources and Riparian Habitats

The 1990 Groundwater Management Plan outlines strategies for conserving water resources in Orange County. The Plan outlines the following five goals for conserving water in Orange County: 1)increasing basin water supplies, 2) protecting and enhancing water quality, 3) improving basin management, 4) improving relations with constituents, and 5) improving Orange County Water District management and operation.

The City of Tustin is participating in several programs to improve basin management and decrease reliance upon imported water. One program is the Nitrate Removal Demonstration Project mentioned above. The OCWD has constructed a Demonstration Treatment Plant which removes nitrates from groundwater in the wells at the City's Main Street Plant. If this program is successful, wells in Tustin and elsewhere in Orange County that are currently closed due to high nitrate levels may undergo similar treatment to permit reopening.

A second water improvement program is the Seventeenth Street Desalter project. Two wells at the City's Seventeenth Street Plant and one at the Newport Avenue well site are closed due to high nitrate levels and high levels of total dissolved solids. With treatment, these wells will produce an additional 3,000 acre-feet of water per year.

A third program is the MWD Seasonal Storage Program. This program gives local agencies financial incentives to store water



NORTH

Not to Scale

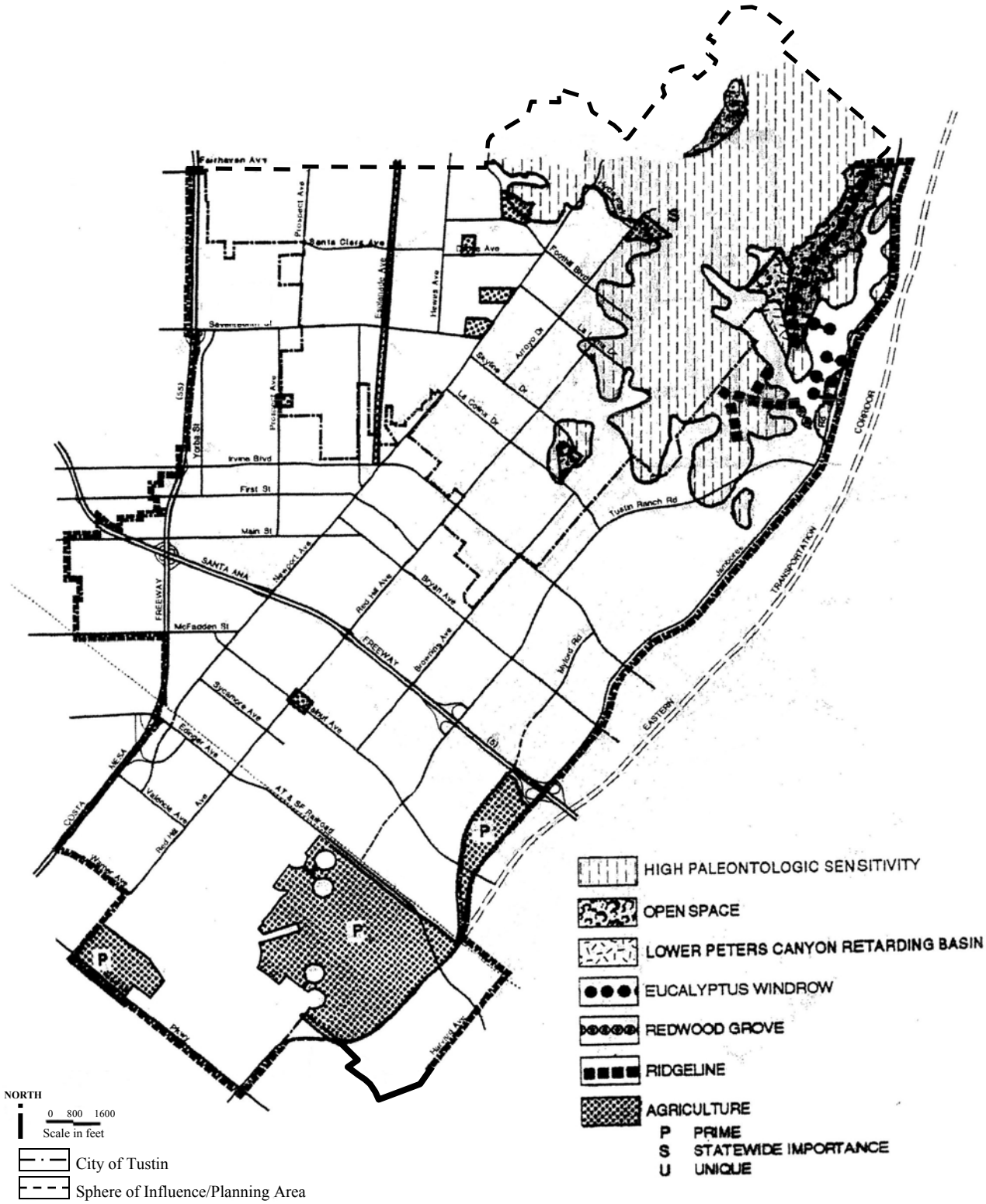
City of Tustin

Sphere of Influence/Planning Area

SOURCE: Federal Emergency Management Agency Flood Insurance Rate Map and MCAS Master Plan

TUSTIN GENERAL PLAN

Figure COSR-1
Hazard Planning Areas



SOURCE: Natural Resource Conservation Services (1999); California Department of Conservation Farmland Mapping and Monitoring Program (1990), City of Tustin, Arial Photographs, John Minch & Associates, January (1991), Tierra Madre Consultants (1994)

TUSTIN GENERAL PLAN

Figure COSR-2
Important Natural Resources

through the winter months, thus reducing peak loads in the drier summer months.

A fourth program is the OCWD Conjunctive Use Well Program. This program offers local agencies low interest loans for construction of up to three wells.

An additional method of managing the groundwater resources is using reclaimed water. The Irvine Ranch Water District supplies reclaimed water by the Michelson Water Reclamation Plant, a 15 million gallon per day facility. Although the water is of near potable quality, it is used strictly for irrigation purposes and replaces water that would otherwise be pumped from the ground. The Irvine Ranch Water District services East Tustin.

The City of Tustin also promotes water conservation, through its water conservation ordinance. The ordinance, "Finding and Determining the Necessity for Adopting a Water Management Plan" identifies water conservation stages and water use limitations. The Water Management Plan ordinance specifies water conservation stages and prohibited activities during each stage. The City also participates in low volume toilet replacement, showerhead replacement and landscape water conservation programs through the Municipal Water District of Orange County.

In response to Assembly Bill 1881, legislation of 2006, the City adopted the Water Efficiency Landscape Ordinance. Its purpose is to promote the design, installation, and maintenance of landscaping in a manner that conserves regional water resources by ensuring that landscaping projects are not unduly water-needy and that irrigation systems are appropriately implemented to minimize water waste.

Water resources and features, including watersheds and riparian habitats, are very important to Southern California, and riparian habitats are quite rare. The most prominent water feature in Tustin is Peters Canyon. Several mitigation measures were adopted for Peters Canyon as part of the East Tustin Specific Plan. These mitigation measures continue to reflect City policy. For several years, the Lower Peters Canyon Retarding Basin contained a small riparian habitat. This habitat severely deteriorated in recent years. The City will work with the County of Orange, which recently constructed a replacement dam, to preserve the riparian area and implement active measures to increase water supply to restore the habitat area.

Plant and Animal Communities

In addition to the riparian habitat, two other plant groups provide significant benefits to Tustin. These are the Coastal Sage Scrub and the imported trees - Eucalyptus and Cedar stands. These have been preserved through the East Tustin Specific Plan and EIR. Coastal Sage Scrub is home to some of California's sensitive or endangered species such as the California Black-tailed Gnatcatcher, the San Diego Cactus Wren, and the San Diego Coast Horned Lizard. The Coastal Sage Scrub itself is now very limited and needs careful management. Peters Canyon Regional Park assists in preserving most of Tustin's existing Coastal Sage Scrub. The development of Peters Canyon Regional Park took into consideration the preservation and improvement of the sensitive plant and animal communities within its borders.

The General Plan also mandates the continued maintenance of significant tree stands. Healthy trees have been identified through the Eucalyptus Study performed in 1988 and shall be cared for to maintain their health. As existing healthy trees die or become irreversibly damaged, they shall be replaced. The study makes several recommendations which the City will observe. Among the nine recommendations are selective pruning, removal of dead plant material, appropriate irrigation, and the minimization of heavy equipment use within 20 feet of the tree trunks.

Policies within this Element support these previous efforts. The redwood/cedar grove has already been protected by including it within a new park. In addition, new developments will require a biological assessment. Biological resources which are important to the local ecosystem or to the City's aesthetic environment will be integrated into new development.

Topography, Soils, Paleontology, and Archaeology

Topographical features, soils, and paleontologic, and archaeologic features are all generally most affected by earthmoving and subsequent urban development. This Element requires the utilization of standards to preserve the unique landforms existing within the Planning Area. The City has very detailed standards and requirements for grading that are designed to protect sensitive topographic, soil, paleontologic, and archaeologic resources. The Tustin Grading Manual prescribes appropriate measures to protect the earth by controlling erosion, sedimentation, and storm damage.

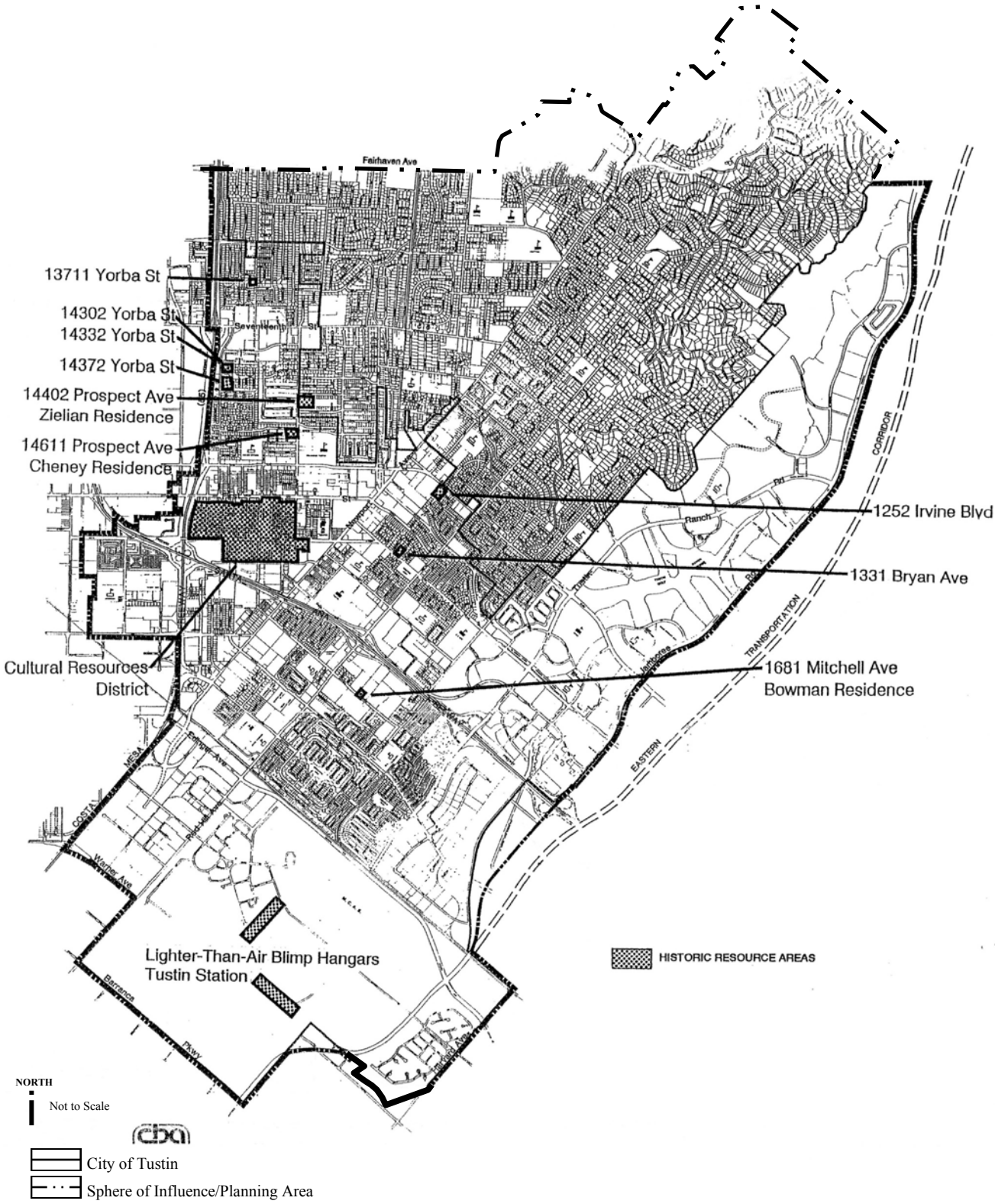
Proper grading, soil management, and open space standards will work to preserve these resources. Sensitive locations will be identified, and their preservation will be a high priority for the City during any project review. As new resources are identified in the City, they will be documented as features or resources the City desires to preserve.

To further protect paleontological and archaeological resources, a records search will be performed prior to a development. If no record of resources exist, a field survey will be performed. Any proposed project which is located within a sensitive area as defined by Figure COSR-2, or is identified through a subsequent study, will require a licensed paleontologist or archaeologist to be present on the site to observe grading or other earthwork.

Historic Resources

Tustin's many fine historic buildings are very important resources to the community. The City conducted historic surveys in 1990 and 2003, and maintains an historic preservation district. Significant structures outside the district are also protected by the City. In addition to City recognition, the Orange County Historical Commission recognizes the Hewes House and the First Advent Christian Church. The National Register of Historic Places also designates the Lighter-than-Air Hangars at the former MCAS Tustin. Prior to the closing of MCAS Tustin, additional historic resource surveying of the facility was completed. It was concluded that there existed two discontiguous historic districts containing World War II structures at former MCAS Tustin, including heating plant buildings and blimp mooring areas. Any environmental impacts of the reuse plan for MCAS Tustin will need to address the disposition of these resources. Figure COSR-3 identifies current historic resources within Tustin.

Cultural Resources District: The Tustin Cultural Resources District was established in response to growing concerns over future development in Old Town. The purpose of the Cultural Resources District is to provide a framework for recognizing, preserving, and protecting culturally significant structures, natural features, sites, and neighborhoods within the City of Tustin. The District includes much of the area within the original City boundaries.



SOURCE: City of Tustin;
MCAS Tustin Specific Plan (1995)

TUSTIN GENERAL PLAN

Figure COSR-3
Historic Resources

The Cultural Resources District ordinance establishes criteria for use in designating cultural resources and Cultural Resources Districts and the procedures to be followed in making such designations. Final action of any designation must be approved by the City Council. Certificates of Appropriateness are required for improvements within Cultural Resource Districts or upon Designated Cultural Resources when such improvements require a City building permit.

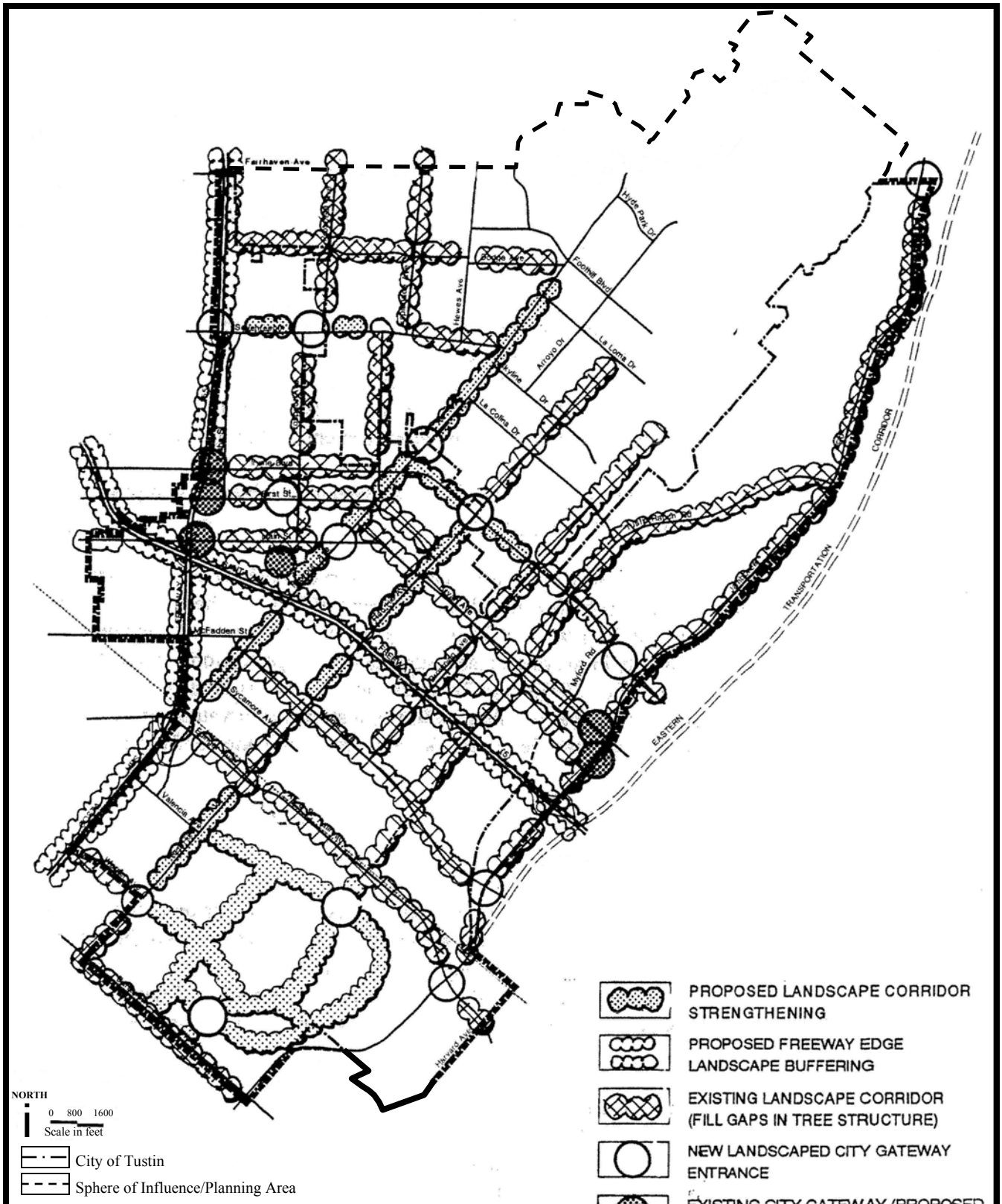
The preparation of a historic resources survey enables a city to apply for status as a Certified Local Government (CLG). The Certified Local Government Program is a federal program which allows a city to participate more directly in historic preservation efforts. Application is made through the State Office of Historic Preservation. A CLG is eligible for matching grants which can be used for a variety of historic preservation efforts. Tustin became a CLG in 1991.

Scenic Resources

As new development is considered by City decision makers, public views should be preserved as much as possible. Consideration will be given to protecting public views along the ridge lines, views toward the inland mountains and along scenic transportation corridors. Figure COSR-4 conceptually identifies significant public scenic resources in Tustin.

Solid Waste Recycling

The need to conserve landfill space has been addressed by State legislation. Assembly Bill 939 mandates the preparation of a Source Reduction and Recycling Element for solid wastes. This is not an element that is required to be incorporated into the General Plan. Goal 10 of this element is the reduction of solid waste in the City. Specific policies set forth by the City include implementing the Source Reduction and Recycling Element, maximizing integration of source reduction programs, and maximizing public awareness. These goals and policies are set forth explicitly in the Source Reduction and Recycling Element. While that element is not a part of the General Plan, the City's intention is to implement it, and the General Plan fully supports that element as City policy.



SOURCE: Urban Design Technical Memorandum, Gast and Hillmer
MCAS Tustin Specific Plan (1995)

TUSTIN GENERAL PLAN

Figure COSR-4
Scenic Resources

Energy Resource Conservation

Tustin's location in the foothill region of Orange County makes it well suited to taking advantage of solar power.

Design of buildings and subdivisions should take the mostly sunny winters and the hot summers into consideration. Southern exposures in the winter and limited western exposure in the summer are both important. Streets which run east-west are more adaptable to solar energy practices than north-south streets. The ideal building orientation for the Southern California coastal inland regions has been recommended as a 35 degree variation to the southwest of the building's long axis. State Title 24 Energy Regulations establish energy performance Building Code requirements that the City has implemented.

CONSERVATION AND OPEN SPACE FOR THE MANAGED PRODUCTION OF RESROUCES

Open Space areas for the managed production of resources with regard to this section include agricultural lands and areas containing major mineral deposits. The conservation of open space areas for the managed production of resources does not directly affect lands within the City of Tustin Planning Area.

The City of Tustin is an urbanized community and contains limited undeveloped land, most of which is within Tustin Legacy. Very little of this undeveloped land is currently used for commercial agriculture, and it is unlikely that any will be used in the future.

The only mineral resource identified within the Tustin Planning Area is the Mercury-Barite deposit in Red Hill (the hill). However, this resource is not utilized.

THE RECREATION PLAN

The Recreation Plan describes the approach to be used in implementing the goals and policies of this element pertaining to recreation resources and opportunities. The recreation facilities in Tustin play an important part in the lives of Tustin residents. Tustin has been developed with several open space amenities including local public and private recreational facilities, pedestrian and bicycle trails, equestrian trails, and other public open spaces. Opportunities exist to provide strong linkages between these open space resources to form a cohesive system of open space.

RELATION TO LAND USE PLAN

The City's Land Use Plan places open space, parkland, and recreational facilities into the Public/Institutional land use category.

The Public/Institutional designation includes a wide range of public and private uses distributed throughout the community such as schools, churches, child care centers, transportation facilities, government offices and facilities, public utilities, libraries, museums, art galleries, community theaters, hospitals, cultural and recreational activities, and community recreational facilities and parks. The Plan also permits Public/Institutional uses in other land use designations when the use serves a local need and is compatible with surrounding development.

PARK CLASSIFICATION AND STANDARDS

The Recreation Plan establishes a classification system that applies to all existing and future park and recreation facilities in the City. Specific standards, based upon existing parkland, have been developed for each category of park or recreation area. The existing parks and recreational facilities are listed on Table COSR-2. Proposed park and recreation facilities are listed on Table COSR-3.

TABLE COSR-2
EXISTING PARKS AND RECREATIONAL FACILITIES

NAME	LOCATION	ACRES	FACILITIES
1. Camino Real	13602 Park Center Lane	4.3	Preschool & school-age apparatus, basketball court
2. Centennial	14722 Devonshire	8.0	Group picnic area, preschool & school-age apparatus, fitness course, horseshoe pit, basketball courts, volleyball courts
3. Columbus Tustin	14712 Prospect	13.0	Basketball courts, football/soccer field, softball fields, tennis courts, volleyball courts, gymnasium
4. Frontier	1400 Mitchell	4.5	School-age apparatus, frisbee golf, fitness course, horseshoe pit, softball fields, barbecue grill
5. Magnolia Tree	2274 Fig Tree Drive	4.2	Preschool & school-age apparatus, basketball court, tennis courts, barbecue grill
6. McFadden-Pasadena Parkette	McFadden & Pasadena	0.4	Picnic tables
7. Peppertree	230 W. First	5.5	Preschool apparatus, fitness course, horseshoe pit, youth ball fields, barbecue grill
8. Pine Tree	1402 Bryan	4.2	Preschool and school-age apparatus, volleyball courts
9. Clifton Miller Community Center	300 Centennial Way	0.1	Meeting room, auditorium, microphones, kitchen
10. Tustin Area Senior Center	200 South C Street	0.4	Meeting rooms, game room, auditorium, microphone, kitchen, pool tables
11. Laurel Glen Park	13301 Myford Road	3.0	Passive park with picnic facilities and a tot lot
12. Tustin Sports Park	12850 Robinson	20.0	Lighted softball/soccer fields, tennis courts, multi-purpose court, racquetball court
13. Cedar Grove	11385 Pioneer Road	9.7	Pre-school age apparatus, group picnic facilities, nature/redwood/cedar trees
14. Heritage Park	2350 Kinsman Circle	5.0	Tot lot, picnic area, basketball court, roller hockey
15. Tustin Family Youth Center	Newport/Sycamore Ave.	0.5	Pre-school, meeting/game rooms, multi-purpose activity rooms, computer lab, after school drop-in program
16. Citrus Ranch	2910 Portola Parkway	17.0	Picnic shelter, playground, restrooms, walking trails, hilltop gazebo, on-site parking, lemon tree orchard, plaza area, picnic pods with barbecue grill
17. Pioneer Park	10250 Pioneer Road	3.1	Picnic shelter, 2 playgrounds, basketball half court, restrooms, barbecue grill, walking trail, water feature play area
18. Tustin Field I[1]	Blue Sky Drive	1.3	Playground, basketball half court, picnic area
19. Tustin Field II[1]	631 Halley Drive	1.7	Playground, basketball court, picnic area
20. Columbus Square[1] Montgomery Square[1] Arlington Park[1] Paseo[1] Paseo[1]	Columbus Square Montgomery Street Arlington Street Montgomery Paseo Arlington Paseo	1.2 1.0 1.0 0.4 0.3	Playground, picnic area Playground, basketball half court, picnic area Playground, basketball half court, picnic area Paseo, picnic area Paseo, picnic area
21. Columbus Grove[1] Grove Park[1]	Columbus Grove Drive Jasmine Place	1.0 2.7	Playground and picnic area Playground, basketball full and half court, picnic area
	Total Acres	113.5	

[1] Private park accessible to public

General Standards

The State of California Planning and Zoning Law and the Subdivision Map Act Code Section 66477 (The Quimby Act) indicate that the legislative body of a City or County, may, by Ordinance, require the dedication of land, the payment of fees in lieu thereof, or a combination of both, for park and recreational purposes as a condition to the approval for a final tract map or parcel map. In cases where such dedications or fees have not been obtained for particular lots through a map, they may be imposed at the time that building permits are issued. Among other requirements, the following conditions must be met:

- The Ordinance must include definite standards for determining the proportion of a subdivision to be dedicated and the amount of any fee to be paid in lieu thereof; and

- The legislative body has adopted a General Plan containing a Recreation Element, and any proposed park and recreational facilities are in accordance with definite principles and standards contained therein.

In conformance with this statute, the City of Tustin Conservation, Open Space, and Recreation Element includes standards determining land requirements for future park sites. The standards identified in Table COSR-4, Tustin Subdivision Code, and in the following text should be utilized in selecting sites for parks and should serve as guidelines governing the acceptance of land dedicated to the City. Future acquisition should focus on acquiring land for parkettes and neighborhood and community parks as well as obtaining easements and property for trails. Generally, parkettes are not cost effective to maintain and this will be considered prior to acceptance of dedication. Figure COSR-5 presents the Tustin Recreation Plan for parks and other recreational open space facilities.

TABLE COSR-3
PROPOSED PARKS AND RECREATIONAL FACILITIES

SITE	NEW ACREAGE	LOCATION	PROPOSED FEATURES AND PARK TYPES (examples only)
MCAS Tustin Private Parks, Open Space and Greenbelts[1]	83	Various locations at Tustin Legacy	Various facilities designed to support residents and employees in the project with focus on turf areas, picnic areas, and small tot-lot features
MCAS Tustin Public Parks	101	One community Park in Neighborhood A, another community park centrally located in the project and Linear Park elements within various other neighborhoods.	Various passive and active recreational facilities on community parks to meet broad needs of residents and employees in the project including lighted fields and picnic areas, community facilities, etc. and inclusion of water features in Linear Park.
County of Orange Urban Regional Park	84	Planning Area 6 of the MCAS Tustin Specific Plan	TBD by the County of Orange
TOTAL ACRES	268		

Source: MCAS Tustin Specific Plan, Tract Maps 17144 & 17404, Legacy Park Final Design Guidelines

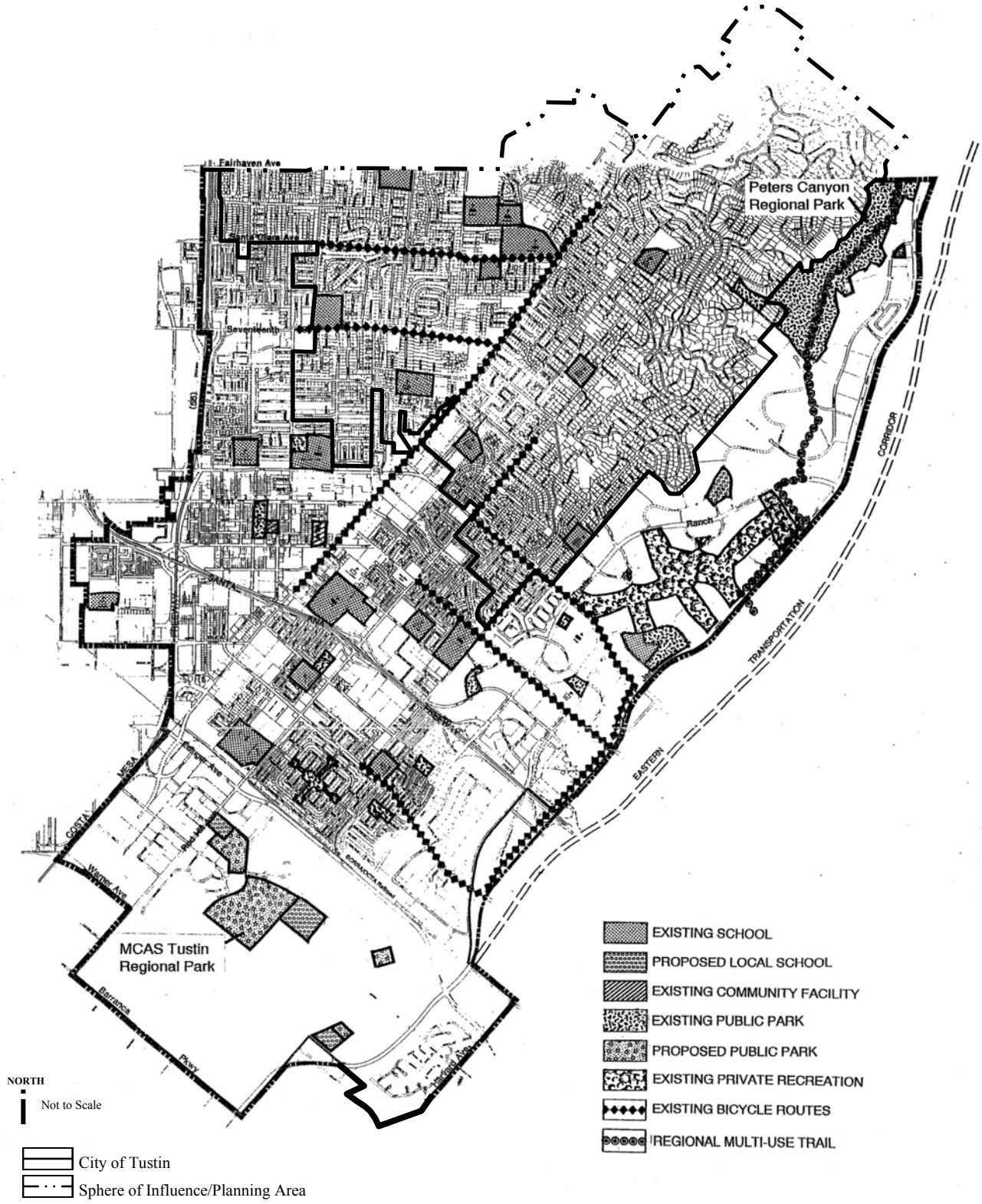
[1] Private parks, open space, and greenbelts accessible to public. Portions of community linear park to be privately owned but accessible to the public.

TABLE COSR-4
EXISTING AND FUTURE PARK ACREAGE NEEDS

		Parkland Acreages			School Playground Acreages		
	Population	Required Parkland (3.0 acres/ 1000) [1]	Parkland[2]	Surplus/ (Shortfall) of Acreages	Required School Playgrounds (1.5 acres/ 1000)	School Playgrounds	Surplus/ (Shortfall) of Acreages
Existing City	75,781	227	113	(114)	114	7[3]	(107)
Future City	79,916	240	381	141	120	7[3]	(113)
Existing SOI[4]	25,235	76	10	(66)	38	52	14
Future SOI[4]	27,721	83	10	(73)	42	52	10

Source: California Department of Finance, Population Estimate January 1, 2011, Table LU-3 General Plan Land Use Element

1. Unless alternate ratio are established in an adopted Specific Plan, Development Agreement, or any other applicable agreement. Please note that a higher standard for the provision of public and private parkland has been identified for the MCAS Tustin Specific Plan to meet the needs of this area of the City. The Specific Plan identifies by neighborhood required parks and open space acreages that need to be accommodated.
2. This standard is satisfied by neighborhood and community parks. Peters Canyon Regional Park is not used to meet this standard. However, the MCAS Tustin urban regional park is included due to active sports facilities that will be available to the community
3. School playground acreages are based on the assumption that 35 percent of approximately 18.9 acres of land (Columbus Tustin School) associated with joint use agreement between the City and School District is used for recreational purposes.
4. Sphere of Influence



SOURCE: City of Tustin, Recreational Resources in the Tustin Area (1990)
MCAS Tustin Specific Plan (1995)

TUSTIN GENERAL PLAN

Figure COSR-5
Recreation Plan

Parkettes

Parkettes are small, passive, local parks, generally less than one acre in size. Most parkettes are established in higher density areas as a substitute for backyards. Size and location are usually determined by the availability of vacant land. These parks may serve any age group, depending on the characteristics of the neighborhood. They usually feature play apparatus, a paved area for wheeled toys, benches, and landscape treatment. They may also feature children's play areas, quiet game areas, and some sports activities such as multi-purpose courts, if space allows. Some mini-parks are natural areas with minimal improvements (e.g., benches) which safeguard identified archaeological/paleontological sites or other natural resources, or serve as viewpoints. As the City approaches build-out, it becomes more important to take advantage of opportunities available to the City for the establishment of park space. Parkettes could be established in areas that lack conveniently accessible parkland. The maintenance costs of proposed parkettes require consideration prior to acceptance of dedication.

Neighborhood Parks

Many of the facilities located within neighborhood parks are associated with active recreation. All neighborhood parks should contain some area for active recreation depending on the size of the park.

The park site should contain consolidated parcels with appropriate area devoted to active recreation such as ball fields (soccer and baseball), multi-purpose fields and open turf, game courts, tot lots, picnic facilities, swimming pools, community buildings, restroom building and on-site parking. The neighborhood park site also needs to include amenities such as trees, shrubs, groundcover, turf areas, benches, trash receptacles, picnic tables, shade structures, paved or decomposed-granite trails. The standard minimum size for neighborhood parks is three acres.

Neighborhood parks should be located near the center of a neighborhood unit and, if possible, adjoining an elementary school. Easy access should be provided to pedestrians, bicyclists, and maintenance and public safety vehicles. A neighborhood park should not be separated from its user population by major highways, railroads, or other un-traversable obstacles. A neighborhood park should be situated adjacent to or near greenbelts, open space linkages, or other community open space/recreation facilities to facilitate an open space system throughout the City.

Community Parks

Community parks are intended to serve an approximate population of 10,000. No specific shape is required for community parks as they are intended to incorporate both active recreational facilities and passive open space in the form of unique physical features such as a ridgeline. Community parks should be a minimum of eight acres. Community parks should encompass pedestrian and bicycle paths and natural open space.

Community parks should contribute to the City's open space system by connecting to neighborhood parks through open space linkages or connecting to other recreational facilities. They should be located at or near the intersection of an arterial near the center of their service area. Community parks should contain space for active recreational facilities such as gamefields, game courts, swimming pools or aquatic center, and play areas as well as community centers, on-site parking, restrooms, and picnic areas. Amenities such as trees, shrubs, groundcover, large open turf areas, hardscape, benches, trash receptacles, paved and decomposed granite trails, club house with storage area, lighted parking lots to meet facility and amenity demands, picnic tables, barbeques, shelter structures, and restroom buildings should be provided.

Community Linear Park

A Community Linear Park is envisioned at Tustin Legacy. The Community Linear Park would provide (private and public owned portions) trees, shrubs, groundcover, turf, hardscape, benches, trash receptacles, lighting, small structures (i.e. gazebos, shelters, trellis, sculptures, monuments), shallow hardscape and/or riparian waterway, simulated streams and other water features with connectivity, paved and decomposed granite trails for pedestrian and bicycle trail connectivity across the parkland network in the Tustin Legacy Project.

Regional Parks

The County of Orange owns and maintains many regional recreational facilities. Policy for the development, maintenance, and improvement of these parks is provided by the Orange County Recreation Element, which includes a Master Plan for regional recreational facilities in the County.

The County currently operates the Peters Canyon Regional Park within the northwesterly portion of East Tustin. The City also supports the County in locating other regional park facilities in the City. A regional park of approximately 84.5 acres (including 11 acres occupied by a blimp hanger) is proposed to be transferred to and operated by the County within the MCAS

Tustin Specific Plan area. Outdoor recreation activities and adaptive reuse of existing buildings within this regional park location for recreation-oriented uses is planned.

School Playgrounds/Joint Agreements

Organized sports leagues such as those for baseball, soccer, and football utilize school ballfields through a permit process with the School District. The City includes school recreational facilities in which the City has a joint use agreement with the School District to meet the overall standard of three acres per 1,000 population. At the time of the General Plan update, one school facility (Columbus Tustin) is used jointly by the City and the School District. Up to 1.5 acres per 1,000 population can be provided through school recreation areas provided the school recreation areas are open to the public.

Opportunities exist to maintain and enhance school/recreation joint use agreements with the Tustin Unified School District. Whenever feasible, the City should work to improve agreements with schools to enter into a joint school/recreation use and maintenance program.

An educational college campus is proposed within the Tustin Legacy development which could provide recreational facilities open to the public.

Biking/Hiking Trails

The County of Orange maintains a coordinated system of trails, including bikeways, equestrian trails and hiking trails within the City. The Tustin Parks and Recreation and Community Development Departments disseminate public information regarding trail availability, and assists with design review of new trails.

Bikeways comprise the most extensive part of the City's trail network. There are three categories of bikeways:

- **Class I:** a paved path that is separate from any motor vehicle travel lane;
- **Class II:** a restricted lane within the right of way of a paved roadway for the exclusive or semi-exclusive use of bicycles; and
- **Class III:** a bikeway that shares the street with motor vehicles or the sidewalk with pedestrians.

The biking network in Tustin connects with other trails and paths in adjacent communities and throughout Orange County. The County of Orange has required that a bikeway and hiking trail for connection within the Tustin Legacy

project be provided along the Peters Canyon Channel as an obligation of the Tustin Legacy project. The trail would be paved and also include a decomposed-granite trail with landscaping, benches, trash receptacles, and low-level lighting and directional signage. Direct connections from adjacent residential developments at Tustin Legacy are to be provided. The trails would be completed in conjunction with improvements that are to be made to the Peters Canyon Channel.

A number of policies included in this Element are concerned with the expansion of the City-wide system of hiking and biking trails. Precise development standards for the various types of trails are difficult to establish since trail width and gradient will depend on topography, surface features, and availability of an easement. The City's trail system includes pedestrian and bike trails within open space corridors and along regional trails which link to local and regional parkland. The bikeways located along the City's street system are addressed in the City's Circulation Element. The MCAS Tustin Specific Plan also includes a Recreational Bikeway/Trail Concept Plan that provides an opportunity to complete vital links to local and regional systems.

Other Recreational Facilities

In addition to its parks and trails, Tustin has many private recreational facilities. While some private facilities (e.g., private parks, tennis courts, swimming pools) are available only to the residents of the general particular complex in which they are located, others are available to the public for a fee (e.g., Tustin Ranch Golf Course). The City encourages the inclusion of such facilities in private development, especially those open to the public.

The MCAS Tustin Specific Plan should also offer opportunities for other forms of commercial or privately operated recreation. These might include commercial recreation uses, such as health clubs, bowling alleys, family entertainment centers and other activities.

FUTURE RECREATION FACILITIES

Identifying areas which will be adequately served by existing park facilities and areas for which new parks will be needed is possible by comparing projected build-out for the City with the standards and criteria of this Element. The implementation program for this Element includes a plan showing the approximate number and location of additional park facilities, by category, according to the specific criteria outlined in this Element. This information will be used as a reference tool, along with the above criteria, for planning the acquisition and siting of park facilities.

CONSERVATION, OPEN SPACE AND RECREATION ELEMENT IMPLEMENTATION PROGRAM

The Conservation, Open Space, and Recreation Element Implementation Program provides a guide to the community, City Staff, and City officials in day-to-day decision-making by suggesting ways to implement adopted policy. Implementation measures for the Conservation, Open Space, and Recreation Element are intended to preserve natural resources, maintain public health and safety, and provide for the recreational needs of the City's inhabitants. The Implementation Program is a series of actions, procedures, and techniques that carry out the Element policy through implementing a standard or program. The City Council, by incorporating the Implementation Program into the General Plan, recognizes the importance of long-range planning considerations in day-to-day decision-making, subject to funding constraints.

AIR QUALITY

The Air Quality Management District (AQMD) has adopted the 2007 Air Quality Management Plan (AQMP), an advisory document which identifies a number of air pollution reduction goals, measures and policies. Local jurisdictions have been mandated to reduce a fair share proportion of vehicle generated air pollution through the adoption of a menu of optional Transportation Control Measures (TCMs) which have been determined by the local agency to be politically and economically feasible.

The Orange County League of Cities has provided each Orange County city its fair share trip reduction goal. The City of Tustin has been recently recognized as having met 122% of its allocated vehicle trip reduction goal. Therefore, it is currently assumed that the City will not need to adopt any additional Transportation Control Measures to comply with the 1997 AQMP. In addition, the City closely monitors air quality matters with the intent of complying with future revisions of the AQMP. Therefore, the mitigation measures and policies identified within this document or other measures acceptable to the AQMD will be implemented by the City who will have the discretion to select those transportation control measures that are

economically feasible and will achieve compliance with the 1997 AQMP.

1. Non-Motorized Transportation: Amend the City's TDM ordinance incorporating non-work trip reduction provisions requiring: (1) major retail centers to offer customer mode-shift travel incentives and provide facilities for non-motorized transportation needs; and (2) large capacity special event centers (over 10,000 seating capacity) to include park-n-ride and off-site facility lots, auto free zones, street closure during peak periods, and enhanced transit performance as appropriate (implements measure TCM-01 of 1997 AQMP).

Responsible Agency: Community Development/Public Works

Funding Source: City General Fund

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 1.5, 1.7, 2.1, 2.2, 2.5, 2.6, 2.8

2. Rideshare and Transit Incentives: Adopt or amend a TDM ordinance incorporating strategies for employers of over 250 people and those of over 25 people, encouraging the formation of Transportation Management Associations, and encouraging employer van pool programs and use of clean fuel vans (implements TCM-01 of the 1997 AQMP).

Responsible Agency: Community Development/Public Works/ Administrative Services

Funding Source: City General Fund/TDM Fees

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 1.6, 2.1-2.8, 2.10, 2.11

3. Parking Management: Conduct a local assessment and amend the City's TDM ordinance which encourages reductions in parking needs. Such an ordinance will promote the following measures: increased

daytime parking fees, parking surcharge for single-occupant vehicles, parking discounts for multiple-occupant vehicles, no peak hour on-street parking, no 100 percent employer subsidized parking, preferential parking for ridesharers, residential parking permit programs near commercial centers, increased parking enforcement, caps on number of parking spaces provided, monitoring of progress, and market incentive measures adopted by Growth Management and Traffic Task Force (implements measure TCM-01 of the 1997 AQMP). Responsible Agency: Community Development/Public Works

Funding Source: City General Fund

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 2.6-2.8

4. Truck Scheduling: Adopt an ordinance restricting truck deliveries to off peak hours and instituting a truck accident reduction program (implements measure TCM-01 of the 1997 AQMP).

Responsible Agency: Community Development/Public Works

Funding Source: City General Fund/TDM Fees

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 2.9, 2.10

5. Traffic Flow Improvements: Implement traffic signal synchronization where feasible at Citywide intersections and pursue cooperation with adjacent jurisdictions to implement interjurisdictional traffic signal coordination (implements measure TCM-01 of the 1997 AQMP).

Responsible Agency: Public Works

Funding Source: City General Fund/Measure M Funds/Other State and Federal Funding

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 1.6

6. Growth Management: Develop intergovernmental agreements and the City may elect to adopt a local ordinance to attain targeted reduction of Vehicle Miles Traveled and growth management goals of the Growth Management Plan (implements measure TCM-01 of the 1997 AQMP).

Responsible Agency: Community Development/Public Works

Funding Source: City General Fund

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 1.6

7. Paved Roads: The City will study whether to adopt an ordinance restricting outdoor storage of fine particulate matter, requiring liners for truck beds and covering of loads, and controlling construction activities and emissions from unpaved areas, and paving areas used for vehicle maneuvering or areas otherwise identified by the Air Resources Board (implements measures BCM-01 and BCM-03 of the 1997 AQMP).

Responsible Agency: Community Development/Public Works

Funding Source: City General Fund

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 3.1

ENERGY CONSERVATION

8. Congestion Management: Participate with the Orange County Transportation Authority in defining and implementing the County's Congestion Management Plan (implements measure TCM-01 of the 1997 AQMP).

Responsible Agency: Community Development/Public Works

Funding Source: City General Fund/Measure M and Proposition III Funds

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 1.6, 2.1, 2.2, 2.13

9. Interagency Communication/Coordination: Participate in available communication networks with key elected officials and staffs involved in air quality planning as the basis for identifying and implementing programs which effectively reduce airborne pollutants.

Responsible Agency: Community Development/All Affected Departments

Funding Source: City General Fund

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 1.1, 1.6, 2.2, 2.11, 4.1

10. Development Projects: Continue to require participation in transportation demand management programs for development projects which have been determined to have a potential impact on air quality (implements measure TCM-01 of the 1997 AQMP).

Responsible Agency: Community Development/Public Works

Funding Source: City General Fund

Time Frame: Ongoing

Related C/OS/Recreation Policies: 1.6, 2.1, 2.2

11. OCTA Commuter Match-up: Require City employee participation in the Orange County Transportation Authority's Commuter Match-Up program.

Responsible Agency: Administrative Services

Funding Source: City General Fund

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 2.7, 2.8

12. Alternative Fuels: Investigate the conversion of City vehicles to use propane fuel (implements measure ATT-04 of the 1997 AQMP).

Responsible Agency: Public Works/Administrative Services
Funding Source: City General Fund

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 2.11

13. Energy Conservation: Monitor legislation to establish, update, and implement energy performance building code requirements established under State Title 24 Energy Regulations. Consider adopting an ordinance requiring increased thermal integrity, increased efficiency of building systems and major appliances, and reduced thermal loads and solar gain; and through development review, require project design to accommodate local climatology and solar orientations.

Responsible Agency: Community Development

Funding Source: City General Fund

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 4.1, 11.1, 11.2

14. Building and Site Design: Encourage energy efficient building and site design during review of new development projects and support innovative building and site design for all new public buildings (implements measure MSC-01 of the 1997 AQMP).

Responsible Agency: Community Development/Building Division

Funding Source: City General Fund

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 11.1, 11.2

15. Public Building Energy Conservation: Ensure that energy saving devices are installed on new public buildings and when retrofitting existing public buildings.

Responsible Agency: All City Departments

Funding Source: City General Fund

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 11.1, 11.2

16. Passive Energy Conservation Techniques: Provide information brochures at the Building Division counter regarding orientation techniques that minimize electric and fuel burning energy use, and maximize the use of passive solar energy.

Responsible Agency: Community Development/Building Division

Funding Source: City General Fund

Time Frame: January 1, 1993

Related C/OS/Recreation Element Policies: 11.2, 11.3

17. Energy Conservation Education: Budget for and encourage City staff to attend education programs offered by the Energy Commission. Explore new technology and revenue generation from new sources of technology.

Responsible Agency: Community Development/Building Division

Funding Source: City General Fund

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 11.2, 11.3

SOIL RELATED HAZARDS

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18. Identify Soil Hazards: Through the City's development review and subdivision review processes, identify soil related safety problems associated with proposed development, determine the potential for hazard, determine the amount of development supportable on the site, and require appropriate mitigation of new development impacts.

Responsible Agency: Community Development/Public Works

Funding Source: Development Review/Subdivision Review Processing Fees

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 7.2, 8.4, 8.5, 8.8, 8.12, 8.13

19. Grading Regulations: Amend the City Grading and Excavation Code and Grading Manual to require: a) landscaping plans to be prepared and revegetation to occur as early as feasible as part of grading activity; b) review of development plans for sensitive siting and grading treatments, particularly within designated hillside areas; and c) preparation of erosion control plans with grading which identify location of interim drainage facilities, diverters and siltation areas.

Responsible Agency: Community Development/Engineering Division

Funding Source: City General Fund

Time Frame: January 1, 1993

Related C/OS/Recreation Element Policies: 7.4, 8.1, 8.2, 8.3, 8.6

WATER RESOURCES AND RIPARIAN HABITATS

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20. Improve Water Quality: Implement programs designed to improve water quality including Nitrate Removal Demonstration Project and Seventeenth Street Desalter.

Responsible Agency: Public Works

Funding Source: City Water Fund

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 5.2, 5.5, 5.6

21. Conserve Water Resources: Practice water conservation in the following ways: a) participate in regional programs such as the Seasonal Storage and Conjunctive Use Well program; b) support increased use of reclaimed water for the Tustin Ranch Golf Course, landscaped medians, and other uses by the Irvine Ranch Water District in East Tustin; c) continue to provide informational brochures/handouts on water conserving plumbing devices and other forms of water conservation as technology becomes available; d) utilize an inverted block rate structure to encourage water conservation by charging low water users less money; e) adopt a water efficient landscaping ordinance; f) utilize drought resistant landscaping in development of public projects; g) support the development of an expanded water line system for the use of reclaimed water; and h) incorporate the use of water saving devices and drought tolerant plant materials on City-owned park sites to keep water costs to a minimum.

Responsible Agency: Community Development/Public Works/ Finance Division/Water Services Division

Funding Source: City General Fund/Water Fund

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 5.2-5.7, 5.11, 14.9, 17.2

22. Flood Control Improvements: Support efforts for environmentally sensitive improvements to floodplains by: a) coordinating with Orange County Flood Control District, b) incorporating applicable standards and requiring revisions to development plans to satisfy City provisions for floodplain management.; and c) responding to environmental studies related to drainage courses, channels, and creeks that will have impacts on the City.

Responsible Agency: Community Development/Engineering Division/Planning Division

Funding Source: Orange County Flood Control/City General Fund

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 5.1, 5.5, 7.5, 8.1-8.5

23. Peter's Canyon Wash: Support the maintenance of Peter's Canyon Wash as an open natural channel through the Tustin Ranch Golf Course, and support the County's maintenance of the Wash north of the reservoir in a natural state including the development of a design concept for the Peter's Canyon Regional Park incorporating a natural wildlife habitat.

Responsible Agency: Community Development/Engineering Division/Planning Division; private golf course owner

Funding Source: Private funds/OCFD/State

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 5.1, 6.1, 7.2, 7.5

24. Water Quality: Promote improved water quality by the following methods: a) support the Santa Ana Watershed Protection Authority Programs; b) support the Regional Water Quality Control Board Programs and the National Pollution Discharge Elimination System

stormwater permit regulations; c) support the efforts of the Orange County Water District to monitor the Santa Ana River water quality; d) enforce the State Department of Health Services well construction standards; e) provide assistance and information to the Federal Environmental Protection Agency, the State Department of Health Services, and Orange County Health Department enforcement program during investigation, regulation and enforcement of water pollution restrictions; f) provide information to industrial operations within the City on methods to reduce or eliminate water contamination; g) work with the Orange County Water District, if financially feasible, to construct facilities adjacent to existing water wells to purify well water and increase production and use of local water; and h) develop local ordinances to regulate the dumping of pollutants into ground water.

Responsible Agency: Public Works/Water Services Division

Funding Source: City Water Fund

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 5.2, 5.4-5.7

PLANT AND ANIMAL HABITAT

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25. Biological Resource Restoration: Assist the County of Orange in development of plans and programs for restoration efforts in areas of unique riparian habitat.

Responsible Agency: Community Development

Funding Source: No funding necessary

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 6.1, 7.2, 7.5, 14.14

26. Tree Preservation: Promote tree preservation by: a) requiring development and implementation of reforestation plans to recreate the character of the existing eucalyptus groves within the hillside

areas of the East Tustin Specific Plan; b) preserving unique stands of trees on publicly owned facilities and properties; c) requiring CC&Rs or private party agreements with the City where unique stands of trees are included on commonly owned property or privately owned property to insure the preservation, health and vitality of such trees where feasible; d) requiring all plans for grading and construction activity within proximity to identified preserved stands of trees be reviewed by a qualified arborist to ensure that proposed activities and improvements will not impact the trees, and that recommendations of the arborist be incorporated into development plans; and e) establish an inventory of significant stands of trees in the City which would be marked for preservation consideration when reviewing development proposals.

Responsible Agency: Community Development

Funding Source: City General Fund

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 6.1, 7.1-7.3, 7.5, 7.6

27. Natural Community Conservation Plan: To maximize protection of the California Gnatcatcher and its habitat of coastal sage scrub, the City shall continue to participate and support the State of California Resources Agency Natural Community Conservation Plan for coastal sage scrub.

Responsible Agency: Community Development

Funding Source: City General Fund

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 7.2, 7.3, 7.4

28. Protection of Biological Resources: Biological resources in the City will be protected by requiring development project proponents to perform biological surveys in areas known or suspected to contain significant biological resources. The biological survey shall be

prepared by a professional biologist and the following issues shall be addressed therein:

a) identification, mapping, and acreage of the various plant communities and habitat types; b) delineation of wetlands, c) identification of sensitive plant and animal species; d) identification of whether property is enrolled in the Natural Community Conservation Plan for coastal sage scrub; e) potential wildlife movement corridors; and f) ecological function of on-site habitat. Biological resource surveys should be conducted at the appropriate times of the year to ensure observation of all potential occurring plant and animal species.

TOPOGRAPHY, SOILS, PALEONTOLOGY, AND ARCHAEOLOGY

29. Protect Soils and Topography: Protect soils and topography within the City by: a) reviewing and incorporating provisions of detailed soils reports for development into approved plans as provided for in the City Grading and Excavation Code; b) incorporating standards and guidelines of the East Tustin Specific Plan and Grading Manual through the Design Review process into development proposals, particularly designated hillside districts; and c) encouraging cluster development standards and siting guidelines contained in the East Tustin Specific Plan for citywide development concentrating higher intensity development on less sensitive portions of the site and retain greater open space and minimize grading impacts.

Responsible Agency: Community Development

Funding Source: City General Fund

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 7.2,7.4, 8.1-8.3, 8.5, 8.6, 8.9, 8.10, 8.12, 8.16, 8.17

30. Preserve Archaeologic and Paleontologic Resources: Preserve archaeologic and paleontologic resources within the City by: a) requiring developers to perform archaeological and paleontological

surveys prior to grading in areas known or suspected to contain such resources; and b) enforcing provisions of the California Environmental Quality Act regarding preservation or salvage of significant historic, archaeological and paleontological sites discovered during construction activities.

Responsible Agency: Community Development

Funding Source: City General Fund

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 8.6, 8.7, 8.9, 8.15, 8.17, 12.1, 12.2, 13.1, 13.2

MANAGED RESOURCES

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31. Permit Managed Agricultural Production: Permit managed agricultural production by: a) considering amendments to the Zoning Ordinance permitting agricultural uses as an interim use and reviewing current zoning regulations for needed revisions to protect existing agricultural lands; b) coordinating the construction of public infrastructure improvements to minimize impacts to agricultural operations; and c) using the design review process to encourage site design and the use of man-made or natural buffers to lessen visual or odor impacts.

Responsible Agency: Community Development

Funding Source: City General Fund

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 9.1, 9.2

32. Acquire Important Land Resources: Identify important land resources in the City and pursue State and Federal grants and programs which would fund acquisition of such lands.

Responsible Agency: Community Development

Funding Source: State and Federal Grants

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 7.1, 7.2, 8.7, 12.1, 12.2, 14.4

HISTORIC RESOURCES

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33. Preserve Historic Resources: Seek to preserve historic resources wherever feasible by: a) continuing programs to ensure the City's status as a Certified Local Government; b) Utilizing the guidelines established by the National Register, Office of Historic Preservation and the Tustin City Code where historic designation opportunities are desired for new or existing historic and cultural resources; and c) continuing to enforce zoning ordinance provisions for the Cultural Resources District and ensuring that design and development standards are enforced.

Responsible Agency: Community Development

Funding Source: City General Fund/State and Federal Funding

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 12.1-12.3

34. Historic District Expansion: Study the expansion or creation of an historic district north of First Street.

Responsible Agency: Community Development

Funding Source: City General Fund

Time Frame: As City Council assigns

Related C/OS/Recreation Element Policies: 12.1-12.3

SCENIC RESOURCES

35. Protect Scenic Views and Resources: Through the Hillside Review process, monitor and limit development of Peters Canyon Ridgeline consistent with the requirements of the East Tustin Specific Plan, Grading and Excavation Code and Grading Manual.

Responsible Agency: Community Development

Funding Source: City General Fund

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 6.1, 8.1, 8.6, 8.12, 8.15-8.17, 14.9

SOLID WASTE

The City of Tustin has prepared a Source Reduction and Recycling element for its portion of the Orange County Integrated Waste Management Plan (IWMP). The element is designed to divert 25 percent of all solid waste from landfills or transformation facilities by January 1, 1995, and 50 percent of solid waste by January 1, 2000.

36. Source Reduction and Recycling: Implement the City's adopted Source Reduction and Recycling element of the IWMP by: a) supporting State action to create state-wide source reduction incentives such as the adoption of advance disposal fees; b) establish a government waste reduction and procurement program; c) investigate the cost effectiveness and feasibility of implementing backyard composting to promote home management of yard waste; d) develop an awards program to recognize significant local integrated waste management achievements; e) develop an educational and technical assistance program; f) develop and annual media campaign and ongoing promotion including the provision of "how to" materials to at least 75 percent of the City's households, businesses, and government employees by 1995, and 90 percent by 2000; g) developing educational materials for a technical assistance program targeting commercial and industrial generators to at least 25 percent of Tustin businesses by

1995, and 50 percent by 2000; h) implementing a recycling program that includes 40 percent of all supermarkets and grocery stores in the City by 1995, and 80 percent by 2000; i) encouraging the development of local and regional markets for all materials recovered through the private sector and all implemented recycling programs on an ongoing basis; and j) Supporting the public sector purchasing and procurement practices for recyclable content products on an ongoing basis.

Responsible Agency: Public Works

Funding Source: City General Fund/Franchise Fees/Solid Waste Charges

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 4.2, 10.1-10.5

RECREATION FACILITIES

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37. Identify and Obtain Adequate Local Parklands: Identify and obtain adequate local parklands by: a) encouraging innovative development site designs that include recreation or open space amenities and identifying undevelopable areas for open space during the design review process; b) continuing to enforce Quimby Act Ordinance provisions for residential development; c) regularly monitoring the condition of designated private open space areas in the City to ensure that zoning and land use permit conditions are met, and that such areas are maintained and not converted to other uses; d) identifying potential sites in the southwest area of the City that may be suitable for parkland or recreation facilities; e) evaluating and updating the City's Master Plan of Parks and Recreation Facilities and the Parkland Dedication Ordinance to ensure the preservation and expansion of open space; and f) revising the parkland in lieu fee schedule as necessary to reflect the current market prices of land.

Responsible Agency: Community Services

Funding Source: City General Fund /Private Funding/State and Federal Funding

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 4.8, 7.2, 8.11, 8.12, 8.14, 14.1, 14.2, 14.4, 14.5, 14.9, 14.11-14.13, 14.4, 14.7, 14.8, 14.12, 16.2, 16.4, 17.4, 18.6

38. Joint-Use Agreements with Schools: Through joint-use agreements, enhance the use of school facilities by: a) exploring with the Tustin Unified School District, the provision of programs in areas lacking recreation facilities by using schools or private facilities; b) maintaining contact with and input from the School District during the design of any new public facilities; and c) develop a program for joint use of School District properties and surplus school sites.

Responsible Agency: Community Services

Funding Source: City General Fund/Tustin Unified School District

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 14.5, 14.6-14.8, 16.6, 16.10, 18.4, 18.7

39. Joint-Use Agreements with Orange County Flood Control: Explore the feasibility of utilizing County Flood Control facilities for recreational trails.

Responsible Agency: Community Services/Public Works

Funding Source: City General Fund/OCFC

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 7.1, 7.5, 14.3, 17.5

40. Community Services Coordination: Coordinate with other community service providers on a regular basis to ensure that programs and services are not being duplicated or competing against each other in the City.

Responsible Agency: Community Services

Funding Source: City General Fund

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 15.2, 16.5, 16.9, 18.7

41. After-School and Other School-Associated Programs: Coordinate after-school and other non-school hour programs with the Tustin Unified School District by: a) evaluating the need for after-school and other non-school hour day care programs for elementary age children and supporting programs as needed; and b) coordinating and supporting development low cost after-school programs such as sports leagues and clinics for middle school age children.

Responsible Agency: Community Services/TUSD

Funding Source: City General Fund/TUSD/Private Sources/State and Federal Funding

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 14.1, 14.5, 16.4, 16.10, 16.11, 18.4

42. Integrated Open Space System: Prepare an integrated open space plan for the City that includes: a) the City's parklands, landscaped medians and parkways in City streets, bicycle and pedestrian trail systems, and active and passive open space; b) phasing schedules for commitment of resources including the design and construction of facilities; and c) using the Design Review process to ensure installation of trail systems and other complementary facilities, and the connection of private open space with the comprehensive system of public open space.

Responsible Agency: Community Development/Community Services/ Public Works

Funding Source: City General Fund/Private Funding/State and Federal Funding

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 7.6, 8.9, 8.11, 8.14, 14.4, 14.13, 16.2, 17.5, 18.6

43. Accessibility Plan: Design new and renovate existing parks for convenient and accessible use and provide that all recreation programs, services and facilities are accessible to the disabled in accordance with the Americans with Disabilities Act.

Responsible Agency: Community Services

Funding Source: City General Fund /Private Funding/State and Federal Funding

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 14.1, 14.2, 16.4

44. Recreational Needs Awareness: Inform the public of recreational facilities and opportunities, and receive public input on such services by: a) providing program and service information through Tustin Today and handouts at City Hall and program sites; b) developing a community education program to provide citizens with information on various programs; c) receiving input from citizens on the design and development of parks and recreation facilities through questionnaires, community meetings, and Park and Recreation Commission meetings; d) staging community events through the use of input from citizens' task forces, committees and other groups; e) evaluating programs on a quarterly basis to ensure that community needs are being met; and f) reviewing and implementing successful programs from other communities.

Responsible Agency: Community Services

Funding Source: City General Fund

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 14.1, 15.2, 16.1-16.4, 16.5, 16.9, 16.11.

45. Funding Recreation Needs and Programs: Utilize a variety of methods to fund recreation facilities and programs by: a) identifying non-traditional approaches to providing recreation programs and facilities; b) annually reviewing fees and programs to ensure that the programs are self-supporting; c) soliciting sponsorships to enhance City events; d) exploring the establishment of a nonprofit corporation to provide a mechanism for businesses to donate money toward the development of recreation facilities and programs, and formally recognizing those efforts; e) designing an outreach program to encourage volunteerism within the City to support recreation programs; f) requiring private recreation facilities to be permanently maintained by homeowner or business associations through the subdivision and Design Review process; and g) exploring the development of an adopt-a-park and adopt-a-program approach for accepting donations of money and services.

Responsible Agency: Community Services/Private Providers

Funding Source: City General Fund/Other Private Sources/State and Federal Funding

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 14.1, 14.7, 14.8, 14.10, 14.11, 16.3, 16.5, 16.7, 16.9, 16.12, 17.4, 18.1-18.3, 18.6, 18.11

46. Special Recreation Programs: Provide special recreation programs and facilities as needs are identified. These programs may include, but are not limited to: a) adding a public gardening project to ongoing senior citizen programs; and b) using private sector or non-profit service providers, such as the Tustin Ranch Golf Club and the Boys and Girls Club, for specialized programs (for example, bowling, golf, and wrestling).

Responsible Agency: Community Services/Other Public and Private Sector Providers

Funding Source: City General Fund/Private Sources/State and Federal Funding

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 14.1, 14.2, 16.4, 16.5., 16.9

47. Recreation Facility Design: Evaluate and modify City parkland and facilities design standards, where necessary, and develop a listing of durable, economical, and standardized fixtures and plant materials.

Responsible Agency: Community Services/Public Works

Funding Source: City General Fund

Time Frame: July 1, 1993

Related C/OS/Recreation Policies: 17.2

48. Recreation Facilities Maintenance: Improve recreation facilities maintenance by: a) developing operational maintenance standards to provide quality maintenance of parks and recreation facilities; b) conducting maintenance impact reports on park designs during the park design process, and ensuring that steps to reduce maintenance costs have been incorporated in the design during the plan check process; and c) explore the utilization of private maintenance where appropriate to reduce public cost.

Responsible Agency: Community Services/Public Works/Private Providers

Funding Source: City General Fund/Private Funding Sources

Time Frame: Ongoing

Related C/OS/Recreation Element Policies: 14.9, 16.5, 17.1-17.4

Public Safety Element

TUSTIN
GENERAL PLAN

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INTRODUCTION TO THE PUBLIC SAFETY ELEMENT

The urban environment contains many natural and man-made hazards which require special consideration and treatment in the land use planning process. The purpose of the Public Safety Element is to identify these hazards and to establish appropriate policy to minimize the exposure of Tustin residents to such hazards. An emphasis is placed on tying land use decisions to public safety concerns. The Public Safety Element also stresses the importance of emergency preparedness in reducing community disruption in the event of a disaster.

PURPOSE OF THE PUBLIC SAFETY ELEMENT

The purpose of the Public Safety Element is to identify and address those natural or man-made characteristics which exist in or near the City which represent a potential danger to the safety of the citizens, sites, structures, public facilities, and infrastructure. The Element establishes policies to minimize the danger to residents, workers, and visitors; and identifies actions needed to deal with crisis situations. The manner in which emergency response agencies cooperate with one another and with other jurisdictions is a key component of the element.

Issues Overview

The Public Safety Element is a State-mandated component of a General Plan. Government Code section 65302(g) sets forth a list of hazards or public safety issues that the Element must cover if they pertain to the City. For the City of Tustin, the applicable hazards are:

- Flooding;
- Seismically induced conditions, including surface rupture, ground shaking, ground failure, and seiche;
- Slope instability leading to mudslides and landslides;
- Subsidence and other geologic hazards;

- Wildland/urban interface fires; and
- Evacuation routes.

State law also permits cities to add safety issues to this list and to delete issues which are not pertinent. Potential safety issues were researched and documented for preparation of the Public Safety Technical Memorandum that was completed as a background document for the General Plan. The following public safety issues were added to those mentioned above:

- Hazardous materials;
- Law enforcement; and
- Aircraft overflights.

RELATED PLANS AND PROGRAMS

The Public Safety Element issues relate closely to certain issues discussed in the Land Use and Conservation/Open Space/ Recreation Elements of the General Plan. Tustin is updating its Emergency Preparedness Plan that addresses several hazard areas including seismic, flooding, and hazardous materials. This Emergency Preparedness Plan will be reviewed by State and Federal agencies which have their own roles in the event of an emergency, including the Federal Department of Homeland Security and the State Office of Emergency Services (OES).

SCOPE AND CONTENT OF THE ELEMENT

This Element is composed of three major sections: Summary of Public Safety Issues, Needs, Opportunities, and Constraints; Public Safety Goals and Policies; and The Public Safety Plan. The Public Safety Issues, Needs, Opportunities, and Constraints section establishes the basis for formulation and expression of the City goals and policies related to public safety. The Public Safety Goals and Policies section establishes public safety objectives and a decision-making framework for City leaders in evaluating issues for their safety impact. The Public

Safety Plan provides more detailed approaches to hazard mitigation and ensures adequate emergency response to identified hazards.

The Public Safety Plan is based upon the Element's goals and policies, and relies on the detailed description of local hazards from the Public Safety Technical Memorandum.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

As one element of the General Plan, the Public Safety Element must be consistent with other General Plan Elements. All elements of the Plan are interrelated to a degree, and certain goals and policies of each element may also address issues that are the primary subjects of other elements. The Public Safety Element relates most closely to the Circulation and Noise Elements. The Circulation Element relates to the Public Safety Element by establishing safe road widths, accessibility standards for firefighting equipment, and emergency evacuation routes. The Noise Element relates to the Public Safety Element by establishing standards for safe levels of noise.

The other Elements of the General Plan relate to the Public Safety Element by supporting the Public Safety Element. The Land Use and Conservation/Open Space/Recreation Elements address public safety issues by designating lands with unstable or hazardous characteristics, and the Housing Element promotes safe housing for City residents. Taken as a whole, all the elements contribute to the promotion of a safer environment for Tustin inhabitants.

SUMMARY OF PUBLIC SAFETY ISSUES, NEEDS, OPPORTUNITIES, AND CONSTRAINTS

The Tustin Planning Area is affected by many issues, opportunities, and constraints that affect public safety. The following section summarizes these and establishes a basis for future goals and policies.

FLOODING

- The Planning Area contains creeks and washes which create potential flooding problems.
- Some eastern parts of the City are subject to flooding in a 100-year storm, and most of the southern and eastern areas of Tustin Legacy are subject to flooding in a 500-year storm; however, no significant flooding has occurred in the last decade.
- The City has applied to the Federal Emergency Management Agency for modification of the Flood Insurance Rate Maps where needed to reflect flood improvements as they are made in the City.
- The Santiago and Villa Park Reservoirs could inundate parts of the Planning Area if their dams failed.

SEISMIC HAZARDS

- The Tustin Planning Area lies within a seismically active region.
- No known active or suspected potentially active faults exist within the Planning Area. The El Modena fault passes through the Planning Area's northern section; however, studies have not been conclusive about the active/inactive status of this fault.

- Several major faults lie within 10 to 45 miles of the Planning Area.

- Potential hazards include ground shaking, liquefaction, unreinforced masonry structural hazards, and tilt-up concrete buildings constructed prior to 1974.

HAZARDOUS AND TOXIC 7 MATERIALS

- Risks to individuals and the community would occur in the event of accidental release or combustion of hazardous materials.

- High pressure pipelines which carry petroleum and fuels pass through the City.

FIRE

- The Tustin Planning Area is subject to both urban and wildland fire hazards which result from a number of causes, including arson, carelessness, home or industrial accidents, or from ignorance of proper procedures for home or business repairs.

- The northeast part of the Planning Area is most susceptible to wildland fires while the southwest area is most susceptible to urban fires.

- Low water pressure affects the Old Town and Cowan Heights areas.

CRIME/LAW ENFORCEMENT

- Efforts have been focused on keeping crime activity to a minimum.

AIRCRAFT OVERFLIGHTS

- The City lies under the Instrument Landing System Corridor of John Wayne Airport
- The Planning Area does not lie within any of John Wayne Airport's safety zones.

EMERGENCY PREPAREDNESS PLANNING/DISASTER RESPONSE

The City's Emergency Operations Plan is a multihazard planning document which is in compliance with State and Federal Emergency Planning Requirements. Training and exercises are periodically conducted to educate staff on their emergency responsibilities and to assist in identifying procedures and functions which require further preparedness and training activities.

PUBLIC SAFETY ELEMENT GOALS AND POLICIES

This section of the Public Safety Element sets forth Tustin's goals and policies for dealing with safety issues. The policies provide direction for approaches to public safety that are described in the Public Safety Plan.

FLOODING

Minimizing the risk of flooding within the community can be accomplished by proper planning and actions related to new development and redevelopment of land.

GOAL 1: Reduce the risk to the community's inhabitants from flood hazards.

Policy 1.1: Identify flood hazard areas and provide appropriate land use regulations for areas subject to flooding.

Policy 1.2: Coordinate with the appropriate agencies to assure that existing bridges are constructed according to accepted standards to avoid damage by flooding.

Policy 1.3: Continue to participate in the national flood insurance program.

Policy 1.4: Cooperate with the Orange County Flood Control District to plan and make needed improvements or modifications to Peters Canyon Channel to enable it to carry runoff from a 100 year storm.

Policy 1.5: Require detention basins as a flood control measure where applicable to reduce the risk from flood hazards.

Policy 1.6: Design future development located near water storage facilities to minimize damage caused by leak, rupture, or flooding from a water storage facility.

Policy 1.7: Encourage the Orange County Flood Control District to maintain scheduled debris removal from flood channels.

GOAL 2: Minimize risk from upstream dam failures.

Policy 2.1: Provide the public with information regarding emergency preparedness in event of dam failure.

Policy 2.2: Work with other responsible agencies to ensure and improve the safety of the Santiago and Villa Park Reservoirs.

SEISMIC HAZARDS

Geologic and seismic hazards can be reduced to avoid unnecessary risk. Appropriate planning and preparedness actions will minimize exposure to these hazards.

GOAL 3: Reduce the risk to the community from geologic and seismic hazards.

Policy 3.1: Require review of soil and geologic conditions by a State-Licensed Engineering Geologist to determine stability prior to the approval of development where appropriate.

Policy 3.2: Maintain and regularly update all seismic and geologic information regarding safety, and ensure the consistency of that information with other affected agencies.

Policy 3.3: Encourage development which utilizes the desirable existing features of land such as natural vegetation, geologic features, and other natural features which preserve the site's significant identity.

Policy 3.4: Regulate the structural seismic safety of all buildings located within the City. Inventory tilt-up industrial buildings built prior to 1974.

Policy 3.5: Ensure that structures for human occupancy, critical structures, and vital emergency facilities are designed to minimize damage from potential geologic/seismic hazards and avoid functional impairment.

Policy 3.6: Promote earthquake preparedness within the community by participation in periodic earthquake awareness programs.

Policy 3.7: Include and periodically review and update emergency procedures for earthquakes in the City's Emergency Preparedness Plan.

Policy 3.8: Coordinate with County of Orange, SCRRA/OCTA (Metrolink), and Caltrans to identify and correct any structural deficiencies of bridges and overpasses that traverse the City of Tustin.

Policy 3.9: Where geologic instability or presence of faulting is discerned, use appropriate open space mechanisms and or regulate development in accordance with State law and consistent with the levels of acceptable risk.

HAZARDOUS AND TOXIC MATERIALS

Exposure to hazardous and toxic materials can be avoided through proper planning and policy aimed at reducing the risk associated with use, transport and disposal of such materials.

GOAL 4: Reduce the risk to the community's inhabitants from exposure to hazardous materials and wastes.

Policy 4.1: Cooperate with the County to implement applicable portions of the County's proposed Hazardous Waste Management Plan.

Policy 4.2: Cooperate with railroad operations to ensure that hazardous materials transported by rail do not pose a threat to life or property.

Policy 4.3: Transportation of hazardous waste will be minimized and regulated where possible to avoid environmentally sensitive areas and populated, congested, and dangerous routes.

Policy 4.4: Cooperate fully with other local, State, and federal agencies to efficiently regulate the management of hazardous material and hazardous waste.

Policy 4.5: Establish regulations requiring land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials to be located a safe distance from other land uses that may be adversely affected by such activities.

Policy 4.6: Place public participation as a high priority throughout the process of siting hazardous waste facility projects.

Policy 4.7: Establish defined transportation routes for the conveyance of hazardous materials.

Policy 4.8: Support the provisions in the City's Hazardous Household Waste Plan by requiring the proper disposal of hazardous household waste and waste oil.

Policy 4.9: Cooperate with responsible agencies to ensure that dry cleaners, film processors, auto service establishments and other service businesses generating hazardous waste materials are complying with approved disposal procedures.

Policy 4.10: Regulations governing the discharge of hazardous waste into sewer systems will be strictly enforced.

Policy 4.11: Minimize the amount and toxicity of hazardous waste and materials generated in Tustin by encouraging recycling, source reduction technologies and educational assistance to local residents and commercial and industrial handlers.

Policy 4.12: Sponsor regular household hazardous waste disposal programs to enable residents to bring back yard pesticides, cleaning fluids, paint cans, and other common household toxics to a centralized collection center for proper disposal.

Policy 4.13: Support efforts to enforce State "right to know" laws, which outline the public's right to information about local toxics producers.

Policy 4.14: Establish development standards for storage of industrial chemicals and other potentially hazardous substances.

Policy 4.15: Coordinate with the County of Orange in the implementation of the National Pollution Discharge Elimination System Permits (NPDES) regulations.

Policy 4.16: Continue to identify and target community audiences to inform them of the availability and convenience of permanent Household Hazardous Waste collection sites.

FIRE

Fire hazard potential exists where water pressure is efficient and where large areas of dry vegetation occur. The potential for this hazard can be reduced through appropriate regulation, education, and cooperative measures.

GOAL 5: Reduce the risk to the community's inhabitants from fires or explosions.

Policy 5.1: Work closely with the Orange County Fire Authority to continue to operate an education program regarding fire hazards.

Policy 5.2: Encourage the use of fire retardant roofing materials.

Policy 5.3: Establish and maintain mutual aid agreements with surrounding jurisdictions for fire protection.

Policy 5.4: Enforce building code requirements that assure adequate fire protection.

Policy 5.5: Study alternatives for upgrading emergency water line capacities in deficient areas.

Policy 5.6: Cooperate with Orange County Fire Authority to ensure the provision of adequate and cost-effective fire protection services.

CRIME/LAW ENFORCEMENT

Stabilizing the level of criminal activity in the community as growth occurs is very important in maintaining the overall quality of life in Tustin. This effort involves both law enforcement and citizen involvement to address crime problems.

GOAL 6: Stabilize demand for law enforcement services.

Policy 6.1: Provide appropriate levels of police protection within the community.

Policy 6.2: Periodically evaluate service levels and service criteria.

Policy 6.3: Pursue State and Federal monies to offset the cost of providing police protection.

Policy 6.4: Cooperate with the Orange County Sheriff's Department and surrounding police departments to provide back-up police assistance in emergency situations.

Policy 6.5: Promote the use of defensible space concepts (site and building lighting, visual observation of open spaces, secured areas, etc.) in project design to enhance public safety.

Policy 6.6: Enhance public awareness and participation in crime prevention by developing new, and expanding existing, educational programs dealing with personal safety awareness, such as neighborhood watch, commercial association programs, and community oriented policing.

AIRCRAFT OVERFLIGHTS

Air operations associated with John Wayne Airport represent a potential hazard for the community. The risk from this hazard can be minimized through proper planning of land use.

GOAL 7: Minimize the level of danger to life and property from air operations accidents.

Policy 7.1: Develop criteria to regulate the type and intensity of developments in areas of known potential air operations hazards.

Policy 7.2: Coordinate land use planning and emergency preparedness planning with John Wayne Airport officials.

Policy 7.3: Monitor legislation promulgated by the FAA which could eliminate local flight restrictions on John Wayne Airport.

Policy 7.4: Establish criteria for review and siting of heliports and helipads.

Policy 7.5: Encourage Tustin citizen participation and City involvement on committees which would impact future aircraft operations in Orange County.

Policy 7.6: Work to reduce risks and noise impacts resulting from aircraft operations by: (a) participating in and monitoring the planning process for John Wayne Airport and (b) continuing to discourage commercial or general aviation activities which increase noise exposure or general safety risks to Tustin residents.

EMERGENCY PLANNING/DISASTER RESPONSE

Proper preparation for major emergencies is necessary to minimize disruption, personal injury, and property damage. Preventive measures taken before an emergency occurs can hasten recovery from such incidents.

GOAL 8: Improve the City's ability to respond to natural and man-made emergencies.

Policy 8.1: Maintain an up-to-date Emergency Operations Plan identifying all available resources and funds for use in the event of a disaster and establishing implementing actions or procedures under the Plan for rescue efforts, medical efforts, emergency shelters, provision of supplies, and all other response efforts recommended by

the State Office of Emergency Services and the Federal Emergency Management Agency (FEMA). Include procedures for dealing with specific events such as earthquake, major rail and roadway accidents, flooding, and hazardous materials.

Policy 8.2: Coordinate with Orange County and the Federal Emergency Management Agency in reducing community risks in the event of a disaster.

Policy 8.3: Support public education programs for emergency preparedness and disaster response; distribute information about emergency planning to community groups, schools, churches, and business associations; and hold emergency drills in various parts of Tustin to test the effectiveness of emergency preparedness plans.

Policy 8.4: Maintain a high level of multi-jurisdictional cooperation and communication for emergency planning and management and solicit participation from private sector sources (i.e., ham radio, cellular telephone, etc.) to enhance local communication and response capability.

GOAL 9: Reduce the amount of personal injury, damage to property, and economic or social dislocation as the result of disaster.

Policy 9.1: Existing vital facilities not designed to be disaster-resistant should be examined, and hazardous conditions should be fully mitigated.

Policy 9.2: Vital facilities shall be designed and operated in a manner maximizing their ability to remain functional during and after disaster.

Policy 9.3: Encourage residents and businesses to undertake preventive measures for both catastrophic events and for more frequent incidents; for example, structural fires, localized flooding, and so on.

Policy 9.4: Assist in orderly and efficient reconstruction activities following a disaster to the maximum extent possible.

Policy 9.5: Ensure that people take appropriate and effective action to safeguard life and property during and immediately after

emergencies, and assist in returning their lives and businesses to normal to the extent possible.

RELATED GOALS AND POLICIES

Goals and policies contained in the other Elements are also important in addressing public safety issues. The Land Use Element ensures incompatible uses are located away from each other. The Housing Element also contains policies that underscore the importance of ensuring that housing is both safe and decent. The Circulation Element relates to this element by establishing safe road widths, accessibility standards, and emergency routes. The Noise Element relates to this element by establishing standards for safe noise levels. A number of goals and policies contained in the Conservation/Open Space/Recreation Element are concerned with development restrictions in areas subject to environmental constraints that might affect both persons and property. Other Elements containing policies that serve to support the aims expressed in this Element are identified in Table PS-1.

TABLE PS-1
PUBLIC SAFETY RELATED
GOALS AND POLICIES BY ELEMENT

Public Safety Issue Area	Related Goals and Policies by Element						
	Land Use	Housing	Circulation	Noise	Public Safety	Conservation / Open Space/ Recreation	Growth Management
Flood Hazards	8.5					7.5, 8.4	
Seismic Hazards						8.8	
Hazardous and Toxic Materials	4.5, 13.11					5.7, 10.1	
Fire Hazards							
Emergency Preparedness Plan							
Crime/Law Enforcement							
Aircraft Overflights	2.6		3.6	1.3, 1.4, 1.5, 1.6			

THE PUBLIC SAFETY PLAN

The Public Safety Plan describes the approach to be used in implementing the Public Safety Element goals and policies. The goals and policies of the Element provide direction for specific actions by the City. How Tustin achieves those goals and implements those policies is determined by programs, actions, and cooperative efforts sponsored or participated in by the City.

FLOODING

As indicated in the Summary of Issues, Needs, Opportunities, and Constraints, flooding can potentially occur throughout the Planning Area. The Planning Area contains many creeks and washes; however, few parts of the Planning Area have been identified as areas within a 100-year storm flood area. Areas that have been so designated have not flooded within the last 10 years and are less susceptible to flooding due to more recent storm drain and flood control improvements.

As new development occurs, the City has and will continue to improve or require the improvement of flood control facilities. These flood control improvements will be coordinated with Circulation Element roadway construction projects to ensure that major thoroughfares in the City are useable during 100-year storm conditions. Improvement of the Peters Canyon Channel so that runoff from a 100-year storm could be carried represented an important flood control project requiring the joint efforts of the City and the Orange County Flood Control District. Flood control will also be improved through the use of detention basins in appropriate areas. Future development in areas near public water storage reservoirs will be designed so that any damage that might result from leaks or ruptures to storage facilities is minimized. Additionally, the City has applied to the Federal Emergency Management Agency for revision of the Flood Insurance Rate Maps.

The risk of flooding resulting from dam breaches or failures will be reduced by working directly with the State Office of Emergency Services to make physical improvements (if necessary) and monitor the safety of the Santiago and Villa Park Reservoirs. The potential for loss of life associated with dam breaches or failures will be reduced by

periodically disseminating information describing emergency preparedness methods and procedures useful to City inhabitants.

SEISMIC HAZARDS

Groundshaking, liquefaction, unreinforced masonry structures, and older tilt-up concrete structures represent the main seismic dangers within the Planning Area. The City requires the retrofitting of unreinforced masonry structures. The City also anticipates inventorying tilt-up concrete structures built prior to 1974. When the inventory is complete, the City will encourage the owners of such structures to retrofit them.

Since the primary seismic danger in Tustin is groundshaking, the City cannot directly mitigate this hazard. Earthquakes and groundshaking in Southern California are unavoidable. However, the City will require that housing and other structures be designed to be as shock resistant as possible or feasible. Of particular importance are those structures designed for human occupancy, critical service structures, and vital emergency facilities which are essential during periods of emergency. Earthquake awareness programs will be periodically promoted by the City stressing individual preparedness and understanding of community-wide procedures.

The City will require geologic investigations for all development. Means of siting or constructing a building which will render it more resistant to groundshaking will be balanced against competing City goals, and will be encouraged or required if necessary for public safety. Development within areas shown to be unsafe in light of the geologic investigation will be restricted and mitigated to ensure reasonable safety. Should structural deficiencies of critical public facilities such as bridges and overpasses be identified, the City will work directly with Caltrans, the County of Orange, the SCRRA/OCTA (Metrolink) Railroad, and other responsible agencies to correct such deficiencies.

HAZARDOUS AND TOXIC MATERIALS

Hazardous and toxic materials which would present the greatest threat in Tustin include those transported through the Planning Area, either on the freeways or railroads, or in the pipelines travelling underground. With recommendations from other responsible agencies, the City will identify specific transportation routes and procedures for conveying hazardous materials to minimize risk to inhabitants.

The main regulatory means of controlling hazardous materials are City regulations governing the siting of and conditions imposed upon facilities which handle hazardous materials. The County Hazardous Waste Management Plan is a document which will also contribute to the control of such facilities. The County prepared the Plan which was approved by the State on October 30, 1991. Subsequently, the City adopted their final Hazardous Waste Facilities Ordinance. The City has also adopted a Household Hazardous Waste Element which includes educational programs that inform the public of their responsibilities and appropriate techniques to protect the environment, such as recycling and source reduction.

State law requires cities to: 1) adopt a plan or 2) refer to County Plan in the City's General Plan, or 3) enact an ordinance to prepare plans and policies for regulating hazardous wastes, including siting and planning for hazardous waste facilities. The City through their Hazardous Waste Facilities Ordinance has established siting criteria for hazardous waste treatment, transfer, and disposal sites. The criteria will be used to review all proposals for such facilities within Tustin. A general description of the City's siting factors, objectives, and criteria is presented in Table PS-2.

Management of hazardous materials will include the establishment of safe distances separating land uses that produce, store, transport, handle, or dispose of such materials from other uses. The City also supports the efforts of other agencies responsible for regulating the use of hazardous materials. In particular, the County of Orange will be supported in its efforts to implement the National Pollution Discharge Elimination System Permits (NPDES) regulations.

MCAS TUSTIN CLEANUP PLAN

Like most military facilities, MCAS Tustin was a user of hazardous materials and there have been many documented leaks and spills since base commissioning in 1942. In 1980, Congress passed the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) which required the Department of Defense (the Department of Navy assumes this role for MCAS Tustin) to begin work to identify, investigate, and clean-up hazardous waste disposal sites and areas of potential contamination at military bases.

The military created a team to organize and implement a Base Closure and Realignment Act Base Cleanup Plan (BCP). The purpose of the BCP is to summarize the status of current environmental restoration and associated environmental compliance programs in support of base closure and to provide a strategy for integrating all ongoing site activities in a comprehensive and efficient manner that protects human health and the environment.

The BCP will integrate and coordinate activities under the Installation Restoration Program (IRP), the Resource Conservation and Recovery Act (RCRA), and other compliance programs which are ongoing at the closed base.

The Program will identify all sites of potential contamination, investigate those with the potential to affect human health and the environment, and remediate all sites as necessary to meet applicable federal, state, and local standards.

TABLE PS-2
CITY OF TUSTIN
HAZARDOUS WASTE FACILITIES SITING FACTORS

OBJECTIVE	SITING CRITERIA
1. Protect residents	o Minimum distance of 2,000 feet between residences and active part of any residual repository facility. o Consider proximity to immobile populations and sensitive uses, such as schools and hospitals.
2. Ensure the structural stability and safety of the facility	o Facility must comply with Building and Fire Codes and Zoning setback requirements for Industrial and Planned Community Industrial Districts unless greater setbacks are justified pursuant to risk assessment. Facilities shall be located in areas where: o Immediate response to hazardous materials accident is available from Fire Department. o Mutual aid and immediate aid agreements are well established. o Demonstrated emergency response times are the same or better than those recommended by OCFD. Emergency Services Plan shall be transmitted to OCFD who shall determine adequacy of emergency response time. Avoid locating facility near: o 100 year flood zones and flash flood and debris flow areas; o Dam failure inundation areas; and o Active faults (minimum distance of 200 feet). Prohibit residuals repositories and require engineered design safety features for other facilities in areas of potential: o Slope instability (unstable soils); and o Subsidence/liquefaction.

OBJECTIVE	SITING CRITERIA
3. Protect surface and ground water resources	o Avoid locations near aqueducts and reservoirs. o Proximity to supply wells and well fields should be outside the cone of depression created by pumping a well or well field for 90 days. o Residual repositories and facilities with underground storage prohibited in areas hazardous materials will be below the tension-saturated zone. o All facilities must be capable of withstanding hydraulic pressure gradients to prevent failure due to settlement, compression, or uplift as certified by a California Registered Civil Engineer or Geologist. o Facilities handling liquid must locate where groundwater flow is in one direction with no vertical transfer of water. o Residuals repositories and facilities with subsurface storage or treatment must develop a program that successfully satisfies the Regional Water Quality Control Board permit requirements for groundwater monitoring. o Soil Permeability requirements shall conform to State Water Resources Control Board. o Residuals repositories permitted only where uppermost water-bearing zone or aquifer is presently mineralized to extent it cannot be considered for beneficial use. o Locate in areas with adequate sewer capacity.
4. Protect air quality	o Facilities in Prevention of Significant Deterioration air quality areas required to submit preconstruction review and apply best available control technology. o Facilities with air emissions require preconstruction review and permits from SCAQMD.

OBJECTIVE	SITING CRITERIA
5. Protect environmentally sensitive areas	Prohibit facility location in: o Wetlands; o Proximity to habitats of threatened and endangered species; o Recreational, cultural, and aesthetic resource areas. Permitted on case-by-case basis: o Federal and State lands. o Consider proximity to areas of waste generation (waste generation stream). o Locate close distance to waste generation source, except for residuals repositories.
6. Ensure safe transportation of hazardous waste	o Road networks should not utilize local residential streets. o Follow highways with low to average AADT and accident rates. o Consider capacity vs. AADT of access route.
7. Protect social and economic development goals of the community	o Facilities must locate in industrial zoned lands. o Potential changes in real property values require independent study. o Potential changes in employment require independent study. o Facility shall comply with all General Plan, Zoning Ordinance, and other planning requirements.

Source: City of Tustin
Abbreviations: AADT = Average Annual Daily Traffic

FIRE HAZARDS

Two main problems contribute to fire hazards in Tustin, low water pressure and large areas of dry vegetation. The primary program to improve fire protection will be to upgrade water lines in areas where pressure is deficient. Acceptable water pressure and fire department response time standards are shown in Table PS-3.

Fire protection will also be improved by establishing and maintaining mutual aid agreements with surrounding jurisdictions. A primary means of improving fire prevention will be the requirement of construction materials that are either specifically fire resistant or of low fuel value.

Education also plays an important role in fire safety. Particularly in wildland interface areas, people must be made aware of the fire danger in natural and open space areas, particularly in the fire season. Education programs will be sponsored in cooperation with the local fire department.

CRIME/LAW ENFORCEMENT

As urban development progresses through Orange County, parts of Tustin become more susceptible to crime. Efforts to reduce crime have met with some success. Even though crime has increased, a higher percentage of reported crimes are now resulting in arrest. Reducing crime effectively is a time and labor intensive effort. The City will do everything possible to increase service levels and acquire funding to do so. Table PS-3 shows Police Department standards for responding to calls.

Public awareness is also vital in the fight against crime. The City will encourage an activated citizenry to "take ownership" of their streets, report crimes, and be a visible presence. One such program is Neighborhood Watch and community oriented policing. The City will also work with the citizens in creating a force of volunteers. Such a program has been proven effective in some other Southern California cities.

TABLE PS-3
EMERGENCY SERVICES STANDARDS

FIRE RESPONSE	First Engine Company:	5 minutes to 90% of incidents
EMERGENCY MEDICAL	Basic Life Support Unit:	5 minutes to 90% of incidents
	Advance Life Support Unit:	10 minutes to 90% of incidents
POLICE RESPONSE	Emergency calls:	3.5 minutes
	Non-emergency calls:	13 minutes

Another method that the City can use in the fight against crime is to ensure that new construction is designed in a way that discourages gang activity and other aggressive lawless behavior. Some examples of "protective architecture" or defensible space are well lit entryways, lack of convenient hiding places, entryways which are easily seen from the street, and other similar concepts.

AIRCRAFT OVERFLIGHT HAZARDS

Large parts of Tustin's residential areas lie underneath the flightpath of John Wayne Airport. While the City's power to limit the operational activities of these facilities is extremely limited, the City can participate in land use control within the flight paths and the legislative process which regulates civilian and military air operations. This includes coordinating land use planning and emergency preparedness planning with the Airport Land Use Commission for Orange County and John Wayne Airport.

Flight operations involving blimps may occur as an interim use at former MCAS Tustin. The MCAS Tustin Specific Plan also allows heliports as a conditional use. The Airport Environs Land Use Plan (AELUP) for Heliports and the AELUP for John Wayne Airport should be consulted to address specific noise and safety factors associated with blimp and helicopter flights.

The City should ensure that each applicant seeking a Conditional Use Permit or similar approval for the construction or operation of a heliport or helistop complies fully with the State permit procedure provided by law and with all conditions of approval imposed by the Federal Aviation Administration (FAA), by the Airport Land Use Commission for Orange County (ALUC), and by Caltrans/Division of Aeronautics. The City will comply with the AELUP for Heliports in the development and permitting of new heliports.

All development proposals affected by the airport land use commission consistency criteria are referred to the Airport Land Use Commission (ALUC). The ALUC reviews areas within the 60 dB CNEL contour, areas within the Safety Compatibility Zones, areas with Building Height restrictions, or within specified distances from runway surfaces. As with most controversial safety related topics, the involvement of citizens is of great importance. The City will encourage and notify residents of opportunities to become involved in airport related issues.

AGENCY RESPONSIBILITIES AND COORDINATION

The City contracts with the Orange County Fire Authority for Fire and Paramedic Services. Other agencies which have jurisdiction or which provide public safety services within Tustin include the California Highway Patrol, and the Orange County Health Department. The City coordinates with these agencies to provide the highest level of public safety services.

The City will continue to work with these agencies to ensure adequate service. Plans for proposed developments, including City projects, will be sent to appropriate agencies for their review and comment. This will occur whether or not an environmental impact report is prepared. An integral part of the updated Emergency Operations Plan will be the explanation of the appropriate responses and responsibilities of individual agencies and the interagency coordination required to implement emergency procedures.

The Southern California Earthquake Preparedness Project (SCEPP) is a State and federally-funded effort to encourage local jurisdictions to prepare for catastrophic earthquakes that may occur in Southern

California. SCEPP recommendations have also been approved by the Orange County Board of Supervisors. SCEPP works directly with local governments, private industry, and volunteer groups in a cooperative planning effort. It addresses the full range of earthquake strategies, including mitigation (long term response), prediction (short term response), emergency actions, and recovery.

EMERGENCY RESPONSE AND ACTION

This section of the Public Safety Element discusses emergency preparedness planning needed to respond to major disasters. With Tustin's updated Emergency Operations Plan, the reader or user of this Element is able to review that document in conjunction with the material contained here. The Emergency Operations Plan is meant to be a preparedness document, designed to be read before a disaster, not in response to one.

Each city must have a plan for response to emergency and disaster situations. The City of Tustin currently has an Emergency Operations Plan. The plan establishes response procedures for peace and wartime disasters. The Plan conforms to the provisions of the California Emergency Preparedness Plan and Emergency Resources Management Plan which apply to city governments. The Plan will be adopted in 1997 to comply with state law and the standard emergency management system (SEMS).

Emergency Evacuation

The City's Emergency Operations Plan identifies routes through the City which are suitable for use as evacuation routes. The extent and severity of a disaster will determine which routes and which directions people may take in order to escape the afflicted areas. Figure PS-1 shows the City's emergency evacuation routes.

Emergency Response Personnel

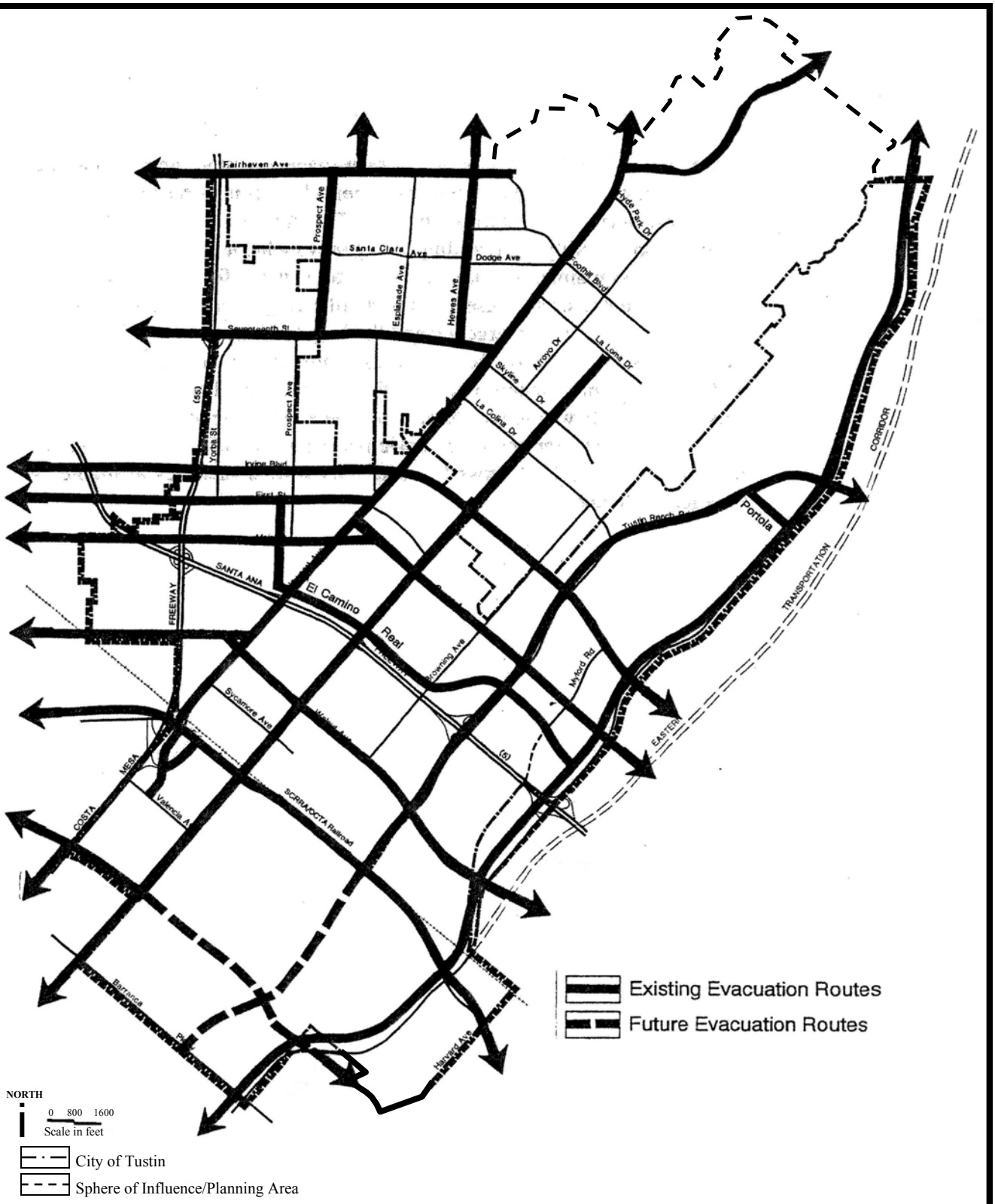
First response will be provided by the City Police Department, County Fire Authority and Public Works Department who bear most

of the responsibility for providing emergency services. In addition to the above agencies, in the event of a major disaster, other City, County, and State personnel assume local emergency response roles.

The updated Emergency Operations Plan details these roles and responsibilities. Table PS-4 shows which agencies are responsible for various tasks in emergency situations and Table PS-5 shows the City's emergency operation center organization.

Emergency Shelters

In the event of either a natural or man-made disaster, homes may be destroyed or be inaccessible for extended periods of time. Area residents will need some form of temporary shelter. The American Red Cross bears primary responsibility for providing emergency shelter to displaced residents. The Red Cross maintains an inventory of sites suitable for use as emergency shelters. The site or sites used in a particular emergency depend upon the scope and scale of the emergency and the length of time required to shelter the refugees. Sites most frequently used for shelter are schools, senior centers, community centers, public buildings, and churches. In the event of a disaster, the City will activate their Care and Shelter operations and provide food, clothing, shelter and other basic necessities of life, and continue to cooperate with the Red Cross to make City owned facilities available as emergency shelters.



SOURCE: City of Tustin Police Department

TUSTIN GENERAL PLAN

Figure PS-1
Evacuation Routes

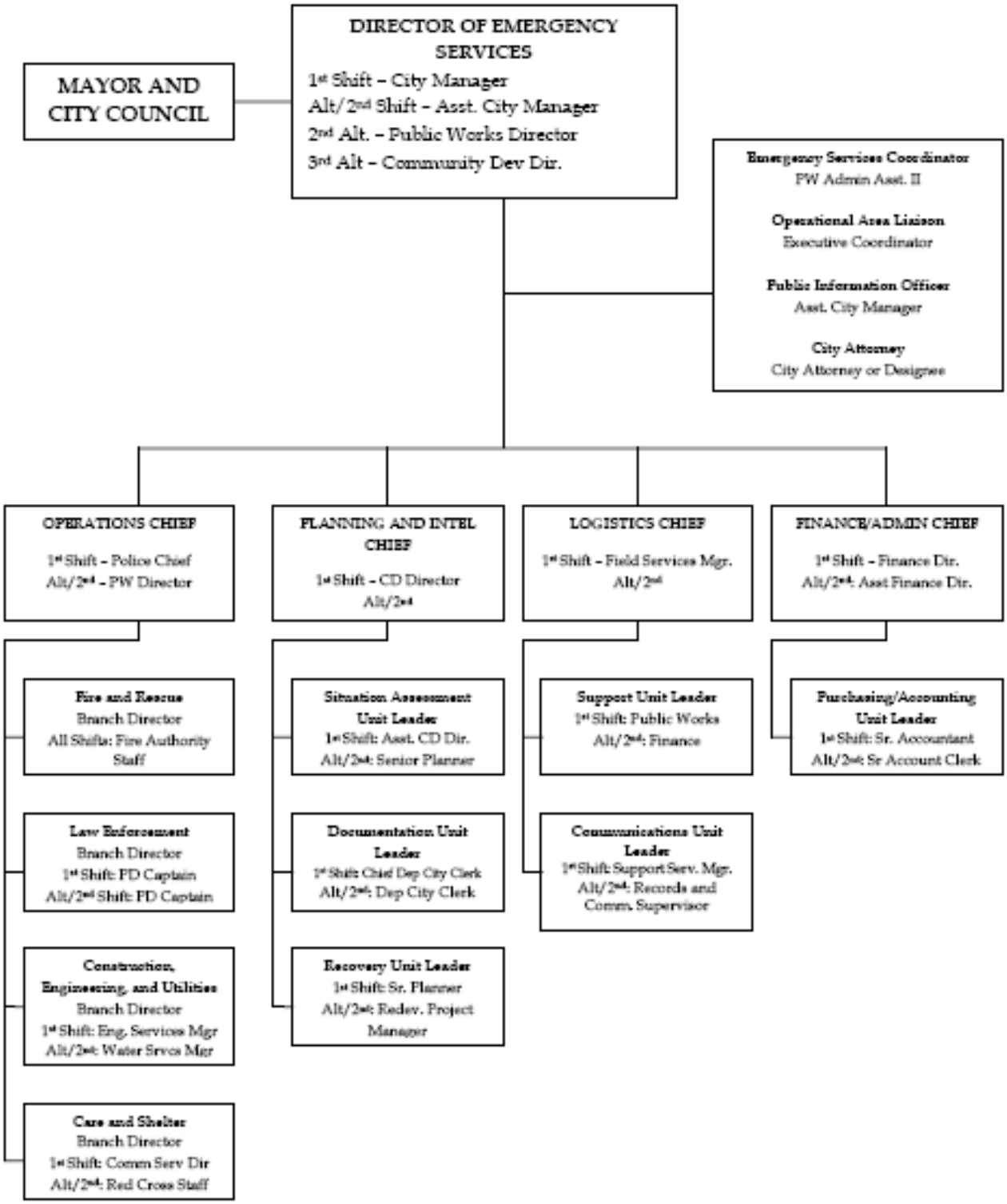
Updated November 20, 2012

TABLE PS-4
EMERGENCY RESPONSIBILITIES

Function	City Manager	Asst. City Manager	City Attorney	City Comm. Services	City Comm. Dev.	City Finance	Orange County Fire Auth.	Orange County Health Care Agency	Orange County Sheriff	City Police Dept.	City Public Works	Red Cross	Tustin Unified School District	City Clerk/ Personnel
(A) Manager	P	S	S											
Alerting and Warning							S			P	S			
Communications							S			P	S			
Situation Analysis	S				P		S			S	P			
(B) Fire and Rescue							P			S	S			
(C) Law Enforce.									S	P				
Access Control										P	S			
(D) Medical							P	S	S	S				
(E) Public Health								P			S	S		
(F) Coroner							S		S	P				
(G) Care and Shelter				✶P								P	S	S
(H) Movement										P	S			
(I) Rescue							P			S				
(J) Const. and Eng.					S						P			
(K) Supply/ Procurement						S	S			S	P			
Personnel						P				S	S	S		S
Transportation				P							S			
Utilities											P			
(L) Public Information		P					S			S				
(M) Recovery	S	S	S	S	S	P	S	S	S	S	S	S	S	S
(R) Radio-logical Protection							S	P				S	S	

Note: ✶P - City department responsible until county/contractor arrives
P - Principle agency/organization responsible
S - Supporting agency/organization

TABLE PS-5
CITY OF TUSTIN EMERGENCY OPERATIONS CENTER ORGANIZATION



PUBLIC SAFETY ELEMENT IMPLEMENTATION PROGRAM

The Public Safety Element Implementation Program provides a guide to the community, City staff, and City officials in daily decision-making by suggesting methods to implement adopted policy. Implementation measures for this Element are intended to address natural and man-made conditions which represent potential dangers or safety hazards to the City's properties and inhabitants. The Implementation Program is a series of actions, procedures, and techniques that are designed to apply the overall policy direction contained in the Element. By incorporating the Implementation Program with the General Plan, the City Council recognizes the importance of long-range planning considerations in day-to-day decision-making, subject to funding constraints.

CONTROL OF LAND USES

1. Land Use Controls: Implement the following land use regulations to control development in areas that are subject to hazardous conditions.

a. Continue to regulate roofing materials in high potential fire hazard areas to reduce fire impacts;

b. Recommend fuel modification plant materials in high potential fire hazard areas;

c. Enforce provisions of the City's Grading Manual requiring geological and/or engineering reports in areas where geological hazard conditions may exist;

d. Enforce provisions of the City's Hazardous Waste Facilities Ordinance to regulate and control the location and operation of facilities and guarantee public participation through a public hearing process;

e. Coordinate with the Airport Land Use Commission to protect and prevent the construction of sensitive and residential land uses under air traffic corridors in order to reduce the potential accidents affecting highly populated areas; and

f. Regulate new construction within floodplain areas through the City's Floodplain Management Ordinance, making modifications as necessary to the Ordinance to reflect FEMA information.

g. Reduce public safety risks resulting from aircraft operations by participating in and monitoring the planning process for John Wayne Airport by continuing to monitor proposed activities, expansions or alterations of use and responding to environmental documents for related projects.

Responsible Agency: County of Orange/Community Development

Funding Source: Variety of sources

Time Frame: Ongoing

Related Public Safety Element Policies: 1.1, 7.1

FLOODING

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2. Flood Control Facilities: Flood control improvements and maintenance will be monitored where necessary, and such improvements and maintenance will be coordinated with the Orange County Flood Control District, State Water Resources Board, Regional Water Quality Control Board, Department of Fish and Game, and Army Corps of Engineers. The City will continue to apply to the Federal Emergency Management Agency for the revision of Flood Insurance Rate Maps to reflect flood control facility improvements.

Responsible Agency: Public Works

Funding Source: City General Fund/Orange County Flood Control District

Time Frame: Ongoing

Related Public Safety Element Policies: 1.2-1.6, 2.2

3. Water Storage Facilities: Perform regular inspections of all City of Tustin water facilities and implement procedures to ensure safety of these facilities, and encourage IRWD to implement similar procedures.

Responsible Agency: City of Tustin Water Division, Public Works/Irvine Ranch Water District (IRWD)

Time Frame: Ongoing

Related Public Safety Element Policies: 1.6, 2.2

SEISMIC HAZARDS

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4. Structurally Sound Buildings: Since the retrofitting and abatement of unreinforced masonry structures have been completed in the City, the City will require the inventory of tilt-up concrete buildings, and require geologic investigations and structural design to make structures as shock resistant and structurally sound as possible or feasible.

Responsible Agency: Community Development

Funding Source: City General Fund/Building Fees/Project Review Fees

Time Frame: Ongoing

Related Public Safety Element Policies: 3.1, 3.3-3.5, 9.1, 9.4

5. Construction Codes: Adopt current Uniform Building, Administrative, Housing, Mechanical, Plumbing and National Electrical Codes, and recommend amendments to standards and uniform codes for special application in Tustin reflecting special topographic, geologic and climatic conditions.

Responsible Agency: Community Development

Funding Source: City General Fund/Building Fees/Project Review Fees

Time Frame: Ongoing

Related Public Safety Element Policies: 3.1, 3.3-3.5, 9.1, 9.4

HAZARDOUS AND TOXIC MATERIALS

6. Control of Hazardous Wastes: Enforce provisions of the City's Hazardous Waste Facilities Ordinance and the Household Hazardous Waste component. Adopt amendments as necessary to update the plans to protect City residents from danger resulting from transportation, storage, disposal or use of hazardous waste within the City. Collaborate with appropriate agencies and industries to define responsibilities and cost allocation procedures for repair and clean-up of hazardous, dangerous, toxic, and other materials.

Responsible Agency: Community Development/Orange County Fire Authority

Funding Source: City General Fund/County of Orange Waste Management

Time Frame: Ongoing

Related Public Safety Element Policies: 4.3, 4.5, 4.7, 4.8, 4.10-4.12, 4.14

FIRE HAZARDS

7. Fire Prevention: Promote fire prevention through: (a) coordination with Public Works and the Orange County Fire Authority in their review of minimum fire flow and distribution requirements for water in review of new development; (b) adopt the Uniform Fire Code provisions and recommend amendments for special applications in Tustin reflecting special topographic, geologic and climatic conditions; and (c) encourage the Orange County Fire Authority to

provide public information identifying potential fire hazards in Tustin and preventative measures the public can take to minimize risks.

Responsible Agency: Community Development/Public Works/Private development

Funding Source: City General Fund/Private development/Orange County Fire Authority

Time Frame: Ongoing

Related Public Safety Element Policies: 5.2, 5.4, 5.5

CRIME/LAW ENFORCEMENT

8. Law Enforcement: The City will increase crime fighting efforts, encourage increased citizen involvement in crime control, and require building design which discourages criminal behavior. The City's Security Ordinance will be periodically updated.

Responsible Agency: Police Department/Community Development

Funding Source: City General Fund/State and Federal Funding

Time Frame: Ongoing

Related Public Safety Element Policies: 6.1-6.3, 6.5

AIRCRAFT OVERFLIGHT HAZARDS

9. Airport Land Use Commission (ALUC) Review: The City will refer all proposed General Plan, Specific Plans, Zoning Ordinance, and Building Code amendments, and proposed structures which would penetrate the imaginary surface established by the Federal Aviation Administration (FAA) Federal Aviation Regulation (FAR) Part 77 to the ALUC for review. Also, the City will provide notice to the ALUC and, per FAR Part 77, Section 7713(a), to the Federal Aviation

Administration for any proposed structure more than 200 feet Above Ground Level of its site.

Responsible Agency: Community Development

Funding Source: City General Fund

Time Frame: Ongoing

Related Public Safety Element Policies: 7.1, 7.2

AGENCY RESPONSIBLE AND COORDINATION

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10. Emergency Plan and Interagency Coordination: Promote public agency responsiveness to emergency situations through: (a) periodic review and update of emergency plans and coordination with other jurisdictions in implementing those plans; (b) coordination with other jurisdictions in the collection, processing, and dissemination of technical information; (c) regular practice of the City's Emergency Operations Plan by city personnel in a simulated setting; (d) City employee training sessions in emergency response and management skills; (e) preparation of a recovery plan for reconstruction of essential services and facilities in the event of an emergency; (f) development of needed resources and identification of available sources of funding for emergency response; (g) maintenance of an emergency operation center in the Civic Center; and (h) establishment and implementation of procedures for prioritizing services and assistance provided and requested by mutual aid organizations.

Responsible Agency: All City Departments, Orange County Fire Authority

Funding Source: City General Fund, State Funding, Federal Funding, Orange County Funding

Time Frame: Ongoing

Related Public Safety Element Policies: 3.2, 3.7, 3.8, 4.1, 4.2, 4.4, 4.9, 4.15, 5.1, 5.3, 5.6, 6.4, 7.2, 7.3, 8.1, 8.2, 8.4

11. Public Information: Disseminate information to the public detailing emergency preparedness for and emergency procedures in the event of different emergency situations, including flood, seismic, hazardous materials, etc.

Responsible Agency: Public Works

Funding Source: City General Fund/Orange County Fire Authority

Time Frame: Yearly

Related Public Safety Element Policies: 2.1, 3.6, 4.13, 6.6, 7.4, 8.3, 9.3, 4.6, 9.5

Noise Element

TUSTIN GENERAL PLAN

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INTRODUCTION TO THE ELEMENT

The control of noise is an essential part of preserving the quality of a community. The development of effective strategies to reduce excessive noise in the community resulting from mobile sources such as traffic, aircraft, rail, and stationary sources, such as construction activity, music and air conditioners is essential to creating a safe and compatible living and working environment. Since 1971, the noise element has been mandatory in a California general plan. Due to California's rapid growth, a noise element is required by the state to enable communities to limit exposure to excessive noise levels. The Noise Element Technical Memorandum provides the necessary background information and supporting documentation for this element.

PURPOSE OF THE NOISE ELEMENT

The Noise Element of a General Plan is a comprehensive approach for including noise control in the planning process. It is a tool for achieving and maintaining environmental noise levels compatible with land use. The Noise Element identifies noise sensitive land uses and noise sources, and defines areas of noise impact. The element establishes goals, policies, and programs to ensure that Tustin residents will be protected from excessive noise.

RELATED PLANS AND PROGRAMS

There are several existing plans and programs that are directly applicable to the aims and objectives of this Element. These plans and programs have been enacted through State and local legislation and are administered by agencies that are delegated with powers to enforce State and local laws.

California Environmental Quality Act Law and Guidelines

The State legislature adopted the California Environmental Quality Act (CEQA) in response to a public mandate that called for a thorough environmental analysis of those projects that might adversely affect the environment. The CEQA law and guidelines describe the provisions of the law, the review procedure, and any subsequent analysis that is required. CEQA recognizes that excessive noise

associated with certain types of public and private projects represents an environmental impact that must be avoided or reduced. CEQA will continue to be instrumental in ensuring that City officials and the general public assess the potentially significant noise impacts of development projects.

California Noise Insulation Standards (Title 24)

The California Commission of Housing and Community Development officially adopted the noise insulation standards in 1974 and they became effective on August 22, 1974. On November 14, 1988, the Building Standards Commission approved revisions to these standards (Title 24, Part 2, California Code of Regulations). The revisions state that "Interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metric shall be either . . . Ldn or . . . CNEL, consistent with the noise element of the local general plan." Additionally, the commission specifies that residential buildings or structures to be located within exterior CNEL (or Ldn) contours of 60 dB or greater of an existing or adopted freeway, expressway, parkway, major street, thoroughfare, rail line, rapid transit line, or industrial noise source shall require an acoustical analysis showing that the building has been designed to limit intruding noise to an interior CNEL (or Ldn) of 45 dB.

City of Tustin Noise Ordinance/Conditions of Approval

The City's noise ordinance, permitted by the State of California Health and Safety Code, provides a basis for controlling excessive and annoying noise from stationary sources such as construction activity, industrial plants, pumps, compressors, refrigeration units, etc. The ordinance provides specific noise standards to be applied for various land uses for both daytime and nighttime hours, prohibits certain noise sources, and describes the manner in which the noise standards are to be enforced.

Where applicable, the City routinely applies several noise-related conditions of approval to a development before issuing building permits. These conditions identify the proposed project as located in a noise impact area and require that mitigation be provided as necessary to ensure compliance with the City's noise exposure standards.

SCOPE AND CONTENT OF THE ELEMENT

The Noise Element follows the State guidelines prepared by the Office of Noise Control, State Department of Health as a result of Senate Bill 860(A) (effective January 1, 1976). The element quantifies the community noise environment in terms of noise exposure contours for both near- and long-term levels of growth and noise-generating activity. The information is a guideline for the development of goals and policies to achieve noise compatible land uses. In addition to the Introduction, the Element is divided into four sections: Summary of Issues, Needs, Opportunities, and Constraints; Goals and Policies; the Noise Plan, and the Implementation Program.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Tustin General Plan consists of seven different elements. All of the elements – Land Use, Circulation, Housing, Conservation/Open – are related to the Noise Element.

When integrated with the Noise Element, the Land Use Element will show land uses in relation to existing and projected noise contours. In this way, compatible and incompatible land uses may be identified. The Noise Element relates to the Circulation Element since the circulation system is the primary source of noise throughout the planning area. Noise exposure will be a factor in the location and design of new arterials, and the mitigation of noise from existing arterials in relation to existing and planned land uses.

Since residential land use is noise sensitive, the information provided in the Noise Element will need to be considered in the planning of future housing developments, as discussed in the Housing Element. The Noise Element also relates to the Open Space/Conservation/ Recreation Element since excessive noise can have a detrimental impact on the enjoyment of open spaces. Therefore, the information provided in the Noise Element needs to be considered in planning for this type of land use. In addition, open space areas can be used as a buffer to mitigate noise levels at more noise-sensitive residential areas.

Excessive noise can also be detrimental to a person's health or cause hearing loss over long periods of time. Therefore, the Noise Element

will need to be considered in the Public Safety Element when assessing occupational environments, and the noise exposure levels at noise-sensitive areas (residential, parks, schools, libraries, and hospitals).

Finally, growth within the planning area will result in increased housing, increased use of the circulation system and increased noise levels. The Noise Element will need to be considered in the Growth Management Element when planning future developments.

SUMMARY OF ISSUES, NEEDS, OPPORTUNITIES AND CONSTRAINTS

This section summarizes the noise-related issues, needs, opportunities, and constraints for the Tustin Planning Area. These will form the basis for the Noise Element goals and policies.

TRANSPORTATION NOISE CONTROL

- The City of Tustin can exercise little control over flight operations at John Wayne Airport.
- Noise from John Wayne Airport, while generally below accepted CNEL guidelines for residential uses, produces annoyance among Tustin residents due to repetitive occurrence.
- The activities and opportunities at John Wayne Airport should be monitored as needed to protect the planning area from unwanted aircraft noise.
- Citizen involvement in committees that will influence future aircraft operations at John Wayne Airport needs to be encouraged.
- Outside agencies exercise responsibility for noise associated with the freeways and railroads.
- Many residential neighborhoods are located next to heavily traveled arterials, some of which are exposed to "unacceptable" ambient noise levels as defined by the State Office of Noise Control.
- The Tustin Planning Area is bisected by two major freeway corridors - the I-5 and SR-55 - resulting in significant traffic noise levels.
- Increases in traffic volumes will increase noise levels throughout Tustin.

- Noise from train movements and whistles on the Southern California Rail Authority (SCRRA) rail line significantly affects nearby residences.

NOISE AND LAND USE PLANNING INTEGRATION

- Availability of manpower and expertise needed to perform noise measurements and to identify noise control measures in the enforcement of city, state and federal laws is limited.

- Noise control measures and noise-related compatibility considerations need to be included in all new land use developments.

- Enforcement of city, state and federal requirements regarding noise control is necessary, specifically: The City's noise ordinance regarding intrusive noise, the state vehicle code and provisions regarding mufflers and excessively loud radios, the state noise insulation standards for multifamily developments, and the federal and state requirements regarding noise control in work places.

- Many commercial and residential uses in Tustin are located near one another, creating potential noise conflicts between these uses.

- Trucking operations and mechanical equipment associated with commercial/industrial activities impact nearby residences.

- The introduction of mixed-use zones that integrate residences above ground floor commercial uses presents potential noise conflicts from both traffic noise generated from the frontage street and noise generated from ground floor commercial activity.

- The noise impact of construction activity adversely affects residences when carried on for long periods of time, and on the weekends and in the evenings.

- As in most urban settings, Tustin's residents are subject to noise from nuisances such as lawn mowers, leaf blowers, radios, parties and sporting events.

NOISE ELEMENT GOALS AND POLICIES

A substantial portion of the City is affected by various sources of noise. The following goals and policies are intended to address identified noise issues in the community.

TRANSPORTATION NOISE CONTROL

Transportation-related activities are primary sources of noise affecting the quality of life in Tustin. Effective reduction of noise associated with transportation is necessary to ensure protection from the detrimental effects of excessive noise.

GOAL 1: Use noise control measures to reduce the impact from transportation noise sources.

Policy 1.1: Pursue construction of new barriers, or the augmentation of existing barriers, to reduce noise impacts along the Route 5 and Route 55 freeways along segments directly next to residential areas.

Policy 1.2: Intentionally omitted

Policy 1.3: Encourage John Wayne Airport to set up noise control procedures and to consider methods to reduce and minimize noise exposure due to aircraft flyovers within the Tustin Planning Area.

Policy 1.4: Continue to monitor all John Wayne Airport activities to minimize noise impacts within the Tustin Planning Area resulting from airport operations, and oppose legislation promulgated by the FAA that could eliminate local flight restrictions.

Policy 1.5: Work to reduce risks and noise impacts resulting from aircraft operations by (a) participating in and monitoring the planning process for John Wayne Airport and (b)continuing to discourage commercial or general aviation activities which increase noise exposure.

Policy 1.6: Encourage Tustin citizen participation and City involvement on committees that would influence future aircraft operations in Orange County.

Policy 1.7: Encourage construction of noise barriers by the Public Utilities Commission, Southern California Regional Rail Authority, Amtrak, and Orange County Transportation Authority along the Atchison, Topeka and Santa Fe rail line where residences exist next to the tracks.

Policy 1.8: Encourage the Public Utilities Commission, Southern California Regional Rail Authority, Amtrak, and the Orange County Transportation Authority to minimize the level of noise produced by train movements and whistle noise within the Planning Area by reducing speeds, improving vehicle system technology and developing improved procedures for train engineer whistle blowing.

Policy 1.9: Encourage, where feasible, noise mitigation measures, such as noise barriers and realignments, in the design and construction of new roadway projects in the Tustin Planning Area.

Policy 1.10: Enforce the State's Vehicle Code noise standards within the City.

Policy 1.11: Consider noise impacts to residential neighborhoods when designating truck routes and major circulation corridors.

Policy 1.12: Work with the Orange County Transportation Agency to establish bus routes that meet public transportation needs and minimize noise impacts in residential areas.

NOISE AND LAND USE PLANNING INTEGRATION

Consideration of the effects of noise early in the land use planning process can minimize or avoid detrimental impacts.

GOAL 2: Incorporate noise considerations into land use planning decisions.

Policy 2.1: Adopt planning guidelines that establish acceptable noise standards for various land uses throughout the Tustin Planning Area.

Policy 2.2: Apply the state's noise insulation standards to the conversion of existing apartments into condominiums wherever feasible.

Policy 2.3: Use noise/land use compatibility standards as a guide for future planning and development.

Policy 2.4: Review proposed projects in terms of compatibility with nearby noise-sensitive land uses with the intent of reducing noise impacts.

Policy 2.5: Require new residential developments located in proximity to existing commercial/industrial operations to control residential interior noise levels as a condition of approval.

Policy 2.6: Require that commercial uses developed as part of a mixed-use project (with residential) not be noise intensive. Design mixed-use structures to prevent transfer of noise from the commercial to the residential use.

Policy 2.7: Require new commercial/industrial operations located in proximity to existing or proposed residential areas to incorporate noise mitigation into project design.

Policy 2.8: Replace a significant noise source with non-noise generating land uses when plans for future use of areas are developed.

NON-TRANSPORTATION NOISE CONTROL

Sources of noise that are not related to transportation can be controlled to avoid exposure to excessive noise levels.

GOAL 3: Develop measures to control non-transportation noise impacts.

Policy 3.1: Implement a review process of Tustin's noise ordinance, and City policies and regulations affecting noise.

Policy 3.2: Minimize the impacts of construction noise on adjacent land uses through limiting the permitted hours of activity.

Policy 3.3: Require City departments to observe state and federal occupational safety and health noise standards.

Policy 3.4: Require new equipment and vehicles purchased by the City to comply with noise performance standards consistent with available noise reduction technology.

RELATED GOALS AND POLICIES

Goals and policies of the other General Plan Elements also relate to issues addressed in the Noise Element. To ensure internal consistency, Table N-1 lists each element, noise issues, and the goals and policies that relate to both.

TABLE N-1
NOISE RELATED GOALS AND POLICIES BY ELEMENT

Noise Issue Area	Land Use	Housing	Circulation	Noise	Conservation/ Open Space/ Recreation	Public Safety	Growth Manage-ment
Transportation Noise Control			3.2				
Noise and Land Use Planning Integration	13.1		1.13				
Non-Transportation Noise Control							

THE NOISE PLAN

To achieve the goals and objectives of the Noise Element, an effective Noise Plan implementation program developed within the constraints of the City's financial and staffing capabilities is necessary. The purpose is to reduce the number of people exposed to excessive noise and to minimize the future effect of noise in the City.

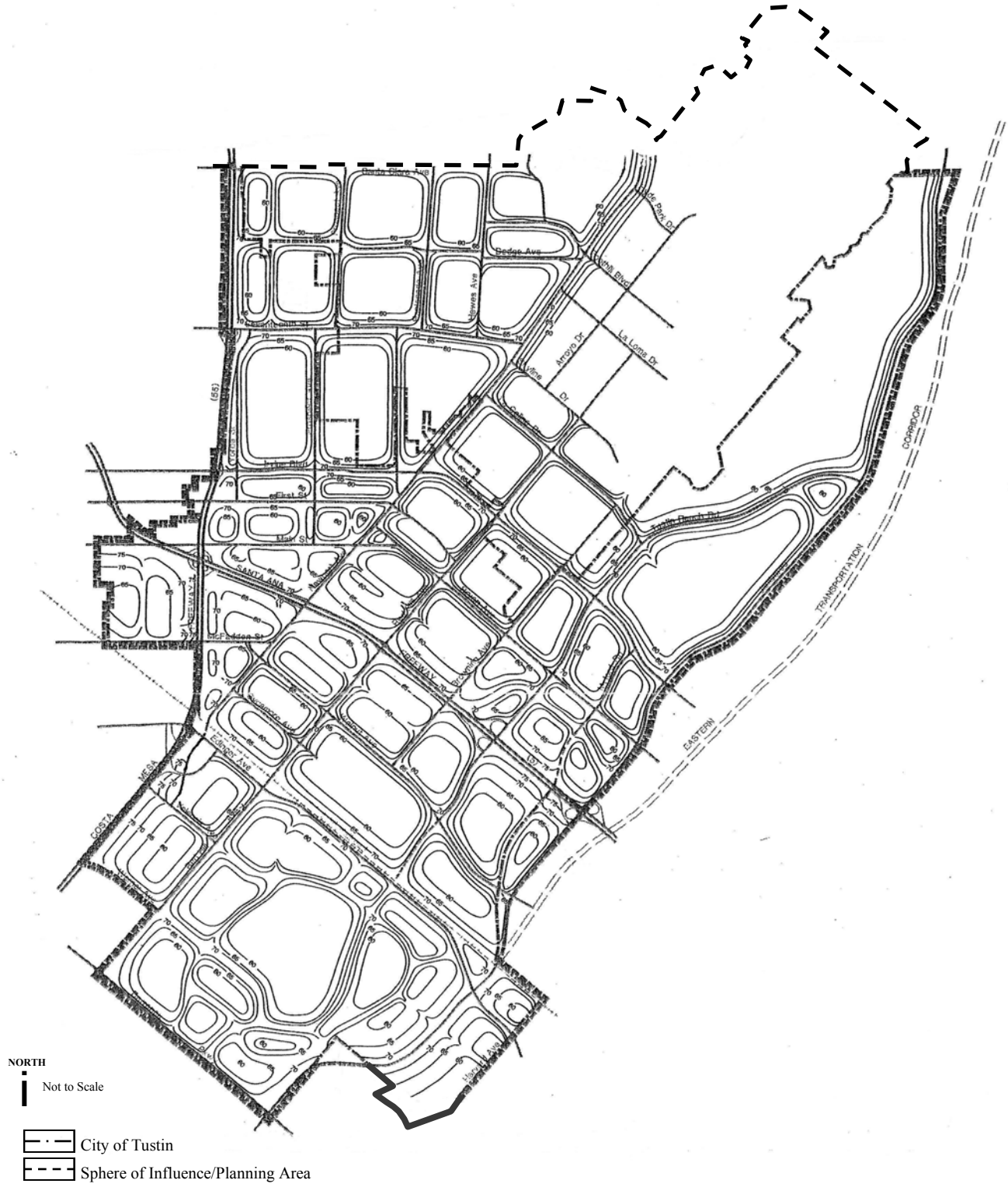
COMMUNITY NOISE CONTOURS

The noise environment for the Tustin Planning Area can be described using noise contours developed for the major noise sources within the area. Noise contours represent lines of equal noise exposure. Figure N-1 presents the noise contours for the Tustin Planning Area for Land Use Policy Map buildout conditions. The contours shown on the maps range from a CNEL of 60 dB to 80 dB for aircraft, train, and traffic noise. Full size exhibits (scale: 1"=800') are available for inspection at the Community Development Department.

The noise contours for the Tustin Planning Area were developed based upon existing and future traffic conditions, train operations and environmental conditions. The assumptions and methods used to develop the contours are explained in detail in the Technical Memorandum.

Noise Impact Areas

The noise contours are used as a guide for planning. The 60 dB CNEL contour defines the noise impact area. Any proposed new noise sensitive land use (i.e., residential, hospitals, schools and churches) within this area shall be evaluated on a project specific basis to meet City or State (Title 24) standards. An acoustical analysis prepared by a qualified acoustical engineer, should be required in these Noise Impact Areas for all noise sensitive land uses verifying that the structure has been designed or mitigation measures proposed to limit intruding noise to the prescribed allowable levels.



SOURCE: J.J. Van Houtan and Associates, July 1993
NOTE: Noise Contours depicted within MCAS Tustin Specific Plan. May change based on final roadway alignment selected.

TUSTIN GENERAL PLAN

Figure N-1
Future (2010) Community Noise Equivalent Level (CNEL) Contours for the Tustin Planning Area

Areas of Special Concern

Areas of special concern within the Noise Impact Area are near the I-5 and SR-55 freeways. At these locations the existing CNEL ranges from 70 to 80dB. Caltrans constructed soundwalls along these freeways as part of the freeway widening projects. These walls reduce the CNEL at the adjacent residences.

Residences next to a number of major and secondary arterials in the Tustin Planning Area are also exposed to a CNEL over 65 dB. These arterials include:

- Bryan Avenue
- Fairhaven Avenue
- Newport Avenue
- Yorba Street
- Browning Avenue
- El Camino Real
- Walnut Avenue
- Edinger Street
- Irvine Boulevard
- Red Hill Avenue
- Prospect Avenue
- 17th Street
- McFadden Street
- Sycamore Avenue

Measurements have shown that residences located next to the Southern California Regional Rail Authority (SCRRA) rail line are were exposed to a CNEL of about 70 dB and maximum noise levels of 78 dB(A). By the year 2010, the CNEL at the adjacent residences will increase by as much as 6 dB due to increased rail activity related to commuter rail activities along the SCRRA/OCTA railway (Metrolink). The primary source of annoyance at these locations will be afternoon and early morning peak hour train passes.

LAND USE COMPATIBILITY GUIDELINES AND STANDARDS

Table N-2 provides guidance for the acceptability of certain development projects within specific CNEL contours and will act as a set of criteria for assessing the compatibility of proposed land uses within the noise environment.

Land Use Compatibility Guidelines are the basis for development of the specific noise standards presented in table N-3 which should be utilized as city policy related to new land uses and acceptable noise levels development.

For the City to achieve noise and land use compatibility it is imperative that mitigation measures be imposed during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses. The submittal of an acoustical analysis report in noise impact levels is one mechanism to evaluate proposed projects. The incorporation of mitigation measures as described in this Noise Plan and other action may enable a project to comply with exterior and interior noise compatibility guidelines and standards.

Construction Standards

The provisions of the State of California Noise Insulation Standards (California Administrative Code, Title 24) specifying that the indoor noise levels for multifamily residential living spaces shall not exceed 45 dB CNEL (or Ldn) due to the combined effect of all noise sources will be enforced. The State requires implementation of this standard when the outdoor noise levels exceed 60 dB CNEL (or Ldn). The noise contour maps can be used to decide when this standard needs to be addressed. The code requires that this standard be applied to all new hotels, motels, apartment houses and dwellings, other than detached single family dwellings. The City will also, as a matter of policy, apply this standard to new single family developments and condominium conversion projects where feasible.

The noise levels presented in Table N-2 represent exterior noise levels. The primary purpose of the noise compatibility matrix is to identify potential conflicts between proposed land uses and the noise environment. The matrix is usually used at the General Plan or zoning level of approvals. If a project falls within Zone A or Zone B the project is considered compatible with the noise environment. Zone A implies that no mitigation will be needed. Zone B implies that minor soundproofing of the structure may be needed and should be engineered before issuance of building permits. Zone C shows that substantial noise mitigation will be necessary, such as construction of noise barriers and substantial building sound insulation. However, projects in Zone C can be successfully mitigated. The project may be approved for land use and then is mitigated as necessary to achieve City standards (Table N-3) before issuance of building permits or other appropriate milestones.

TRANSPORTATION NOISE CONTROL

The most efficient and effective means of controlling noise from transportation systems is to reduce noise at the source.

However, since the City has little direct control over source noise levels because of state and federal preemption (i.e., State motor vehicle noise standards and Federal air regulations), programs should be focused on reducing the impact of the noise on the community. Cooperative efforts with state and federal offices are essential.

Within the Tustin Planning Area are several transportation related noise sources including train tracks, two freeways, major arterials, collector roadways, and a commercial airport. Although MCAS Tustin closed in 1999, blimp flight operations may occur as an interim use. These sources are the major contributors of noise in Tustin. Cost effective strategies to reduce their influence on the community noise environment are an essential part of the Noise Element.

TABLE N-2
LAND USE NOISE COMPATIBILITY MATRIX

LAND USE CATEGORIES		COMMUNITY NOISE EQUIVALENT LEVEL CNEL						
CATEGORIES	USES	<55	60	65	70	75	80>	
RESIDENTIAL	Single Family, Duplex, Multiple Family	A	A	B	C	C	D	D
RESIDENTIAL	Mobile Home	A	A	B	C	C	D	D
COMMERCIAL Regional, District	Hotel, Motel, Transient Lodging	A	A	B	B	C	C	D
COMMERCIAL Regional, Village District, Special	Commercial Retail, Bank, Restaurant, Movie Theater	A	A	A	A	B	B	C
COMMERCIAL INDUSTRIAL INSTITUTIONAL	Office Building, Research and Development, Professional Offices, City Office Building	A	A	A	B	B	C	D
COMMERCIAL Recreation INSTITUTIONAL Civic Center	Amphitheater, Concert Hall Auditorium, Meeting Hall	B	B	C	C	D	D	D
COMMERCIAL Recreation	Children's Amusement Park, Miniature Golf Course, Go-cart Track, Equestrian Center, Sports Club	A	A	A	B	B	D	D
COMMERCIAL General, Special INDUSTRIAL, INSTITUTIONAL	Automobile Service Station, Auto Dealership, Manufacturing, Warehousing, Wholesale, Utilities	A	A	A	A	B	B	B
INSTITUTIONAL General	Hospital, Church, Library, Schools' Classroom	A	A	B	C	C	D	D
OPEN SPACE	Parks	A	A	A	B	C	D	D
OPEN SPACE	Golf Course, Cemeteries, Nature Centers Wildlife Reserves, Wildlife Habitat	A	A	A	A	B	C	C
AGRICULTURE	Agriculture	A	A	A	A	A	A	A

INTERPRETATION	
ZONE A CLEARLY COMPATIBLE	Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
ZONE B NORMALLY COMPATIBLE	New construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice.
ZONE C NORMALLY INCOMPATIBLE	New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design
ZONE D CLEARLY INCOMPATIBLE	New construction or development should generally not be undertaken.

Source: J.J. Van Houten & Associates

TABLE N-3
INTERIOR AND EXTERIOR NOISE STANDARDS

Land Use	Noise Standards[1]	
	Interior[2,3]	Exterior
Residential - Single family, multifamily, duplex, mobile home	CNEL 45 dB	CNEL 65 dB[4]
Residential - Transient lodging, hotels, motels, nursing homes, hospitals	CNEL 45 dB	CNEL 65 dB[4]
Private offices, church sanctuaries, libraries, board rooms, conference rooms, theaters, auditoriums, concert halls, meeting halls, etc.	Leq(12) 45 dB(A)	-
Schools	Leq(12) 45 dB(A)	Leq(12) 67 dB(A)[5]
General offices, reception, clerical, etc.	Leq(12) 50 dB(A)	-
Bank lobby, retail store, restaurant, typing pool, etc.	Leq(12) 55 dB(A)	-
Manufacturing, kitchen, warehousing, etc.	Leq(12) 65 dB(A)	-
Parks, playgrounds	-	CNEL 65 dB[5]
Golf courses, outdoor spectator sports, amusement parks	-	CNEL 70 dB[5]

NOTES

1. CNEL: Community Noise Equivalent Level.
   Leq(12): The A-weighted equivalent sound level averaged over a 12-hour period (usually the hours of operation).
2. Noise standard with windows closed. Mechanical ventilation shall be provided per UBC requirements to provide a habitable environment.
3. Indoor environment excluding bathrooms, toilets, closets and corridors.
4. Outdoor environment limited to rear yard of single family homes, multifamily patios and balconies (with a depth of 6' or more) and common recreation areas.
5. Outdoor environment limited to playground areas, picnic areas, and other areas of frequent human use.

Noise Barriers

The most effective method for mitigating transportation noise is through reducing the impact of the noise onto the community by utilizing the site design review process and the California Environmental Quality Act. Mitigation through site planning, landscaping, as well as topography, and the design and construction of a noise barrier (wall, berms, or combination wall/berms) are the most common ways of alleviating traffic noise impacts in existing urban environments. Setbacks can also be used to provide partial mitigation or full mitigation where a small noise reduction is needed.

Noise attenuating barriers are commonly incorporated into projects and can be extremely effective in reducing noise levels. The effectiveness of the barrier depends on the relative height and materials of the barrier, the noise source, the affected area, the horizontal distance between the source and the barrier, and between the barrier and the affected area. Although noise barriers can be extremely effective, their aesthetic effect on a neighborhood should be considered.

Noise mitigation measures should be included in the design of roadway improvement projects consistent with funding capability. Efforts by the California Department of Transportation, the Orange County Transportation Agency and others to provide for acoustical protection of existing noise sensitive land uses affected by these projects will be supported by the City, and consideration of soundwalls will be requested to mitigate significant adverse impacts as part of any Caltrans and OCTA roadway projects. The Route 5 and 55 freeways, and the proposed Eastern Transportation Corridor are primary candidate projects for the inclusion of barriers to reduce noise impact.

The use of walls and berms in the design of new residential and other noise sensitive land uses that are next to major roads, rail lines, commercial, or industrial areas may be extremely helpful in mitigating noise impacts. The City will also encourage the reduction of train noise by requesting that the Southern California Regional Rail Authority, OCTA and Amtrak reduce speed and use welded track in good repair throughout the Planning Area.

Noise Control At The Source

The California Vehicle Code contains noise limits applicable to new vehicles at the time of manufacture and noise regulations pertaining to the operation of all vehicles on public roads.

The City will provide for continued evaluation and enforcement of truck and bus movements and routes to minimize noise at the source for sensitive land uses. Regulation of traffic flow can also significantly minimize noise impacts. The State Motor Vehicle noise standards for cars, trucks, and motorcycles will be enforced through coordination with the California Highway Patrol and the Tustin Police.

The City and its citizens will also participate in the planning process for John Wayne Airport. Any changes in operations or land uses within the facility that will increase noise exposures in the Planning Area will be opposed. The City will encourage implementation of procedures that will reduce noise levels in the area and will minimize the number of aircraft overflights.

NON-TRANSPORTATOIN NOISE CONTROL

People, and noise sensitive areas, must be protected from excessive noise generated by non-transportation sources including commercial and industrial centers. These impacts are most effectively controlled through the environmental and site plan review process by imposition of mitigation measures and the application of a City Noise Ordinance.

Typical Mitigation for Industrial and Commercial Uses

Consideration should be given to the control of noise in new commercial and industrial developments when noise levels would otherwise be generated that would exceed the noise level for the district in which they are located and that would adversely affect nearby projects. The following mitigation measures could be applied when reviewing these new projects:

- **Furnaces** - Acoustically treat natural draft and/or forced draft units and combustion air intake plena. Insulation of firing walls and damped and lined ducting are but a few of the treatments that could be considered.

- **Fans** - Air cooled heat exchangers can be provided with silencers where effective (i.e., primarily on small, high-speed air fans). For larger coolers, quieter equipment can be installed.

- **Motors** - Quiet-design motors can be employed and located to minimize impacts on nearby properties.

- **Centrifugal Compressors** - Centrifugal compressors can be equipped with inlet and discharge silencers. Acoustical enclosures may also be considered.

- **Centrifugal Pumps** - Centrifugal pumps may be equipped with suction and discharge piping that has been acoustically treated. Acoustical enclosures may be considered.

- **Steam and Gas Generators** - Acoustical enclosures for turbines may be effective in reducing noise. Inlet and discharge piping may be acoustically treated and expansion joints added or comparable attenuative modifications made to minimize structure-borne vibrations.

- **Control Valves** - Quiet valves should be used whenever available. In other circumstances, in-line silencers can be employed.

- **Atmospheric Vents, Exhaust and Intakes** - Noisy vents should be equipped with silencers. Where safety is not an overriding concern, vents should be positioned close to the ground or below grade.

- **Paging Systems** - Loudspeaker paging systems shall be regulated pursuant to the City's noise ordinance. Whenever possible suitable alternatives such as radio or visual paging systems should be utilized.

- **Delivery/Loading Areas** - Limit delivery hours for stores with loading areas or docks fronting, bordering, or gaining access in driveways next to noise sensitive uses.

Noise Ordinance

The City's noise ordinance will be reviewed periodically for adequacy and changes implemented as needed to address the City's current needs. The noise ordinance will continue to be enforced to ensure that adjacent properties are not exposed to excessive noise levels from stationary sources. The ordinance protects people from non-transportation related noise sources such as music, construction activity, machinery and pumps, air conditioners, and truck traffic on private property. The Community Development Department will act as noise control coordinator. This will ensure the continued operation of noise enforcement efforts of the City.

Application of the provisions of the Noise Ordinance will include: (a) requiring that any proposed development projects show compliance with the City's Noise Element and Ordinance; (b) requiring construction activity to comply with limits established in the City's Noise Ordinance; and (c) requiring all City departments to comply with the state and federal OSHA noise standards, and any new equipment or vehicle purchases to comply with city, state, and federal noise standards.

NOISE ELEMENT IMPLEMENTATION PROGRAM

The City's Noise Element provides information that is important for maintaining environmental noise levels that area compatible with existing and planned land uses. The Element addresses three primary areas: noise from transportation services, such as aircraft, freeways and major roadways; integration of information about the existing and forecasted noise environment into land use planning decisions; and noise from non-transportation sources such as commercial, industrial, and construction activities.

The City Council, by incorporating the Implementation Program into the General Plan, recognizes the importance of long-range planning considerations in day-to-day decision-making, subject to funding constraints.

TRANSPORTATION NOISE CONTROL

1. Roadway Improvement Projects: The principal method of protecting sensitive land uses from traffic noise is the construction of noise barriers in concert with road improvement projects. The City will request, where necessary to mitigate identified adverse significant noise impacts, the inclusion of soundwalls, earthern berms, or other acoustical barriers as part of any Caltrans or OCTA roadway project.

Responsible Agency/Department: Community Development, Public Works/Engineering Division

Funding Source: Various Proposition 111, Measure M, Santa Ana/Tustin TSIA

Time Frame: Ongoing

Related Noise Element Policies: 1.1, 1.2, 1.9, 1.12

2. Rail Line Noise Control: The principal methods of protecting sensitive land uses from rail vehicle noise are the construction of noise barriers, reduction of vehicle speed, the use of well-maintained welded track, rubberized crossings and whistle blowing procedures. The City will seek assistance from the Public Utilities Commission, Southern California Regional Rail Authority, OCTA, and Amtrak in

achieving these methods of noise protection for residential and other sensitive uses.

Responsible Agency/Department: Community Development, Public Works/Engineering

Funding Source: Public Utilities Commission, Southern California Regional Rail Authority, OCTA, Amtrak

Time Frame: Ongoing

Related Noise Element Policies: 1.7, 1.8

3. Vehicle Noise Control: To minimize or reduce noise impacts on residential and other sensitive land uses, the City will: 1) enforce and periodically evaluate truck and bus movements and routes to reduce impacts on sensitive areas; and 2) promote coordination between City Police and the California Highway Patrol to enforce the State Motor Vehicle noise standards.

Responsible Agency/Department: Community Development, Public Works/Engineering, Police Dept., CHP

Funding Source: City General Fund

Time Frame: Ongoing

Related Noise Element Policies: 1.1, 1.2, 1.9-1.12

4. Aviation Noise: Work to reduce noise impacts resulting from aircraft operations at John Wayne Airport by: (a) participating and monitoring the planning process for John Wayne Airport; (b) continuing to discourage general and commercial aviation activities which increase noise exposure to sensitive land uses.

Responsible Agency/Department: Community Development

Funding Source: City General Fund

Time Frame: Ongoing

Related Noise Element Policies: 1.3-1.6

5. Aviation Monitoring: The City shall continue to review and report on the noise reports received concerning John Wayne Airport to identify any of the areas of the City where negative impacts exist in order to implement mitigation efforts, which could include lobbying of the FAA and related agencies for tighter restrictions on aircraft types.

Responsible Agency/Department: Community Development

Funding Source: City General Fund

Time Frame: Ongoing

Related Noise Element Policies: 1.3-1.6

NOISE AND LAND USE PLANNING INTEGRATION

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6. Compatibility Standards Application: Through the Design Review process Noise Element Standards of compatibility described in Tables N-2 and N-3 of the Element will be applied to new development proposals and methods to mitigate anticipated impacts, such as building orientation and acoustical barriers, shall be applied to meet the standards.

Responsible Agency/Department: Community Development

Funding Source: Development fees

Time Frame: Ongoing

Related Noise Element Policies: 2.1, 2.3-2.8

7. Noise Insulation: Interior and exterior noise levels for proposed new development shall be required to meet the California Noise Insulation Standards (Title 24 of the California Administrative Code). These standards shall also be applied to all single family developments and condominium conversion projects where feasible.

Responsible Agency/Department: Community Development

Funding Source: Development fees

Time Frame: Ongoing

Related Noise Element Policies: 2.1, 2.2, 2.5, 2.6

8. Acoustical Analysis: Acoustical analysis reports prepared by a qualified acoustical engineer will be required for new sensitive land uses within Noise Impact Areas identified in the Noise Plan.

Responsible Agency/Department: Community Development

Funding Source: Developer

Time Frame: Ongoing

Related Noise Element Policies: 2.4, 2.7

NON-TRANSPORTATION NOISE CONTROL

9. Noise Ordinance Enforcement: The City will enforce its Noise Ordinance to reduce excessive noise from site-specific sources, such as construction activity mechanical equipment, landscaping maintenance, loud music, truck traffic, loading and unloading activities, and other sources.

Responsible Agency/Department: Community Development, Police Department

Funding Source: City General Fund

Time Frame: Ongoing

Related Noise Element Policies: 3.1, 3.2, 3.3

10. Noise Ordinance Review: The City shall periodically review its Noise Ordinance, policies and regulations affecting noise sources in order to conform with changes in legislation and/or technologies.

Responsible Agency/Department: Community Development

Funding Source: City General Funds

Time Frame: At least once every five years

Related Noise Element Policies: 3.1

11. Occupational Safety and Health Noise Standards: City departments will comply with all state and federal OSHA noise standards and all new equipment purchases shall comply with state and federal noise standards.

Responsible Agency/Department: City Manager

Funding Source: City General Fund

Time Frame: Ongoing

Related Noise Element Policies: 3.3, 3.4

Growth Management Element

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INTRODUCTION TO THE GROWTH MANAGEMENT ELEMENT

The City of Tustin is a part of the rapidly growing Southern California region. Growth in the City should not be allowed to exceed existing transportation infrastructure capacity, and planning and development activities in the City should be coordinated with those of surrounding communities. The broad nature of growth impacts requires that local planning decisions take into account regional issues and be coordinated with State, regional and County planning efforts.

PURPOSE OF THE GROWTH MANAGEMENT ELEMENT

The primary purpose of this element is to ensure that growth and development is based upon the City's ability to provide an adequate traffic circulation system pursuant to the Orange County Division, League of California Cities "Countywide Traffic Improvement and Growth Management Plan Component." This element also guides Tustin's participation in interjurisdictional planning efforts and establishes a goal that the provision of jobs and housing be balanced.

SCOPE AND CONTENT OF THE ELEMENT

The Growth Management Element contains policies for the planning and provision of traffic improvements that are necessary for orderly growth and development. Presented in this element are policies and programs for the establishment of specific traffic level of service (LOS) standards, development mitigation and development phasing. Also presented are goals and policies related to coordinating and cooperating with other jurisdictions to manage growth, and goals and policies related to the balance between jobs and housing in the City.

This element satisfies the growth management requirement of the Revised Traffic Improvement and Growth Management Ordinance (Measure M) and conforms to the guidelines for Growth Management elements as set forth in the Orange County, Countywide Growth Management Program Implementation Manual of April, 1991.

Tustin is a largely developed community with most of its infrastructure already in place. For this reason it is considered a Developed Community for the purposes of Measure M. As a result, this element does not need to address certain infrastructure issues, such as fire, sheriff/police, and library facilities, required to be addressed by developing communities.

The former Tustin Marine Corps Air Station has significant infrastructure needs to support the development of Tustin Legacy. Infrastructure planning was integrated into the planning of the site and redevelopment of the former base will be required to address the costs and timing of additional infrastructure required to serve it.

CONSISTENCY WITH OTHER GENERAL PLAN ELEMENTS

A major goal of the Growth Management Element is to ensure that the planning, management and implementation of traffic improvements and public facilities are adequate to meet the current and projected needs of the City. While this goal is a high priority, it must be achieved while maintaining internal consistency among the other elements of the General Plan as required by State law. Therefore, the Growth Management Element does not replace or supersede any of the other General Plan elements; instead, the Element addresses, amplifies and supports the goals and policies that are included in the other General Plan elements and establishes new goals and policies where necessary.

The Growth Management Element is implemented through various coordinated programs developed to support and carry out its goals, objectives and policies. In addition, this element minimizes duplication between Measure M and Congestion Management Program (CMP) requirements (see Related Plans and Programs below).

RELATED PLANS AND PROGRAMS

Many federal, state, regional, and Orange County plans and laws affect growth management in the City. Broadly, they include the Orange County Growth Management Plan, the Southern California

Association of Governments (SCAG) Growth Management Plan, South Coast Air Quality Management Plan (AQMP), State Assembly Bill 471 (Proposition 111 - Congestion Management), and Measures M and M2 (Orange County). Of all of these measures, M/M2 will have the most direct and significant impact upon the City's Growth Management Plan. Each of these plans and/or systems is described below.

Orange County Growth Management Plan Element

The stated purpose of the Orange County Growth Management Plan Element is to ensure that the planning, management and implementation of traffic improvements and public facilities are adequate to meet the current and projected needs of Orange County. The Plan sets forth goals, objectives, policies, and implementation programs for growth management. The goals of the Plan are summarized as follows:

> "...to reduce traffic congestion, ensure that adequate transportation facilities, public facilities, equipment and service are provided for existing and future residents and to protect the natural environment of Orange County."

The Plan establishes the following five major policies:

1. **Development Phasing:** Development will be phased according to Comprehensive Phasing Plans (CPPs) adopted by the County. Phasing will be linked to roadway and public facility capacities.

2. **Balanced Community Development:** Development will be balanced to encourage employment of local residents and both employment and employee housing, in the County generally as well as in individual Growth Management Areas (GMAs).

3. **Traffic Level of Service:** This policy requires development project sponsors to make improvements to intersections significantly impacted by the "projects". A Level of Service "D" must be attained at affected intersections. A "significant impact" is generally defined in terms of increases in intersection capacity utilization and levels of service. The policy also establishes a Deficient Intersections List and

establishes a developer fee program to pay for improving affected intersections on a pro-rata basis.

4. **Traffic Improvement Programs:** The Plan provides for the establishment of comprehensive traffic improvement program to ensure that all new development provides necessary transportation facilities and intersection improvements as a condition of development approval.

5. **Public Facility Plans:** The Plan requires comprehensive public facility plans for fire, sheriff/police, and library services. New development shall participate on a pro-rata basis.

To implement its policies, the Plan sets forth four implementation programs. These include the following:

1. **Growth Management Areas (GMAs):** The Plan calls for the establishment of Growth Management Areas in order to implement the Comprehensive Phasing Plans.

2. **Facility Implementation Plans (FIPs):** These plans address the financing of transportation, police/sheriff, fire, library facilities and flood control for each GMA in accordance with the goals, objectives and policies of the Growth Management Plan Element.

3. **Countywide Implementation of Growth Management Plan:** This involves an annual evaluation of compliance with development phasing, planned roadway and/or public facility development, and maintenance of service levels.

4. **Traffic Improvement/Public Facility Development Agreements:** This program requires that any public service or traffic improvements implemented through Development Agreements must be consistent with the overall Orange County Growth Management Plan.

The Orange County Growth Management Plan Element further provides that additional implementation programs may be developed as deemed necessary by the County.

SCAG Growth Management Plan

The SCAG Growth Management Plan recommends ways to redirect the region's growth in order to minimize congestion and better protect the environment. While SCAG has no authority to mandate implementation of its Growth Management Plan, some of the Plan's principal goals (such as improved jobs/housing balance) are being implemented through the South Coast Air Quality Management Plan (AQMD) which the South Coast Air Quality Management District does have the authority to implement.

South Coast Air Quality Management Plan

The South Coast Air Quality Management Plan mandates a variety of measures to reduce traffic congestion and improve air quality, . The City is subject to all AQMP requirements for local jurisdictions.

Assembly Bill 471 (Proposition 111)

Assembly Bill (AB) 471, as subsequently modified by Assembly Bill 1791, requires every urbanized city and county with a population of 50,000 or more, to adopt a Congestion Management Plan (CMP) to reduce traffic congestion. A city or county which does not comply with the CMP requirement will lose gasoline sales tax revenues to which it would otherwise be entitled. Tustin has completed a CMP for its 2007 submittal, and will continue to work with the County on annual updates to the CMP.

The CMP requirements include traffic level of service (LOS) standards, a trip reduction program, and a seven-year capital improvements program for traffic and transit. Many of the AB 471 requirements are the same or similar to the requirements of Measure M (discussed below). The County has attempted to reconcile overlapping requirements through the Measure M implementation guidelines. (see Countywide Growth Management Program Revised Traffic Improvement and Growth Management Ordinance Implementation Manual).

Measures M and M2

Orange County voters approved a measure (Measure M) in 1990 to allocate additional funds to provide needed transportation facilities in Orange County. Measure M specifically authorized a half cent retail sales tax increase for a period of 20 years effective April 1, 1991. The monies received from Measure M are returned to local jurisdictions for use on local and regional transportation improvements and maintenance projects. The tax is estimated to raise approximately $3.1 billion Countywide over the 20 years. The County of Orange is divided into eleven (11) GMA's and the City of Tustin is currently contained within GMA #7 along with portions of the cities of Irvine, Santa Ana, Orange and the County of Orange. In order to qualify for these revenues, however, Measure M requires each City to comply with the Orange County Division, League of California Cities - Countywide Traffic Improvement and Growth Management Program which was included by reference in the Measure M ordinance. The Countywide Growth Management Program is designed to achieve a cooperative process among local Orange County jurisdictions to coordinate and implement traffic improvements and stronger planning on a Countywide basis. Measure M2 was approved by voters in November 2007 and extended the imposition of the one-half percent sales tax increase to fund transportation improvements for an additional 30 years.

In order to receive its allocation of Measure M funds, the City must submit a statement of compliance with the growth management components which are summarized as follows:

Adoption of a Growth Management Element that includes:

- Traffic Level of Service (LOS) standards
- Development mitigation program
- Development phasing and annual monitoring program

Participation in interjurisdictional planning forums

Development of a 7-year Capital Improvement Program

Address housing options and job opportunities

Adoption of a Transportation Demand Management Ordinance.

PLANNED TRANSPORTATION IMPROVEMENTS

As the City of Tustin and the entire southern California region continues to grow, additional demands will be placed on the transportation network within the City. The following major transportation programs and projects have been identified as part of the Tustin General Plan update to help alleviate future traffic congestion:

- Buildout of existing and proposed arterials, collectors, interchanges, and superstreet links, including extension of Newport Avenue from south of Sycamore Avenue to Valencia Avenue and extension of Tustin Ranch Road from Walnut Avenue to Edinger Avenue.

- Extension of existing and proposed arterials and collectors to support the reuse of MCAS Tustin, including the extension of Tustin Ranch Road from Edinger Avenue to Barranca Parkway, and extension of Warner Avenue from Redhill Avenue to Jamboree Road;

- Coordination of circulation system improvements with the City of Santa Ana through the Santa Ana/Tustin Transportation System Improvement Program;

- Promotion of increased ridership through alternate means of travel such as the connection and expansion of High Occupancy Vehicle (HOV) lanes with existing roadways and expansion of public transit routes; and

- Efficient utilization of existing roadway capacity through Transportation System Management (TSM) strategies.

GROWTH MANAGEMENT ISSUES, NEEDS, OPPORTUNITIES AND CONSTRAINTS

The City of Tustin is part of a large, fast-growing region. The pace of new development has exceeded the ability of infrastructure to adequately support that development. The Growth Management Element addresses primarily the issues associated with rapid growth, traffic congestion, and transportation facilities.

- The City's rate of growth and development and impacts of growth in adjacent jurisdictions and throughout the County has created a necessity for a regional approach to transportation growth management.

- A significant portion of transportation problems in the County stem from the inadequate capacity of the freeway system to serve peak period travel demands. This lack of capacity results in poor levels of service characterized by severe congestion and low travel speeds during peak hours. The most severe congestion occurs at the junction of I-5 and SR-55.

- Actual highways are intended to handle the bulk of intra-regional traffic and complement the freeway system and local street network. As congestion increases on the freeway, more drivers utilize the arterial system, particularly those that parallel the freeways or those arterials serving the same trip destination as the freeway. Consequently, these arterials, such as Newport Avenue, Red Hill Avenue, and Irvine Boulevard are becoming increasingly congested and receive heavy traffic volumes well in excess of their design capacity. This situation is of special concern on those arterials which provide access to the freeway system.

- The City's transportation system is greatly influenced by two freeways which run through the City - the I-5 (Santa Ana) Freeway and the SR-55 (Newport-Costa Mesa) Freeway.

- Traffic congestion in Tustin is as much a regional as it is a local problem. The development which occurs in neighboring jurisdictions and throughout the County has effects upon the freeways and many of the major arterials that traverse the City of Tustin. Thus, it is not possible for the City to fully address growth management issues in isolation of other jurisdictions.

GROWTH MANAGEMENT ELEMENT GOALS AND POLICIES

The following new goals and policies are designed to meet all the Growth Management Element requirements for Developed Communities as set forth by Measure M and elaborated by the Countywide Growth Management Program Implementation Manual.

TRAFFIC CONGESTION

Traffic congestion is a problem on local streets as well as arterials and regional freeways. In particular, heavy traffic volumes in Tustin exist along Red Hill Avenue between Warner Avenue and Edinger Avenue, along Seventeenth Street in the vicinity of Yorba Street, and along Irvine Boulevard between the Newport-Costa Mesa Freeway and Browning Avenue. Traffic volumes along the I-5 corridor are also extremely heavy and cause significant slowing during the peak hours.

GOAL 1: Reduce traffic congestion.

Policy 1.1: Within three years of the issuance of the first building permit for a development project or within five years of the first grading permit for said development project, whichever occurs first, ensure that the necessary improvements to transportation facilities to which the project contributes measurable traffic are constructed and completed to attain Level of Service (LOS) "D" at the intersections under the sole control of the City. Intersections under the jurisdiction of another City or the County or the State or those included on the Deficient Intersection List established by the City and compiled by the GMA (Growth Management Area) in which the City participates (see Policy 3.1) are exempt from this requirement.

Policy 1.2: Level of Service (LOS) will be measured by the Traffic Level of Service Policy Implementation Manual established by the Local Transportation Authority.

Policy 1.3: All development contributing measurable impacts to intersections on the Deficient Intersection List and all projects contributing cumulatively, or individually, 10 percent or more of the

traffic using an intersection shall be assessed a mitigation fee determined by the jurisdictions in the GMA and locally administered as part of the City's Capital Improvement Program.

Policy 1.4: Promote traffic reduction strategies through TDM measures adopted by City ordinance.*

ADEQUATE TRANSPORTATION FACILITIES

Many of the regional transportation facilities are not adequately sized to accommodate existing and projected growth. Largely in response to this situation, Orange County voters approved Measure M in 1990 and Measure M2 in 2007 to allocate additional funds to provide needed transportation facilities.

GOAL 2: Ensure adequate transportation facilities are provided for existing and future inhabitants of the City.

Policy 2.1: Require that all new development pay its share of the street improvement costs associated with the development, including regional traffic mitigation.

Policy 2.2: New revenues generated from Measure M shall not be used to replace private developer funding which has been committed for any project.

Policy 2.3: The City shall continue to collect Transportation System Improvement Program (TSIP) fees for improvements within its boundaries and shall work with adjacent jurisdictions to determine acceptable impact fees within the growth management areas. These fees may be assessed as necessary in addition to the City's TSIP fees to cover shortfalls that may not be generated by the established fee program.

*Not required for Growth Management Element but required to meet Measure M requirements.

Policy 2.4: A Deficient Intersection Fund shall be established by the City to make improvements on those intersections necessary to achieve the LOS standard established in this Element.

Policy 2.5: All new development shall be required to establish a development phasing program which phases approval of development commensurate with required improvements to roadway capacity. The Phasing Plan shall include an overall buildout development plan which can demonstrate the ability of the infrastructure to support the planned development.

Policy 2.6: Development phasing for new projects shall be a component of the development review and entitlement process and shall be approved prior to issuance of building or grading permits.

Policy 2.7: The City shall monitor the implementation of the development phasing program of each of the new development projects on an annual basis and prepare a report which indicates the status of development approval and required traffic improvements and relationship between them.

Policy 2.8: A Performance Monitoring Program shall be developed to provide an annual evaluation of compliance with development phasing and evaluation of the maintenance of transportation service levels.

Policy 2.9: A Seven Year Capital Improvement Program shall be adopted and maintained in conformance with provisions of Measure M for the purpose of maintaining adopted traffic level of service standards established in this Element.

INTERJURISDICTIONAL COORDINATION/COOPERATION

Traffic congestion in Tustin is both a regional and local problem. The development which occurs in neighboring jurisdictions and throughout the County has effects upon the freeways and many of the major arterials that traverse the City of Tustin. Thus, the City cannot fully address growth management issues in isolation from other jurisdictions.

GOAL 3: Cooperate with neighboring jurisdictions and the County to achieve reduction in regional traffic congestion.

Policy 3.1: The City shall participate in interjurisdictional planning forums within its established growth management area and will continue to participate in forums with neighboring or affected jurisdictions to address transportation or other planning issues.

Policy 3.2: The City will continue to cooperate with the OCTA in annually updating its Congestion Management Plan pursuant to the requirement of AB 471 in order to continue to receive its share of State gasoline sales tax revenues.

JOBS/HOUSING BALANCE

One of the major causes of traffic congestion is land use patterns that hinder the ability of people to live and work in the same area. Long commutes can overburden traffic infrastructure and diminish quality of life. Creating communities where people can both live and work in relatively close proximity shortens commutes and encourages the use of alternative forms of transportation to and from employment.

GOAL 4: Strive to develop and maintain a balance between jobs and housing in Tustin.

Policy 4.1: To the extent feasible, utilize information on the jobs/housing balance in the City and region as a factor in land use decision-making.

TABLE GM-1
GROWTH MANAGEMENT RELATED GOALS AND POLICIES BY ELEMENT

Growth Management Issue Area	Related Goals and Policies by Element						
	Land Use	Housing	Circulation	Noise	Public Safety	Conservation/ Open Space/ Recreation	Growth Management
Traffic Congestion	4.1, 8.4, 8.7		1.10, 1.11, 3.1				
Adequate Transportation Facilities	3.1		1.6, 8.1, 8.2, 8.3				
Interjurisdictional Coordination	2.6, 8.3		1.3, 3.1, 3.3, 3.4, 4.3, 6.4, 6.7		1.4, 5.6, 6.4		
Jobs/Housing Balance							

THE GROWTH MANAGEMENT PLAN

The City's Growth Management Plan includes all of the components required for Developed Communities by Measure M, the Traffic Improvement and Growth Management Ordinance. Additional implementation programs independent of this Element will be required in order to implement the Growth Management Plan.

TRAFFIC LEVEL OF SERVICE GOALS

Policy 1.1 of this Element requires that development sponsors make necessary improvements to the circulation system, where affected by their development, so as to maintain acceptable LOS levels at intersections and on roadway links under City control. Roadway expansions will be planned as part of the Capital Improvement Program and phased according to the Comprehensive Phasing Program. The LOS goals will be enforced through conditions of approval and monitored annually through the Performance Monitoring Program.

Achievement of the adopted Levels of Service standard and implementation of exacted transportation improvements shall take into consideration extraordinary transportation circumstances which may impact identified intersections and/or timing of the required improvements. An example of an extraordinary circumstance would be when arterial roadways serve as substitute freeway access (thus impacting LOS performance) while planning and construction of additional freeway improvements are underway.

DEVELOPMENT MITIGATION PROGRAM

The City shall establish a Development Mitigation Program based on Orange County Transportation Authority (OCTA) timetables to ensure that all new development pays its share of needed transportation improvements to the City's roadway network associated with that development. Participation shall be on a pro-rata basis and be required of all development projects except where an

increased level of participation exceeding these requirements is established through negotiated legal mechanisms.

The City will work to facilitate coordination of this program through inter-jurisdictional forums in order to determine minimally acceptable impact fees for application within the GMAs. The City will receive credit for existing traffic mitigation fee programs with regard to the GMA base level fee.

COMPREHENSIVE PHASING PROGRAM

The City shall prepare a Comprehensive Phasing Program (CPP) based on OCTA timetables. The purpose of this program is to ensure to the extent feasible that adequate infrastructure (roadways, utilities) is constructed as development occurs by linking the ability of the development to proceed to either construction of the improvement(s) by others, construction of the improvement(s) by the developer, or by the developer's timely provision of the appropriate funding to the City so that the provision of these facilities is in balance with demand. While the Comprehensive Phasing Program will provide plans for new facilities, the Performance Monitoring Program will provide annual evaluation of compliance with phasing plans in order for development to continue. The Comprehensive Phasing Program shall provide reasonable lead time (three years from first building permit or five years from first grading permit) to design and construct specific transportation improvements.

PERFORMANCE MONITORING PROGRAM

The City shall prepare a Performance Monitoring Program based on OCTA timetables. The Performance Monitoring Program will establish a system for annual evaluation of compliance with development phasing allocations. Under this program, roadway and other transportation facility improvements or fundings must actually be provided in order for new development to continue. If the improvements/funding are not provided, development shall be deferred until compliance with the provisions of this program are achieved.

The Performance Monitoring program will provide an annual evaluation of the maintenance of transportation service levels. Annual traffic reports prepared under this Program shall utilize data collected within three (3) months of preparation of the report. In the event that the Performance Monitoring Program identifies one or more service level deficiencies, measures shall be implemented to correct identified deficiencies.

CAPITAL IMPROVEMENT PLANS

The City shall establish a Capital Improvement Program for transportation systems improvements to effectively manage the system based on OCTA timetables. The purpose of the Capital Improvement Plans is to estimate future development over a seven year period and determine the necessary infrastructure and associated costs required for this new development. The Capital Improvement Plans will be closely linked with the Comprehensive Phasing Plans.

The City will determine the capital projects needed to meet and maintain both the City's adopted Traffic Level of Service and Performance Standards. Capital financing programming will be based on proposed development to be constructed during (at a minimum) the following seven year period. The CIP shall include approved projects and an analysis of the costs of proposed projects as well as a financing plan for providing the improvements.

INTERJURISDICTIONAL COOPERATION

The City of Tustin will become involved in interjurisdictional coordination for various purposes, including:

- Cooperating with the County of Orange, the Orange County Transportation Authority (OCTA), and other local jurisdictions on the implementation of Measure M and the development of future revisions.

- Working with interjurisdictional forums (such as the City-County Coordinating Committee) to make sure that the City's

fees are consistent with minimally acceptable impact fees for application within the larger Growth Management Area;

- Participating in the Interjurisdictional Planning Forums at the Growth Management Area (GMA) level to discuss implementation of traffic improvements, cooperative land use planning, and appropriate mitigation measures for developments with multi-jurisdictional impacts;

- Working with the interjurisdictional forums to develop strategies for bringing about greater jobs/housing balance at the subregional level;

- Cooperating with the County of Orange in implementing the Facility Implementation Plans and collaborating in the Development Monitoring Program;

- Cooperating with State, County, and local governments in planning and implementing the City's Circulation Element, and coordinating efforts to ensure orderly development; and

- Coordinating population, housing, employment and land use projections with the State Department of Finance, SCAG, the County of Orange Development Monitoring Program, school and water districts.

COMPREHENSIVE DEVELOPMENT PLANS FOR LARGE PROJECTS

Tustin will require that any new large developments prepare a comprehensive development plan and environmental impact analysis. A Specific Plan is an example of a Comprehensive Development Plan for large projects. This will allow the City to anticipate the impacts of large projects prior to development of any portion of the projects, and permit more time to plan for public services and facilities needed to support the projects.

COORDINATION WITH ADJACENT JURISDICTIONS

Apart from coordination with subregional interjurisdictional forums (such as the City-County Coordinating Committee), the City will separately work with other cities and agencies in the immediate area to develop mutual agreements for review and possible conditioning of development projects.

APPENDIX

DEFINITIONS

For the purpose of this element, the following terms are defined below:

1. **Capital Improvement Program (CIP)** shall mean a listing of capital projects needed to meet, maintain and improve a jurisdictions adopted Traffic Level of Service and Performance Standards. The CIP shall include approved projects and an analysis of the costs of the proposed projects as well as a financial plan for providing the improvements.

2. **Comprehensive Phasing Program (CPP)** shall mean a road and public facilities improvement and financing plan which attains the level of service requirements in this Element. With regard to road improvements, a CPP must include level of service requirements and take into account measurable traffic impacts on the circulation system.

3. **Critical Movement** shall mean any of the conflicting through or turning movements at an intersection which determine the allocation of green signal time.

4. **Development Phasing Program** shall mean a program which establishes the requirement that building and grading permits shall be approved or issued in a manner that assures implementation of required transportation and public facilities improvements. The City shall specify the order of improvements and the number of dwelling units based, at a minimum, on mitigation measures adopted in conjunction with environmental documentation and other relevant factors.

5. **Deficient Intersection Fund** shall mean a trust fund established to implement necessary improvements to existing intersections which do not meet the Traffic Level of Service Policy.

6. **Deficient Intersection List** shall mean a list of intersections that:

    a. do not meet the Traffic Level of Service Policy for reasons that are beyond the control of the City (e.g., ramp metering effects, traffic generated outside the City's jurisdiction, etc.); and

b. that are not brought into compliance with the LOS standard in the most current Seven-Year Capital Improvement Program. Additional intersections may be added by the City to the Deficient Intersection List only as a result of conditions which are beyond the control of the City.

7. **Growth Management Area (GMAs)** shall mean subregions of the County established by the City-County Coordination Committee (or successor) to promote inter-jurisdictional coordination in addressing infrastructure concerns and in implementing needed improvements.

8. **Growth Management Element** shall mean the Growth Management Element of the City General Plan as required by the Revised Traffic Improvement and Growth Management Ordinance (Measure M).

9. **Local Transportation Authority** as currently designated by the Board of Supervisors shall mean the Orange County Transportation Authority.

10. **Measurable Traffic** shall mean a traffic volume resulting in a 1% increase in the sum of the critical movements at an intersection.

11. **Performance Monitoring Program (PMP)** shall mean a comprehensive road improvement and financing plan which monitors the level of service requirements in this Element while taking into account measurable traffic impacts on the circulation system. This program will annually review the status of public and private roadway improvements associated with the Seven Year Capital Improvement Program and Development Phasing Programs to assure that the appropriate actions are being taken to achieve the Level of Service standards set forth in this Element.

12. **Sole Control** shall mean under the direct control of the single public agency; for purposes of this Element, the City of Tustin is the single public agency exercising sole control over certain transportation system improvements.

Glossary

TUSTIN
GENERAL PLAN

GLOSSARY

The following set of terms are used in the Housing Element and can be defined as noted. Certain terms are also defined within individual elements.

Access - A way of approaching or entering a property, including ingress (the right to enter) and egress (the right to leave).

Acres, Net - The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: public or private road rights--of-way, public open space, and flood ways.

ADT - Average daily trips made by vehicles on persons in a 24-hour period.

Air Basin - One of 14 self-contained regions of California minimally influenced by air quality in contiguous regions.

Air Pollutant Emissions - Discharges into the atmosphere, usually specified in terms of weight per unit of time for a given pollutant from a given source.

Air Pollution - The presence of contaminants in the air in concentrations that exceed naturally occurring quantities and are undesirable or harmful.

Air Quality Standards - The prescribed (by the Environmental Protection Agency and the California Air Resources Board) level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

ALUC - Airport Land Use Commission.

Ambient Noise Level - The overall of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Annexation - The incorporation of a land area into an existing city with a resulting change in the boundaries of that city.

Application For Development - The application form(s) and all accompanying documents and exhibits required of an applicant by an approving authority for development review by governmental agency(s).

Aquifer - An underground bed or layer of earth, gravel or porous stone that contains water.

Archaeological Site - Land or water areas which show evidence of human, plant or animal activity, usually dating from periods of which only vestiges remain.

Arterial - A major street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to nonresidential properties.

Assisted Housing - Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing programs including, but not limited to Federal Section 8 (new construction, substantial rehabilitation, and loan management set-asides), Federal Sections 213, 236, and 202, Federal Section 221(d)(3) (below-market interest rate program), Federal Section 101 (rent supplement assistance), CDBG, FmHA Section 515, multi-family mortgage revenue bond programs, local redevelopment and in lieu fee programs, and units developed pursuant to local inclusionary housing and density bonus programs.

A-Weighted Decibel (dBA) - A numerical method of rating human judgement of loudness. The A-weighted scale reduces the effects of low and high frequencies in order to simulate human hearing.

Base Flood Elevation - The highest elevation, expressed in feet above sea level, of the level of flood waters expected to occur during a 100-year flood (i.e., a flood that has 1 percent likelihood of occurring in any given year).

Benefit Assessment District - An area within a public agency's boundaries which receives a special benefit from the construction of one or more public facilities. A Benefit Assessment District has no legal life of its own and cannot act by itself. It is strictly a financing mechanism for providing public infrastructure as allowed under the Streets And Highways Code. Bonds may be issued to finance the improvements, subject to repayment by assessments charged against the benefitting properties. Creation of a Benefit Assessment District enables property owners in a specific area to cause the construction of public facilities or to maintain them (for example, a downtown, or the grounds and landscaping of a specific area) by contributing their fair share of the construction and/or installation and operating costs.

Bicycle Lane (Class II facility) - A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Path (Class I facility) - A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Route (Class III facility) - A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Bikeways - A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Blight - A condition of a site, structure, or area that may cause nearby buildings and/or areas to decline in attractiveness and/or utility. The Community Redevelopment Law (Health and Safety Code, Sections 33031 and 33032) contains a definition of blight used to determine eligibility of proposed redevelopment project areas (eliminated 2011).

Buffer - A strip of land designated to protect one type of land use from another with which it is incompatible. Where a commercial district abuts a residential district, for example, additional use, yard, or height restrictions may be imposed to protect residential properties. The term may also be used to describe any zone that separates two unlike zones such as a multi-family housing zone between single family housing and commercial uses.

Building - Any structure having a roof supported by columns or walls and intended for the shelter, housing or enclosure of any individual, animal, process, equipment, goods or materials of any kind or nature.

California Environmental Quality Act (CEQA) - A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project. General Plans require the preparation of a "program EIR."

California Housing Finance Agency (CHFA) - A State agency, established by the Housing and Home Finance Act of 1975, which is authorized to sell revenue bonds and generate funds for the development, rehabilitation, and conservation of low-and moderate-income housing.

Caltrans - California Department of Transportation.

Capital Improvement Program (CIP) - A proposed timetable or schedule of all future capital improvements (government acquisition of real property, major con-

struction project, or acquisition of long lasting, expensive equipment) to be carried out during a specific period and listed in order of priority, together with cost estimates and the anticipated means of financing each project. Capital improvement programs are usually projected five or six years in advance and should be updated annually.

Census - The official decennial enumeration of the population conducted by the federal government.

City - City, with a capital "C," generally refers to the government or administration of a city. City, with a lower case "c" may mean any city, or may refer to the geographical area of a city (e.g., the city's bikeway system.)

Clean Air Act - Federal legislation establishing national air quality standards.

Clustered Development - Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an open space area.

Collector - A street for traffic moving between arterial and local streets, generally providing direct access to properties.

Community Development Block Grant (CDBG) - A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for nonentitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Facilities District (CFD) - Under the Mello-Roos Community Facilities Act of 1982 (Government Code Section 53311 et seq), a legislative body may create within its jurisdiction a special district that can issue tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as well as provide public services to district residents. Special tax assessments levied by the district are used to repay the bonds.

Community Noise Equivalent Level (CNEL) - The average equivalent sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 p.m. to 10 p.m. and after addition of 10 decibels to sound levels in the night after 10 p.m. and before 7 a.m. See also "A-Weighted Decibel."

Compatibility - The characteristics of different uses or activities that permit them to be located near each other in harmony and without conflict. The designation of permitted and conditionally permitted uses in zoning districts are intended to achieve compatibility within the district. Some elements affecting compatibility include: intensity of occupancy as measured by dwelling units per acre; pedestrian or vehicular traffic generated; volume of goods handled; and such environmental effects as noise, vibration, glare, air pollution, or the presence of hazardous materials. On the other hand, many aspects of compatibility are based on personal preference and are much harder to measure quantitatively, at least for regulatory purposes.

Condominium - A building, or group of buildings, in which units are owned individually, and the structure, common areas and facilities are owned by all the owners on a proportional, undivided basis.

Congestion Management Plan (CMP) - A mechanism employing growth management techniques, including traffic level of service requirements, development mitigation programs, transportation systems management, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. AB 1791, effective August 1, 1990, requires all cities, and counties that include urbanized areas, to adopt and annually update a Congestion Management Plan.

Congregate Care Housing - Generally defined as age-segregated housing built specifically for the elderly which provides services to its residents, the minimum of which is usually an on-site meal program, but which may also include housekeeping, social activities, counseling, and transportation. There is generally a minimum health requirement for acceptance into a congregate facility as most do not offer supportive health care services, thus differing from a nursing home. Residents usually have their own bedrooms and share common areas such as living rooms, dining rooms, and kitchens; bathrooms may or may not be shared.

Conservation - The management of natural resources to prevent waste, destruction or neglect.

Cooperative - A group of dwellings or an apartment building that is jointly owned by the residents, the common ownership including the open space and all other parts of the property. The purchase of stock entitles the buyer to sole occupancy, but not the individual ownership of a specified unit.

Council of Governments (COG) - A regional planning and review authority whose membership includes representation from all communities in the designated region. The Southern California Association of Governments (SCAG) and the San Bernar-

dino Association of Governments (SANBAG) are examples of COGs in Southern California.

Coverage - The proportion of the area of the footprint of a building to the area of the lot on which its stands.

Critical Facility - Facilities housing or serving many people which are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

Cumulative Impact - As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

Day-Night Average Level (Ldn) - The average equivalent sound level during a 24-hour day, obtained after addition of 10 decibels to sound levels in the night after 10 p.m. and before 7 a.m. See also "Community Noise Equivalent Level."

Decibel (dB) - A unit for describing the amplitude of sound, as it is heard by the human ear. See also "A-Weighted Decibel," "Community Noise Equivalent Level," and "Day-Night Average Level."

Dedication - The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city.

Density - The number of families, individuals, dwelling units or housing structures per unit of land; usually density is expressed "per acre." Thus, the density of a development of 100 units occupying 20 acres is 5.0 units per acre.

Density Bonus - The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location.

Density Transfer - A way of retaining open space by concentrating densities, usually in compact areas adjacent to existing urbanization and utilities, while leaving unchanged historic, sensitive, or hazardous areas.

Developer - An individual who or business which prepares raw land for the construction of buildings or causes to be built physical building space for use primarily by others, and in which the preparation of the land or the creation of the building space is in itself a business and is not incidental to another business or activity.

Development - The division of a parcel of land into two or more parcels; the construction, reconstruction, conversion, structural alteration, relocation or enlargement of any structure; any mining, excavation, landfill or land disturbance, and any use or extension of the use of land.

Development Impact Fees - A fee or charge imposed on developers to pay for the costs to the City of providing services to a new development.

Development Plan - A plan, to scale, showing uses and structures proposed for a parcel or multiple parcels of land. It includes lot lines, streets, building sites, public open space, buildings, major landscape features and locations of proposed utility services.

Development Rights - The right to develop land by a land owner who maintains fee-
simple ownership over the land or by a party other than the owner who has obtained the rights to develop. Such rights usually are expressed in terms of density allowed under existing zoning. For example, one development right may equal one unit of housing or may equal a specific number of square feet of gross floor area in one or more specified zone districts.

Dwelling - A structure or portion of a structure used exclusively for human habitation.

Dwelling, Multi-Family - A building containing two or more dwelling units for the use of individual families maintaining households; an apartment or condominium building is an example of this dwelling unit type.

Dwelling, Single-Family Attached - A one family dwelling attached to one or more other one family dwellings by a common vertical wall; duplexes and townhomes are examples of this dwelling unit type.

Dwelling, Single-Family Detached - A dwelling which is designed for and occupied by not more than one family and surrounded by open space or yards and which is not attached to any other dwelling.

Dwelling Unit - One or more rooms, designed, occupied or intended for occupancy as separate living quarters, with cooking, sleeping and sanitary facilities provided within the unit for the exclusive use of a single family maintaining a household.

Easement - A grant of one or more of the property rights by the property owner to and/or for use by the public, a corporation, or another person or entity.

Economic Base - The production, distribution and consumption of goods and services within a planning area.

Element - A division of the General Plan referring to a topic area for which goals, policies, and programs are defined (e.g., land use, housing, circulation).

Eminent Domain - The authority of a government to take, or to authorize the taking of, with compensation, private property for public use.

Endangered Species - A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Environment - The sum of all external conditions and influences affecting the life, development and, ultimately, the survival of an organism.

Environmental Impact Report (EIR) - A report, as prescribed by the California Environmental Quality Act (CEQA), on the effect of a development proposal and other major actions which significantly affect the environment.

Essential Facilities - Those facilities whose continued functioning is necessary to maintain public health and safety following a disaster. These facilities include fire and police stations, communications facilities, emergency operation centers, hospitals, administrative buildings, and schools designated as mass care shelters. Also included are key transportation facilities and utility facilities such as water supply, sewage disposal, gas storage facilities and transmission lines, and electric generation stations and transmission lines.

Exaction - A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

Fault - A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Fault, Active - A fault that has moved within the last 11,000 years and which is likely to move again within the next 100 years.

Fault, Inactive - A fault which shows no evidence of movement in the last 11,000 years and no potential for movement in the relatively near future.

Fault, Potentially Active - A fault that last moved within the Quaternary Period (the last 2,000,000 to 11,000 years) before the Holocene Epoch (11,000 years to the present); or a fault which, because it is judged to be capable of ground rupture or shaking, poses an unacceptable risk for a proposed structure.

FEMA - Federal Emergency Management Agency.

FHWA - Federal Highway Administration.

Finding(s) - The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agents and bodies to justify action taken by the entity.

Fire Flow - A rate of water flow that should be maintained to halt and reverse the spread of a fire.

Flood Insurance Rate Map (FIRM) - For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Flood Plain - A lowland or relatively flat area adjoining the banks of a river or stream which is subject to a one percent or greater chance or flooding in any given year (i.e., 100-year flood).

Flood, Regulatory Base - Flood having a one percent chance of being equalled or exceeded in any given year (100-year flood).

Floodway - The channel of a watercourse or river, and portions of the flood plain adjoining the channel, which are reasonably required to carry and discharge the base flood of the channel.

Floor Area Ratio (FAR) -The gross floor area of all buildings on a lot divided by the lot area; usually expressed as a numerical value (e.g., a building having 5,000 square feet of gross floor area located on a lot of 10,000 square feet in area has a floor area ratio of .5:1).

FmHA - Farmers Home Administration.

General Plan - A legal document which takes the form of a map and accompanying text adopted by the local legislative body. The plan is a compendium of policies regarding the long-term development of a jurisdiction. The state requires the preparation of seven elements or divisions as part of the plan: land use, housing, circulation, conservation, open space, noise, and safety. Additional elements pertaining to the unique needs of an agency are permitted.

Goal - The ultimate purpose of an effort stated in a way that is general in nature and immeasurable; a broad statement of intended direction and purpose (e.g., "A balance of land use types within the city").

Grade - The degree of rise or descent of a sloping surface.

Greenbelt - An open area which may be cultivated or maintained in a natural state surrounding development or used as a buffer between land uses or to mark the edge of an urban or developed area.

Ground Failure - Mudslide, landslide, liquefaction or the compaction of soils due to ground shaking from an earthquake.
Ground Shaking - Ground movement resulting from the transmission of seismic waves during an earthquake.

Groundwater - The supply of fresh water under the ground surface in an aquifer or soil that forms a natural reservoir.

Group Quarters - A dwelling that houses unrelated individuals.

Growth Management - Techniques used by government to control the rate, amount and type of development.

Habitat - The physical location or type of environment in which an organism or biological population lives or occurs.

HCD - State Department of Housing and Community Development.

HDC - Non-profit Housing Development Corporation.

HMDA - Home Investment Partnership Act.

HOME - Home Investment Partnership Act.

HOPE - Homeownership for People Everywhere.

Hazardous Materials - An injurious substance, including pesticides, herbicides, toxic metals and chemicals, liquified natural gas, explosives, volatile chemicals and nuclear fuels.

Historic Area - A district, zone or site designated by local, state or federal authorities within which buildings, structures and places are of basic and vital importance due to their association with history, or their unique architectural style and scale, or their relationship to a square or park, and therefore should be preserved and/or developed in accord with a fixed plan.

Household - According to the Census, a household is all persons living in a dwelling unit whether or not they are related. Both a single person living in an apartment and a family living in a house are considered households.

Household Income - The total income of all the people living in a household. Households are usually described as very low income, low income, moderate income, and upper income for that household size, based on their position relative to the regional median income.

Housing Affordability - Based on State and Federal standards, housing is affordable when the housing costs are no more than 30 percent of household income.

Housing Unit - A room or group of rooms used by one or more individuals living separately from others in the structure, with direct access to the outside or to a public hall and containing separate toilet and kitchen facilities.

HUD - U.S. Department of Housing and Urban Development.

Human Services - The programs which are provided by the local, state, or federal government to meet the health, welfare, recreational, cultural, educational, and other special needs of its residents.

Implementation Measure - An action, procedure, program, or technique that carries out general plan policy.

Income Categories - Four categories for classifying households according to income based on the median income for each County. The categories are as follows: Very Low (0-50% of County median); Low (50-80% of County median); Moderate (80-120% of County median); and Upper (over 120% of County median).

Infrastructure - The physical systems and services which support development and population, such as roadways, railroads, water, sewer, natural gas, electrical generation and transmission, telephone, cable television, storm drainage, and others.

Intensity - A measure of the amount or level of development often expressed as the ratio of building floor area to lot area (floor area ratio) for commercial, business, and industrial development, or dwelling units per acre of land for residential development (also called "density").

Intersection - Where two or more roads cross at grade.

Issue - A problem, constraint, or opportunity requiring community action.

Jobs/Housing Balance; Jobs/Housing Ratio - The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute of employed persons; less than 1.0 indicates a net out-commute of employed persons.

Joint Powers Authority (JPA) - A legal arrangement that enables two or more units of government to share authority in order to plan and carry out a specific program or set of programs that serves both units.

Landscaping - Planting--including trees, shrubs, and ground covers--suitably designed, selected, installed, and maintained as to enhance a site or roadway.

Land Use - A description of how land use is occupied or used.
Land Use Plan - A plan showing the existing and proposed location, extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational and other public and private purposes or combination of purposes.

Landslide - A general term for a falling or sliding mass of soil or rocks.

LIHPRHA - Low Income Housing Preservation and Resident Homeownership.

Liquefaction - A process by which water-saturated granular soils transform from a solid to a liquid state due to groundshaking. This phenomenon usually results from shaking from energy waves released in an earthquake.

Local Agency Formation Commission (LAFCo) - A five or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals.

Local Street - A street providing direct access to properties and designed to discourage through-traffic.

Lot - The basic unit of land development. A designated parcel or area of land established by plat, subdivision, or as otherwise permitted by law, to be used, developed or built upon as a unit.

LOS - Level of Service.

Manufactured Housing - Residential structures which are constructed entirely in the factory, and which since June 15, 1976, have been regulated by the federal Manufactured Home Construction and Safety Standards Act of 1974 under the administration of the U.S. Department of Housing and Urban Development (HUD).

Median Income - The annual income for each household size which is defined annually by the Federal Department of Housing and Urban Development. Half of the households in the region have incomes above the median and half are below.

Mineral Resource - Land on which known deposits of commercially viable mineral or aggregate deposits exist. This designation is applied to sites determined by the State Division of Mines and Geology as being a resource of regional significance, and is intended to help maintain the quarrying operations and protect them from encroachment of incompatible land uses.

Mining - The act or process of extracting resources, such as coal, oil, or minerals, from the earth.

Mitigate, - To ameliorate, alleviate, or avoid to the extent reasonably feasible.

Mobile Home - A structure, transportable in one or more sections, which is at least 8 feet in width and 32 feet in length, which is built on a permanent chassis and designed to be used as a dwelling unit, with or without a permanent foundation when connected to the required utilities.

Modular Unit - A factory-fabricated, transportable building or major component designed for use by itself or for incorporation with similar units on-site into a structure for residential, commercial, educational, or industrial use. Differs from mobile homes and manufactured housing by (in addition to lacking an integral chassis or permanent hitch to allow future movement) being subject to California housing law design standards. California standards are more restrictive than federal standards in some respects (e.g., plumbing and energy conservation). Also called Factory-built Housing and regulated by State law of that title.

National Environmental Policy Act (NEPA) - An act passed in 1974 establishing federal legislation for national environmental policy, a council on environmental quality, and the requirements for environmental impact statements.

National Flood Insurance Program - A federal program which authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

National Historic Preservation Act - A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation, and which authorized grants-in-aid for preserving historic properties.

Noise - Any undesired audible sound.

Noise Exposure Contours - Lines drawn about a noise source indicating constant energy levels of noise exposure. CNEL and Ldn are the metrics utilized to describe community noise exposure.

Non-attainment - The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality.

Non-conforming Use - A use that was valid when brought into existence, but by subsequent regulation becomes no longer conforming. "Non-conforming use" is a generic term and includes (1) non-conforming structures (by virtue of size, type of construction, location on land, or proximity to other structures), (2) non-conforming use of a conforming building, (3) non-conforming use of a non-conforming building, and (4) non-conforming use of land. Thus, any use lawfully existing on any piece of property that is inconsistent with a new or amended General Plan, and that in turn is a violation of a zoning ordinance amendment subsequently adopted in conformance with the General Plan, will be a non-conforming use.

Non-Domestic Water - Water consisting of but not limited to, a combination of treated wastewater and intercepted surface stream flow, supplemented by other waters including potable water.

Open Space - Any parcel or area of land or water essentially unimproved and set aside, designated, dedicated or reserved for public or private use or enjoyment.

Ordinance - A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Overcrowding - As defined by the Census, a household with greater than 1.01 persons per room, excluding bathrooms, kitchens, hallways, and porches.

Parcel - A lot or tract of land.

Planning and Research, Office of (OPR) - A governmental division of the State of California which has among its responsibilities the preparation of a set of guidelines for use by local jurisdictions in drafting General Plans.

Planning Area - The Planning Area is the land area addressed by the General Plan. Typically, the Planning Area boundary coincides with the Sphere of Influence which encompasses land both within the City Limits and potentially annexable land.

Planning Commission - A body, usually having five or seven members, created by a city or county in compliance with California law (Section 65100) which requires the assignment of the planning functions of the city or county to a planning department, planning commission, hearing officers, and/or the legislative body itself, as deemed appropriate by the legislative body.

Policy - Statements guiding action and implying clear commitment found within each element of the general plan (e.g., "Provide incentives to assist in the development of affordable housing").

Pollution - The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

Program - A coordinated set of specific measures and actions (e.g., zoning, subdivision procedures, and capital expenditures) the local government intends to use in carrying out the policies of the general plan.

Recreation, Active - A type of recreation or activity which requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

Recreation, Passive - Type of recreation or activity which does not require the use of organized play areas.

Regional - Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad homogeneous area.

Regulation - A rule or order prescribed for managing government.

Rehabilitation - The upgrading of a building previously in a dilapidated or substandard condition, for human habitation or use.

Restoration - The replication or reconstruction of a building's original architectural features, usually describing the technique of preserving historic buildings.

Retrofit - To add materials and/or devices to an existing building or system to improve its operation, safety, or efficiency. Buildings have been retrofitted to use solar energy and to strengthen their ability to withstand earthquakes, for example.

Rezoning - An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Right-of-Way - A strip of land acquired by reservation, dedication, prescription or condemnation and intended to be occupied or occupied by a road, crosswalk, railroad, electric transmission lines, oil or gas pipeline, water line, sanitary or storm sewer, or other similar uses.

Risk - The danger or degree of hazard or potential loss.

Sanitary Landfill - The controlled placement of refuse within a limited area, followed by compaction and covering with a suitable thickness of earth and other containment material.

Sanitary Sewer - A system of subterranean conduits which carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (which carry surface water) and septic tanks or leech fields (which hold refuse liquids and waste matter on-
site).

SCAG - Southern California Association of Governments.

Seiche - An earthquake-generated wave in an enclosed body of water such as a lake, reservoir, or bay.

Seismic - Caused by or subject to earthquakes or earth vibrations.

Sensitive Species - Includes those plant and animal species considered threatened or endangered by the U.S. Fish and Wildlife Service and/or the California Department of Fish and Game according to Section 3 of the Federal Endangered Species Act. Endangered - any species in danger of extinction throughout all, or a significant portion of, its range. Threatened - a species likely to become an endangered species within the foreseeable future throughout all, or a portion of, its range. These species are periodically listed in the Federal Register and are, therefore, referred to as "federally listed" species.

Septic System - A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. Septic systems are often used for individual-home waste disposal where an urban sewer system is not available.

Sewer - Any pipe or conduit used to collect and carry away sewage from the generating source to a treatment plant.

Significant Effect - A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area's air, water, and land resources.

Site - A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot.

Site Plan - The development plan for one or more lots on which is shown the existing and proposed conditions of the lot including: topography, vegetation, drainage, floodplains, marshes and waterways; open spaces, walkways, means of ingress and egress, utility services, landscaping, structures and signs, lighting, and screening devices; any other information that reasonably may be required in order that an informed decision can be made by the approving authority.

Slope - Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Soil - The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.

Solar Access - A property owner's right to have the sunlight shine on his/her land.

Solid Waste - Unwanted or discarded material, including garbage with insufficient liquid content to be free flowing, generally disposed of in land fills or incinerated.

Special District - A district created by act, petition or vote of the residents for a specific purpose with the power to levy taxes.

Special Needs Groups - Those segments of the population which have a more difficult time finding decent affordable housing due to special circumstances. Under State planning law, these special needs groups consist of the elderly, handicapped, large families, female-headed households, farmworkers and the homeless.

Specific Plan - Under Article 8 of the Government Code (Section 65450 et seq), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any General Plan element(s).

Sphere of Influence - The probable ultimate physical boundaries and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCo) of the County.

Standard Metropolitan Statistical Area (SMSA) - A county or group of contiguous counties which contains at least one city of 50,000 inhabitants or more, or twin cities of a combined population of at least 50,000.

Standards - (1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. The State Government Code (Section 65302) requires that general plans spell out the objectives, principles, "standards," and proposals of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve. (2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions; for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

Stationary Source - A non-mobile emitter of pollution.

Structure - Anything constructed or erected which requires location on the ground (excluding swimming pools, fences, and walls used as fences).

Subdivision - The division of a lot, tract or parcel of land that is the subject of an application for subdivision.

Subdivision Map Act - Division 2 (Sections 66410 et seq) of the California Government code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps. (See "Subdivision.")

Subsidence - The sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. Subsidence may be caused by a variety of human and natural activity, including earthquakes.

Subsidize - To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from federal and/or state

income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

Substantial - Considerable in importance, value, degree, or amount.

Survey - The process of precisely ascertaining the area, dimensions and location of a piece of land.

Topography - Configuration of a surface, including its relief and the position of natural and man-made features.

Transit - The conveyance of persons or goods from one place to another by means of a local, public transportation system.

Transportation Demand Management (TDM) - A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM) - Individual actions or comprehensive plans to reduce the number of vehicular trips generated by or attracted to new or existing development. TSM measures attempt to reduce the number of vehicle trips by increasing bicycle or pedestrian trips or by expanding the use of bus, transit, carpool, vanpool, or other high occupancy vehicles.

Trip - A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end," (or origin--often from home, but not always), and one "attraction end," (destination).

Uniform Building Code (UBC) - A national, standard building code which sets forth minimum standards for construction.

Units At-Risk of Conversion - Housing units that are currently restricted to low-income housing use and will become unrestricted and possibly be lost as low-income housing.

VMT - Vehicle Miles Traveled.

Water Course - Any natural or artificial stream, river, creek, ditch, channel, canal, conduit, culvert, drain, waterway, gully, ravine or wash in which water flows in a definite channel, bed and banks, and includes any area adjacent thereto subject to inundation by reason of overflow or flood water.

Wetland - An area that is inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions, commonly known as hydrophytic vegetation.

Zoning - A police power measure, enacted primarily by units of local government, in which the community is divided into districts or zones within which permitted and special uses are established as are regulations governing lot size, building bulk, placement, and other development standards. Requirements vary from district to district, but they must be uniform within the same district. The zoning ordinance consists of a map and text.

Zoning District - A geographical area of a city zoned with uniform regulations and requirements.

Zoning Map - The officially adopted zoning map of the city specifying the location of zoning districts within all geographic areas of the city.