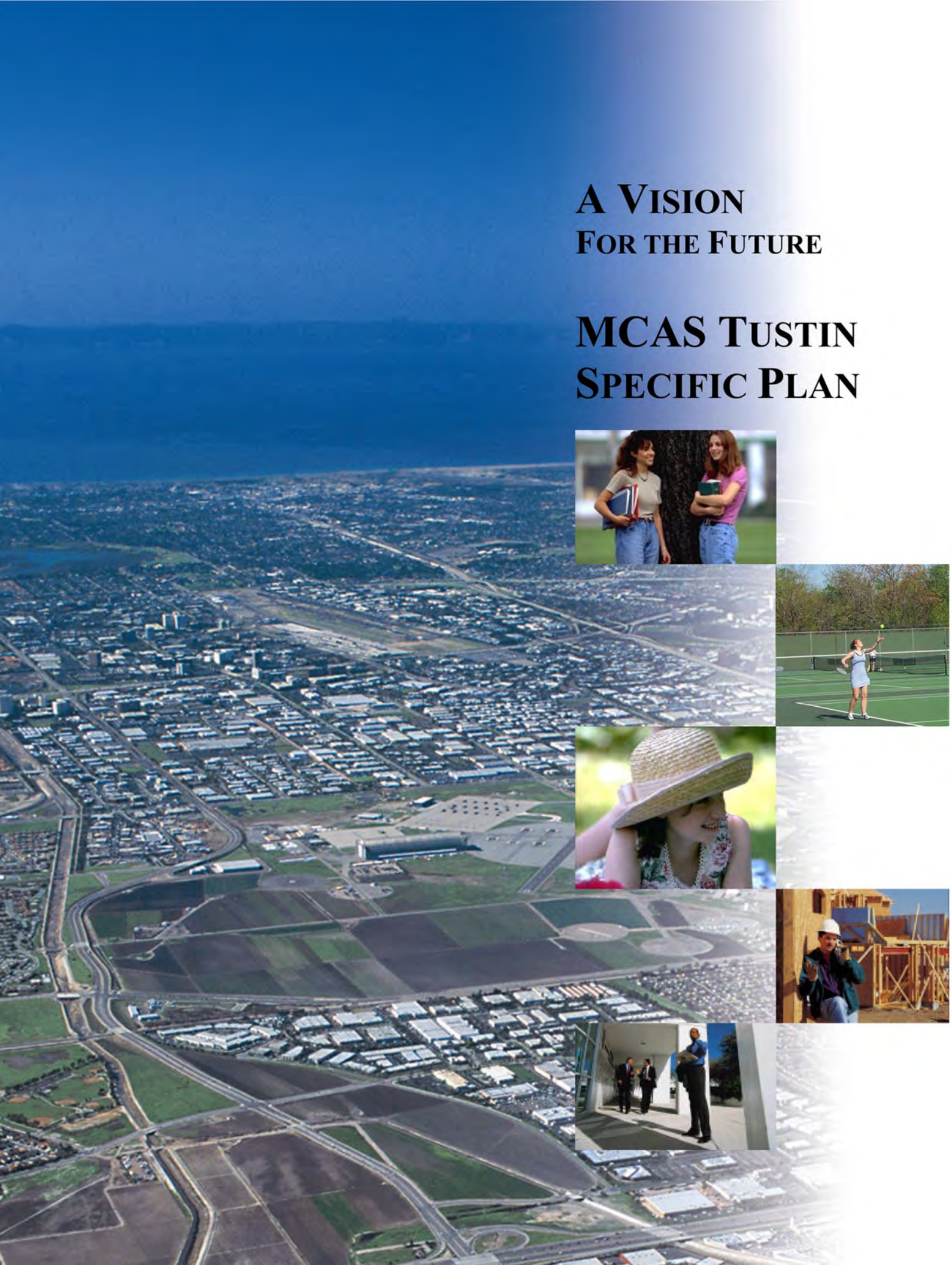
A Vision
For the Future

MCAS Tustin Specific Plan



MCAS Tustin
Specific Plan/Reuse Plan

Prepared for:

City of Tustin
The Local Redevelopment Authority
300 Centennial Way
Tustin, CA 92780

Reuse Plan Adopted: October 31, 1996, Amended September 8, 1998
Specific Plan Adopted: City Council Ordinance No. 1257
Date: February 3, 2003
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1. Introduction

1.1 PURPOSE

The Marine Corps Air Station (MCAS), Tustin was realigned and closed on July 2, 1999, in accordance with the Base Realignment and Closure Act. MCAS Tustin was originally recommended for realignment and closure by the Defense Base Realignment and Closure (BRAC) Commission in its June 1991 report to President Bush. The President accepted the BRAC recommendations in July 1991 and Congress confirmed the closure in October 1991. In 1993, the BRAC Commission reconsidered its earlier recommendations to close MCAS Tustin. The Commission reconfirmed the decision to close the base but modified its realignment locations for receiving facilities and mandated closure no later than July 1999. In 1995, the BRAC Commission again modified its previous determinations concerning the proposed locations for realignment of Marine Corps assets.

When the original decision was made in 1991 to close MCAS Tustin, the local community did not oppose the base's closure. Instead, the community proceeded immediately with planning for reuse. The specific objectives of the reuse planning effort were as follows:

- To foster public understanding and involvement in reuse decisions;
- To provide consistent direction in reuse efforts;
- To be accountable to the local community;
- To focus on making decisions and taking action in a timely manner;

- To motivate federal, state, and local agencies, and homeless providers to meet common objectives;
- To complete the reuse plan in a cost effective manner; and
- To reduce future local entitlements needed by the development community.

The Department of Defense recognized the City of Tustin as the Lead Agency or Local Redevelopment Authority (LRA) for preparation of the required reuse planning documents in late 1991. The City of Tustin determined that the most appropriate tool to guide the conversion of the base from military to civilian use and to facilitate entitlements and permitting was the preparation of a combined Specific Plan/Reuse Plan. The MCAS Tustin Specific Plan/Reuse Plan is the culmination of this planning effort.

The MCAS Tustin Specific Plan/Reuse Plan (the Plan) includes detailed planning, policies, regulations, implementation strategies and procedures necessary to guide the reuse and development of the site into the next century. Since implementation of the Plan will be a long-term process and there are unique circumstances associated with converting military bases to civilian uses, the Plan is intended to be practical in economic terms and visionary in terms of its ability to create and respond to future market opportunities. This means that it must provide sufficient guidance to provide investors with a high confidence level that their investments will be protected. At the same time, it must offer sufficient flexibility to respond to changing market conditions. A careful balance between certainty and flexibility underlies the provisions of this Plan.

The MCAS Tustin Specific Plan/Reuse Plan is intended to serve as both a policy-oriented and regulatory document. The Plan has been submitted to the Department of Defense as a policy guide outlining the intended reuse for the site. Subsequently, the Specific Plan will be adopted by the Tustin City Council as the zoning for the property.

A Specific Plan is one device for implementing goals and policies of the Tustin General Plan. A Specific Plan also contains the development and reuse regulations that constitute the zoning for the property. As a federal installation, MCAS Tustin was not subject to local zoning and planning requirements. Upon conversion to civilian use, the property will be under the jurisdictional authority of either the City of Tustin or the City of Irvine, and will be subject to local codes and ordinances. The City of Irvine has assigned responsibility for preparation of the Plan (and accompanying joint Environmental Impact Statement/Environmental Impact Report) to Tustin for that portion of the Plan area within Irvine. However, the City of

Irvine will have to adopt any General Plan and zoning changes necessary to implement the provisions of the Plan within the City of Irvine.

1.2 LOCATION AND SETTING

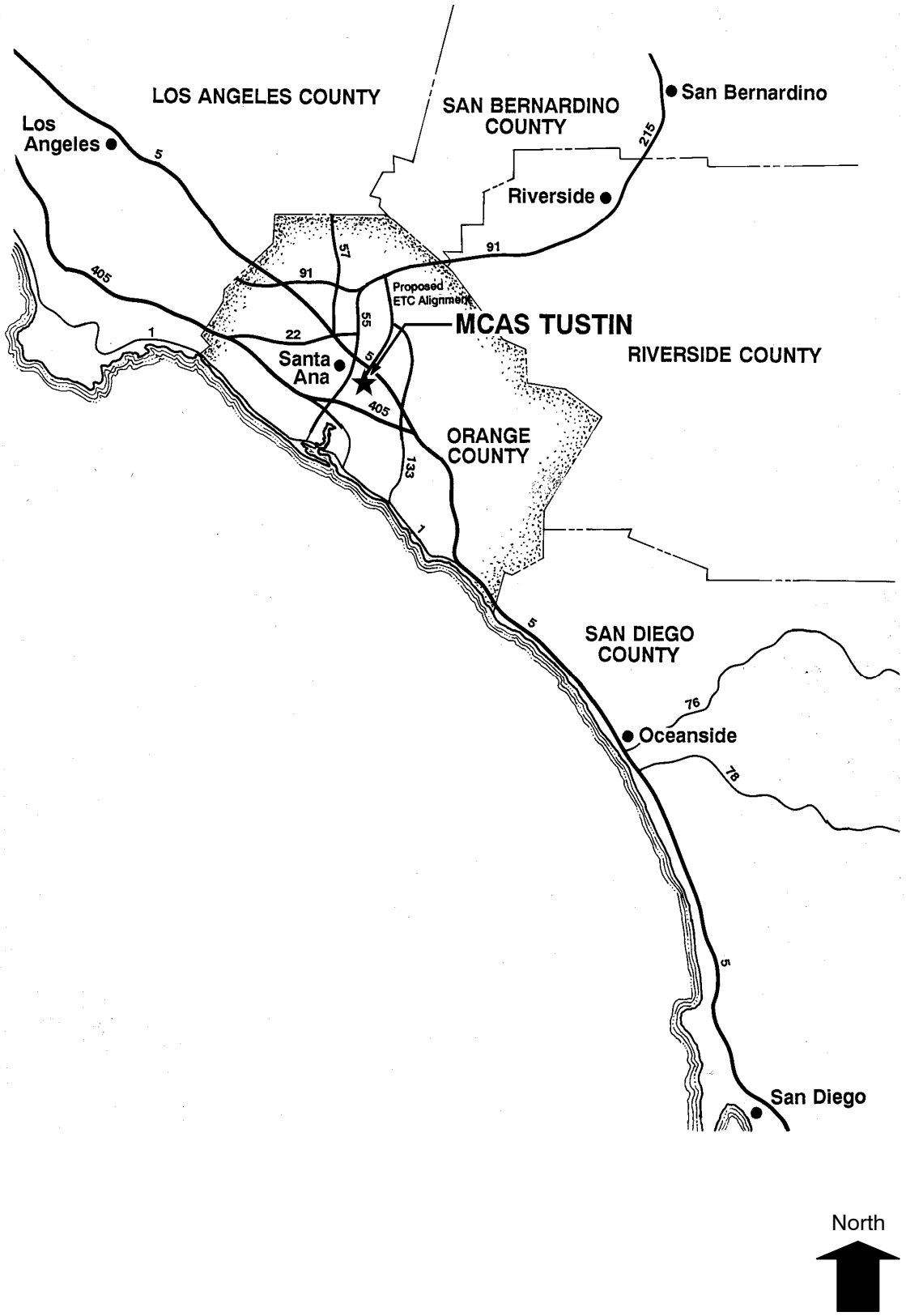
MCAS Tustin is located in Southern California near the center of Orange County, and is approximately 40 miles southeast of downtown Los Angeles (Figure 1-1). The MCAS Tustin Specific Plan/Reuse Plan project area encompasses approximately 1,606 gross acres. The majority of the Plan area, 1,511 acres, lies in the southern portion of the City of Tustin. Approximately 95 acres, consisting of existing military family housing and vacant land, lies within the City of Irvine. The City of Santa Ana borders the site to the southwest.

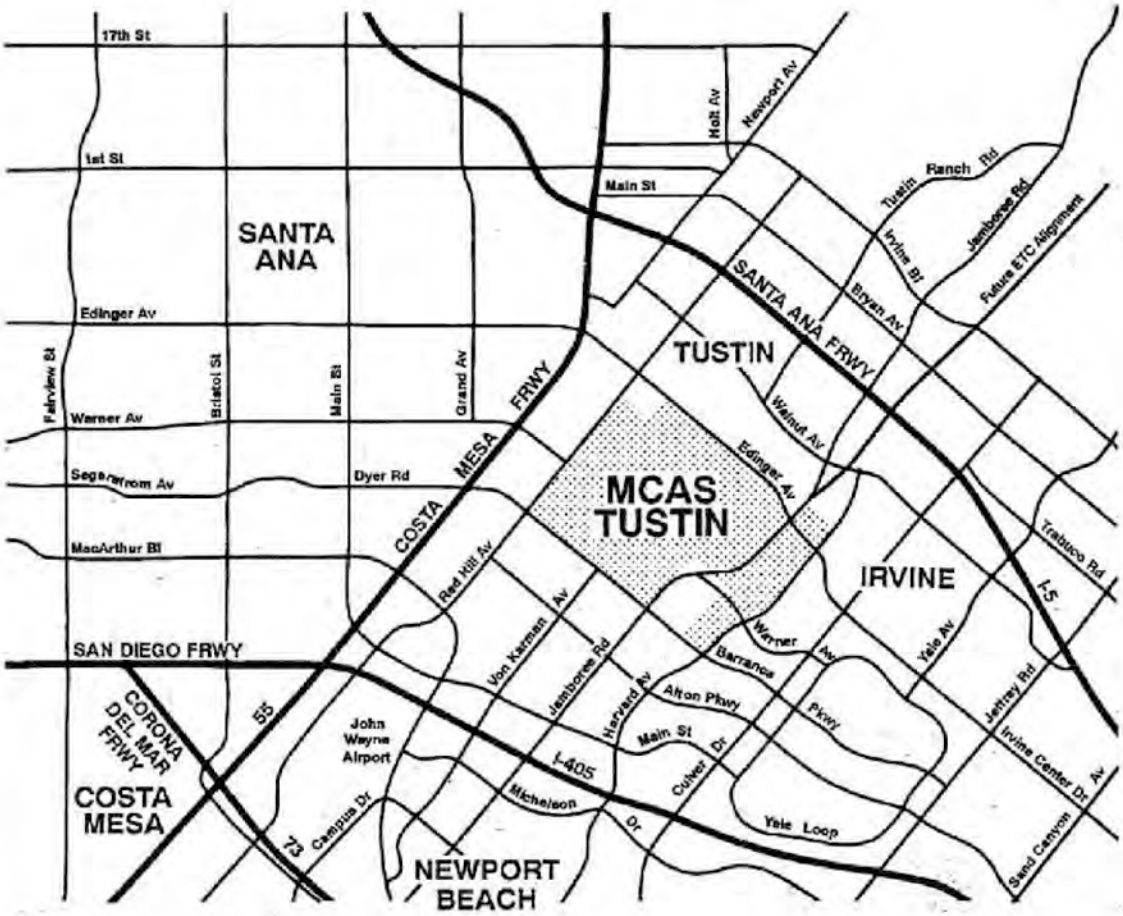
The Plan project area is located in an area bounded by four freeways: the Costa Mesa (SR-55), Santa Ana (I-5), Laguna (SR-133), and San Diego (I-405) freeways. The major roadways which border the site include Red Hill Avenue on the west, Edinger Avenue and Irvine Center Drive on the north, Harvard Avenue on the east, and Barranca Parkway on the south. Jamboree Road transects the site and provides access to the Eastern Transportation Corridor. John Wayne Airport is located approximately three miles to the south, and a Metrolink Commuter Rail station providing daily passenger service to employment centers in Orange, Los Angeles, Riverside, and San Diego counties is located immediately to the north of the project area. This local setting is illustrated in Figure 1-2.

Virtually an island in a highly urbanized location, the project area is generally bounded by single-family residential uses and business park uses to the north, light industrial and research and development uses to the west, light industrial and commercial uses to the south, and residential uses to the east of Harvard in the City of Irvine. In fact, the site is one of the largest remaining tracts of developable land in central Orange County. Its locational advantages in terms of proximity to transportation facilities, community services, and regional commercial and cultural facilities makes it a prime location for urban development.

The Plan project area encompasses property previously within the boundaries of the former MCAS Tustin and one privately owned 4.1-acre site located at the northeasterly corner of the project area.

Regional Setting




17th St
1st St
Main St
Edinger Av
Warner Av
Segerstrom Av
MacArthur Bl
SAN DIEGO FRWY
SANTA ANA
TUSTIN
MCAS TUSTIN
IRVINE
COSTA MESA
NEWPORT BEACH
SANTA ANA FRWY
COSTA MESA FRWY
CORONA DEL MAR FRWY
I-5
I-405
55
73
John Wayne Airport
Fairview St
Bristol St
Main St
Grand Av
Dyer Rd
Red Hill Av
Von Karman Av
Jamboree Rd
Harvard Av
Alton Pkwy
Barranca Pkwy
Warner Av
Walnut Av
Edinger Av
Holt Av
Newport Av
Tustin Ranch Rd
Irvine Bl
Bryan Av
Future ETC Alignment
Trabuco Rd
Yale Av
Jeffrey Rd
Irvine Center Dr
Sand Canyon Av
Campus Dr
Michelson Dr
Culver Dr
Yale Loop
North
NOT TO SCALE

MCAS Tustin was commissioned in 1942 as a U.S. Naval Lighter Than Air Base. The base was used to support observation blimps and personnel which protected the Southern California coast during World War II. The base was decommissioned by the Navy in 1949 and reactivated by the Marine Corps in 1951. The Station was the main west coast helicopter base for training and operations of Marine Corps medium and heavy lift capable helicopters.

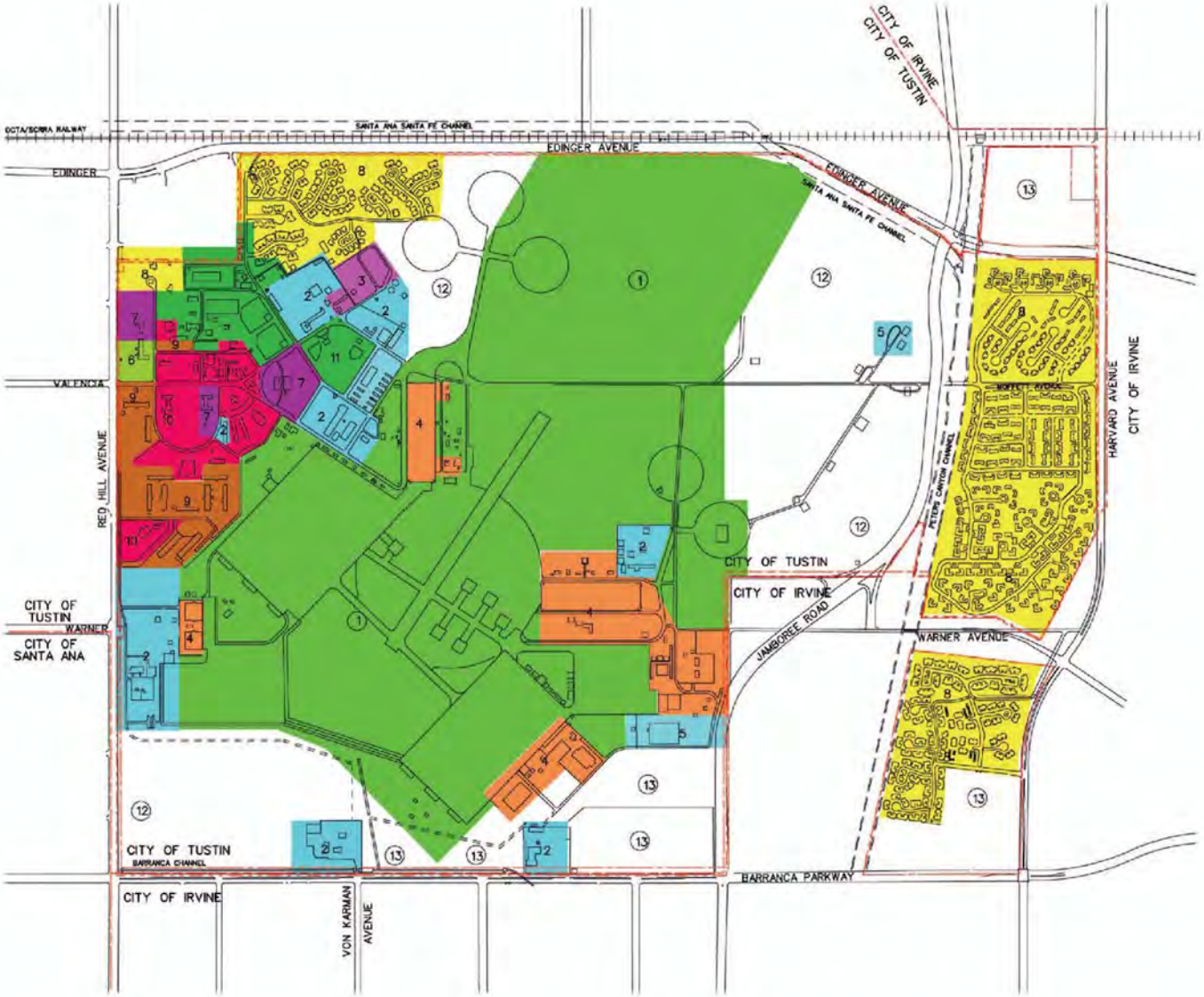
Military land uses on the base included airfield operations, agricultural uses, aircraft maintenance, supply/storage facilities, housing and community support facilities, administration, and other operations/training facilities (Figure 1-3). The largest land use, a total of 530 acres, was agriculture with farming areas located on the north, east, and south edges of the airfield operations area. These farming areas were leased by the military to private farming operations.

The base contained approximately 250 structures and facilities, most of which were built from the 1940s through the early 1950s. The structures covered approximately 3 percent of the base, and totalled approximately 2,183,956 square feet. The military's structures were of predominately wood frame or concrete block construction. The Marine Corps maintained a comprehensive program of repair and upkeep, and most of the buildings ere kept in fair to good condition. Military facilities and land uses at the base are described in greater detail in the "Final EIS/EIR for the Disposal and Reuse of MCAS Tustin" (certified on January 16, 2001).

The Project area also contained 1,537 attached family housing units and 966 barracks units which supported military housing needs for both MCAS Tustin and MCAS El Toro. Most of the family housing (1,263 units) were located on the eastern edge of the base between Peters Canyon Channel and Harvard Avenue. The remaining cluster of military housing units were located in the northwest portion of the site adjacent to Edinger Avenue. Community support facilities included child care centers, recreational facilities, a chapel, and clubs.

A general lack of information for many of the military's non-residential buildings on the base made it difficult to determine their absolute suitability for reuse or the estimated costs for bringing the buildings into compliance with applicable codes and regulations. However, there has been an initial assessment of the possible redevelopment feasibility of larger buildings on the site. These buildings were rated as "good", "fair", or "poor" for either interim use or permanent market oriented reuses.

Existing Land Use



① - AIRFIELD OPERATIONS/AGRICULTURAL
② - OTHER OPERATIONS/TRAINING
③ - MAINTENANCE
④ - AIRCRAFT MAINTENANCE
⑤ - SUPPLY/STORAGE
⑥ - MEDICAL/DENTAL
⑦ - ADMINISTRATION
⑧ - FAMILY HOUSING
⑨ - BACHELOR HOUSING
⑩ - COMMUNITY SUPPORT
⑪ - RECREATION
⑫ - AGRICULTURE
⑬ - VACANT
- MCAS TUSTIN BOUNDARY
- IRVINE/TUSTIN/SANTA ANA BOUNDARY
- SPECIFIC PLAN BOUNDARY

THIS IS A GRAPHIC REPRESENTATION OF A PLANNING/ENGINEERING CONCEPT. FINAL DESIGN SOLUTIONS (LOCATION AND SIZING) WILL BE PROPOSED AND REVIEWED AS PART OF SUBSEQUENT APPROVALS NEEDED BY THE RESPECTIVE AGENCY WITH JURISDICTION.

North
Not To Scale

THE PLANNING CENTER
HNTB

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Continuing studies will be necessary to define the timing of building availability, the necessary tenant improvements to make the buildings suitable for civilian occupancy, other costs associated with reuse (i.e., costs for ongoing building maintenance and repair), achievable rents for interim or permanent uses, and other aspects of building reuse. Appendix C provides an inventory of the City's initial assessment of larger buildings. The Plan has made only limited assumptions concerning building demolition (see Footnote 19 of Table 3-2).

1.3 MARKET DEMAND ANALYSIS

A Market Demand Analysis was prepared as a background document to guide further definition of the Plan for the reuse of the base. The document is a "classic" approach to determining future market demand for different types of real estate products. It also recognized the rapidly evolving Southern California and Orange County marketplace where substantial numbers of industries and business types were in rapid transition as a result of the recessionary influences of the time. The following is a brief summary of the conclusions of this report.

1.3.1 Sociodemographic Changes

Population growth in the County of Orange was projected to proceed during the remainder of the 1990s and into the next decade. Adjusted figures for overall Orange County growth suggested an increase of some 240,000 new residents by the year 2000. The five cities which surround MCAS Tustin, composed of Tustin, Santa Ana, Orange, Irvine and Costa Mesa, are expected to experience approximately 25,000 new residents during the same time frame. ERA, the market demand consultant, projected that it was more likely that roughly double that number, or 50,000 new residents, would live in the five-city area by the year 2000. Growth rates for population in the period 2000 to 2010 were defined at much higher rates, with an estimated 457,000 for Orange County and nearly 97,000 for the five-city area. Rates of housing growth were anticipated at approximately 24,000 additional units by the year 2000 in the five-city area, with roughly 12,000 units in the period 2000 to 2010. Basically, the projections for housing strongly suggest the further growth in the number of persons per household for this portion of central and central coast Orange County. That conclusion was based upon a basic extension of sociodemographic trends that occurred during the 1980s, which were largely led by the City of Santa Ana and its immediately surrounding neighborhoods.

Within the entire county, some 151,000 additional employees were expected during the current decade, of which roughly 38,000 were

expected to find jobs in the five cities. In the period 2000 to 2010, it was estimated that roughly 250,000 additional employees would arrive in Orange County, with roughly 87,000 finding locations in the five-city area. These sociodemographics and employment forecasts strongly suggest the type of markets for real estate product demand that would arise in and around the MCAS Tustin site.

1.3.2 Residential Demand

Several residential product types are likely to be attractive, including single-family detached and attached units, attached townhomes/ condominiums, and rental apartments. Depending upon the allocation of land and the phasing of buildout, the site should be able to absorb roughly 100 to 125 units per product type per year. This equates to 300 to 375 total units per year once development has commenced and occupancies are available.

There are opportunities for reuse of the existing military family housing at MCAS Tustin, depending upon their condition and other issues.

1.3.3 Commercial Office Demand

Roughly 2 percent of total Orange County demand for new commercial office space was to be absorbed by the site. This converts to an absorption rate of roughly 100,000 to 150,000 square feet of office space annually after 1997. This presumes a phased construction program over a number of years, at least a decade, with top-end density approaching ranges of 3 million to 5 million square feet. This will extend total buildout well beyond the year 2010.

1.3.4 Industrial/R&D Space Demand

The changing manufacturing base in the county is expected to continue its evolution. Orange County industrial space is in the process of reutilization for a number of flexible uses not previously planned. It was projected that more research and development space demand would occur over time and that such demand will recycle existing industrial space as well as demand construction of new space. A relatively modest industrial/R&D development demand is projected for the subject site in the range of 75,000 to 125,000 square feet annually. Overall competitive factors, including the closure and release for civilian use of portions of MCAS El Toro, may drive down these initial forecasts. There were at least 200,000 square feet of potentially reusable structures at MCAS Tustin which might be recycled for interim or long-term industrial and R&D use, as compared to the nearly 2 million square feet of all floor space which exists at the base.

1.3.5 Retail/Visitor Accommodations Demand

Orange County and central/central coast Orange County retail development is experiencing considerable pressure. The dilution of retail floor space types, which has been marked by the arrival of new high-volume large-scale warehouse type operations, has also dramatically reconstituted the market. The principal source of demand for retail uses at the MCAS Tustin site will likely be based upon immediate area local residential growth.

Visitor accommodations were also confronted at mid-decade by a very slow economy which was burdened by continuing business and recreational travel cost cuts by all sectors of the travel industry market populations. A working range for hotel accommodations at the site for the period 1997 to the year 2000 was estimated to be 200 to 400 hotel rooms, linked carefully to the development of a very strong business, education, or medical service facility which would draw substantial numbers of clientele who would require immediate adjacency for their overnight accommodations. A golf course use, coupled with flood protection detention capabilities, may also be an appropriate public purpose benefit.

1.3.6 Market Areas

There are multiple market areas available for the outreach marketing of MCAS Tustin. The immediate district of five cities forms a first focus for community-serving uses. The entire Orange County scale represents a second regional locational perspective which is largely positive. The State of California is a marketing target frame of reference for very large institutions and major corporations. The southwestern region of the United States, including its growing function as a primary region on the Pacific Rim, represents the fourth scale for marketing outreach. This latter large region also represents the context within which the base might be marketed for new offshore tenants, developers and investors.

There are a series of "emerging" and unique market niches which may be available to the reuse demand for the base. Many revolve around the extraordinary and very rapid explosion of data management, data interpretation, and decision making based upon the evolution of technology to manage the extraordinary arrays of information which are evolving.

The economic consultant for the project perceived the oncoming development of an "Orange County Triangle." This involved a concentration of business locations and educational activities within a triangle roughly bounded by the John Wayne Airport, MCAS Tustin, and MCAS El Toro locations. All of these locations taken together described an area of between 6 and 8 miles in size and would appear to be the

dominant direction for an evolving series of locations and higher densities of economic activity for the next 15 to 20 years.

1.4 THE REUSE PLANNING PROCESS

1.4.1 Background

The reuse planning process was initiated by the City of Tustin immediately after the closure of MCAS Tustin was announced in 1991. The base reuse planning process involved broad-based participation by affected public and private interests. The City of Tustin formed the City of Tustin Base Closure Task Force to guide the preparation of the Specific Plan/Reuse Plan. The nineteen member advisory group was comprised of representatives from the cities of Irvine, Santa Ana, and Tustin; the County of Orange; the City of Tustin Chamber of Commerce; local Homeowner's Associations; the Marine Corps; and the community-at-large. The broad-based representation ensured that issues and concerns of the local community and neighboring areas were addressed during the reuse planning process. The participation of Task Force members was instrumental in building a community-wide consensus for the Plan.

The reuse planning process involved many of the same steps taken in more traditional large-scale development plans. The process included establishing a vision for the site that would guide development of the Plan and its future implementation. An Environmental Setting Report was prepared that provided an inventory of the existing physical and environmental characteristics of the base and surrounding setting. An extensive issues identification process and opportunities and constraints analysis was conducted to begin formulating development strategies and land use alternatives.

The local planning process was conducted simultaneously with the federal base closure and disposal process. A key component of the base closure and disposal process was the "screening" of federal, state, and local agency interests and homeless representatives for their interest in the use of buildings or property on the base. Sections 2.3 and 2.4 of the MCAS Tustin Specific Plan/Reuse Plan discusses this screening process. A recommended disposal strategy is included which identifies:

- Parcels recommended for transfer to other federal agencies and the intended uses of the parcels;
- Parcels recommended for state and local public benefit purposes and the intended uses of the parcels;
- The Plan's proposed Homeless Assistance Program; and

- Acquisition of the remaining MCAS property under the Economic Development Conveyance authority.

1.4.2 Opportunities and Constraints

The opportunities and constraints analysis provided the foundation for additional detailed planning efforts including the preparation of land use and circulation alternatives for the site. The following is a summary of major opportunities and constraints identified early in the planning process.

A. Project-wide Opportunities and Constraints

1. Approximately 1,600 contiguous acres in a prime location in Orange County.

2. Good freeway/arterial access and commuter rail access to site.

3. Opportunity to retain open space as visual and recreational amenities.

4. Constraint on aviation use of land due to impacted airspace (i.e., proximity to John Wayne Airport).

5. Community desire for reuse and development of the site as a cohesive and distinct area of unique character.

6. Potential for reuse of the site with development that will advance regional goals for jobs/housing balance, and address regional and local needs for parkland and recreational facilities.

7. Need for development that will provide affordability "opportunities" for housing in Tustin and in the region.

8. Existing fire protection services may need to be augmented to adequately service future development in the reuse area.

9. Existing police protection services may need to be augmented to adequately service development in the reuse area.

10. Existing schools may not have adequate capacity to serve development in the reuse area.

11. Development in the reuse area may create demand for additional library services.

12. Need for regional parkland in this area of the county, especially to serve Tustin and Santa Ana.

B. Physical Elements

1. Opportunity for interim use and reuse of buildings and facilities, including military housing.

2. Basic utilities and infrastructure on the base (i.e. sewer, water and electrical utilities) are close to 50 years old and were incrementally installed. Urban sizing and capacity needs represent a major issue for future redevelopment. Water and sewer lines will require substantial upgrading; and most non-residential electrical lines will likely need to be replaced.

3. Constraints on reuse of blimp hangars due to high renovation and maintenance costs, potential toxic hazards, and historic designation. The blimp hangars are on the National Register and are subject to Section 106 of National Historic Preservation Act - required consultation with Advisory Council on Historic Preservation.

4. Need for compatible development to adjacent surrounding residential areas.

5. Existing drainage system needs improvements to accommodate flows from 25-year and 100-year storms.

6. Increased runoff from new development may adversely impact existing County drainage facilities.

7. Regional landfills have capacity for future development.

C. Environmental Elements

1. The existing and planned transportation infrastructure in the vicinity is heavily burdened, which results in the need to create additional capacity, enhance accessibility to and from the site, and provide for road extension opportunities through the site to improve regional mobility.

2. Bicycle and recreation trail extension opportunities through the site.

3. Potential for access to the commuter rail station in proximity to the site.

4. Opportunity to locate reclaimed water detention basins as holding ponds.

5. Potential for extensive use of reclaimed water.

6. Good availability and accessibility to water resources.

7. The northeast portion of site is impacted by 100-year flood plain of Peters Canyon Channel.

8. Portions of the site are contaminated with hazardous materials and must be cleaned up by the Marine Corps and the Department of the Navy.

9. Schedule for final cleanup activities would influence phasing of reuse development.

10. Portions of the site will likely be available for disposal or leasing prior to final closure.

11. Areas along Peters Canyon, Santa Ana/Santa Fe, and San Joaquin Channels will be evaluated under State and Federal wetlands criteria.

12. Southwestern Pond Turtle, Category 2 Candidate for Federal listing as Threatened or Endangered has been sighted in San Joaquin Channel.

13. Approximately 360 acres are designated as Prime Farmland by the U.S. Soil Conservation Service.

14. No significant archaeological issues; previously discovered archaeological site was destroyed in 1971.

15. Potential for increased availability of bike and hiking trails, and greater continuity in existing trails.

16. Soils are susceptible to change in volume upon wetting or drying, and to subsidence and settlement; fair/poor slope stability for slopes greater than 10 feet in height.

17. Special soil erosion control may be necessary.

18. Site is not within an Alquist-Priolo Special Study Zone.

19. Moderate to high liquefaction potential related to soils on site.

D. Sensory Elements

1. Opportunity to design vistas in and through the site to significant on and off-site features.

2. Special planning criteria may be needed around blimp hangars if they are retained.

3. Need for landscaping or other treatment along reuse area's boundaries to create distinguishable borders for the area and improved compatibility with surrounding jurisdictions.

4. Potential to underground electrical transmission lines along Barranca, Warner, and Harvard to eliminate visual intrusion effects.

5. Opportunity to configure portions of drainage into landscaping, buffering, etc. increasing aesthetic quality, safety, and potentially enhancing wetland areas on site.

6. Opportunity to retain open spaces as visual and recreational amenities.

7. Site will be impacted by noise from surrounding roads, adjacent rail line, and possibly aircraft operations at John Wayne Airport.

8. Reuse of site could create noise impacts on existing surrounding uses.

9. Closure of the base will eliminate military aircraft noise.

1.4.3 Land Use Alternatives

Numerous land use and circulation alternatives were developed and examined prior to selection of the proposed Land Use Plan. The two alternatives that best fulfilled the project objectives were selected for further evaluation in the EIS/EIR. These are the Arterial Grid Pattern/High Residential/No Core Area alternative and the Arterial Loop Pattern/Low Residential alternative.

Under the Arterial Grid Pattern/High Residential/No Core Area alternative, the land use pattern is defined by a grid pattern circulation system and provided for significantly more residential units than either the proposed Plan or other alternative. While the grid pattern maximizes design speeds, the community core area identified in the proposed Plan is

disrupted. The loss of the Community Core area limits the potential of the alternative to respond to prevailing market conditions once the parcel becomes available for reuse.

Under the Arterial Loop Pattern/Low Residential alternative, it is assumed that the southeastern blimp hangar is removed. This allows for construction of the ideal loop roadway system which yields a more efficient traffic flow than the loop system in the proposed Plan. The Community Core area of the site is retained as a single parcel to provide flexibility in future reuse opportunities after cleanup occurs.

The method for selecting a preferred Land Use Plan included a formal evaluation process of the two alternatives and the draft preferred Plan. The two alternatives and draft preferred Plan were compared and rated based on key planning criteria and goals for the project. The result of this process was the selection and refinement of the proposed Land Use Plan.

1.4.4 Public Participation

An important component of the reuse planning process was the commitment to make the process open and accessible to the public. Public participation in the Plan preparation process occurred through the following methods:

- All meetings of the Base Closure Task Force were open to the public. Task Force meetings were also advertised in local newspapers and through direct mailings.
- An extensive community survey of 30,000 residents and businesses was conducted to obtain input on key issues and any land use preferences.
- Community Workshops were held at key stages in the reuse planning process to define issues, discuss draft land use/circulation alternatives, and obtain input on draft Plan provisions.
- A public review and comment period on the Plan was provided, as well as opportunities to provide input during the public hearings.

1.5 GOALS AND PLANNING PRINCIPLES

The goals for the MCAS Tustin Specific Plan/Reuse Plan were formulated very early in the planning process as a vision for the Plan area. Adopted by the Base Closure Task Force, the Vision Statement identifies the most desirable qualities that will prevail when reuse of the site is completed. The Vision is intended to capitalize on the site's opportunities, and provide a source of inspiration and pride in the community. The Vision is a set of goals that shaped the Plan and how it is implemented. The goals may be thought of as an expression of community values or planning principles to be respected in the provisions of the Plan and the process of implementing it. Additionally, the Vision is the major link between the community-wide goals expressed in the Tustin General Plan (and, to the degree they influence the site, the City of Irvine and County of Orange General Plans) and the Specific Plan/Reuse Plan. The Vision is intended to provide a sustained direction over time, and is a fundamental reference point for future decision-making on this project.

1.5.1 Central Goal

A Plan that translates community values into the most important qualities or characteristics of the future uses and overall design; seeking to create results that are very special, worthy of the site's present and historical importance to the City of Tustin and the region.

1.5.2 Supporting Goals

- **Good Neighbor:** The new uses and design peacefully coexist with surrounding residences and businesses in Tustin and adjacent cities, minimizing impacts on noise, air quality, traffic, and other environmental features.

- **Coherent Setting:** The development pattern resembles a classical setting that offers a connectedness between buildings and uses, and has a strong sense of place through timeless architectural style and creative landscape design.

- **Self-Sufficient:** The mixture of uses enable people living or working on the site to choose to meet a significant part of their daily needs within the site.

- **Fiscally Sound:** The uses do not drain community resources - tax revenues generated by uses on the site offset the costs of public services.

- **Distinct Design:** The architecture, landscaping, signage, open space design, circulation patterns, and landscape patterns are of exceptional quality, distinct from surrounding areas, and not in competition with Old Town Tustin.

- **Valued Heritage:** The distinguished history of the Base is preserved in one or more locations on site and prominently displayed –and embraces the City of Tustin's theme: "Proud of its Heritage, Preparing for its Future".

- **Forward Looking:** The uses and institutions accommodate and attract 21st Century jobs and technologies.

- **Balanced Local and Regional Responsiveness:** The uses benefit the broader community's needs and are balanced with development that is compatible with the surrounding communities.

- **Sustainable Environment:** The land and water are clean and safe to use, now and in the future; and native plants and animals are selectively re-introduced into the design.

- **Civilian Transition:** A successful transition from military to civilian use that reasonably satisfies the public interests at local, countywide, regional, state and federal levels.

- **Foster Economic Development:** A means of documenting and implementing a balanced response to competing and conflicting demands for use of the property to ensure the community's need to foster economic redevelopment.

- **Strategic Phasing of Development:** Responsiveness to phasing requirements for hazardous material clean-up, infrastructure capacity, circulation, and market absorption.

1.6 AUTHORIZATION, CONSISTENCY AND ADOPTION

1.6.1 The Reuse Plan

Federal regulations (32 CFR Parts 174 and 175) which implement the National Defense Authorization Act for fiscal year 1994 and the Base Closure Community Redevelopment and Homeless Assistance Act of 1994, require the LRA to prepare a comprehensive Redevelopment Plan (“Reuse Plan”)based on local needs and in response to specific reuse planning requirements and timelines. A variety of factors are involved in the preparation of a Reuse Plan for a federal facility that distinguish a Reuse Plan from traditional master planning. Reuse Plans required by the

Department of Defense are generally less definitive than other master plans, and more focused on the development of flexible strategies designed to respond to dynamic conditions. The federal government also does not require a Reuse Plan to be enforceable under state and local land use laws. For purposes of complying with federal requirements, portions of this Plan will be considered the required "Reuse Plan" (Chapters 1, 2, excluding Section 2.17, and Chapter 5). For purposes of this action, the federally recognized Reuse Plan holds the weight of "policy" only and shall not be considered a "project" under California law.

1.6.2 The Specific Plan

California Government Code Section 65450 establishes the authority for cities to adopt specific plans either by resolution or by ordinance. Both Planning Commission and City Council hearings were required.

It is intended that portions of the MCAS Tustin Specific Plan/Reuse Plan adopted by ordinance will serve as zoning for the properties involved within the City of Tustin. Development plans, site plans, tentative parcel maps, tract maps, and use permits must be consistent with the Specific Plan/Reuse Plan. If a development agreement is sought, it must also be found to be consistent with this Specific Plan/Reuse Plan and the City of Tustin's General Plan. Specific plans are also required to be consistent with and implement a city's General Plan. The Specific Plan/Reuse Plan was prepared in response to a General Plan Amendment in the City of Tustin, and is consistent with the goals and policies of the Tustin General Plan, as amended. A General Plan Consistency Analysis has been prepared and is included in the Appendix.

The City of Irvine will need to amend their city's Zoning Code as necessary to implement regulations of the Specific Plan/Reuse Plan. Irvine may also need to amend their General Plan to be consistent with this Plan as it relates to territory within Irvine.

The Specific Plan/Reuse Plan will require amendment to the County of Orange General Plan's Master Plan of Arterial Highways.

1.7 CALIFORNIA ENVIRONMENTAL QUALITY ACT AND NATIONAL ENVIRONMENTAL POLICY ACT

The environmental documentation for the MCAS Tustin Specific Plan/Reuse Plan is a joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) in accordance with the requirements of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

A key function of the Specific Plan/Reuse Plan is to reduce the need for future detailed planning and environmental review procedures related to development and reuse of the Plan area. The Plan and accompanying joint EIS/EIR provides the necessary regulations and environmental documentation so that future development and reuse proposals in conformance with this Plan may proceed without a requirement for new or additional environmental documentation.

1.8 PLAN ORGANIZATION AND USE

The MCAS Tustin Specific Plan/Reuse Plan is organized into five chapters. Following Chapter 1, Introduction, is the Plan Description (Chapter 2) which identifies the intended land uses, community structure, urban design, infrastructure, and utilities for the Plan area. This chapter provides the framework and rationale for the development/reuse regulations and guidelines in Chapter 3.

The development/reuse requirements and design guidelines provided in Chapter 3 are presented for each Planning Area within the Plan. This enables the various users of the Plan to quickly focus on the parcels they are concerned with and understand the majority of the requirements and guidelines applicable to their site(s). Extensive cross-referencing is used in Chapter 3 to ensure that pertinent supplemental information elsewhere in the Plan is identified.

Chapter 4 specifies how the Plan provisions/requirements will be administered and how development/reuse projects will be processed. Chapter 5 of the Plan, is a Reuse Implementation Strategy which recommends a framework for managing, marketing, and financing reuse of the Plan. The final chapter (Chapter 6) is an Appendices that includes definitions of the terms used in the document, a General Plan consistency analysis, and relevant background information.

1.9 SUPPORTING DOCUMENTATION

Several supporting technical documents were produced during the MCAS Tustin Specific Plan/Reuse Plan preparation process. These documents provide substantial background information for the Plan. A number of these documents are referenced in the Final EIS/EIR.

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2. Plan Description

2.1 PURPOSE AND SCOPE

The Plan Description establishes the intent of the Plan in terms of future land use, reuse of facilities, and new development. It provides an overall understanding and rationale for what is envisioned in the Plan area, the quality and character of the uses, and the level of services and infrastructure to be provided. The purpose of this Chapter is to lay the foundation for the development/reuse regulations and guidelines provided in Chapter 3.

The major components of the Plan Description include: the land use plan, traffic circulation, urban design, housing, public conveyance uses, parks and recreation, and public facilities. The procedures and components of each of the above plans are outlined in this chapter. Some material in this Chapter is intended to be directive and shall be implemented according to language contained herein. Other material is conceptual and intended to guide and not restrict creative solutions.

2.2 LAND USE PLAN

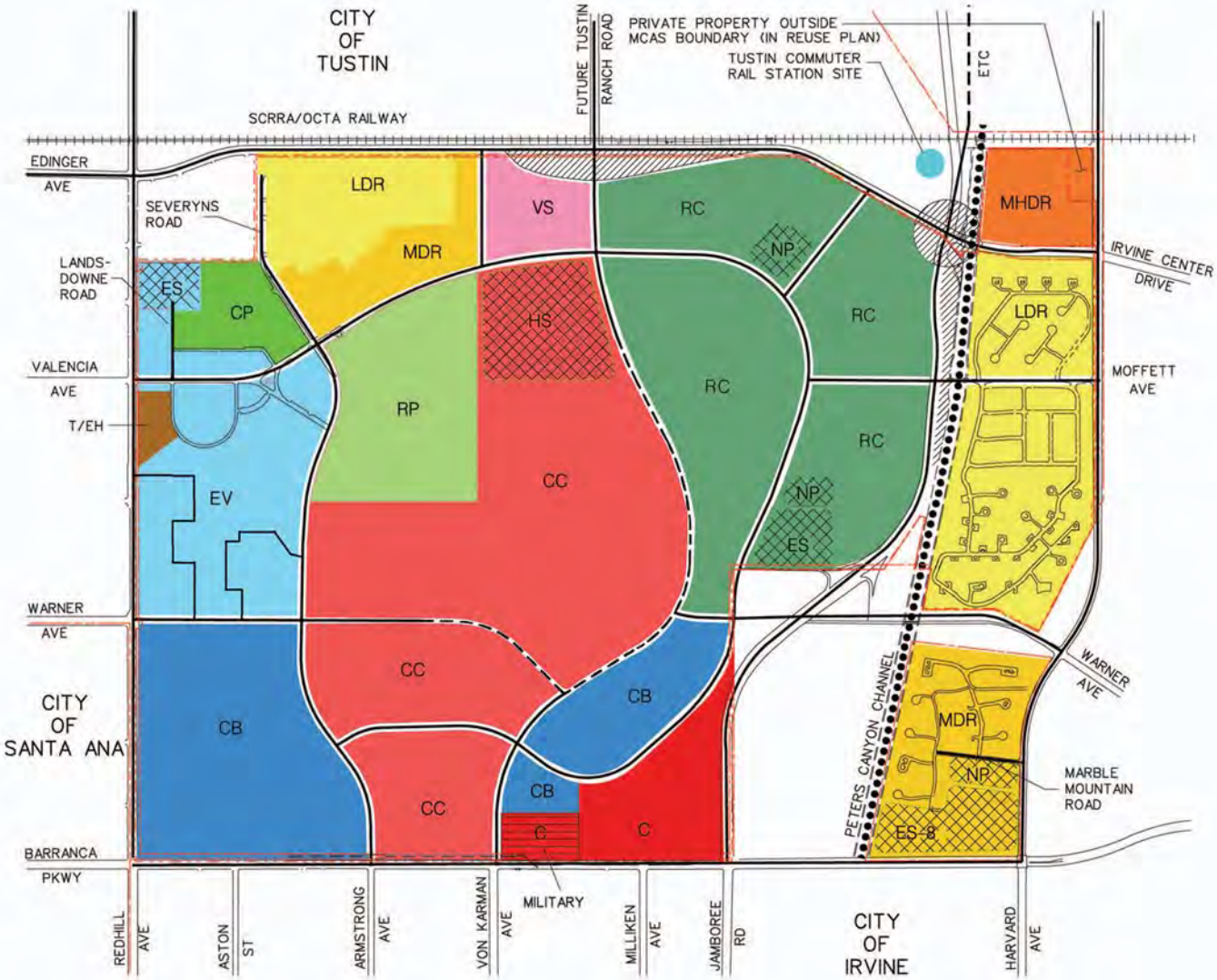
The Land Use Plan responds to the goals of the Plan stated in Chapter 1, by providing a healthy balance of market driven, private sector uses with a wide range of public-serving uses. The Land Use Plan also responds to the many issues identified during the planning process including pre-existing traffic congestion, soil contamination, and the local and regional need for additional open space/recreational opportunities. The Land Use Plan is shown on Figure 2-1 and a Land Use Plan Summary is provided on Table 2-1.

TABLE 2-1
LAND USE PLAN SUMMARY

Land Use Designation	*Gross Acreage*[1]	*Range of Dwelling Units*
RESIDENTIAL		
Low Density	181.3	1 - 7 du/acre
Medium Density	125.1	8 - 15 du/acre
Medium-High Density	29.4	16 - 25 du/acre
Transitional/Emergency Housing	5.1	
Residential Core	245.8	1 - 7 du/acre, 8-15 du/acre, 16-25 du/acre
SUBTOTAL	**586.7**	**3,710 Dwelling Units Max.**
COMMERCIAL/BUSINESS		
Commercial/Business	164.8	
Commercial	55.3	
Residential Core	29.3	
Village Services	20.7	
Community Core	310.6	16 - 25 du/acre[2]
SUBTOTAL	**580.7**	**891 Dwelling Units Max.**
INSTITUTIONAL/RECREATIONAL		
Education Village	128.3	
Community Park	24.1	
Urban Regional Park	84.5	
SUBTOTAL	**236.9**	
RIGHT-OF-WAY		
Arterial Roadways	173.4	
Drainage (Flood/Stormdrains)	28.5	
SUBTOTAL	**201.9**	
GRAND TOTAL	**1606.2**	**4,601 Dwelling Units Max.**
Less Federal Property	16.7	
Less Private Property	4.1	88 Dwelling Units
Total MCAS Tustin Disposal Acreage	**1,585.4**	**4,518 Dwelling Units**

NOTES:
1. Gross acreage for each Planning Area is an estimated allocation measured from the edge of the adjacent arterial or secondary roadways, any public roadway shown on the Land Use Plan, and/or the boundary of the Planning Area. The amount of land devoted to roadways is calculated under the Right-of-Way designation. Actual acreage will be refined during the site plan and subdivision process.
2. Subject to Sections 3.6.2.E.4 and G.2.

Land Use Plan



- LDR - LOW DENSITY RESIDENTIAL (1-7 DU/ACRE)
- MDR - MEDIUM DENSITY RESIDENTIAL (8-15 DU/ACRE) *
- MHDR - MEDIUM HIGH DENSITY RESIDENTIAL (16-25 DU/ACRE)
- T/EH - TRANSITIONAL / EMERGENCY HOUSING
- RC - RESIDENTIAL CORE (1-7 DU/ACRE, 8-15 DU/ACRE AND 16-25 DU/ACRE)
- CB - COMMERCIAL BUSINESS
- C - COMMERCIAL
- VS - VILLAGE SERVICES
- CC - COMMUNITY CORE
- EV - EDUCATION VILLAGE
- CP - COMMUNITY PARK
- RP - URBAN REGIONAL PARK
- NP - NEIGHBORHOOD PARK
- REGIONAL RIDING AND HIKING TRAIL
- ES - ELEMENTARY SCHOOL (K-6)
- ES-8 - ELEMENTARY SCHOOL (K-8)
- HS - HIGH SCHOOL
- MCAS TUSTIN BOUNDARY
- IRVINE/TUSTIN/SANTA ANA BOUNDARY
- SPECIFIC PLAN BOUNDARY
- MILITARY (FEDERAL PROPERTY)
- ADDITIONAL ROAD RIGHT OF WAY

NOTES:

1. Roadway alignments are conceptual.
2. DU- Dwelling Units
3. Roads shown indicate road right of way.
4. Parks and School site locations are diagramatic only. Actual site locations will be approved at the time of subdivision maps

* Within the City of Irvine, the density within the Medium Density Residential designation will not exceed 12.5 dwelling units per acre.

North
Not To Scale

THE PLANNING CENTER
HNTB

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The Land Use Plan contains a variety of housing and employment opportunities, educational and community support uses that will complement the urban fabric as well as strengthen the economic base of the area. At build-out, the site will be unlike any other place in Orange County with its unique mix of uses, functional and physical connections between uses, historical setting, and vitality.

Key features of the Plan include the following:

- Uses with the best revenue generation potential are located in areas positioned for early development in order to help fund the infrastructure needed to make other areas of the site developable in the future.

- Residential uses are planned in the northern and eastern portion of the site, adjacent to existing residential neighborhoods, as well as within the Community Core.

- Commercial, office, and industrial uses are predominately located in the central and southern portions of the site, which is compatible with existing surrounding uses.

- Many of the buildings within the community services area at the former base along the western edge of the Plan area will be reused for education purposes. A number of education institutions intend to provide community college level programs, job training, incubator (start-up) business development opportunities and other educational opportunities at the site.

- Approximately 20 percent of the Plan area has been dedicated to recreation and open space uses, including an approximate 84-acre Urban Regional Park, a 25-acre Community Park, and neighborhood parks dispersed within the residential enclaves. In addition, neighborhood parks and recreation facilities and private open space areas within the existing housing areas and school play yards can be used to provide nearby activities for future residents.

- An approximate 84.5 acre Urban Regional Park will be developed in the vicinity of the northern blimp hangar. The blimp hangar is on the National Register of Historic Places. The hangar may be preserved if financially feasible, and could set the theme for the park as well as being a major landmark for the Plan area.

- The core area of the Plan permits a variety of future development opportunities when market conditions are suitable for high value use of the property. The core area is one of the first and most difficult

areas to develop due to timing of environmental clean-up, market absorption factors, probable high demolition costs associated with airfield operations, and high infrastructure improvement costs.

- Hotel and conference facilities within the Community Core will serve business travelers, recreational travelers, and other travelers to the area.

- The extension of Tustin Ranch Road and Warner Avenue is planned through the Plan area to complete significant segments of the regional arterial system. The Circulation Plan will create new capacity for the region, as well as accommodate traffic generated by the Plan.

- A loop roadway system for local circulation will provide early access to the perimeter of the site where parcels are first available for reuse.

2.2.1 Land Use Designations

The Land Use Plan contains thirteen (13) separate land use designations, which are defined below. The land use designations have been assigned Planning Area numbers, as further discussed in Chapter 3. The Planning Area numbers are the basis for assigning permitted uses and establishing development regulations and guidelines.

A. Residential Designations

1. **Low Density Residential (1-7 du/acre):** The Low Density residential designation provides for reuse and or new development of former military residential neighborhoods with low density attached and detached dwellings and accessory uses and buildings. The land use designation provides for a wide range of accommodations including single family units, patio homes, and multiple family dwellings such as condominiums, townhouses, cooperatives and community apartments. 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 intent is to: 1) rehabilitate and enhance existing residential units while also providing opportunities for new development where rehabilitation would not be financially feasible and/or would provide minimal results; 2) provide a transition between the Specific Plan area and existing adjacent residential neighborhoods in Tustin and Irvine; and 3) provide homeownership opportunities in a mixture of price ranges, to

support business uses proposed as part of the Plan, while recognizing opportunities for limited transitional units.

2. **Medium Density Residential (8-15 du/acre):** The Medium Density residential designation provides for reuse and or new development of an existing residential military neighborhood in the City of Irvine, and also provides for new development of a largely undeveloped parcel adjacent to the proposed Urban Regional Park within Tustin with medium density attached and detached dwellings and accessory uses and structures. The land use designation provides for a wide range of accommodations including single family units, patio homes, and multiple family dwellings such as condominiums, townhouses, cooperatives and community apartments. In the City of Irvine, the Medium Density area will not exceed 12.5 dwelling units per acre. 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. A minimum 20 acre intermediate school and 8 acre neighborhood park shall be accommodated in this land use designation within the City of Irvine. The intent is to: 1) rehabilitate and enhance existing residential development, while also providing opportunities for new development where rehabilitation would not be financially feasible and/or provide minimal results; 2) provide homeownership opportunities within a mixture of price ranges to support business and educational uses proposed as part of the Plan; and 3) provide limited opportunities for transitional housing.

3. **Medium-High Density Residential (16-25 du per acre):** The Medium-High Density residential designation is located adjacent to an existing railroad right-of-way and the transition to the Eastern Transportation Corridor (ETC) at Jamboree Road. The designation largely provides for development of multiple family dwellings at a higher density which may include apartments, condominiums, and townhouses. The intent is to: 1) provide a quality multiple family housing living environment with amenities found in similar density projects in the market area; 2) provide sufficient site design flexibility within the site to buffer residential units from the noise and vibration of the adjacent railroad right-of-way, the ETC, and arterial highway traffic; and 3) provide higher density products adjacent to regional transportation facilities. Uses such as public and private parks and open spaces/institutional facilities which are determined to be compatible with and oriented towards the needs of these developments may also be allowed.

4. **Transitional/Emergency Housing:** The Transitional/ Emergency Housing designation provides for the adaptive use of existing military dormitory type structures for emergency housing, single occupancy housing, or congregate care uses. The intent is to: 1) provide an opportunity for transitional and/or emergency housing as part of the Plans affordable housing commitment; 2) obtain optimum benefit from the use of the existing facilities; 3) accommodate those in need through a location offering maximum reinforcement from other support uses and community services in the surrounding vicinity of the Education Village, and offering close proximity to the transportation system; and 4) insure the safe and efficient reuse of the existing structures according to City codes and requirements.

5. **Residential Core:** The Residential Core designation contains new development intended to function as a significant residential enclave within the community. The Residential Core, comprised of Planning Area 15 of Neighborhood G, will provide a range of housing types including single family detached, attached, and multi family homes, as well as neighborhood commercial opportunities. This neighborhood will also include recreationally-based amenities including parks and private recreation facilities. Low Density residential (1-7 du/acre), Medium Density residential (8-15 du/acre), and Medium High Density residential (16-25 du/acre) uses are permitted. Medium high density residential will be generally located in close proximity to Edinger Avenue and the Tustin Metrolink Station. Uses such as public/institutional facilities, child care facilities, and others which are determined to be compatible with and oriented towards the needs of other uses in this designation may be permitted. Two neighborhood parks and a 10 acre elementary school (if determined needed by the Tustin Unified School District) shall be accommodated in this land use designation.

B. Commercial Business Designations

1. **Commercial Business:** The Commercial Business land use designation provides for the development of a variety of uses including industrial, research and development, professional office, retail, and specialized employment and merchandizing uses to complement adjacent areas within and in the vicinity of the Plan area. The intent is to: 1) concentrate office, retail, research and development, and industrial uses in the Employment Center Neighborhood; 2) concentrate regionally

oriented commercial uses in the Regionally-Oriented Commercial Neighborhood; and 3) achieve quality identification features for the Plan area along arterial highways and at key intersections. Uses such as public and private parks, open space, and institutional facilities compatible with and oriented towards the needs of future businesses and residents in the area may also be allowed.

2. **Commercial:** The Commercial designation provides for development of a variety of retail and service commercial uses with the intent of supporting and complementing uses within the Plan and surrounding development. The Commercial designation also provides for the accommodation of continued limited military uses in locations specified on the Land Use Plan. The intent is to: 1) provide regionally-oriented commercial uses; and 2) achieve quality identification features for the community along arterial highways and at key intersections.

3. **Residential Core Commercial:** The Residential Core, comprised of Planning Area 15, provides neighborhood commercial retail, service commercial, and office uses adjacent to residential neighborhoods. Specialized commercial uses such as senior congregate care is also permitted. The intent is to 1) offer convenient vehicle and pedestrian accessibility through site design; and 2) to provide commercial uses that support the surrounding residential neighborhoods.

4. **Village Services:** The Village Services designation provides localized commercial retail and service uses to adjacent residential neighborhoods. The intent is to 1) offer convenient vehicle and pedestrian accessibility through site design; and 2) to contribute to quality entry and landmark identification features for the community.

5. **Community Core:** The Community Core designation provides for development of a mix of uses, with opportunities for both commercial business and residential uses either in separate or integrated projects. Residential densities of 16-25 du/acre are permitted subject to Sections 3.6.2.E.4 and G.2. Regulations will be designed to provide enough flexibility to accommodate a unique, large scale development complex with uses which may not clearly be identifiable until some time in the future. Uses such as quasi-public/institutional facilities which are determined to be compatible with and oriented towards the needs of other uses in this designation may also be permitted,

including public and private parks, open space, and related facilities. A 40 acre high school (if determined needed by the Tustin Unified School District) shall be accommodated in this land use designation. The intent is to: 1) establish maximum square footage and dwelling unit thresholds at this time and to provide criteria for future decision making rather than narrowly prescribing use limitations; 2) serve as an opportunity for creative use and design that will be likely to attract a major user to an outstanding strategic location within the Orange County market; and 3) fulfill the economic, employment and design objectives envisioned by the Plan, while ensuring land use and aesthetic compatibility with surrounding uses.

C. Institutional/Recreational Designations

1. **Education Village:** The Education Village designation provides a specialized educational environment with an array of public-serving uses. It is the intent to: 1) maintain the walkable scale of existing base facilities and create a campus environment; 2) provide a mix of educational, training, and other public uses with small scale support convenience commercial uses conducive with the village complex; 3) create a synergy of uses and services which will support employment uses elsewhere in the community, particularly within the Employment Center and Community Core Neighborhoods.

2. **Urban Regional Park:** The Urban Regional Park designation provides for establishment of a major urban recreation opportunity of both community and county-wide significance. Training will also be accommodated in existing classroom and building space on the site. It is the intent to: 1) concentrate on cultural preservation uses and facilities, supportive commercial concessions, historic preservation and displays; 2) provide for selected conservation and open space uses; 3) provide a context for the preservation and recreational use of the blimp hangar, if financially feasible; 4) insure that the design and placement of uses and facilities reinforce the historical value of the site and contribute to the recreational quality of the community, even as the larger public is being served; and 5) complement the adjacent Education Village and Community Core Neighborhoods so that the overall quality of design and landscaping are coherent.

3. **Community Park:** The Community Park designation provides for a community level public park to serve the City of Tustin with recreational and open space experiences. The intent is to:

1) provide community scale recreational opportunities and uses which cannot be accommodated in small neighborhood parks; 2) complement the campus setting of the Education Village and the special qualities of the Urban Regional Park; and 3) provide a buffer and link between the Education Village and Village Housing Neighborhoods.

4. **Neighborhood Park:** The Neighborhood Parks are symbolically illustrated on the Land Use Plan within the residential designations. The intent is to have the sites transferred by the military and improved with park fees from future developers or dedicated by a future developer of parcels in the vicinity. These parks are small, localized recreation facilities intended to serve populations in each residential neighborhood. It is the intent to: 1) provide the type, scale and mix of recreation facilities geared toward serving neighborhood recreational needs; 2) carefully integrate each park into its surrounding environment so that it functions as a valuable open space relief for the developed areas; 3) achieve the required local park acreage in combination with the Community Park; and 4) complement school sites where they are adjacent to park sites to increase effective recreation space. The neighborhood parks are generally located on the Land Use Plan and will need to be a minimum size of 5 acres, with the exception of the proposed park location in Irvine, which will be 8 acres in size.

5. **Regional Riding/Hiking and Bicycle Trail:** This designation provides for recognition of the county-wide trail system for equestrian, hiking, and bicycling activities which pass through or are adjacent to the Specific Plan area. It is the intent to: 1) achieve improvement of the trail system as development occurs; and 2) connect pedestrian trails within the cities of Tustin and Irvine to the regional system.

6. **Elementary School/High School:** Elementary schools and a high school are symbolically shown on the Land Use Plan within other land use designations to provide K-5, K-8 or 9-12 grade ranges as determined by applicable school districts. It is the intent to: 1) to insure integration of any school sites into neighborhoods; and 2) develop school sites in conjunction with adjacent neighborhood parks, wherever possible. Four school sites are proposed: two 10- acre elementary school sites and a minimum 40- acre high school site in Tustin, and a minimum 20- acre elementary (K-8) school in Irvine. The schools are generally located on the Land Use Plan.

2.2.2 Neighborhoods of the Plan

The Land Use Plan is a collection of neighborhoods which will have their own characteristics and set of functions to perform within the Plan. A neighborhood may be comprised of more than one land use designation. The neighborhoods of the plan are intended to establish a community structure for the Plan and provide the basis for the range of land uses, intensity of development, urban design characteristics, and development regulations specified in Chapter 3.

The Land Use Plan contains eight (8) neighborhoods as shown on Figure 2-2. A statistical summary of the land uses contained in each Neighborhood is shown on Table 2-2.

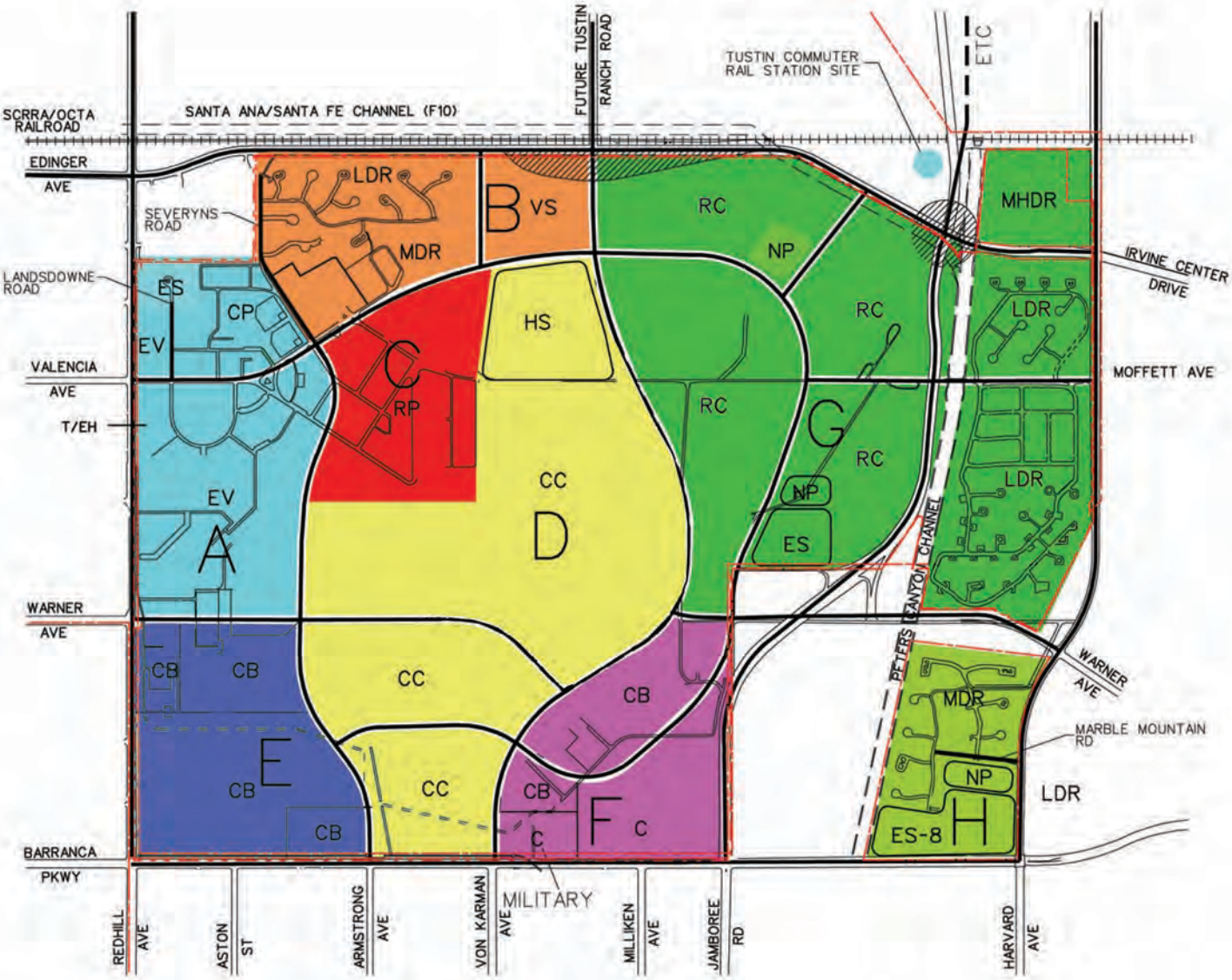
A. Neighborhood A - Education Village

Neighborhood A is located along the western edge of the site, bordered by Red Hill Avenue on the west, Armstrong Avenue on the east, Warner Avenue on the south, and an existing business center on the north. The Education Village will be an important anchor for the community with a range of public-serving uses within a walkable campus setting. By virtue of its uses and operation, the Education Village will be linked to many other uses and activities within the Plan area. Its primary functions are to provide education, training, and specific social service functions identified in Section 2.3.5, Public Benefit Conveyance Uses. Primary access to Neighborhood A will be from a proposed North Loop Road (extension of Valencia Avenue eastward) and Armstrong Avenue. Secondary access will be provided by Warner Avenue.

B. Neighborhood B - Village Housing

Neighborhood B is located in the northwestern quadrant of the site, bordered by Edinger Avenue on the north, Tustin Ranch Road on the east, the proposed North Loop Road on the south (extension of Valencia Avenue), and Armstrong Avenue on the west. Through reuse or new development of a range of housing types, Neighborhood B is expected to offer basic, affordable housing within the Plan area. The housing will be complemented by commercial village services that will meet the daily shopping needs of residents, employees and visitors to the site. The neighborhood will also have a supporting function as a transition or buffer area between existing residential neighborhoods north of Edinger Avenue and the Education Village and Community Core uses. Primary access to Neighborhood B will be from North Loop Road. Secondary access will be provided by Armstrong Avenue and the West Connector Road. The Neighborhood map (Figure 2-2), also identifies a shaded area within Neighborhood B that represents a conceptual design area for the future Tustin Ranch Road interchange.

Neighborhoods



LEGEND

- A - NEIGHBORHOOD A - EDUCATION VILLAGE
- B - NEIGHBORHOOD B - VILLAGE HOUSING
- C - NEIGHBORHOOD C - REGIONAL PARK
- D - NEIGHBORHOOD D - COMMUNITY CORE
- E - NEIGHBORHOOD E - EMPLOYMENT CENTER
- F - NEIGHBORHOOD F - REGIONALLY-ORIENTED COMMERCIAL DISTRICT
- G - NEIGHBORHOOD G - RESIDENTIAL CORE
- H - NEIGHBORHOOD H - IRVINE RESIDENTIAL
- MCAS TUSTIN BOUNDARY
- IRVINE/TUSTIN/SANTA ANA BOUNDARY
- SPECIFIC PLAN BOUNDARY

THIS IS A GRAPHIC REPRESENTATION OF A PLANNING/ENGINEERING CONCEPT. FINAL DESIGN SOLUTIONS (LOCATION AND SIZING) WILL BE PROPOSED AND REVIEWED AS PART OF SUBSEQUENT APPROVALS NEEDED BY THE RESPECTIVE AGENCY WITH JURISDICTION.

THE PLANNING CENTER

HNTB

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TABLE 2-2 NEIGHBORHOOD SUMMARY		
Land Use	***Gross [6] Acreage***	***Range of Dwelling Units***
NEIGHBORHOOD A		
Education Village/Elementary School [1] - 10 acres	128.3	
Community Park	24.1	
Transitional/Emergency Housing	5.1	
SUBTOTAL	**157.5**	
NEIGHBORHOOD B		
Low Density Residential	54.2	1 - 7 du/acre
Medium Density Residential	51.7	8 - 15 du/acre
Village Services	20.7	
SUBTOTAL	**126.6**	**925 Dwelling Units Max.**
NEIGHBORHOOD C		
Urban Regional Park	84.5	
SUBTOTAL	**84.5**	
NEIGHBORHOOD D		
Community Core Medium-High Density Residential High School [2] - 40 acres	310.6	 16 - 25 du/acre[8]
SUBTOTAL	**310.6**	**891 Dwelling Units Max.**
NEIGHBORHOOD E		
Commercial Business	117.5	
SUBTOTAL	**117.5**	
NEIGHBORHOOD F		
Commercial Military - 16.7	55.3	
Commercial Business	47.3	
SUBTOTAL	**102.6**	
NEIGHBORHOOD G		
Residential Core Low Density Residential [3] – 112.6 acres Medium Density Residential [4] – 51.8 acres Medium-High Density Residential – 8.3 acres Commercial – 29.3 acres Parks/Open Space – 63.1 acres Elementary School [4] – 10 acres	275.1	 1 - 7 du/acre 8 - 15 du/acre 16 - 25 du/acre
Low Density Residential	127.1	1 - 7 du/acre
Medium-High Density Residential	29.4	16 - 25 du/acre
SUBTOTAL	**431.6**	**2,383 Dwelling Units Max.**

TABLE 2-2 NEIGHBORHOOD SUMMARY		
Land Use	***Gross [6] Acreage***	***Range of Dwelling Units***
NEIGHBORHOOD H		
Medium Density Residential [5] – Irvine Elementary School K-8 [5] - 20 acres	73.4	8 - 15 du/acre
SUBTOTAL	**73.4**	**402 Dwelling Units Max.**
RIGHT-OF-WAY [7]		
Roadways	173.4	
Drainage (Flood Control and Storm Drains)	28.5	
SUBTOTAL	**201.9**	
GRAND TOTAL	**1606.2**	**4,601 Dwelling Units Max.**

NOTES:
1. Neighborhood A includes a 10-acre allocation for an Elementary School.
2. Neighborhood D includes an estimated 40-acre allocation for a High School.
3. The Medium Density Residential use in Neighborhood G includes a 5-acre allocation for a neighborhood park. The precise acreage and location will be determined prior to final subdivision map approval. Neighborhood G also includes an estimated 10-acre allocation for an Elementary School.
4. The Low Density Residential use in Neighborhood G includes a 5-acre allocation for a neighborhood park. The precise acreage and location will be determined prior to final subdivision map approval.
5. Neighborhood H includes an estimated 20-acre allocation for a K-8 School. Neighborhood H also includes an 8-acre allocation for a neighborhood park site. If the acreage varies, the maximum number of dwelling units would remain the same.
6. Gross acreage for each Planning Area is an estimated allocation measured from the edge of the adjacent arterial or secondary roadway, any roadway shown on the Land Use Plan, and/or the boundary of the Planning Area. The amount of land devoted to roadways is calculated under the Right-of-Way designation. Actual acreage will be refined during the site plan and subdivision process.
7. Right-of-Way total includes the Specific Plan roadways and existing flood control channels within the base boundary.
8. Subject to Sections 3.6.2.E.4 and G.2.

C. Neighborhood C - Urban Regional Park:

Neighborhood C is located near the center of the site, bordered by North Loop Road (extension of Valencia Avenue) on the north and Armstrong Avenue on the west. It is adjacent to Neighborhood D on the east and south. The Urban Regional Park will be a significant public amenity that will not only serve regional needs, but provide a buffer between the living environment and commercial and business areas. The neighborhood will serve a number of functions including open space conservation, recreation, community resource services, concession commercial supportive to the park, and historic preservation and/or display.

D. Neighborhood D - Community Core:

Neighborhood D encompasses the central area of the site, bordered by Tustin Ranch Road on the east, Barranca Parkway on the south, North Loop Road on the north, and both the Urban Regional Park (Neighborhood C) and Armstrong Avenue on the west. This neighborhood will provide an opportunity for one or more unique,

large-scale development proposals that would complete the Specific Plan area. The primary functions of Neighborhood D include: maintaining long-range flexibility as a major opportunity area, providing opportunities for mixed-use development, revenue generation to offset especially high infrastructure and demolition costs, and special attraction to the Plan area.

E. Neighborhood E - Employment Center:

Neighborhood E is located in the southwest quadrant of the Specific Plan area, bordering Red Hill Avenue on the west, Warner Avenue on the north, Armstrong Road on the east, and Barranca Parkway on the south. This neighborhood will be an employment center for the community. It will provide a business park setting for a full range of professional offices, research & development, and commercial business uses. Neighborhood E and the Education Village Neighborhood (Neighborhood A) will have important connections potentially offering nearby on-the-job opportunities for persons attending classes in the Education Village.

F. Neighborhood F - Regionally-Oriented Commercial District:

Neighborhood F is located in the southeast quadrant of the site, bordered by Jamboree Road on the east, Barranca Parkway on the south, and Tustin Ranch Road on the north and west. This neighborhood will be an auto-oriented, regional level commercial center. Desired commercial uses will include regional commercial and retail uses, specialty merchandising, wholesale, and discount commercial businesses. This neighborhood also provides the support function of being an appropriate counterpart to the commercial wholesale uses in the Irvine industrial area to the south.

G. Neighborhood G - Residential Core:

Neighborhood G is located in the northeastern portion of the site, bordered by Edinger Avenue on the north, Harvard Avenue on the east, Tustin Ranch Road on the west, and Warner Avenue on the south. The Residential Core contains new development intended to function as the primary residential enclave within the community. The Residential Core will provide a range of housing types including transitional family units, entry-level units, higher-end housing and commercial opportunities. This neighborhood will also include recreationally-based amenities. It provides the opportunity to tie existing housing to the community through uses, access and design. As a support function, Neighborhood G will also provide a desirable transition to existing Tustin and Irvine residential neighborhoods to the north and east.

H. Neighborhood H - Irvine Residential Neighborhood

Neighborhood H is in the southeast corner of the site, bordered by Warner Avenue on the north, Harvard Avenue on the east, Peters Canyon Channel on the west, and Barranca Parkway on the south. This family housing will provide a buffer between Irvine residential neighborhoods to the east and business uses to the west. It will also contain an elementary school and park facilities as needed to support residents in the vicinity.

2.3 FEDERAL PROPERTY DISPOSAL PROCESS

2.3.1 General Background

Because MCAS Tustin was a BRAC 91, BRAC 93 and BRAC 95 base closure, Federal screening was originally initiated under pre-1994 federal law and regulations. The Department of the Navy had completed Department of Defense and Federal agency screening and had simultaneously completed screening for State, County and local agency interests in the property. With the adoption of the National Defense Authorization Act for Fiscal Year 1994 and Base Closure Community Redevelopment and Homeless Assistance Act of 1994 ("Redevelopment Act"), a new community based reuse and screening process was initiated.

Under the new Acts and their specific implementing rules and regulations (32 CFR Parts 174, 175 and 176) the screening process works in the following manner:

Step 1: The Department of the Navy identifies Department of Defense (DoD) and federal property needs. Any property that DoD does not need is considered "excess" to the needs of DoD and made available to other DoD and Federal agencies. If DoD and other federal agencies do not identify a need, the remaining base property can be declared "surplus" and available for reuse.

Step 2: The LRA undertakes outreach and solicits notice of interests in the base from State and local governments, representatives of the homeless and other interested parties.

Federal laws and regulations allow for public benefit conveyances of surplus property at partial or full discount from fair market value. Where these types of uses are identified as a benefit to the LRA or other eligible beneficiary, land and facilities requested for the public benefit may be obtained at no cost to the recipient. Generally, these conveyances allow for broad public uses such as: airports, education, health, historic

properties, and park and recreation. The Redevelopment Act also provides for conveyance of discounted surplus property for uses supporting the needs of qualified homeless providers.

Step 3: After considering the notices of interest received, the LRA prepares the Reuse Plan ensuring through public comment, that the Plan adequately balances local community and economic needs with the needs of the homeless.

Step 4: The LRA completed Reuse Plan is submitted to the Department of Housing and Urban Development (HUD) as part of an application to determine whether the LRA has adequately balanced local community and economic development needs with those of the homeless. The completed plan is also submitted to the Department of the Navy who will notify Federal agencies that certain properties may become available for a public benefit conveyance and a request is made for their recommendations regarding the eligibility of a user.

Step 5: The EIS for the closure and Reuse Plan must be completed after the Department of the Navy receives written notification from HUD that the community's Reuse Plan meets the requirements of base closure law and the Redevelopment Act. After completion of the EIS and supporting documentation, the Navy will be responsible for making final disposal decisions and will issue a disposal Record of Decision(s) (ROD) in accordance with the approved Reuse Plan.

Because screening for the needs of the homeless had not yet been initiated under pre-1994 Federal Law and regulations including the Stewart B. McKinney Homeless Assistance Act, the City of Tustin as the DoD designated LRA requested participation under the new Redevelopment Act. The request was formally made to Secretary of Defense, William J. Perry, by letter dated November 17, 1994. A response from the DoD was received on December 15, 1994 authorizing participation under the Redevelopment Act. In June, 1995 the Department of Defense also authorized the LRA to initiate the notice of interest process prior to a determination of excess or surplus property at MCAS Tustin. The LRA's request to utilize procedures under the new Redevelopment Act also necessitated readvertisement and screening of the property to state and local agencies as well as representatives of the homeless. The Reuse Plan was submitted to the Department of Defense and HUD on October 30, 1996. On March 24, 1998, HUD notified the Department of Defense and City of Tustin that the community's Reuse Plan complied with all base closure requirements and the Redevelopment Act.

2.3.2 Department of Defense and Federal Agency Screening

Two Department of Defense and one Federal agency expressions of interests were received for the base.

- The 222nd Combat Communications Squadron at the Costa Mesa Air National Guard Station requested transfer of 25 acres along the north side of Barranca Parkway to include an existing 10 acre air traffic communication center.

  The LRA recommended that the Navy reject the transfer. Subsequently, the National Guard officially withdrew their request for property at MCAS Tustin.

- The Eleventh Coast Guard District located 36 miles from MCAS Tustin requested a no cost acquisition of 274 units of officer family housing on 55 acres.

  The LRA recommended that the Navy reject the transfer. Subsequently, the Coast Guard officially withdrew their request for property at MCAS Tustin.

- The Santa Ana Armed Forces Reserves Center originally requested transfer of 21.66 acres. They had historically operated within 7.5 acres of property on the base. The 21.66 acres originally requested included this operational area as well as vacant property that the Army Reserve Center had leased from the Marine Corps but had no historical use of.

  After lengthy negotiations, the LRA and Army agreed to accommodation of the transfer of a 14.5 net acre/16.7 gross acre site subject to a number of conditions including the following:

  - Immediately following acceptance of a deed transfer of the Army Reserve site from the Navy, the Army has agreed to deliver a no-cost grant or dedication of required right-of-way along Barranca Parkway to the City of Tustin.

  - The City will complete street widening and improvements to Barranca Parkway adjacent to the Army Reserve site and fund upgrades to landscaping along the frontage of the site when improvements are completed along Barranca Parkway.

  - Ingress/egress from Tustin Ranch Road, once completed, will be provided to the Army subject to City approval as to location.

- The Army will provide a right of first refusal to the City to purchase the site in the event said site is no longer needed for the Army Reserve mission and a right of first refusal to the City to enter into an exchange agreement with the Army Reserve for the property.

- The Army Reserve will furnish a memorandum which describes the legal authorization and procedure to permit the City or private development entity to negotiate an exchange of property and/or facilities at the proposed Army Reserve site for an equivalent alternate location which meets the needs of the Army Reserve.

2.3.3 Outreach to State and Local Agencies and Representatives of the Homeless

During the preparation of the Reuse Plan, the LRA made a significant effort to outreach to representatives of state and local agencies interested in potential public conveyances and representatives of the homeless. This outreach occurred prior to and after the enactment of the Redevelopment Act.

The LRA made a concerted effort to work with federal agencies that sponsor public benefit transfers under the Federal Property and Administrative Act of 1949. Because the base was initially identified for closure during the Base Realignment and Closure Committee's 1991 determinations, the community in cooperation with the Military conducted state and local screening on two separate occasions. On both of these occasions, great care was taken to ensure that the broadest, most comprehensive list of potentially interested parties was developed and used. Formal notices were mailed to each agency and published in newspapers serving the local and regional area.

Pursuant to federal law, requests for public conveyance are not required to be met, but must be considered. It was the LRA's determination that state and local governmental agency interests would be measured against other (homeless provider) interests and economic development needs for the base.

The LRA also actively utilized HUD field staff for technical assistance on outreaching to representatives of the homeless, utilizing (while also augmenting) HUD's official list of homeless providers operating in the vicinity of the installation. In addition, in March of 1995, representatives of the LRA met with HUD officers in Washington D.C. to proactively describe and receive concurrence for the outreach efforts planned for homeless accommodation at MCAS Tustin. Specifically, the LRA fully

complied with Section 586.20 of the Rules implementing the Redevelopment Act.

An outreach workshop was held on April 27, 1995 for interested representatives of state and local agencies and homeless providers. Federal laws and rules related to the screening and application process were presented and discussed. The LRA also provided a 30-day opportunity for verbal and written comments to be provided by homeless providers regarding the draft application requirements and review criteria prepared for the effort and entitled "Application Information for Expressions of Interest of Buildings and/or Property at MCAS Tustin" (only one comment was received and responded to). Persons and organizations identified on the HUD list of representatives of the homeless, State and local agencies and others were invited to this workshop. Tours were provided upon request to all representatives of the homeless, state and local government agencies and other interested parties who wished to tour the facility.

Interested parties were given an opportunity to:

- Learn about the closure/realignment and disposal process;
- Tour the buildings and properties available;
- Learn about the LRA's process and schedule for receiving Notices of Interest as guided by Section 586.20 of HUD's Interim Rule for the Redevelopment Act; and
- Learn about any known land use constraints affecting the available property and buildings.

The LRA published a notice inviting the submittal of Notices of Interest from state and local governments, representatives of the homeless and other interested parties by not later than October 31, 1995. The 90-day notice identified how to obtain information regarding MCAS Tustin, and it described how to obtain an application packet. Application packets were mailed or otherwise provided to interested parties that described the form and contents required by the LRA of the Notice of Interest. The application packet also described the process and criteria to be used by the LRA in considering application submittals. Submitted Notices of Interest were required to include:

- A description of the proposed homeless assistance program, including the purposes to which the property or facility will be put, as well as an indication of how the proposal clearly meets an identified need of the homeless and fills a gap in the community's continuum of care;

- A description of how the program was to be coordinated with other homeless assistance programs in Tustin and Irvine;
- A description of the requested buildings and property at the installation required to carry out the proposed program;
- A description of the applicant and its organizational capacity to carry out the program including the submittal of a financial plan for implementing the proposed program; and
- An assessment of time required in order to commence carrying out the proposed program.

As noted in the outline of outreach efforts described above, the LRA and the Marine Corps actively encouraged consultation and cooperation with the homeless providers interested in providing programs at MCAS Tustin to alleviate gaps in the continuum of care.

The base reuse planning project was intended to guide the development of the plan through a process which maximized public participation.

Besides the participation process described above and in Section 1.4 of the Plan, the LRA also undertook the following:

- Through the Base Closure Task Force, held public hearings for formal consideration of conveyance requests from federal, state and local government agencies and homeless providers; and
- The draft Reuse Plan and accommodation of homeless need was provided to the public for comment prior to submittal to HUD and DoD for review.

2.3.4 Response to Notices of Interest

By October 31, 1995, the LRA received 31 Notices of Interest from state and local governmental agencies and homeless providers for property or programs at MCAS Tustin. A summary of Public Benefit and Homeless Provider Interests is provided as Appendix B. The Base Closure Task Force appointed a Housing and State and Local Screening Subcommittee to consider, evaluate and make recommendations on the Notices of Interest submitted for MCAS Tustin.

Over a period of several weeks, project staff, the Housing and State and Local Screening Subcommittee and Base Closure Task Force, consistent with the confidentiality provisions of the Redevelopment Act and Department of Defense implementing regulations, reviewed the submittals

for completeness and how they measured against established criteria for evaluation.

Notices of interest recommended by the Task Force were those found to present the best responses to established application review criteria. Applications rejected were those which did not accomplish the following:

- Contain all requested application information;
- Have good general experience and capability;
- Balance in an appropriate manner the economic and other community development needs of the community;
- Fill a critical need gap identified in the communities' Consolidated Plans;
- The proposal was consistent with the proposed Reuse Plan and compatible with surrounding community neighborhoods, infrastructure, social services, etc. not creating any potential negative impacts;
- Consistent with the principles embraced by the LRA and Task Force and issues they wanted addressed in their development of a Homeless Accommodation Plan as discussed in Section 2.3.6;
- Clearly Demonstrated a sound financial status and/or an ability to finance the proposal submitted;
- Demonstrated experience in the operation of programs similar to the one requested at MCAS Tustin;
- Demonstrated established and adequate property ownership and property management experience;
- Demonstrated a firm ability to provide the specific services proposed;
- The proposal would serve specific community needs;
- The proposal provided adequate sources of funding and was self supportive;
- The proposer had a verified history of compliance with obligations and responsibilities associated with previous contractual associations or requirements of state/federal grants;

- The program was not a duplication of available support services; and
- The proposal could not be accomplished by other means rather than property transfer.

2.3.5 Public Benefit Conveyances

Those properties/proposals recommended for transfer to state and local agencies are described below. In recommending approval of these transfers, the LRA has conditioned these transfers with certain standard conditions which shall be applied to each request. In addition, certain special conditions are noted, where applicable. Standard LRA conditions for all recommended public benefit transfers are as follows:

- Site location and configuration shall be consistent with the LRA's identified concept approval but the size of the transfer was approximated only and actual metes and bounds shall be determined prior to transfer in consultation with the LRA.
- Prior to transfer of the property by the Federal government and prior to any interim or permanent reuse of requested facilities or sites, the recipient shall enter into an agreement with and acceptable to the LRA and the Cities of Tustin or Irvine, as appropriate The purpose of the agreement is to: 1) identify the planning goals of the agency receiving property and the City or LRA for the site; 2) identify the scope and schedule for short range improvements and long range development plans for the property; 3) establish a process for meaningful consultation on development and operational issues of mutual concern; 4) identify capital infrastructure improvements, roadway and existing utility and new utility right of way and easement dedications (as needed) and environmental impact report mitigation that will be required of the Agency receiving property; 5) identify necessary procedures to implement the agreement; and 6) ensure each recipient affirms its commitment to return any properties not used for the slated purpose directly to the LRA, in the case of property transferred as an Economic Development Conveyance (EDC).
- Applicant shall agree to not challenge the adequacy of the EIS/EIR for the Plan or the future creation of a Redevelopment Project Area.

A. Recommended Applications

1. **Orange County (Sheriff's Department Law Enforcement Training Center)**: The proposal would establish a small facility which would be educational in nature (no outdoor shooting, driving courses, etc.), including classroom training,

office space, obstacle course, gym, locker and shower facilities, canine training, indoor pistol range, laser village and weapons storage. The Training Center would consist of Buildings #173 and #253 located within the proposed Urban Regional Park site to be utilized as classroom buildings and a nearby vacant approximate 10 acre parcel within the Education Village[1] immediately adjacent to the proposed Armstrong Avenue. The proposal is to be strictly educational in nature and would not pose any negative impact upon surrounding uses. The LRA's approval of this transfer is conditioned upon the following:

- Standard LRA conditions for transfer noted above.
- The LRA would recommend transfer as an EDC transfer to the LRA and then a lease to the applicant, given the small size of this conveyance, or as an alternate a Department of Justice or Department of Education conveyance to the applicant. An EDC conveyance will ensure that if the use changes it will not be necessary to proceed back through the General Services Administration (GSA) disposal process a second time or purchase the remaining life of the conveyance from the sponsoring agency.

2. **South Orange County Community College District (Education Village[2]):** South Orange County Community College District (SOCCCD) has the legal authority to own and operate a community college within a portion of the Education Village identified on the Reuse Plan. The LRA recommended proposal would transfer approximately 99.7 acres and result in the creation of a unique educational opportunity involving advance education (extension and advanced degree opportunities), vocational training, business incubators, etc. The College District also indicated a willingness to accommodate additional educational and job training opportunities for the homeless as desired by the community as part of the reuse planning effort and to continue to explore collaborative opportunities with the County Sheriff's Department, and volunteer and community-based organizations. The LRA's approval of this transfer is conditioned on the following:

   - No direct additional vehicular access to the site on Red Hill Avenue will be permitted.

[1] Previously referred to as the Learning Village.
[2] Previously referred to as the Learning Village.

- Other colleges and college-level programs shall be encouraged to participate by the College when said programs are determined compatible with the business development goals of the Village.

- The College provides right-of-way easements to the City of Tustin for access to the proposed community park site and two day care facilities and easements for access to the emergency/transitional housing site in the Education Village.

- Standard LRA transfer conditions identified above.

3. **Tustin Unified School District (Elementary and High Schools)**: The TUSD originally requested two 10 acre elementary schools, a 20 acre middle school site and a 50 acre high school. After LRA discussions with TUSD, TUSD reduced and modified their request to include only the two 10 acre elementary school sites and a 40 acre high school site to serve larger Tustin community needs.

   The LRA has identified concerns regarding timing and financing of the proposed school uses and do not believe the burden for school construction to serve larger community needs should be borne by the MCAS Tustin project. They would prefer an EDC transfer of at least one elementary school site and the 40 acre high school site to the LRA and subsequent LRA transfer to TUSD once adequate funds have been programmed for design and construction of each facility by TUSD. As an alternate to an EDC transfer, the LRA would recommend an educational conveyance. The LRA's approval of this transfer is conditioned upon the following:

   - Standard LRA transfer conditions identified above.

   - No direct vehicular access to the site on Red Hill Avenue will be permitted.

   - An intended use shall be fully implemented by TUSD by the later of either 5 years from transfer of the property or when building permits are issued for 80% of the new units being proposed in the Reuse Plan within TUSD boundaries, unless a shorter period is mandated by the Federal sponsoring agency. The underlying land use designation of the Reuse Plan would allow an alternative land use to occur without an amendment to the Reuse/Specific Plan should the District not move forward

with their plans to utilize the property within an agreed upon time frame.

- As part of the agreement required to be entered into between the LRA, the City of Tustin and TUSD, TUSD shall agree not to impose a Mello-Roos Community Facility District on properties within their District boundaries for the MCAS Tustin project. The City and LRA will support TUSD's use of other alternative financing techniques and other reasonable methods for accommodating new school students generated from development within the MCAS Tustin project such as school impact developer fees levied on residential, commercial and industrial development projects, TUSD's receipt of redevelopment tax increment, or their use of certificates of participation, general obligation bonds, state funding, etc.

4. **Irvine Unified School District (Elementary K-8 School)**: The Irvine Unified School District (IUSD) requested 20 acres of vacant land in the vicinity of Harvard Avenue and Barranca Parkway in the City of Irvine, as conceptually shown on the Reuse Plan. The land would be utilized as a kindergarten through eighth grade (K-8) school. The City of Irvine has indicated its support of the proposal. The LRA's approval is conditional upon the following:

   - Standard LRA transfer conditions identified above.

   - No direct vehicular access to any school site access along Barranca Parkway.

   - An intended use shall be fully implemented by IUSD by the later of either 5 years from transfer of the property or when building permits are issued for 80% of the new units being proposed in the Reuse Plan within IUSD boundaries, unless a shorter period is mandated by the federal sponsoring agency. The underlying land use designation of the Reuse Plan would allow an alternative land use to occur without an amendment to the Reuse/Specific Plan should the District not move forward with their plans to utilize the property within an agreed upon time frame.

   - As part of the agreement required to be entered into between IUSD and the LRA and the cities of Tustin and

Irvine, IUSD shall agree not to impose a Mello-Roos Community Facility District on properties within their District boundaries for the MCAS Tustin project except that the City of Irvine may agree to authorize such imposition within the approximate 80 acres within their boundaries. The City and LRA will support TUSD's use of alternative financing techniques and other reasonable methods of accommodating new school students generated from development within the MCAS Tustin project such as school impact developer fees levied on residential, commercial and industrial development projects, IUSD's receipt of redevelopment tax increment, on their use of certificates of participation, general obligation bonds, state funding, etc.

5. **County of Orange (Urban Regional Park)**: 84.5 acres of the 88 acre Urban Regional Park request from the County of Orange is recommended for approval as part of the regional park. The boundaries of the proposed regional park would include preservation of the northerly historic blimp hangar for reuse in support of a range of recreational activities and events, if feasible. The County would propose to operate support commercial concession activities to offset maintenance costs. In addition, the park is in close proximity to the City of Tustin's proposed community park and is situated to complement other adjacent proposed uses. The City of Tustin City Council has formally adopted a resolution (Res. No. 94-20) supporting the County's submission of an Urban Park proposal to the federal Department of Interior. The proposal would provide a valuable recreation and open space opportunity, potentially preserve a National Register recognized historic blimp hangar, and would be consistent with the proposed Reuse Plan.

   County of Orange Animal Control: A request for a four-acre animal control site was made by the County of Orange for a location at the southeast portion of the base. The LRA rejected the request for a four-acre site at the originally requested location but indicated support for an alternative location for the facility provided it was within the boundaries of the regional park.

   The LRA's approval of the regional park and animal control proposal is conditioned upon the following:

   - Standard LRA transfer conditions identified above.

- The LRA and City of Tustin agree to permit inclusion of a County of Orange Animal Control facility only within the boundaries of the regional park provided that as part of the agreement required to be entered into between the LRA, City of Tustin and County, the County agrees to the following:

  - Said facility does not exceed four acres.

  - The County of Orange Environmental Management Agency and Federal Department of the Interior agrees in writing to the siting of said facility within regional park boundaries.

  - Said facility is to be compatible in location and architectural design with the function of a regional park subject to approval of the LRA and City as to siting location and final architectural design. Architectural design of any buildings shall provide for 360 degree viewing.

  - Visual screening of outdoor storage and service areas shall be provided.

  - Noise control of animal containment areas shall be provided as well as odor control of all facility activities.

  - If said four-acre site is not used for an animal control facility operated by the County for regional benefit, only regional park uses would be permitted.

  - An animal control site is not approved as a conveyance request at MCAS El Toro

6. **City of Irvine (8 acre community park and access)**: The City of Irvine proposes to acquire approximately eight acres of vacant land located within the southeast Housing Area for use as a community park as well as necessary access to the park on Marble Mountain. The requested park would help serve identified community recreation needs of nearby housing areas within and adjacent to MCAS Tustin. Included in the application for public conveyance, Irvine also requested transfer of a 72-foot wide Marble Mountain right-of-way needed to access the only approved existing right of way park area, proposed community park and K-8 elementary school

proposed by the Irvine Unified School District. The LRA recommended that the land transfer for public access to the park (Marble Mountain Road) be limited to the existing 60-foot wide right-of-way and the eight acre park. It was felt that any additional right-of-way could be obtained upon development of site design, with possible dedications taken at that time to accommodate the necessary right-of-way requirements. The LRA's approval is conditioned on the following:

- Standard LRA transfer conditions identified above.
- Approval of transfer of right-of-way to access the park (Marble Mountain) is limited to a 60 foot width. Any additional right-of-way determined after site design is completed would need to be acquired by the City of Irvine through standard dedication procedures.

7. **City of Tustin, Circulation Facilities (158.4 acres for public right-of-way use)**: The City of Tustin Reuse Plan proposes extensive additional right-of-way throughout MCAS Tustin. Due to a lack of available traffic capacity on surrounding roadways and the need to extend regional arterial roadways, development and reuse of MCAS Tustin cannot occur without the proposed additional right-of-way system. The site is also in a federal air non-attainment zone which reinforces the need to enhance transportation/circulation facilities in the vicinity to reduce congestion and resulting air quality emissions. Estimated acreage is based upon planned roadway widths and lengths and would provide for required streets, curbs and gutters, sidewalks and required bike lanes. Most other necessary infrastructure (sewer, water, etc.) planned for the reuse of the base is to be integrated into the final roadway design prior to construction. The LRA's approval is conditioned upon:

   - Standard LRA transfer conditions identified above.

8. **City of Tustin, Storm Drain Facilities**: The 1.8 acres for local storm drain purposes is requested by the City of Tustin who currently owns and operates smaller storm drain facilities within the community (larger flood control systems are typically owned and operated by the Orange County Flood Control District (OCFCD). An existing open storm drain exists immediately adjacent to the southerly extension of Jamboree Road near its intersection with Barranca Parkway. This one length of storm drain has been identified by the community as

necessary to support immediate interim uses and long-term development. Because it is located outside of the planned roadway system, a separate public conveyance must be secured. There is a concern that an Economic Development Conveyance may be necessitated due to restrictions on uses of the property by the federal sponsoring agency. The LRA's approval is conditioned upon:

- Standard LRA transfer conditions identified above.

9. **City of Tustin (34.1 acres for a Community Park and two neighborhood parks)**: The City's application proposes the conveyance of approximately 25 acres of existing military recreational fields and facilities for use as a Community Park, including:

   - A recreation center, recreation pavilion, softball field, football field, picnic shelter/barbecue pits, volleyball court, tennis court, basketball court, soccer field, indoor handball courts children's playground and physical fitness facility. All ground and support services (i.e. restrooms), infrastructure and personal property necessary for these facilities to function are also included in the request.

   - Existing youth center for youth recreation

   - Existing officers club, NCO club and enlisted club for use as community recreational purposes.

   - All grounds and support services, infrastructure and personal property necessary for the contemplated uses.

   The City has also requested land area for 2 neighborhood parks of 5 acres each.

   The Community Park is sited in close proximity to and is intended to support the County of Orange's proposed Urban Regional Park. In addition, the park is also situated adjacent and is intended to support the recreational needs of a Tustin Unified School District elementary school, the community college, and existing and planned residential development on and off MCAS Tustin. The LRA's approval is conditioned upon:

   - Standard LRA transfer conditions identified above.

10. **City of Tustin (4.3 acres for Day Care/educational use)**: The City of Tustin has requested the conveyance of two existing day care facilities for development of an Early Learning Center. The facilities would replace the school site previously utilized by the City of Tustin for day care, which was made no longer available due to termination of the lease. The facility would support child care needs of individuals participating in programs within the area and provide for opportunities to support the Community College's proposed teacher development curriculum.

    Given the small size of this conveyance, the LRA is recommending transfer as an EDC transfer to the LRA or as an alternative, the normal Department of Education conveyance. An EDC conveyance will ensure that if the use ever changes, it will not be necessary to proceed back through the GSA disposal process a second time or purchase the remaining life of the conveyance from the sponsoring agency.

    The LRA's approval is conditioned upon:

    - Standard LRA transfer conditions identified above.

11. **County of Orange Flood Control District (26.7 acres for Flood control and recreational uses)**: The Orange County Flood Control District (OCFCD) has submitted a proposal to acquire three existing flood control easements located on the MCAS Tustin property as follows:

    - an approximate 50 foot wide existing flood control easement for Barranca Channel;
    - an approximate 50 foot wide existing flood control easement for the Santa Ana/Santa Fe Channel; and
    - an approximate 170-180 foot wide existing flood control easement for Peters Canyon Channel.

    The County has also requested an approximate 20 foot wide strip for future improvements to Barranca Channel, a 25 foot wide strip for the Santa Ana-Santa Fe Channel and an approximate 40 foot wide strip for the Peters Canyon Channel.

    The LRA supports transfer of all existing easements for all channels and the additional 40 foot right-of-way for the Peters Canyon Channel for widening and to support multi-use of the channel for a major regional recreational trail and bikeway. The

additional right-of-way 20 and 25 feet right for the Barranca and Santa Ana/Santa Fe channel are not approved at this time because they are not based in quantifiable design information. Rather than approving this portion of the conveyance request, the LRA is intending to include in the Plan the requirement that an offer to dedicate be required for the Barranca and Santa Ana/Santa Fe Channel for flood control purposes in the event said right-of-way is needed. This will ensure that negative economic impacts on the Plan are minimized.

The LRA's approval is conditioned on the following:

- Standard LRA transfer conditions identified above.
- That the 40-45 foot easement dedication east of Peters Canyon Channel shall not obstruct any existing private roadways serving existing housing areas nor any utilities serving those housing areas unless the County is willing to relocate these roads, subject to approval of the City of Tustin, as applicable.

12. **County of Orange Social Services Agency - Children's Intermediate Care Shelter (60-bed facility for abused, neglected children)**: The application requests 4 acres of land area to accommodate development of a 60 bed Children's Intermediate Care Facility for abused children. The facility would be intended to address a portion of Orangewood capacity/length of stay and crowding problems, thereby having the impact of increasing the facility capacity at Orangewood by 25%. County would intend to develop the site through selection of a private sector operator resulting in possessory interest property tax. The LRA's approval is conditioned upon:

    - The LRA requests transfer of the property from the U.S. Department of Health and Human Services (HHS) to the LRA who will provide a no-cost lease to the recipient or to the County directly depending upon HHS requirements.
    - If this application does not comply with current terms and conditions normally required for a public conveyance by the HHS, the LRA will recommend to the Department of Defense that the site be transferred to the LRA as an economic Development Conveyance and then the LRA will agree to subsequently lease or transfer the site to the County. In the event the County does not wish

to operate the site for the intended purposes identified in their application, the property is recommended for outright transfer by the Department of Education to South Orange County Community College to be incorporated into their proposal for an education facility.

- No direct vehicular access to the site along Red Hill Avenue.

- The site location, configuration, and actual metes and bounds shall be determined prior to transfer in consultation with the LRA.

- Prior to transfer of the property by the Federal government and prior to any interim or permanent reuse of requested facilities or sites, the recipient shall enter into an agreement with and acceptable to the City of Tustin and LRA. The purpose of the agreement is to: 1) identify the planning goals of the agency receiving property and the City or LRA for the site; 2) identify the scope and schedule for short range improvements and long range development plans for the property; 3) establish a process for meaningful consultation on development and operational issues of mutual concern; 4) identify capital infrastructure improvements and right of way dedications and environmental impact report mitigation that will be required of the Agency receiving property or leasing property, and 5) identify necessary procedures to implement the agreement.

- Applicant shall not contest the EIS/EIR for the Plan and creation of a Redevelopment Project Area.

B. Public Conveyance Requests Denied

In considering all public conveyance requests, the Housing and State and Local Screening Sub-Committee considered and recommended denial to the Base Closure Task Force of a number of applications based upon their failure to meet one or more of articulated evaluation criteria discussed in Subsection 2.3.4. The specific reasons for denial of an application are identified in Appendix B. A listing of denied applications is provided below:

Organization	Request
California Dept. of Education	Food distribution center - land and buildings
California Baptist College	Evening college facility - 13,000 s.f.
Chapman University	Off-campus education center - 15,000 s.f.
Rancho Santiago Comm. College	Education Village[3] - 116 acres
Santa Ana Unified School Dist.	High school site - 75 acres
Native American Cultural Ctr.	University Program - 130 acres
IRWD	4 replacement wells & 1 well site
City of Irvine	Right-of-way along Jamboree Road for a Rapid Transit Corridor

2.3.6 Homeless Accommodation Plan

A. Identification of Need

Under the Redevelopment Act, the LRA must consider the interest of the homeless in buildings and property on the base in preparing the Reuse Plan. In review of the Reuse Plan, one criteria the Secretary of Housing and Urban Development (HUD) will utilize to determine the adequacy of the Reuse Plan will be whether the Plan takes into consideration 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.

For purposes of the Act, the term "communities in the vicinity of the installation" means the communities that constitute the political jurisdictions that comprise the redevelopment authority for the installation.

The critical gaps in the community's comprehensive homeless service system are identified as needs of the homeless within the City of Tustin and City of Irvine's Consolidated Plan documents which were approved by HUD in 1995. The formula of defined need would refer to those needs defined in each community's Consolidated Plan minus existing resources resulting in the homeless need gap in each community. What portion of the larger, community-based need should be met as part of the homeless need accommodation at MCAS Tustin was the focus of the Base Closure Task

[3] Previously known as the Learning Village.

Force and the Task Forces' Housing and State and Local Screening Subcommittee discussions.

The LRA pursued a systematic approach to a balanced reuse plan for MCAS Tustin through a detailed understanding of the nature and extent of homelessness in the communities of Tustin and Irvine.

According to both communities' Consolidated Plan, it was estimated that there was a total net homeless need of 411 persons. A large portion of this need was needed to support emergency transitionary housing for youth and individuals. The local homeless need as described in both communities' 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.

The Homeless Assistance Plan for MCAS Tustin addresses the problem of homelessness in Tustin and Irvine 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 both Irvine and Tustin.

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

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

In pursuing the above continuum of care approach, there were a number of guiding principles that were recognized by the LRA:

1. Coordination and cooperation among the cities of Tustin, Irvine, support service providers, school districts and advocates for the homeless should be promoted.

2. Creating a program and service system separate from the mainstream would be inefficient and not consistent with the concept of breaking the cycle of homelessness.

3. Established public and private providers should be used for delivery on-site or off-site (by contracting and visiting clinical personnel) of certain program and services. This should be the

preferred approach and will assist in the streamlining and consolidation of existing programs.

4. Linkages with job-training, employment and education should be encouraged.

5. Any assistance Plan should build on planned reuses at MCAS Tustin as well as take advantage of other resources in each community and in the region. The Reuse Plan must balance the needs of the homeless and the need of the communities for economic and other development.

Based on the existing need gap and those guiding principles described above, additional issues that were considered by the LRA included:

1. The number, type and locations of units to be set-aside for accommodation of the homeless at MCAS Tustin.

2. Market considerations were taken into account. It was felt that homeless accommodation should be designed so that the marketability of other existing units on the base was maintained as well as existing homes in adjacent neighborhoods in both Tustin and Irvine.

3. Any transitional housing units to be provided should be dispersed in a manner that makes it difficult to identify any building as a homeless project.

4. Any emergency shelter or transitional housing project will need to be renovated to make them aesthetically appealing. Transitional units should not be discernable from permanent housing and should appear in image as "market rate" housing.

5. It was the LRA's desire to obtain property and lease to homeless providers, and maintain the flexibility for the LRA to also deed transfer in the future to providers.

6. Flexibility should be maintained to allow selected providers, depending on selected transfer procedures, to be able to sell off or trade transitional housing rights approved for use and the ability to use proceeds of any such agreements to serve the homeless elsewhere off the base.

B. Recommended Homeless Service Providers

Homeless providers are permitted to acquire surplus property at closing military installations when the services they provide are recognized by the

community as filling a known continuum of care homeless need identified within the community's HUD approved Consolidated Plan.

Property approved by the LRA for conveyance to these entities may be transferred through the following range of options:

- LRA may obtain property from DoD and lease to property recipients; or
- LRA may obtain property and transfer deed ownership to property recipients directly; or
- DoD can make direct transfer (lease or deed) through sponsoring federal agencies to receiving agencies and homeless providers, subject to legally binding agreements with the LRA.

The following are the LRA recommended homeless service providers applications:

1. **Orange County Rescue Mission (192 barracks units, 5.1 acre site)**: The Orange County Rescue Mission submitted a proposal to convert two, three-story barrack structures near the southeast corner of Valencia and Red Hill Avenue for use in serving the emergency housing needs of single men, women and families. The Rescue Mission has a proven track record for operating successful programs similar to the one proposed for MCAS Tustin. The program promotes the integration of counseling, education, job training and other devices to ensure that the cycle of homelessness is ended and that participating individuals can once again become productive members of society. The facilities requested are located within an area of the Reuse Plan previously designated by the Base Closure Task Force to support the Emergency/Transitional housing needs of the homeless. Approval is subject to the following conditions:

    - The site location, configuration and actual metes and bounds shall be determined prior to transfer in consultation with the LRA.
    - The LRA requests transfer of the property from DoD to the LRA who will provide a no-cost lease to the recipient.

2. **Salvation Army (24 family units):** The Salvation Army has proposed to operate 24 existing family housing units as emergency/transitional housing in the Northeast Housing Area currently existing at MCAS Tustin. It is estimated that proposal

would accommodate approximately 50% of the unsheltered homeless identified in the Tustin and Irvine Communities. The Salvation Army operates other similar programs in the County. The proposal would provide emergency/transitional housing to homeless families filling an identified need "gap" in the continuum of care approach. The Salvation Army is organizationally and financially capable of providing the service proposed. The LRA's approval is conditioned upon the following:

- The LRA requests transfer of any property from DoD to the LRA who will provide a no cost lease to the recipient.

- It is the LRA's intent to request an economic development conveyance of existing housing and to work with a private developer to renovate the units and then to lease 24 renovated units to the recipient. The recipient will have all responsibilities for the units except for holding title with the LRA establishing maintenance and management conditions in the lease which will apply to the units. The LRA will retain the right to provide to the applicant an equal number of units elsewhere on the base or off-site if development plans require the use of the buildings. In the event, an EDC application is not approved on the existing housing for the LRA, the LRA will identify with agreement of the Salvation Army actual building numbers for transfer to the LRA and lease of the 24 units to the Salvation Army.

3. **Orange Coast Interfaith Shelter (6 family units)**: Orange Coast Interfaith Shelter (OCIS) proposes to provide six family units of transitional housing located within the northeast Housing Area which could be located in one 6-plex. All units would be two bedroom units. OCIS owns and operates similar facilities in the region and is organizationally and fiscally proven to be sound, competent and capable of operating the proposal. The provision of transitional housing to homeless families would fill an identified need gap in the community's continuum of care approach as identified within its HUD approved Consolidated Plan. Also, the program envisions linkages with education, job training, employment and other services intended to break the cycle of homelessness and poverty.

The LRA's approval is conditioned upon the same conditions for transfer as are discussed with the LRA's approval of the transitionary units for the Salvation Army.

4. **Families Forward (formerly Irvine Temporary Housing (14 family units)**: Families Forward requested 13 transitional housing opportunities for homeless families. The LRA recommended approval of their use of 14 units to be located in one 6-plex, and two 4-plexes. Units are to be dispersed in the Southeast Housing Area at MCAS Tustin (City of Irvine). Families Forward currently owns and operates several similar facilities in the City of Irvine. The organization is fiscally and organizationally sound and has shown that they are capable of operating these additional facilities at this time. Although not currently anticipated to be linked to service opportunities proposed for MCAS Tustin, Families Forward's program does provide educational, housing and vocational training opportunities to clients to ensure that the cycle of homelessness can be permanently ended and participants provided the tools to once again become contributing members of the community. Also, the proposal would fill a need "gap" identified by the City of Irvine's Consolidated Plan, assisting that community in their continuum of care approach.

   The LRA's approval is conditioned upon the same conditions for transfer as are discussed with the LRA's approval of transitionary units for the Salvation Army.

5. **DOVE Housing (6 family units)**: Dove Housing proposed to originally provide 20 emergency transitional housing opportunities for homeless families. The LRA would approve their use of six units to be accommodated in one 6-plex. Dove Housing is experienced in owning and operating similar facilities, especially emergency shelter programs elsewhere in the County. The proposal to serve homeless families would fill a homeless need "gap" in the continuum of care approach identified by the community. The proposed program would promote coordination with support service providers, school districts, etc., and encourages linkages with job training, employment and education opportunities provided within the proposed Reuse Plan and community at large.

   The LRA recommends the same approach for transfer with the LRA's approval of transferring units for the Salvation Army.

C. Additional Elements Of The Reuse Plan Which Will Support The Continuum Of Care Concept

In addition to those homeless service providers recommended as part of the Reuse Plan, the Reuse Plan contains a number of other features which support HUD and the community of continuum of care model as follows:

- Private sector opportunities are provided to create a balanced mix of housing types on the base. It is recommended that 15% of units located within existing dwelling unit neighborhoods on the base would be dedicated within the Very Low, Low and Moderate income levels with the remaining units to be reserved for market rate housing. The 50 transitional units to be leased by the LRA to homeless service providers would be identified in the Very Low and Low income household category. Of the 15% of the retained units in the Very Low to Moderate income category, 40% or 6% of the total number of existing units would be retained within the very low income category.

  For newly constructed units, in other new residential neighborhoods proposed in the Reuse Plan specific affordability 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 and any provisions of California Community Redevelopment Law (in the event a Redevelopment Project Area is created).

- With transfer recommended of two child care facilities to the City of Tustin, opportunities will be provided for access for all to mainstream child care facilities on the base and in Irvine (on park site), including early child care and education programs, Head Start, etc.

  Adult education and training opportunities on-base will be provided at a new Education Village campus proposed by the South Orange County Community College District.

D. Homeless Service Provider Requests Denied

In considering homeless service provider requests, the Housing and State and Local Sub-Committee considered and recommended denial to the Base Closure Task Force of a number of applications based upon their failure to meet one or more of articulated evaluation criteria discussed in Subsection 2.3.4. The specific reasons for denial for these homeless provider requests are identified in Appendix B. A listing of denied applications is provided below:

Organization	Request
California Paralyzed Veterans - 100 single family units	Permanent housing
Jamboree Housing	Transitional housing, affordable rental housing, market rate rental and for-sale housing - 600 units
Orange County Housing Corporation	"Bridge Housing" - 30 units
SBC Community Homeless Coalition	Transitional housing - 22 units
Veterans Charities of Orange County	Transitional housing - 192 barrack units
Society of St. Vincent de Paul	Food distribution
Orange County Development Council	Food distribution

2.3.7 Economic Development Conveyance

The LRA is extremely interested in pursuing an Economic Development conveyance over portions of the base to facilitate job creation and rapid property transfers.

If property is conveyed to the LRA through an economic development conveyance, the LRA will have maximum control over reuse of the site. There are several advantages to the economic development conveyance option. The LRA will have complete control over the rehabilitation, redevelopment and disposition of the property. Problems associated with land assembly, inconsistent development and inappropriate tenants can be avoided. However, the economic development conveyance would impose interim maintenance costs on the LRA. While additional control may benefit the long-term marketing of the Base, the LRA cannot afford the added control if it implies significant short-term cost impacts. Two principals must prevail in any EDC relationship with the DoD:

- Resources must be greater than any costs; and
- Agreement must work for all parties if redevelopment is to work.

Where an economic conveyance process is not pursued for certain portions of the property not conveyed to public agencies or homeless providers, the expected alternative transfer mechanism will be direct or negotiated sales, or advertised public sales.

2.3.8 Personal Property

The Marine Corps has been unable to provide the community an inventory of personal property at the former base. The LRA in consultation with recommended State and local public benefit conveyance recipients and recommended homeless providers will identify personal property it believes necessary to support the objectives of the reuse plan as the information is made available by the military to the LRA. Although not complete, more detailed information available at this time is provided in Section 5.6 and in Table 5-2 of this plan.

While it is expected that on-going discussions and consultation will occur, the LRA will strive to ensure that every reasonable effort is made to obtain available personal property needed to implement the redevelopment plan and to ensure that buildings can be fully functional. It is anticipated that personal property necessary for the effective implementation of the Reuse Plan approved for transfer by the military will be conveyed as part of public benefit conveyances or to the LRA as part of an economic development conveyance.

2.3.9 Summary of Recommended Reuse Plan Conveyance Methods

Figure 2-3a shows the proposed conveyance methods for property as originally recommended by the LRA. Table 2-3 also provides a narrative summary of recommended conveyances as discussed in the previous subsection.

TABLE 2-3
LRA RECOMMENDED PROPERTY DISPOSAL STRATEGY/CONVEYANCE METHODS

Planning Area	*Parcel No.*	*Recommended Recipient*	*Proposed Use*	*Purpose*	*Acreage Recommended for Transfer (gross)*	*Preferred Transfer Mechanism*	*Alternative Transfer Mechanism*	*Comments*
FEDERAL DEPARTMENT OF DEFENSE AGENCIES								
18	9	N/A	Armed Services Center/Military	N/A	16.7	EDC	DoD Transfer	
STATE AND LOCAL AGENCIES								
1-A	1	South Orange County Community College District	Education Village/Jr. College	Education	99.7	DOE Deed transfer	EDC	Pursuant to LRA Conditions of Approval
1-A 8 15-B	17 21 31	Tustin Unified School District	Public Schools 1 High School 1 K-6 School 1 K-6 School	Education	40.0 10.0 10.0 60.0	EDC DOE EDC	DOE Deed transfer	Pursuant to LRA Conditions of Approval
1-B	2 2A	County of Orange	Sheriff's Department Law Enforcement Training Facility	Education	10.0 Bldg. 173, 253	EDC	DOE/DOJ Deed transfer	Pursuant to LRA Conditions of Approval; Bldg. 173, 253 are included in County Regional Park transfer and are not a separate disposal parcel
1-C	20	County of Orange Social Services Agency	60-Bed facility for Abused, Abandoned, Neglected Children	Special Services	4.0	HHS transfer to LRA and LRA lease to provider or to County of Orange	EDC or DOE (South Orange County Community College District if withdrawn by the County)	Pursuant to LRA Conditions of Approval
1-D 1-E	19	City of Tustin	Day Care	Education	4.3	EDC	DOE Deed transfer	Pursuant to LRA Conditions of Approval
2 15-A 15-B	22 32 30	City of Tustin	Parks	Park and Recreation	24.1 5.0 5.0	DOI Deed transfer EDC EDC	EDC	Pursuant to LRA Conditions of Approval
6	18	County of Orange	Urban Regional Park Animal Control Facility	Park and Recreation Public Facility	84.5 4 Acres within the 84.5 acre park site	DOI Deed transfer HHS/DOI Deed transfer	EDC	Pursuant to LRA Conditions of Approval
22	39	Irvine Unified School District	Public K-8 School	Education	20.0	DOE Deed transfer	EDC	Pursuant to LRA Conditions of Approval
22	38	City of Irvine	Public Park/Marble Mountain Road	Transportation/Park and Recreation	8.8	DOI-Park/Recreation Deed transfer	EDC	Pursuant to LRA Conditions of Approval
N/A	40	City of Tustin	Circulation Facilities	Transportation	157.6	FHWA Trans. Deed transfer	EDC	Pursuant to LRA Conditions of Approval
N/A	42	City of Tustin	Storm Drain Facilities	Public Facilities	1.8	HHS Deed transfer	EDC	Pursuant to LRA Conditions of Approval

TABLE 2-3
LRA RECOMMENDED PROPERTY DISPOSAL STRATEGY/CONVEYANCE METHODS

Planning Area	*Parcel No.*	*Recommended Recipient*	*Proposed Use*	*Purpose*	*Acreage Recommended for Transfer (gross)*	*Preferred Transfer Mechanism*	*Alternative Transfer Mechanism*	*Comments*
N/A	41	County of Orange Flood Control District	1. Transfer of deed to existing Barranca, Santa Fe, and Peters Canyon Channel easements. 2. Transfer of additional 40'-45' wide right-of-way along Peters Canyon Channel.	Public Facilities and Park and Recreation	26.7	HHS/DOI Deed transfer	EDC	Pursuant to LRA Conditions of Approval
HOMELESS PROVIDERS								
3	3	LRA/Orange County Rescue Mission	Emergency/Transitional housing for single men and women.	Homeless accommodation	5.1	DOD transfer to LRA and LRA lease to provider	EDC	Pursuant to LRA Conditions of Approval
21 21	34 [1] 35 [1]	LRA/Salvation Army	Emergency shelter and transitional housing for individuals and families.	Homeless accommodation	Acreage TBD (24 family units)	DOD transfer to LRA and LRA lease to provider	EDC	Pursuant to LRA Conditions of Approval
21 21	34 [1] 35 [1]	LRA/Orange Coast Interfaith Shelter	Transitional housing for homeless families.	Homeless accommodation	Acreage TBD (6 family units)	DOD transfer to LRA and LRA lease to provider	EDC	Pursuant to LRA Conditions of Approval
21 21	34 [1] 35 [1]	LRA/DOVE Housing	Transitional housing for homeless families.	Homeless accommodation	Acreage TBD (6 family units)	DOD transfer to LRA and LRA lease to provider	EDC	Pursuant to LRA Conditions of Approval
22	37 [1]	LRA/Families Forward (*Irvine Temporary Housing)*	Transitional housing for homeless families.	Homeless accommodation	Acreage TBD (14 family units)	DOD transfer to LRA and LRA lease or deed transfer to provider	EDC	Pursuant to LRA Conditions of Approval
OTHER DISPOSAL STRATEGIES								
4	23	LRA	Residential	Housing	54.2	EDC	Negotiated sale	
5	24	LRA	Residential	Housing	51.7	EDC	Negotiated sale	
7	25	LRA	Village Services	Commercial	20.7	EDC	Competitive public sale	
8	13, 15, 16	LRA	Community Core	Commercial Business, Residential	185.2	EDC	Competitive public sale	
9	4	LRA	Commercial Business	Commercial Business	10.4	EDC	Competitive public sale	
10	5	LRA	Commercial Business	Commercial Business	22.9	EDC	Competitive public sale	

TABLE 2-3
LRA RECOMMENDED PROPERTY DISPOSAL STRATEGY/CONVEYANCE METHODS

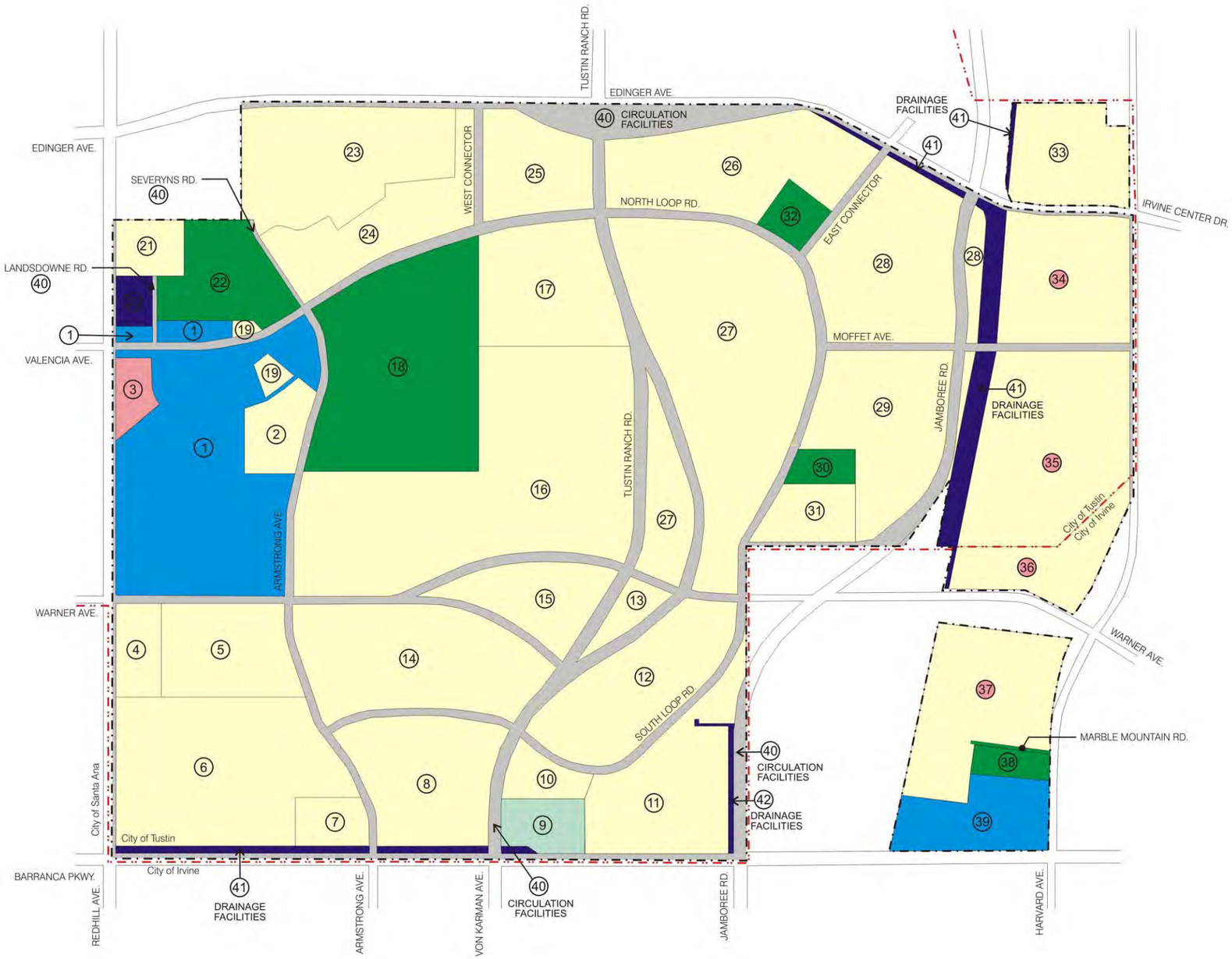
Planning Area	*Parcel No.*	*Recommended Recipient*	*Proposed Use*	*Purpose*	*Acreage Recommended for Transfer (gross)*	*Preferred Transfer Mechanism*	*Alternative Transfer Mechanism*	*Comments*
11	6	LRA	Commercial Business	Commercial Business	78.5	EDC	Competitive public sale	
12	7	LRA	Commercial Business	Commercial Business	8.4	EDC	Competitive public sale	
13	14	LRA	Commercial Business	Commercial Business	43.7	EDC	Competitive public sale	
14	8	LRA	Commercial Business	Commercial Business	54.0	EDC	Competitive public sale	
15-A thru 15-E	26, 27, 28, 29	LRA	Residential Core	Golf course, commercial, residential	255.4 [2]	EDC	Competitive public sale	
16	12	LRA	Commercial Business	Commercial Business	31.0	EDC	Competitive public sale	
17	10	LRA	Commercial Business	Commercial Business	16.3	EDC	Competitive public sale	
19	11	LRA	Commercial	Commercial Business	38.6	EDC	Competitive public sale	
20	33	LRA	Medium high density residential	Residential	25.3	EDC	Competitive public sale	
21	34	LRA	Residential	Residential	37.8	EDC	Competitive public sale	See parcel listing under homeless recipients also
21	35	LRA	Residential	Residential	67.7	EDC	Competitive public sale	
21	36	TBD	Residential	Residential	21.6	EDC	Negotiated Purchase/Competitive public sale	Within City of Irvine; implementation of cooperative agreement required for LRA to purchase through EDC.
22	37	TBD	Residential	Residential	45.4	EDC	Negotiated Purchase/Competitive public sale	Within City of Irvine; implementation of cooperative agreement required for LRA to purchase through EDC.
	All	TBD	Sewer System	N/A	N/A	HHS	Negotiated Purchase/Direct sale	EDC also an option;
	All	LRA or other	Electrical System	N/A	N/A	Negotiated purchase	Negotiated Purchase/Direct sale	EDC also an option
	All	LRA or other	Telephone System	N/A	N/A	Negotiated purchase	Negotiated Purchase/Direct sale	EDC also an option

TABLE 2-3
LRA RECOMMENDED PROPERTY DISPOSAL STRATEGY/CONVEYANCE METHODS

Planning Area	*Parcel No.*	*Recommended Recipient*	*Proposed Use*	*Purpose*	*Acreage Recommended for Transfer (gross)*	*Preferred Transfer Mechanism*	*Alternative Transfer Mechanism*	*Comments*
	All	LRA or other	Gas System	N/A	N/A	Negotiated purchase	Direct sale	EDC also an option
	All	TBD	Water	N/A	N/A	HHS	Negotiated Purchase/Direct sale	EDC also an option

DOJ - Department of Justice;
HHS - Department of Health and Human Services
DOI - Department of Interior
DOE - Department of Education
DOD - Department of Defense
FHWA- Federal Highways Administration, Department of Transportation
EDC - Economic Development Conveyance
UNDET - Undetermined At This Time
TBD – To be Determined
[1] Actual unit locations within larger parcels to be determined at a later time.
[2] Two neighborhood 5-acre park sites and one 10-acre elementary school are shown as separate disposal parcels in this chart.

Preferred Conveyance Strategy



- (42) Parcel Numbers
- Federal Agency/DOD Uses (1)
- Education Public Conveyance
- Park Public Conveyance
- Health/Human Services Conveyance
- Highway Public Conveyance
- Homeless Accomodation Conveyance
- Potential Economic Development Conveyance
- MCAS Tustin Boundary
- Tustin / Irvine Boundary

1) Transfer to LRA then lease to Army Reserve preferred.

GENERAL NOTES:

- See Table 2-3 for alternative transfer mechanisms.
- Sewer, electrical, telephone, gas, water utility systems not shown on this Figure but are assumed to be Health & Human Services, direct sale or an EDC transfer.
- For Personal Property see Section 2.3.8.
- City Boundary and Tustin Ranch Road/Warner Avenue alignment are correctly depicted on Figure 2-1

This is a graphic representation of a planning/engineering concept. Final design solutions (location and sizing) will be proposed and reviewed as part of subsequent approvals needed by the respective agency with jurisdiction.

North
Not To Scale

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2.4 SUMMARY OF REVISED/SUBSEQUENT DISPOSAL DECISIONS

In or about October 1996, the Tustin City Council approved the MCAS Tustin Reuse Plan and subsequently amended the Plan in September 1998. On January 16, 2001 the Tustin City Council certified the Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR) for the Disposal and Reuse of MCAS Tustin and adopted General Plan Amendment 00-001 which incorporated into the Reuse Plan land use designation into the General Plan for that portion of MCAS Tustin within the City of Tustin. The Department of the Navy published its Record of Decision (ROD) approving the FEIS/FEIR as the environmental documentation for the disposal of surplus federal property at MCAS Tustin on March 2, 2001 and approving the Reuse Plan, as amended.

Following an extensive review of the City of Tustin's Economic Development Conveyance (EDC) Application and other requests for property at MCAS Tustin, the Department of the Navy approved the conveyance of only a portion of Tustin's requested EDC properties and approved additional properties that were not originally included in the EDC Application. Conveyance of property to the City of Tustin was officially approved with the execution of an Agreement Between the United States of America and the City of Tustin, California for the Conveyance of a Portion of the Former Marine Corp Air Station Tustin (The "Navy Agreement") dated May 13, 2002. The Agreement provided for the phased conveyance of approximately 1,153 acres at the former MCAS Tustin as shown on Figure 2-3(b) and located within the City of Tustin and all utility systems at the former facility (within both the City of Tustin and City of Irvine jurisdictional boundaries) and certain personal property items. The Navy Agreement also identified parcels that the Navy would auction to private developers (identified as Government Parcels on Figure 2-3b). Following conveyance of the EDC property from the Navy to Tustin, the Agreement has the following results with respect to other agencies and their original LRA recommended or denied requests for property.

A. City of Tustin

1. The Navy will convey directly to Tustin all of Parcel 1 (a previous Department of Education request).

2. The Navy will convey directly to Tustin all of Parcel 19 (a previous Department of Education request).

B. In the event the Orange County Sheriff withdraws its request for 10 acres (all of Parcel 2), the Navy will ultimately convey the site to Tustin.

C. Santa Ana Unified School District. Tustin will convey approximately twenty-two (22) acres of Parcel 1 to the Santa Ana Unified School District ("SAUSD") (or otherwise dispose of such 22 acres, as agreed to by the City and SAUSD in a Settlement and Release Agreement dated May 10, 2002).

D. Rancho Santiago Community College District. Tustin will convey approximately fifteen (15) acres of Parcel 1 to the Rancho Santiago Community College District ("RSCCD") as agreed to by the City and RSCCD in a Settlement Agreement dated February 28, 2002.

E. South Orange County Community College District

1. Tustin will convey the balance of Parcel 1 (less the twenty-two (22) acre portion set aside for SAUSD) to the South Orange County Community College District ("SOCCCD"), provided that SOCCCD unconditionally consents to the expansion of RSCCD's boundary to include the property in Parcel 1 to be transferred to RSCCD; if SOCCCD does not so consent by May 1, 2002, Tustin will convey the entire Parcel 1, exclusive of the 22-acre portion set aside for SAUSD, to RSCCD.

2. Tustin will convey the northern portion of Parcel 19 to SOCCCD, provided that SOCCCD unconditionally consents to the expansion of RSCCD's boundary to include the property in Parcel 1 to be transferred to RSCCD.

3. Tustin will convey Parcel 2 to SOCCCD, provided that SOCCCD unconditionally consents to the expansion of RSCCD's boundary to include the property in Parcel 1 to be transferred to RSCCD and, provided further, that the County of Orange Sheriff withdraws its request for Parcel 2.

EDC Conveyance Map

Government Property Line
Road
Building or Structure
Parcel Boundary
27 Parcel Number
Carve-Out Area

Economic Development Conveyance
Government Parcels
Public Conveyance
Transferred
Federal to Federal

Notes:

City Boundary and Tustin Ranch Road/Warner Avenue alignment are correctly depicted on Figure 2-1

THIS IS A GRAPHIC REPRESENTATION OF A PLANNING/ENGINEERING CONCEPT. FINAL DESIGN SOLUTIONS (LOCATION AND SIZING) WILL BE PROPOSED AND REVIEWED AS PART OF SUBSEQUENT APPROVALS NEEDED BY THE RESPECTIVE AGENCY WITH JURISDICTION.

*Base boundary along the Santa Ana/Santa Fe Channel is along the north side of the channel between Edinger and the channel.

Source: Bechtel National, Inc.

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F. Homeless Service Providers

The Base Closure Task Force in the development of the Reuse Plan for MCAS Tustin and related Homeless Assistance Submission detailed a strategy for accommodating homeless needs at the former base in both Tustin and Irvine. The Base Closure Task Force unanimously recommended (including the Task Force representative from the City of Irvine) the provision of certain family transitional housing. The Reuse Plan identified fourteen (14) units within the City of Irvine (Parcel 37) and thirty six (36) units with the City of Tustin (Parcels 34 and 35) and recommended that the Department of the Navy either: 1) convey the units to the City and then the City would negotiate the sale of the units and subsequent leasing within Tustin's jurisdictional limits to the Salvation Army (24 family units), the Orange Coast Interfaith Shelter (6 family units) and Dove Housing (6 family units) and in Irvine's jurisdictional limits to Families Forward (14 family units); or 2) in the event that the Department of the Navy did not approve conveyance to the City, it was the desire that the Department of the Navy make a direct transfer of the units to the homeless providers.

Unfortunately, the Department of the Navy rejected a portion of the Economic Development Conveyance Application for MCAS Tustin in particular the proposal to acquire the property on parcels 35 and 37 (which contain housing units). The Department of the Navy working with the General Services Administration has decided to sell the two parcels through an auction process. With this decision the Department of the Navy has also decided not to convey units directly to a homeless service provider. The decision also precludes Tustin from being able to specifically acquire and convey the 14 units within the City of Irvine directly to Families Forward. (In the case of units in Tustin, provisions in the Reuse Plan permitted homeless accommodation to be distributed on Parcels 34 or 35. The City has acquired Parcel 34).

As a result of the Department of the Navy's decision on the 14 units in Irvine, the City of Tustin does not have the authority over the property, either as a property owner or as a project-reviewing agency able to condition a future development proposal, to ensure the provision of the recommended 14-units to Families Forward. It is within the Department of the Navy's or the City of Irvine's sole control and authority to make such commitments. The Department of the Navy has also taken the position that it is Irvine's responsibility to implement the Reuse Plan within its jurisdiction. Provisions of the Reuse Plan contained in Chapter 3 as reviewed and recommended by the City of Irvine and as evaluated in the FEIS/FEIR committed

Irvine to establish specific housing requirements at the time development project approval occurs to ensure that any reuse/development of Planning Area 22 (Parcel 37) achieves at least 14 units for transitional housing.

G. Tustin Unified School District

Although not subject to the Navy Agreement, the following additional conveyances of EDC property will occur.

1. Tustin will convey to the Tustin Unified School District (TUSD) parcel 17 (an approximate 40 acre site) for development of a high school and parcel 31 (an approximate 10 acre site) for development of an elementary school. Both sites are previous Department of Education requests by the TUSD. Conveyance is subject to the following conditions:

    a) The Department of the Navy's issuance of a Finding of Suitability to Transfer (FOST) each parcel.

    b) Prior to transfer to TUSD, TUSD shall not contest to the potential expansion of the SAUSD boundary to accommodate a 22 acre SAUSD elementary school, if SAUSD elects to receive said 22 acre site from Tustin pursuant to the City and SAUSD Settlement and Release Agreement dated May 10, 2002.

    c) Prior to transfer, TUSD enters into an agreement with and acceptable to the City as required by Section 2.0 of the Agreement between the City of Tustin and TUSD regarding transfer of school sites and other mitigation measures dated October 21, 1996.

    d) The grant deeds for conveyance of properties to TUSD shall contain provisions requiring that TUSD use said parcels it receives from Tustin solely and continuously for the proposed educational use for a period of not less than thirty (30) years. The Tustin may not sell, lease or sublease, rent, mortgage, encumber of otherwise dispose of the property without the prior consent of the City of Tustin.

H. All Conveyances by City – By Quitclaim

The City would intend to convey fee title subject to all terms and conditions of the Navy Agreement and each Quitclaim deed applicable to any agency parcel. Upon conveyance of any parcel to

the agencies noted above, the agencies will be required to assume and faithfully perform any covenants necessary with the land and obligations set forth in the Quitclaim deed as obligations to be performed by the "Grantee or its Successors or Assigns."

2.5 CIRCULATION PLAN

The roadway system for the Plan has three basic functions: 1) to provide efficient accessibility to the regional and local transportation system; 2) to supply adequate internal circulation capacity, and 3) to effectively service the proposed land uses. The first function recognizes the importance of regional and local accessibility for future residential and non-residential uses on the site. The second function, adequate circulation capacity, is key in providing for the traffic generated by those future uses. Finally, the circulation plan complements and reinforces the land uses by providing access and definition to the Plan.

The following discussion describes the basis for the circulation concept in the Plan.

2.5.1 Circulation Concept

Future land uses within the Plan will interact with population and employment centers throughout the County. Accessibility to those surrounding areas will be via several key arterials and interchanges with the regional freeway system. The site is well served in this regard, and the proposed roadway plan is designed to reinforce these important connections, as well as provide efficient access to the surrounding areas.

The Circulation Plan features two "levels" of roadway in terms of circulation system function. The first in this hierarchy are roadways of "regional significance" which cross the Plan area and thereby serve through traffic as well as project generated traffic. The second is a local internal roadway system connecting and serving the land uses in the Plan itself.

One north-south and one east-west roadway cross the Plan area. A ring road then provides local circulation, complementing the proposed land uses and providing access. Together, these two roadway components are designed to serve the internal circulation and external accessibility needs of the future land uses. The roadway links across the Plan are important components of the overall circulation concept, and there are two primary reasons for providing these:

- **System Continuity:** The existing Base creates a "discontinuity" with respect to certain north-south and east-west roads in this area.

Without the Base, it is likely that connections would have been made between Tustin Ranch Road and Von Karman Avenue, Valencia Avenue and Moffett Avenue (this actually exists as an on-base roadway link) and the east and west sections of Warner Avenue.

- **Future Capacity Needs:** The Plan creates capacity needs in an area which has minimal reserve capacity for the future. In essence, the Plan has to create its own capacity. An effective way of creating "new" capacity is to provide thru-traffic links across the Plan area. This has the effect of diverting some non-Plan area traffic from the adjacent parallel roads, thereby making some capacity available on those roadways.

2.5.2 Roadways

The roadway plan for the Plan features the key conceptual elements discussed above: a north-south link (Tustin Ranch Road) and an east-west link (Warner Avenue), with a unifying internal loop roadway.

A. Typical Roadway Standards

Typical roadway standards for the MCAS-Tustin Reuse Plan roadway system were developed from the Tustin and Irvine General Plans and the City of Tustin's "Minimum Design Standards for Public Works Improvements Constructed Within Public Right-of-Way or Improvements to be Maintained With Public Funds". Within the City of Irvine, Irvine roadway standards will apply to both public and private roads if Irvine chooses to upgrade them to city standards. Six roadway classifications for the backbone on-site system will be used: major arterial highway, primary arterial highway, secondary arterial highway, local collector, local street, and private street. The following is a brief description of the proposed roadway classification system that will be used in the Plan. The typical roadway standards are also shown on Figure 2-4.

1. **Major Arterial - Eight Lanes:** An eight lane major arterial has a minimum 144 foot right-of-way and a curb-to-curb pavement width of 126 feet and includes a median island. The major arterial carries a significant volume of regional traffic and does not typically have sidewalks or on-street parking provisions.

2. **Major Arterial - Six Lanes:** A six lane major arterial has a minimum 120-foot right-of-way, a curb-to-curb pavement width of 102 feet, and includes a landscape median island, Class II bicycle lanes and sidewalks. Major arterials carry a

significant volume of regional traffic and does not have on-street parking.

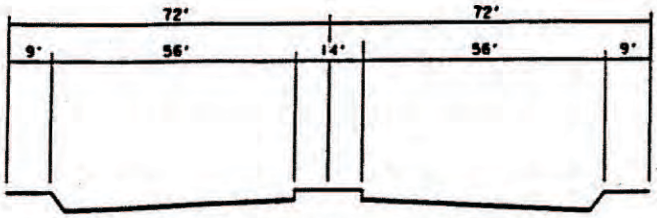
3. **Primary Arterial:** A primary arterial has a minimum 100-foot right-of-way, a curb-to-curb pavement width of 84 feet and includes four travel lanes, landscape median island, Class II bicycle lanes and sidewalks.

4. **Secondary Arterial:** A secondary arterial has a minimum 92-foot right-of-way, and includes four travel lanes, painted median for left turn lanes, Class II bicycle lanes and sidewalks. The City's standard for a secondary arterial was modified in order to provide the painted median and Class II bicycle lanes.

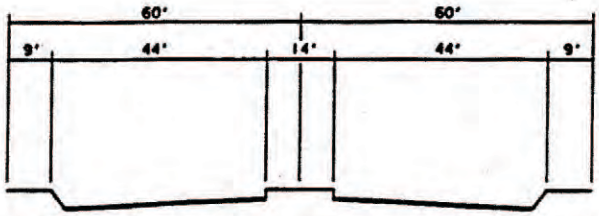
5. **Local Collector:** Local Collector is a new City standard street section that was developed to specifically address traffic volumes generated by the project. A local collector has a 76-foot right-of-way and includes two travel lanes, painted median for left turns, Class II bicycle lanes and sidewalks.

6. **Local Street:** A local street has a minimum 60-foot right-of-way width, a curb-to-curb pavement width of 40 feet and includes two travel lanes and sidewalks. The local street section is a public street standard to be used for local circulation within each development parcel and connects to the backbone roadway system.

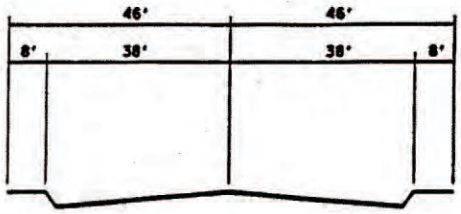
Typical Roadway Standards



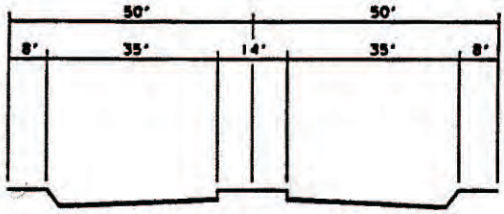
8-LANE MAJOR ARTERIAL 144' R/W



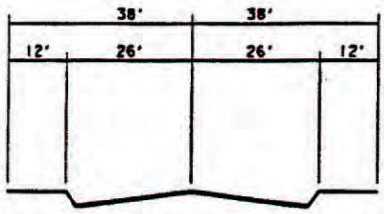
6-LANE MAJOR ARTERIAL 120' R/W



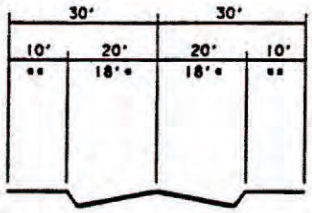
SECONDARY ARTERIAL 92' R/W



PRIMARY ARTERIAL 100' R/W



LOCAL COLLECTOR 76' R/W



LOCAL STREET 60' R/W

* City of Irvine

** Parkway width to be determined by City of Irvine

7. **Private Street:** Private streets will also be permitted and standards for their construction will be identified in the Plan. Private streets include existing streets serving existing developments as well as future streets for proposed development areas.

8. Major and secondary arterial intersections should be designed to maximize capacity. Design features may include the need for additional right-of-way to accommodate dual left-turn lanes and designated right-turn lanes. Lane geometry for the major intersections in the Specific Plan can be found in the Base Reuse Traffic Report, Appendixed to the EIS/EIR.

In certain instances, it may be desirable to incorporate variations to the standard cross-sections for certain roadways or sections of roadways to satisfy intersection capacity requirements, or create visual identity and landscaping opportunities. Such variations would be subject to approval of the Tustin or Irvine City Engineer, as applicable. An off-center or non-symmetrical design may be appropriate where conditions are different on opposite sides of the highway, particularly with respect to such factors as the adjacent land uses, sidewalk and landscape treatment, parking lanes, utilities, and bikeways. The roadways of the Specific Plan are classified as follows and shown on the Circulation Plan (Figure 2-5).

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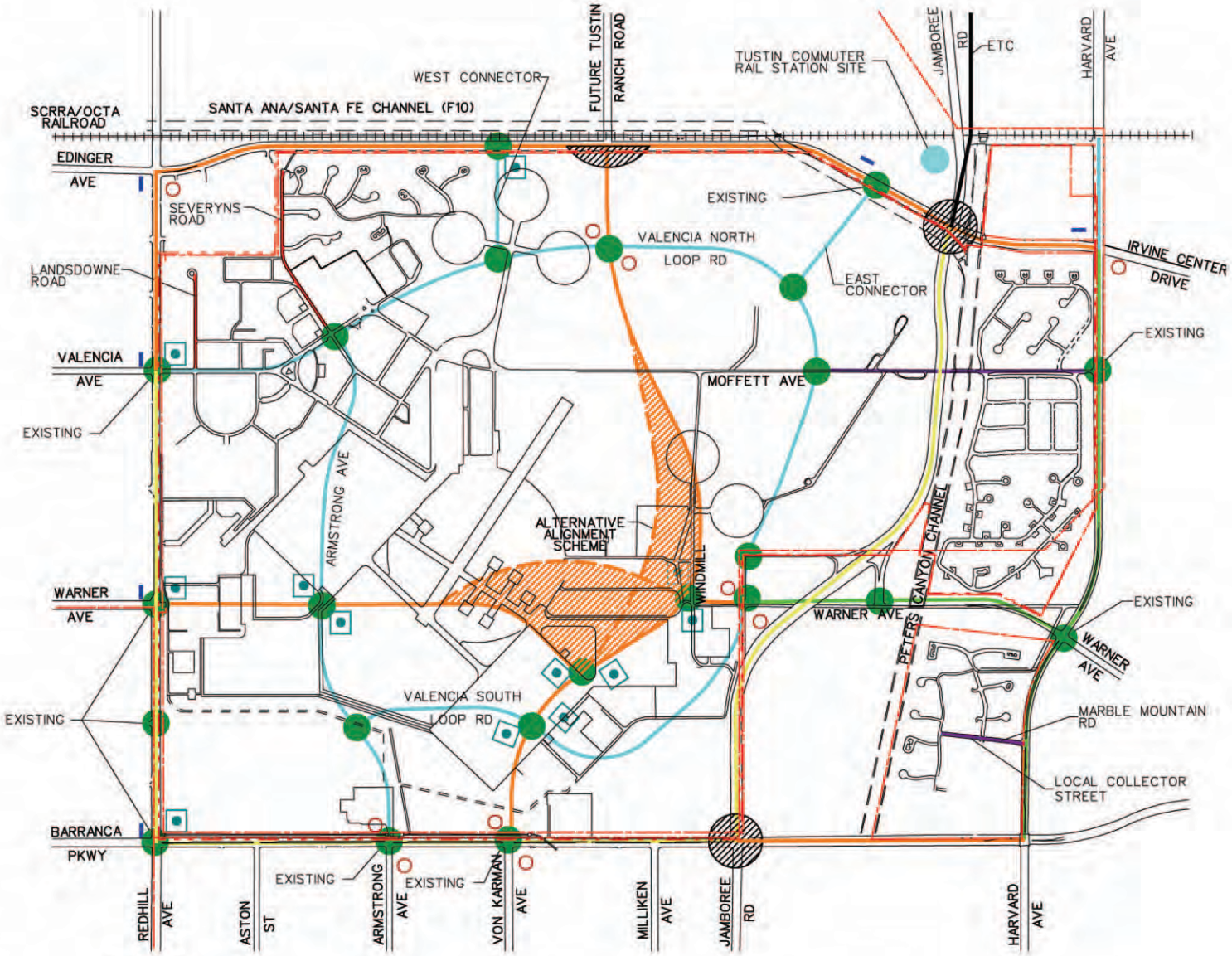
Circulation Plan



LEGEND

- 8-LANE MAJOR ARTERIAL
- 6-LANE MAJOR ARTERIAL
- PRIMARY ARTERIAL
- SECONDARY ARTERIAL
- LOCAL COLLECTOR STREET
- LOCAL STREET
- EXISTING BUS STOP/TURN OUT
- PROPOSED BUS STOPS
- PROPOSED BUS TURNOUTS
- EXISTING OR PROPOSED SIGNALS
- GRADE SEPARATION OR INTERCHANGE
- INTERCHANGE/OVERPASS
- MCAS TUSTIN BOUNDARY
- IRVINE/TUSTIN/SANTA ANA BOUNDARY
- SPECIFIC PLAN BOUNDARY

City Boundary and Tustin Ranch Road/Warner Avenue alignment are correctly depicted on Figure 2-1

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B. Specific Plan Roadways

1. Major Arterials - Eight Lanes

a) Jamboree Road

Jamboree Road is classified as an eight-lane major arterial from the SCRRA/OCTA Railroad, north of Edinger Avenue, to Barranca Parkway. Jamboree Road, in this zone forms the transition area for the southerly terminus of the west leg of the Eastern Transportation Corridor (ETC). Current plans include construction of a grade-separated interchange at Edinger Avenue. Consistent with its character as the Transition Area for the west leg of the ETC, sidewalks and bicycle-lanes will be eliminated along this portion of the roadway.

b) Red Hill Avenue

The long range plan for Red Hill Avenue calls for the improvement of the roadway to eight lanes between Barranca Parkway and Valencia with Class II bicycle lanes as part of mitigation improvements for the Irvine Business Center (IBC) project in the City of Irvine. The City of Tustin will request a public conveyance along the east side of Red Hill Avenue between intersections of typically 22 feet (this may vary depending upon the location of existing buildings and structures on the Base with reuse potential that would be impacted by the future right-of-way). Additional conveyances may be required at intersections to accommodate necessary improvements.

c) Barranca Parkway

Barranca Parkway is an existing six-lane facility. The City of Irvine General Plan calls for the widening of Barranca Parkway to an eight-lane facility adjacent to the base. It appears that sufficient right-of-way exists between existing street right-of-way and OCFCD right-of-way such that additional right-of-way will not be required to accommodate future widening from Red Hill Avenue to Von Karman Avenue between intersections. However, additional right-of-way will need to be requested as a public conveyance of typically 24 feet to accommodate the widening from Von Karman Avenue to

Jamboree Road and from Peter's Canyon Channel to Harvard Avenue. Additional conveyances may be required at intersections from Red Hill Avenue to Jamboree to accommodate intersection improvements.

2. **Major Arterials - Six Lanes**

a) Tustin Ranch Road

Tustin Ranch Road is classified as a major arterial from Edinger Avenue to Barranca Parkway, including an interchange at Edinger Avenue. There are eight interchange alternatives under consideration by the City of Tustin including a double loop interchange, and an urban-arterial interchange. All current intersection alternatives are grade separated.

b) Warner Avenue

Warner Avenue is classified as a major arterial facility with six lanes from Red Hill Avenue to Valencia South Loop Road. There are two alignments currently being proposed for this segment of Warner Avenue. Warner Avenue is classified as a primary arterial from Valencia South Loop Road to Harvard with four travel lanes and Class II bicycle lanes.

c) Edinger Avenue

The long range plan for Edinger Avenue calls for the improvement of the roadway to Major Arterial standards. The City of Tustin will request approximately six feet of right-of-way along the south side of Edinger Avenue from approximately 1,300 feet east of Red Hill Avenue to approximately 2,400 feet west of Jamboree Road as a public conveyance. Additional conveyances may be required at intersections to accommodate necessary improvements.

3. **Primary Arterial**

a) Warner Avenue

Warner Avenue is classified as a Primary Arterial from Valencia South Loop Road to Harvard Avenue with four travel lanes and Class II bicycle lanes.

b) Harvard Avenue

Harvard Avenue is classified as a Primary Arterial from Edinger Avenue to Barranca Parkway. It is anticipated that the site may need to dedicate right-of-way to accommodate the widening of intersecting streets and an additional five feet along the west side of Harvard Avenue within the City of Tustin to accommodate sidewalks.

4. **Secondary Arterial**

a) Valencia North and South Loop Road

Valencia North and South Loop Road is classified as a Secondary Arterial with two travel lanes in each direction and Class II bike lanes. Valencia North Loop Road starts at Red Hill Avenue and extends to Warner Avenue. South Loop Road extends from Warner Avenue to Armstrong Avenue.

b) Armstrong Avenue

Armstrong Avenue is classified as a Secondary Arterial with two travel lanes in each direction and Class II bike lanes from Barranca Parkway to Valencia North Loop Road.

c) West Connector

The West Connector is classified as a Secondary Arterial with two travel lanes in each direction and Class II bike lanes from Edinger Avenue to Valencia North Loop Road. The West Connector is the roadway located west of Tustin Ranch Road.

d) Harvard Avenue

Harvard Avenue is classified as a Secondary Arterial from Edinger to the railroad right-of-way.

e) East Connector

The East Connector is proposed to be classified as a Secondary Arterial with two travel lanes in each direction and Class II bike lanes from Edinger Avenue to Valencia

North Loop Road. The East Connector is the roadway located East of Tustin Ranch Road.

5. **Local Collector**

a) Moffett Avenue

Moffett Avenue is classified as a Local Collector Street with two travel lanes (one in each direction) and sidewalks from Harvard Avenue to Valencia North Loop Road.

b) Marble Mountain Road

Marble Mountain Road is an existing local street that has an existing right-of-way width of 60 feet with 2 travel lanes (one in each direction) and sidewalks. It is the City of Irvine's intention to widen the existing right-of-way to local collector standards. The street provides access to the existing base housing (south of Warner Avenue and between Peters Canyon Channel and Harvard Avenue) and will also provide access to the future neighborhood park and school.

6. **Local Street**

a) Lansdowne Road and Severyns Road

Lansdowne Road and Severyns Road are existing streets that will be improved to Public Street standards that will connect to Valencia North and South Loop Road and will provide access to the Education Village, the Community Park, future housing, as well as the existing base housing (Tustin Villas neighborhood). The right-of-way width will be 60 feet which includes two travel lanes (one in each direction) and sidewalks.

b) Other Potential Local Streets

Although not shown on Figure 2-5, the City of Irvine may desire the installation of a local street connecting Warner Avenue with the City of Irvine neighborhood located north of Warner Avenue, if feasible.

7. **Arterial Right-of-Way Dedication**

a) Red Hill Avenue

The long range plan for Red Hill Avenue calls for the improvement of the roadway to eight lanes between Barranca and Valencia with Class II bicycle lanes. The base will be required to dedicate typically 22 feet of right-of-way along the east side of Red Hill Avenue.

b) Edinger Avenue

The long range plan for Edinger Avenue calls for the improvement of the roadway to six lanes. The base will be required to dedicate typically six feet of right-of-way along the south side of Edinger Avenue.

c) Jamboree Road

Jamboree is an existing six lane facility bisecting the Plan area, and will ultimately be widened to eight lanes. There are two major projects that will be required along this section of roadway. An urban interchange has been constructed at Edinger Avenue and the widening of Jamboree Road between Moffett and Barranca is currently being designed by TCA. The base will be required to dedicate any necessary right-of-way, as well as accommodate the right-of-way needed, if any, for expansion to an eight lane facility.

d) Barranca Parkway

Barranca Parkway is an existing six lane facility which will be an eight lane facility adjacent to the base. The north side of Barranca Parkway will need to be improved including improvement of the Barranca Channel. The base will be required to dedicate any required right-of-way to accommodate the improvements.

e) Harvard Avenue

Harvard Avenue is an existing four lane facility which will need spot widening and improvements along the west side. The base will be required to dedicate any required right-of-way necessary to accommodate the improvements.

8. **Private Street Standards**

The following private street standards are applicable within the City of Tustin. Within Irvine, the City of Irvine's roadway standards shall apply.

a) Private Streets

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

- Private streets for attached and detached dwellings where on-street parallel parking will be limited to one side only shall have a minimum paved width of 32 feet.

- Private streets for attached and detached residential dwellings with on-street parallel parking permitted on both sides of the street shall have a minimum paved width of 36 feet.

- The total right-of-way for purposes of determining minimum paved width and establishing setback lines for attached and detached residential products shall include the paved street width and any parkway in accordance with Standard B102 of the City's Construction Standards for Private Streets, Storm Drain and On-Site Private Improvements.

- Sidewalks shall be provided on a private street for attached and detached residential products in accordance with Standard B102 of the City of Tustin's Construction Standards, Storm Drain and On-site Private Improvements and subject to compliance with applicable accessibility requirements of the American Disabilities Act, Title 24 of the Uniform Building Code as locally amended, and the Department of Housing and Urban Development's Fair Housing Accessibility Guidelines.

- Shared driveways for detached residential products shall be prohibited except within private courts.

- All private streets and related improvements shall be constructed in accordance with the City of Tustin's Construction Standards for Private Streets, Storm Drain and On-Site Private Improvements.

b) Private Drives

- Private drives for attached and detached residential products with perpendicular parking outside of the travel way shall have a minimum paved width of 24 feet, except as otherwise approved by the Director of Public Works.

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

- Where private drives dead-end, they may end in cul-de-sacs, hammerheads or punchouts as long as adequate maneuverability and turning radius is provided for vehicles, including emergency vehicles and trash trucks.

- The total right-of-way for purposes of determining minimum paved width and establishing setback lines for attached residential products shall include the paved street width (and sidewalks when required). The total right-of-way for purposes of determining minimum paved width and establishing setback lines for detached residential products shall include the paved street width and parkway in accordance with Standard B102 of the City's Construction Standards for Private Streets.

- Sidewalks shall be provided on private drives for attached and detached residential products as a

condition of design review or subdivision approval to ensure adequate and safe pedestrian circulation and compliance with applicable accessibility requirements of the American Disabilities Act, Title 24 of the Uniform Building Code as locally amended, and the Department of Housing and Urban Development's Fair Housing Accessibility Guidelines.

- Shared driveways for detached residential products shall be prohibited except within private courts.

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

c) Private Courts - Detached Residential Products Only

- A private court shall consist of a combination of private streets and/or private drives which take access from a main backbone street system within a detached residential development and which serves no more than 12 dwelling units.

- The primary entrance to a private court may be considered a private drive if the court is no more than 150 feet in length and serves no more than 6 dwelling units. In determining the maximum 150-foot length of a drive, an extension of the right-of-way line for the street the drive takes access from shall be drawn across the end of the drive entrance and measurement shall be taken to the end of the private drive or shared driveway. Minor punchouts which are not more than 3 feet in length at the end of a private drive shall be excluded in calculating the maximum length of a drive.

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

feet with parking permitted on one side of the street only.

- If access is from a private street within a private court, a perpendicular portion within the private court shall be considered a private drive and have a minimum paved width of 24 feet with no parallel parking within the travel way.

- The private drive portion of a private court shall not be more than 150 feet in length and serve no more than 6 dwelling units.

- The total right-of-way for purposes of determining minimum paved width and establishing setback lines for structures on a private street or drive within a private court shall include the paved street width (curb face to curb face for standard curb or flow line for rolled/ramped curb).

- A minimum 3' 6" wide sidewalk (measured from back of curb) shall be provided on at least one side of the private street within the private court and may be located outside of the right-of-way, and in all events shall comply with applicable accessibility requirements of the American Disabilities Act, Title 24 of the Uniform Building Code as locally amended, and the Department of Housing and Urban Development's Fair Housing Accessibility Guidelines. Sidewalks may be required as a condition of design review or subdivision approval on private drives within a private court to ensure adequate and safe pedestrian circulation and compliance with applicable accessibility requirements of the American Disabilities Act, Title 24 of the Uniform Building Code and locally amended, and the Department of Housing and Urban Development's Fair Housing Accessibility Guidelines.

- Where private streets and drives terminate within a private court, they may terminate in cul-de-sacs, hammerheads or punchouts as long as adequate width, maneuverability and turning radius is provided for vehicles, including emergency vehicles and trash trucks.

- Decorative paving treatments such as concrete banding, asphalt scored concrete, colored concrete and/or interlocking pavers shall be used in the private court.

- In private courts, shared driveways shall only be permitted to access the last two dwelling units on a private drive or street which are located across the court from each other. The throat entrance to such a shared driveway shall not be less than 20 feet in width and no more than 25 feet in length and improved with a decorative material which differentiates it from the other portions of the private court. The travel way on a shared driveway shall not be less than 24 feet. The building setbacks from a shared driveway shall be from the edge of the travel way. The shared driveway shall be considered when determining the length of a court and whether said court needs to be accessed by a private street or private drive as required by subsection "b" above.

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

2.6 RECREATIONAL BIKEWAY/TRAIL CONCEPT PLAN

The Recreational Bikeway/Trail Concept Plan provides an opportunity to complete vital links necessary for a comprehensive regional system as well as improved local system. There are three planning agencies involved in the implementation and maintenance of the bikeway/trail system for the Plan and adjacent areas: the City of Tustin, Orange County Public Facilities and Resources Department (PFRD), and the City of Irvine. Each of these agencies have developed their own recreational bikeway and trail master plan to efficiently move cyclists within the respective communities served. Ongoing interagency coordination will be required to address the issues associated with bikeway and trail implementation.

The Recreational Bikeway/Trail Concept Plan calls for Class II (on-road) bikeways on each of the Specific Plan roadways, as shown in Figure 2-6 The Class II system will provide a valuable link to the overall regional system as well as ensure bicycle linkages between uses within the Plan.

The Class II bikeway standards are consistent with the City of Tustin General Plan, and are shown in Table 2-4 below. In addition to bikeways, development of non-residential land uses may involve the provision of bicycle facilities, where appropriate, in accordance with the City's Transportation Demand Management (TDM) Ordinance. These facilities may include bicycle racks or parking facilities, and shower and locker room facilities.

The Recreation Bikeway/Trail Concept Plan links to adjacent on- and off-road bikeways/trails as identified in Figure 2-6. These facilities are part of a local and regional network planned by the City of Tustin, County of Orange and City of Irvine.

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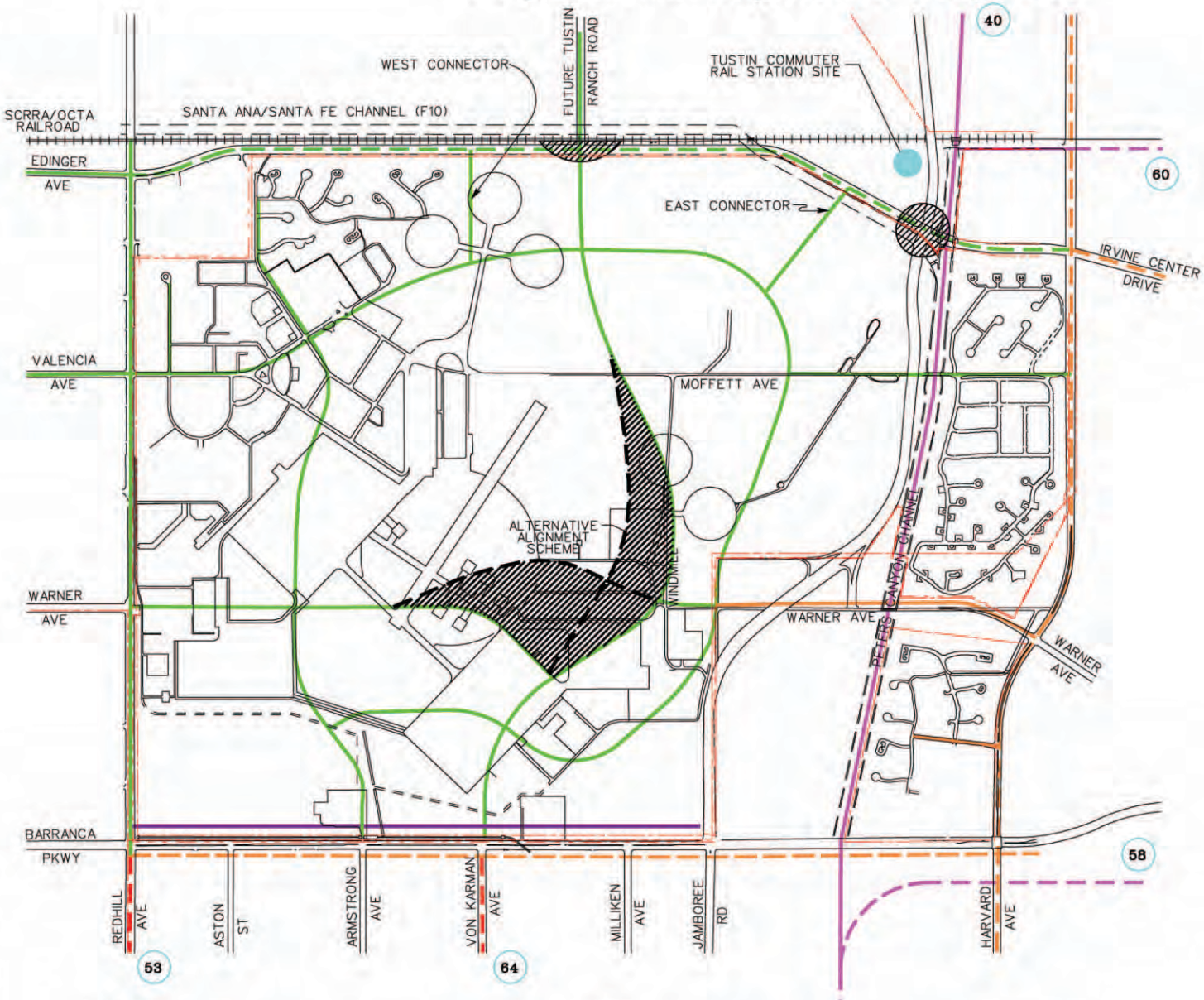
Regional Bikeway/Trail Concept Plan



LEGEND

- CLASS 1 - EXISTING OCPFRD
- CLASS 1 - PROPOSED OCPFRD
- CLASS 1 - EXISTING TUSTIN
- CLASS 1 - PROPOSED TUSTIN
- CLASS 11 - EXISTING OCPFRD
- CLASS 11 - EXISTING TUSTIN
- CLASS 11 - PROPOSED TUSTIN
- CLASS 11- EXISTING IRVINE
- CLASS 11 - PROPOSED IRVINE
- 58 - COUNTY ROUTE NUMBER
- ETC TRANSITION AREA/GRADE SEPARATED INTERCHANGE
- INTERCHANGE/OVERPASS
- MCAS TUSTIN BOUNDARY
- IRVINE/TUSTIN/SANTA ANA BOUNDARY
- SPECIFIC PLAN BOUNDARY

City Boundary and Tustin Ranch Road/Warner Avenue alignment are correctly depicted on Figure 2-1

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2.6.1 City of Tustin Bikeways

The Tustin General Plan dated February 1994, proposes three Class II bikeways in the immediate Plan area, one facility on Valencia Avenue from Red Hill Avenue to Newport Avenue, extension of the Edinger Avenue bikeway from Red Hill Avenue to Newport Avenue, and Tustin Ranch Road bikeway from Walnut Avenue to Edinger Avenue. In addition, the General Plan follows the County's Master Plan for a proposed Class II bike route on Red Hill Avenue and a Class I bikeway/trail on Barranca Parkway. The Plan also proposes to remove the existing Class II on Jamboree Road north of Edinger Avenue to just south of I-5. This is consistent with the County Master Plan of Commuter Bikeways and the immediate plans to upgrade this roadway to an eight-lane highway by the Transportation Corridor Agencies in conjunction with construction of the west leg of the Eastern Transportation Corridor.

TABLE 2-4 ***RECREATIONAL BIKEWAYS AND TRAIL CLASSIFICATION***
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.
References: [1] Caltrans "Planning and Design Criteria for Bikeways in California" [2] County of Orange adopted standard Plans for Bikeways [3] City of Tustin General Plan, 1994.

2.6.2 County of Orange Bikeways/Trails

The Orange County Public Facilities and Resources Department (PFRD) current master plan proposes to complete missing segments of the existing bike routes for the regional system. This action will provide better circulation by efficiently linking bordering communities together. PFRD's proposed improvements within the immediate area of the Plan are described below:

- **Route 53:** Connect the Class II bikeway on Red Hill Avenue at Barranca Parkway to Bryan Avenue.
- **Route 64:** Connect the Class II bikeway on Von Karman Avenue/Tustin Ranch Road at Barranca Parkway to Walnut Avenue.
- **Route 40:** Develop a Regional Riding/Hiking and Bicycle Trail along Peters Canyon Wash. Grade separated trail crossings would be expected for this route at each arterial crossing for the Class I bikeway and Regional Riding/Hiking Trail.
- **Route 60:** Connect to Route 40 by extending Route 60's Class I facility to Peters Canyon Wash along Southern California Regional Rail Authority (SCRRA) Railroad right-of-way.
- **Route 58:** Develop a Class I trail along Barranca Parkway in coordination with the Cities of Tustin and Irvine. The Class I trail will connect the trail system on Barranca Parkway with San Diego Creek Channel trail.

In addition, OCPFRD is working with Orange County Transportation Authority (OCTA) to develop a proposed Master Plan of Countywide Commuter Bikeways. Generally, this plan is centered on developing and refining a comprehensive commuter-oriented bikeway system. OCTA is currently circulating a draft of this plan to the cities for review.

It is both the City of Tustin's and City of Irvine's positions that they will not provide funding for riding and hiking trail improvements. Tustin and Irvine will instead concentrate on bikeway and pedestrian trails due to the fact such trails will have significantly greater use than riding and hiking trails.

2.6.3 City of Irvine Bikeways

The City of Irvine's existing Class II bikeway network is fully developed in the immediate area of the Plan. However, Warner Avenue and Moffett Avenue east of Harvard Avenue have the potential to add to the Class II system. A proposed Regional Trail along Peters Canyon Wash as well as

portions of the base bikeways and trails located within the City of Irvine are dependent upon the availability of funding.

2.7 PARKS/RECREATION/OPEN SPACE PLAN

The Specific Plan provides for a variety of public and private parklands, open space areas, private recreation facilities, and trails to serve the residents of the Plan as well as the larger community. The Land Use Plan, Figure 2-1, identifies a variety of public parks including neighborhood parks, a community park, and a regional park.

The City of Tustin has established standards for determining land requirements for future park sites within the Conservation/Open Space/Recreation Element of the General Plan and in Tustin's City Code. The adopted standard for neighborhood and community parks is three (3) acres of usable parkland per one thousand (1000) potential population. In typical residential developments, a developer has the option of dedicating parkland, providing an equivalent value of park improvements, and/or paying in lieu fees based on the formulas contained in the City Code. For the MCAS Tustin Specific Plan/Reuse Plan area, the City of Tustin will be requesting that community and neighborhood parklands be conveyed to the City by the federal government. Therefore, as a condition of approval for a final tract map or parcel map, a developer will be required to pay fees or provide park improvements for the conveyed parkland, in accordance with the Tustin City Code or improvements as may be negotiated pursuant to a Disposition and Development Agreement. The Specific Plan proposes a combination of public neighborhood parks and a community park to meet the overall MCAS Tustin Specific Plan/Reuse Plan park requirement, as described below.

The City of Irvine's Local Park Code also establishes standards for determining land requirements and improvements for park sites within the City. The Specific Plan identifies a neighborhood park site, described below. Irvine will also be requesting that this park site be conveyed to the City of Irvine by the federal government. The park would be developed in accordance with the applicable requirements of Irvine's Local Park Code.

2.7.1 Neighborhood Parks

Three neighborhood parks are generally located on the Land Use Plan. Two of the parks are within Tustin and one is located in the City of Irvine.

The two parks in Tustin are within Neighborhood G, which will contain the majority of new residential development within the Plan. One of the parks is to be located adjacent to a planned elementary school in the southern portion of the Neighborhood. The parks may contain active

recreation facilities such as ball fields, multi-purpose fields, game courts, tot lots, and picnic facilities, as well as passive open space areas. Ancillary structures, such as restrooms, will also be permitted. Pedestrian and bicycle access will also be provided to surrounding residential areas. The parks in Tustin are estimated on the Land Use Plan Summary as five (5) acres each. The minimum neighborhood park size is three (3) acres per City of Tustin standards. The final location, size, and configuration will be determined prior to final subdivision map approval or in conjunction with a Disposition and Development Agreement.

The neighborhood park in the City of Irvine will be located adjacent to a planned elementary (K-8) grade school, in the southeastern corner of the Plan. The park may contain active recreation facilities, similar to those described above for the Tustin parks and may also include child care facilities. Pedestrian and bicycle access to surrounding residential areas will also be provided. The park is estimated on the Land Use Plan as eight acres in size.

2.7.2 Community Parks

The Specific Plan provides for a 24.1 acre community park in the northwest portion of the Plan area. In addition, a 46 acre active community park would be located in the central portion of the Plan area, as well as additional public and private park and open space areas which will traverse the Specific Plan Area and be referred to as the “Linear Park”. The additional community park and the linear park system will include a variety of active and passive facilities. Upon completion, the community park will contain a wide range of recreational facilities including softball, football, soccer, tennis, basketball, racquetball, and volleyball facilities. The park will also contain picnic areas, community center buildings, multi-purpose rooms, and supporting uses. The 24.1 acre community park is intended to serve an approximate population of 10,000 residents, which will include the Plan area as well as a significant number of households in the southern and western portions of Tustin.

2.7.3 Urban Regional Park

A significant open space and cultural amenity within the Plan will be an 84.5 acre urban regional park to be owned, operated and maintained by the County of Orange, Harbors, Beaches and Parks. If financially feasible to preserve, the landmark wooden blimp hanger will be the focal point of the park. The hangar is listed on the National Register of Historic Buildings and measures 1,088 feet in length, 297 feet in width, and 178 feet in height. The federal Section 106 process requires consultation with the State Office of Historic Preservation to establish mitigation measures, including the possibility of providing an interpretive center in the park, if

the hangar is not retained. In either event, the park will have an historic emphasis overall, and include outdoor recreation and the adaptive reuse of a number of existing buildings. The park is in close proximity to the community park and is situated to support and complement other adjacent proposed uses.

The park may also contain general purpose turf areas, extensive tree forestation, ballfields, meandering paths for walking and bicycling, tot lots, courts for basketball, volleyball, and tennis and commercial recreational uses and concessions. Existing buildings within the park site may be reused to provide park programs, recreational classes, training, educational and interpretive programs, park maintenance/administration, animal shelter, park ranger office, snack bar, children's playhouse, and garage facility.

2.7.4 (Section Deleted)

2.8 SCHOOLS

Four local school sites are reserved on the Land Use Plan to accommodate the student population growth estimated by the affected school districts in Tustin and Irvine. The location, size, and configuration on the Land Use Plan is generalized.

Within the Tustin Unified School District, two 10-acre elementary schools (K-6) and one 40-acre high school are planned. Within the Irvine Unified School District, a 20-acre elementary school (K-8) is planned at the corner of Barranca Parkway and Harvard Avenue. If any school shown on the Land Use Plan is not needed or if the site acreage allocated is less than the amount used for the school, then the unused acreage will be reallocated to the underlying designation, as specified in the Statistical Analysis. Should an acreage adjustment occur, the maximum number of dwelling units or maximum square footage identified for the affected Planning Area would remain the same.

2.9 DOMESTIC WATER PLAN

The domestic water concept plan (Figure 2-7) was developed in consultation with The Irvine Ranch Water District (IRWD). IRWD is the jurisdictional agency responsible for providing domestic (potable) water service to the Plan.

IRWD currently supplies domestic water to the base through a north-south 16-inch pipeline in the center of the base. IRWD recommends abandoning the existing military water mains in a phased manner and providing service connections to developments through a new backbone system and from existing water mains in adjacent roadways.

The proposed system will serve areas west of Peters Canyon Channel and will utilize Valencia Loop Road as the backbone of the loop system. The proposed backbone domestic water system is shown in Figure 2-7 and is based upon design recommendations proposed in the IRWD Water Resources Master Plan. The Master Plan recommends that pipe systems follow a loop pattern and provide service areas with multiple sources of supply. These recommendations provide operational flexibility that will prevent loss of service to an area should a source or pipeline fail. The proposed domestic water system adheres to both of these recommendations.

Water will be acquired from the following three sources:

- The 54-inch IRWD Barranca Well Line through a tie-in at Von Karman Avenue and Barranca Parkway.
- An existing 12-inch IRWD line along Harvard Avenue through a tie-in at Moffett Avenue.
- The 18-inch Navy High Pressure Line through a connection at OC-58, located east of the intersection of Warner Avenue and Red Hill Avenue, and at the intersection of Armstrong Avenue and Warner Avenue.

Parcels located east of Peters Canyon Channel will acquire water service from the Harvard Avenue water main. The 42-inch diameter line will serve as the backbone domestic water conveyance system. No new backbone lines are proposed for parcels in this area.

Pipe sizes were calculated by IRWD based on demands, water pressure requirements, flow velocity criteria, and the fire-flow specifications of the Orange County Fire Authority. Surveys and more specific knowledge of the land uses will be required to determine the network's final pipe sizes. In addition, further studies must be conducted by IRWD to determine whether development of the site will require the purchase of additional water rights. This will require the development of a Subarea Master Plan by IRWD.

IRWD already has property and easement rights at MCAS Tustin along Red Hill Avenue to construct water wells and convey the well water to its distribution system. IRWD has also proposed to exchange its existing rights along Red Hill Avenue, including four existing abandoned wells (TIC6, TIC100, 29HI, and TIC93), for four new well sites along Barranca Parkway. It is being recommended that the new well sites be delineated and dedicated during the concept and/or development project approval stage to ensure that they are compatibly located within future land uses.

A final decision on water line locations and sizing shall be determined and approved by IRWD and Tustin and Irvine City Engineer's, as applicable.

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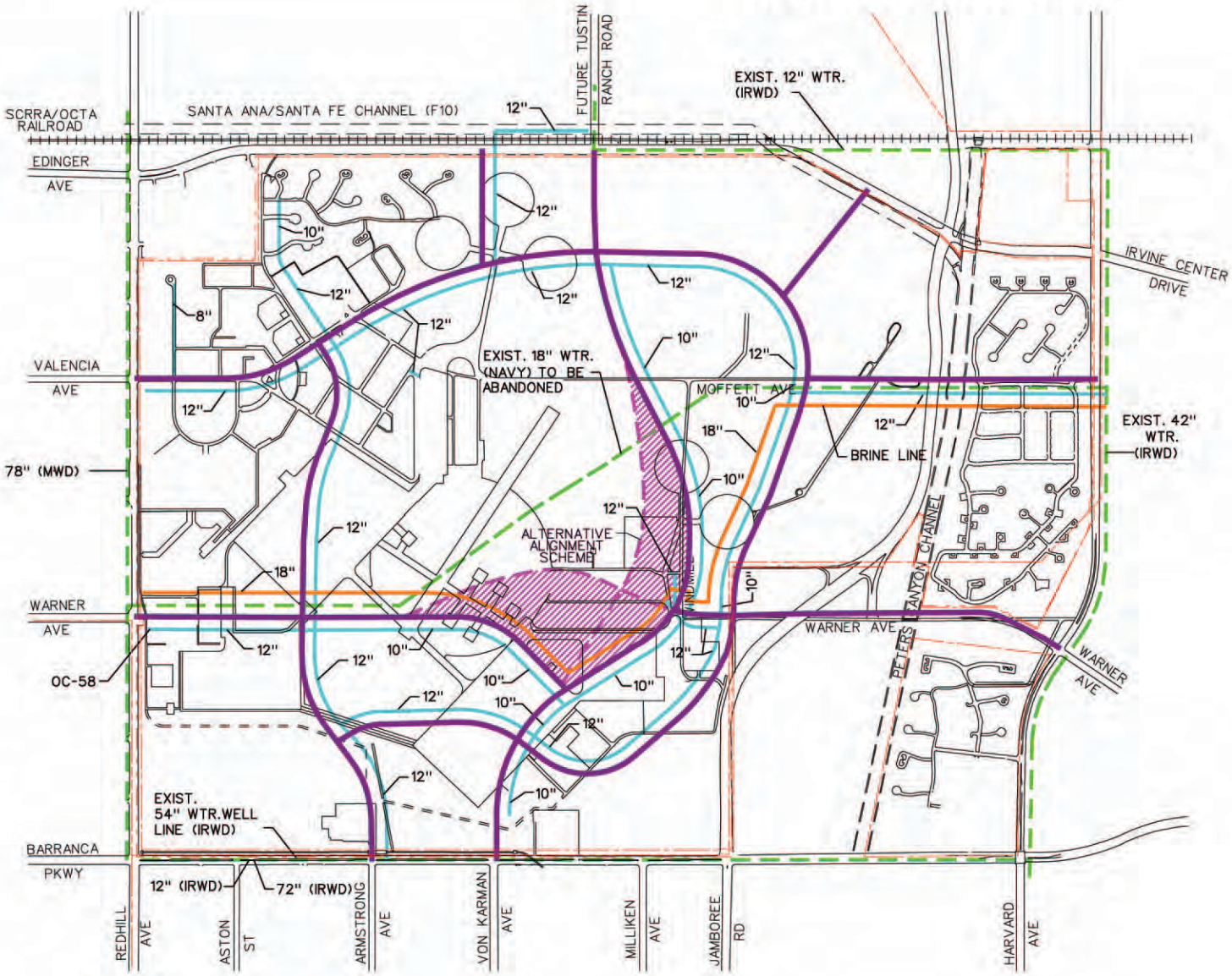
Domestic Water Plan



LEGEND

- PROPOSED ROADWAY
- EXISTING DOMESTIC WATER MAINS
- PROPOSED DOMESTIC WATER BACKBONE
- NEW BRINE LINE
- MCAS TUSTIN BOUNDARY
- IRVINE/TUSTIN/SANTA ANA BOUNDARY
- SPECIFIC PLAN BOUNDARY

Notes:

City Boundary and Tustin Ranch Road/Warner Avenue alignment are correctly depicted on Figure 2-1

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2.10 RECLAIMED WATER PLAN

Reclaimed (non-potable) water is currently supplied to the base by IRWD through a 16-inch pipeline in Barranca Parkway. The base's internal reclaimed water system ties into the Barranca Parkway pipeline at Jamboree Road and extends north towards Edinger Avenue. This line supplies multiple agricultural cross-feeds along its course, and is owned by the military. IRWD recommends abandoning the existing reclaimed water mains in a phased manner and providing service connections to developments through a new backbone system.

The proposed reclaimed water plan, developed in consultation with IRWD, for the Plan is shown in Figure 2-8. The proposed backbone system will serve parcels located west of Peters Canyon Channel and will utilize Valencia Loop Road as the backbone of a loop system. Water will be acquired from the following two sources:

- The 16-inch diameter IRWD line in Barranca Parkway through a connection at Jamboree Road.
- The 20-inch diameter IRWD line in Harvard Avenue through a connection at Moffett Avenue.

Parcels located east of Peters Canyon Channel will be serviced by the 20-inch diameter IRWD line in Harvard Avenue. Since there are no existing distribution lines serving residential areas adjacent to Harvard Avenue, a decision will need to be made during the development stage as to whether it would be cost-effective to have irrigation served by the domestic water system (which will be a privately-owned system).

Pipe sizes were calculated by IRWD based on demands, water pressure requirements, and flow velocity criteria. Surveys and more specific knowledge of the land uses will be required to determine the network's final pipe sizes. A Subarea Master Plan has been developed and approved by IRWD.

IRWD has expressed interest in giving up ownership of existing well properties on the northwest side of the site at Red Hill Avenue in exchange for new well sites near the site's southern border. Well sites will need to be negotiated between IRWD and the development. The exchange would provide an opportunity to develop these sites and integrate the new sites into the planned business areas. The new well sites will be used during peak periods to provide reclaimed water.

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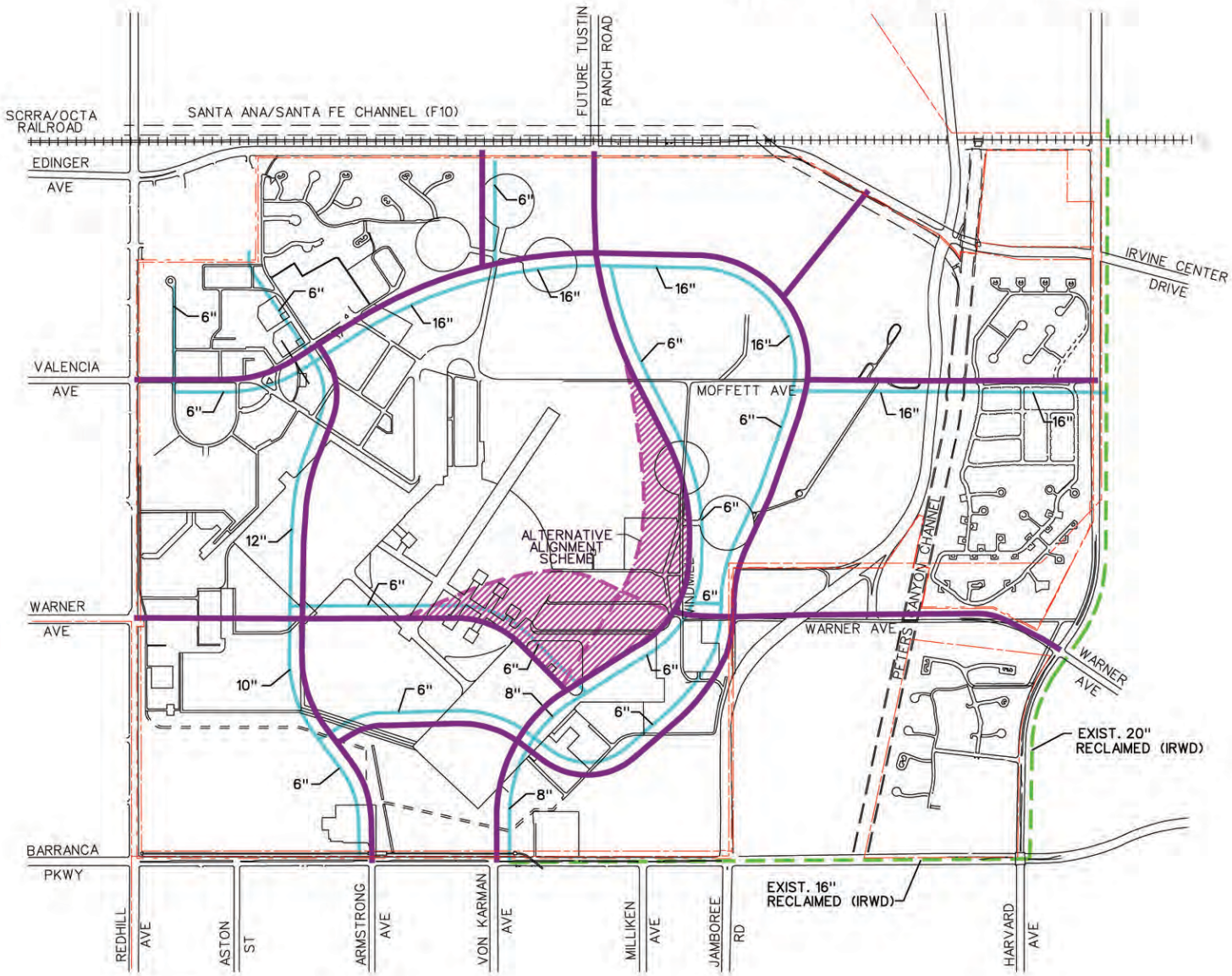
Reclaimed Water Plan



LEGEND

- PROPOSED ROADWAY
- EXISTING RECLAIMED WATER
- PROPOSED RECLAIMED WATER
- MCAS TUSTIN BOUNDARY
- IRVINE/TUSTIN/SANTA ANA BOUNDARY
- SPECIFIC PLAN BOUNDARY

Notes:

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2.11 SANITARY SEWER PLAN

The Irvine Ranch Water District (IRWD) and Orange County Sanitation District #7 (CSD-7) are the jurisdictional agencies responsible for providing plan approval and sewer service to the Plan area. The IRWD and San District #7 have agreed to allow the IRWD to be the sole responsible agency for provision of sewer service for the redevelopment of the base.

IRWD recommends abandoning the existing sewer mains in a phased manner and providing service to developments from connections through a new backbone system. Conceptual plans for sewage conveyance backbone system from the site were prepared in coordination with IRWD.

The site's existing topography favors sewer flow towards the southeast, therefore it may not be possible to take sewage flow northerly to the existing 24-inch sewer main in Edinger Avenue. The proposed sewer system, shown in Figure 2-9, flows south and connects to a proposed sewer main in Barranca Parkway. All parcels located west of Peters Canyon Channel will discharge through this system. For the purposes of this study, flow towards the north or to the west by gravity are assumed to not be feasible. Sewage will be conveyed through a new trunk system in Armstrong Avenue through Irvine.

Future studies, requiring accurate survey data and coordination with IRWD, will be required to determine final tie-in points and each agency's maintenance responsibilities.

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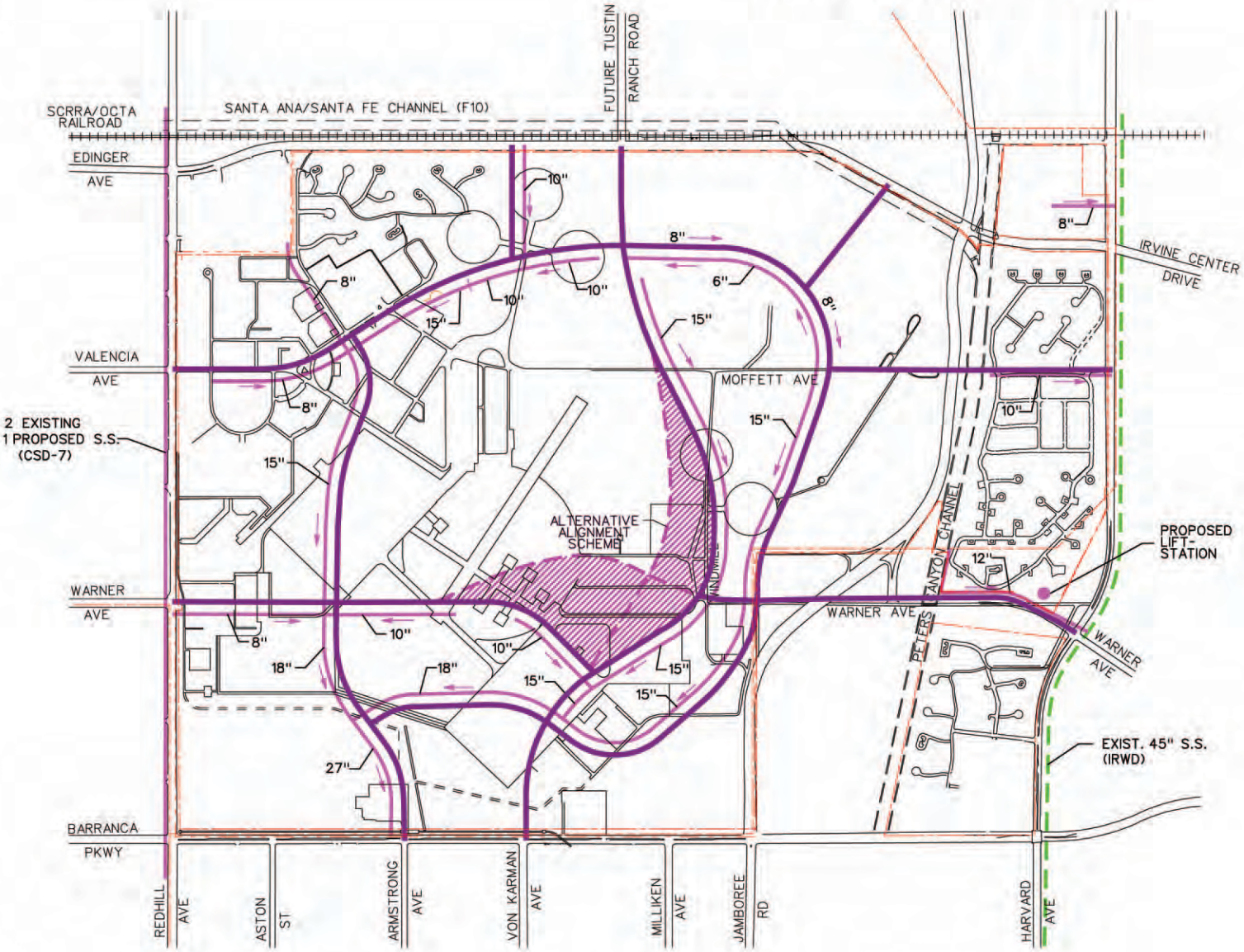
Sanitary Sewer Plan



LEGEND

- PROPOSED ROADWAY
- EXISTING SEWER
- PROPOSED SEWER
- DIRECTION OF FLOW
- MCAS TUSTIN BOUNDARY
- IRVINE/TUSTIN/SANTA ANA BOUNDARY
- SPECIFIC PLAN BOUNDARY

Notes:

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Parcels located east of Peters Canyon Channel will be serviced by the existing 45-inch diameter IRWD main located in Harvard Avenue. The Harvard main will serve as the backbone system for these areas; therefore, no additional backbone sewer infrastructure is necessary for new developments. However, it will be necessary to install new sewer pipe and a lift station to transport sewage from the existing developments located east of Peters Canyon Channel to the Harvard Avenue main. The proposed pipe will run south along Peters Canyon Channel from the existing sewer siphon just north of Warner Avenue to Warner Avenue where it will turn east until it makes a connection with the Harvard Avenue main via a lift-station.

2.12 STORM DRAINAGE PLAN

The proposed storm drain system was designed based on a 25-year return frequency storm. The Orange County Hydrology Manual, Rational Method was used to determine the peak runoffs. A proposed major backbone storm drain facilities to be developed in a phased manner within the site have been identified on Figure 2-10. The proposed backbone system is anticipated to provide a means for eliminating those areas on the site which are within the 100-year flood plain in a manner consistent with the Final Runoff Management Plan for Tustin Legacy.

The backbone system will follow the alignments of the major arterial roadways, such as Armstrong Avenue, Valencia North and South Loop Road, Tustin Ranch Road, and Warner Avenue. Utilizing the existing storm drain system on the base in a permanent condition was not considered a practical alternative. For the most part these pipes are undersized and will not serve the intended purpose.

However, the existing 72-inch reinforced concrete pipe (RCP) at the intersection of Jamboree Road and Barranca Parkway was considered and was determined to be a viable option for the backbone system. The local collector systems for each parcel will need to be studied as each parcel is developed.

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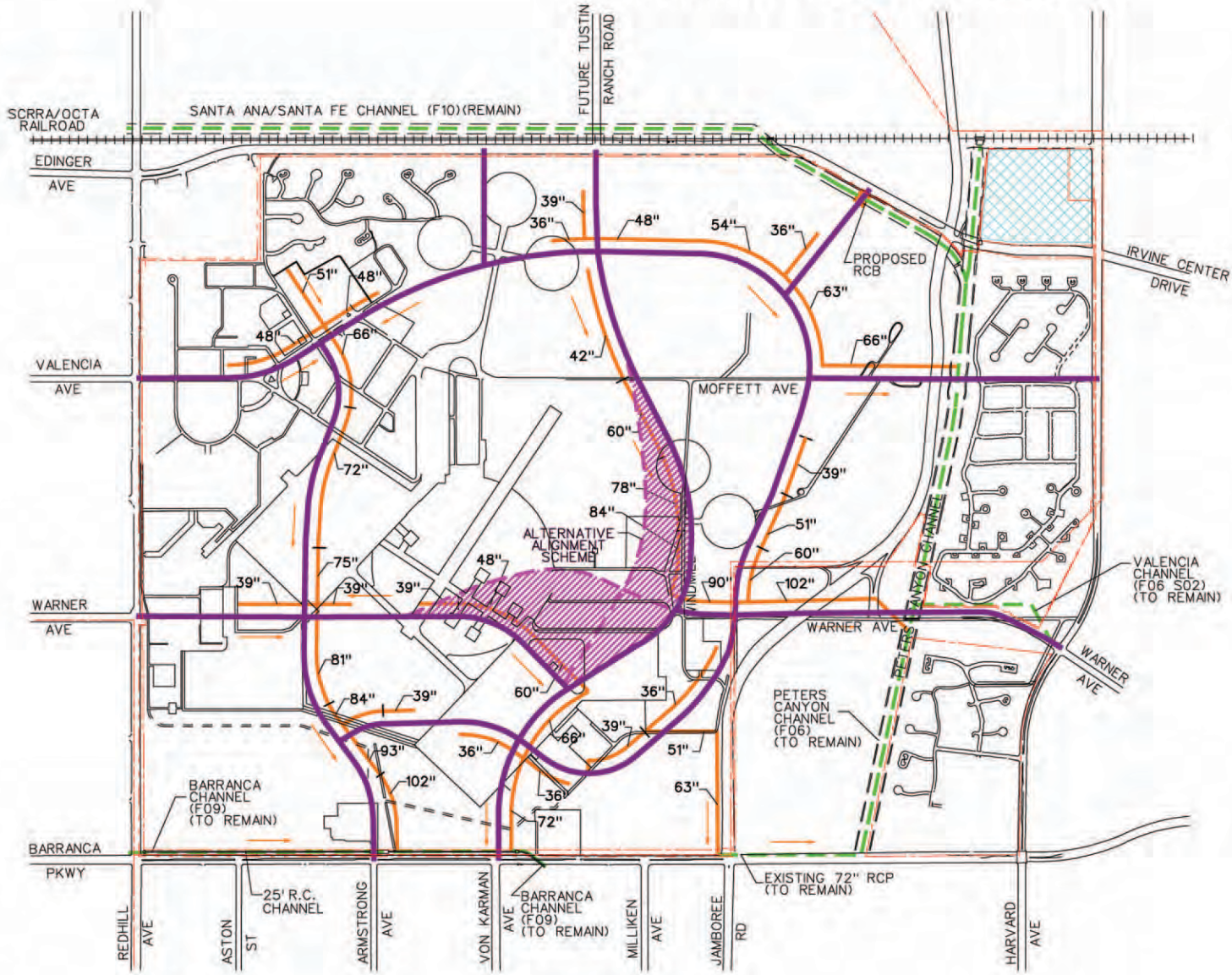
Storm Drainage Facilities Plan



LEGEND

- EXISTING REGIONAL FLOOD CONTROL CHANNEL
- 100 - YEAR FLOOD ZONE
- PROPOSED ROADWAY
- PROPOSED STORM DRAIN
- DIRECTION OF FLOW
- MCAS TUSTIN BOUNDARY
- IRVINE/TUSTIN/SANTA ANA BOUNDARY
- SPECIFIC PLAN BOUNDARY

Notes:

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The base housing located east of Peters Canyon Channel (Fac No. F06) drains to the Peters Canyon Channel through the OCFCD Valencia Storm Drain (Fac. No. F06S02). A determination of flood zones within the immediate area and identification of appropriate mitigation will be required. Close coordination between the City of Tustin, the City of Irvine and the OCFCD will be required to accomplish this task.

The Project Report for the Peters Canyon Channel from San Diego Creek Channel to Santa Ana Freeway, dated September 1989, identifies the improvements required to carry the 100-year peak flows. The channel was originally recommended to be reconstructed as a concrete rectangular channel, with varying dimensions along its length. The Orange County Flood Control District has included improvements to Peters Canyon Channel in its 5-year plan for design and construction. Additional design discussions will be needed to correspond to issues identified in the final EIS/EIR for this project.

To the north of the base is the existing OCFCD Santa Ana-Santa Fe Channel. This is an earthen-lined channel and is located north of Edinger Avenue. The channel passes under the existing SCRRA/OCTA Railway Line and Edinger Avenue approximately 1,500 feet west of Jamboree Avenue. This channel is currently undersized and causes a significant amount of flooding along Edinger Avenue during severe storm flows. OCFCD is currently assessing how to improve this channel; however, funding for this improvement project is not budgeted in the near future.

The proposed storm drain plan includes five major on-site drainage areas with mainline facilities, as well as improvements to the OCFCD Barranca Channel. A detailed description of each of these drainage subareas and the facilities proposed to convey storm water is contained in the "Community Facilities and Infrastructure Report" prepared by HNTB, dated July, 1995.

Due to the increase in runoff to the Barranca Channel from the proposed redevelopment of the site, the channel may need to be modified along the southerly edge of the project site. At this time the OCFCD does not have any plans to improve Barranca Channel within this area. The ultimate channel configuration has been previously identified by the OCFCD in the Peters Canyon Project Report. The channel along the southerly boundary of the base is proposed to be a 25-foot wide reinforced concrete lined vertical wall channel. The estimated length of this construction is 4,600 feet. The City of Tustin will need to work closely with the OCFCD in the development of the Barranca Channel design. At the time of this report, it is assumed that the project will have to bear any fair share costs to improve the channel. However, OCFCD stated that opportunities exist for cost sharing and must be discussed prior to project start.

The County of Orange Flood Control District has existing channel easements for the Peters Canyon Channel, the Barranca Channel, and the Santa Ana/Santa Fe Channel. However, additional right-of-way is needed for intended improvements to each channel. With the exception of the Peters Canyon Channel right-of-way, which will be recommended as a public conveyance, it is recommended that right-of-way for the Barranca Channel and Santa Ana/Santa Fe Channel be secured as an offer to dedicate to ensure that only right-of-way actually necessary based on further designs for these channels will be ultimately taken.

Detention basins were investigated to handle storm flows in the Specific Plan area. Detention basins and/or swales are feasible and can be incorporated into the design of the community to reduce peak flows and provide treatment for water quality purposes. During a severe storm, basins may be subject to inundation. After the storm flows have receded, the basins and swales would drain back into the system. The use of detention basins will result in a reduction in pipe sizes and in a lower overall cost of the drainage system.

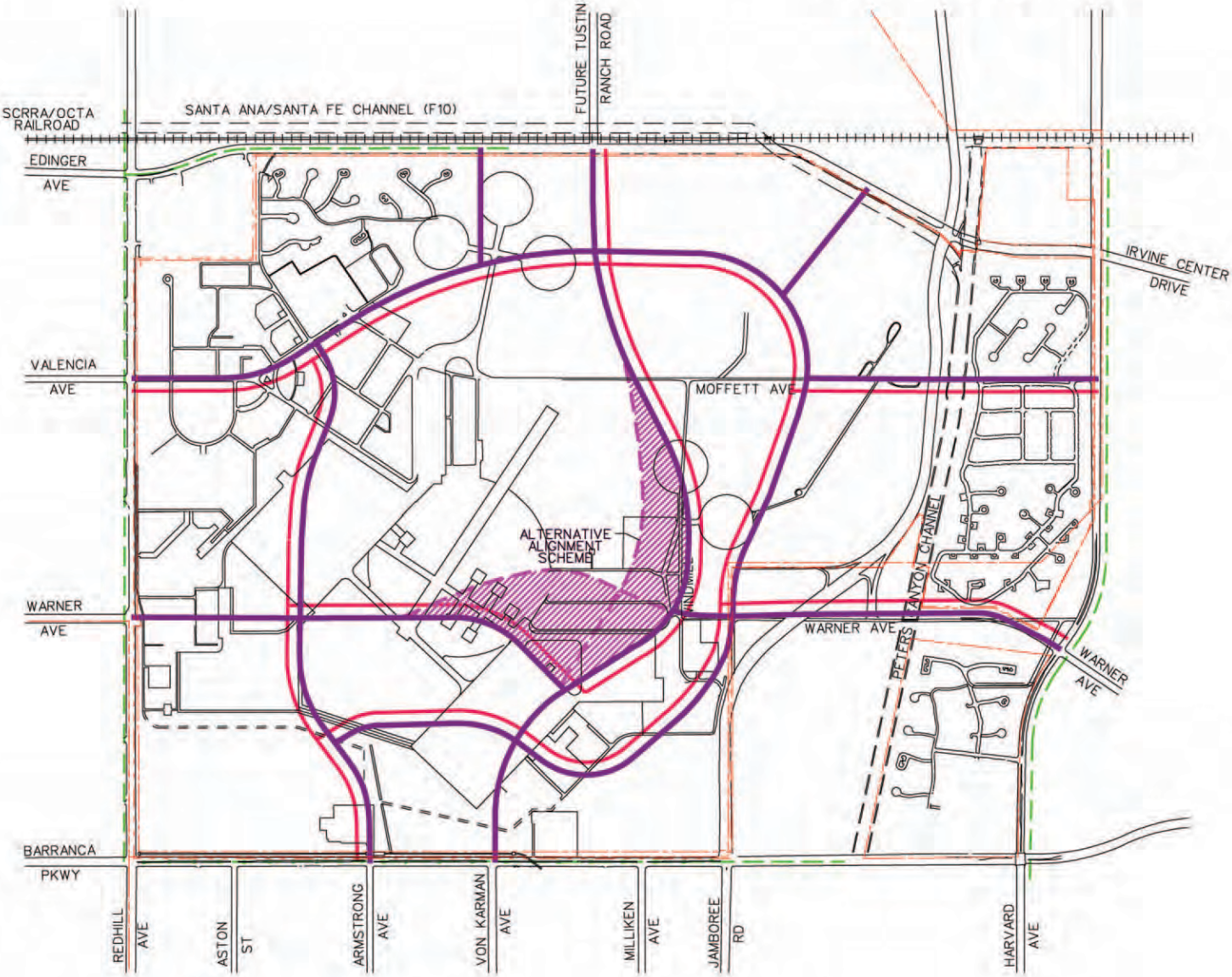
2.13 ELECTRICITY

Southern California Edison (SCE) is the jurisdictional agency currently responsible for providing electricity service to the Plan area. However, base closure law and recent utility deregulation permits provision of electrical service through the local government or through a third party provider (not necessarily SCE). The site is presently served by four substations (Chestnut, Bryan, Estrella & Johanna) located off-site. The service is provided by a network of overhead and underground electrical lines. These lines will be removed and replaced in a phased manner with a new underground electrical system in the Plan's arterial right-of-ways to support the new land uses.

The proposed electrical backbone system is shown in Figure 2-11 and was developed in coordination with SCE. It is estimated that 51,572 kVA would be required to support the proposed land uses. According to SCE, the existing substations have sufficient capacity to meet this demand. Therefore, construction of additional substations will not be required.

According to SCE, it is anticipated that most non-housing area electrical facilities would need to be replaced. Major facilities are antiquated and may not be acceptable. Housing areas east of Peters Canyon Channel are currently served by a combination of master and individual meters. Existing facilities have been replaced and master metered units will need to be converted to individual metering. The new facilities will be integrated into the proposed roadway system in underground ducts and vaults.

Electricity System



LEGEND

- PROPOSED ROADWAY
- EXISTING ELECTRICITY
- PROPOSED ELECTRICITY
- MCAS TUSTIN BOUNDARY
- IRVINE/TUSTIN/SANTA ANA BOUNDARY
- SPECIFIC PLAN BOUNDARY

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2.14 NATURAL GAS

The Southern California Gas Company (SCGC) is the jurisdictional agency responsible for providing natural gas service to the Specific Plan area. However, base closure law and recent utility deregulation permits provision of gas service through the local government or through a third party provider (not necessarily SCGC).

Presently, SCGC provides service to the site through gas lines located along Edinger Avenue, Red Hill Avenue, Barranca Parkway, and Harvard Avenue. SCGC maintains the feeder lines on the perimeter of the base and provides natural gas service through master meters to military-owned gas lines on the project site. SCGC recommends abandoning the existing natural gas mains along the base's perimeter and providing service connections to developments through a new backbone system constructed in a phased manner over time.

The proposed natural gas system is shown in Figure 2-12. A utility purveyor will be responsible for the construction and maintenance of all new facilities. The new facilities for the project site will be developed as a loop-piping system. The backbone pipe sizes on the site will range from four to eight inches in diameter, and total approximately 32,000 linear feet. Service main piping (three inches and under) is estimated at 25,000 linear feet. The proposed loop system will acquire natural gas from two sources:

- An existing 4-inch diameter high-pressure main in Warner Avenue through a connection north of Construction Way and Warner Avenue.
- The existing 4-inch medium-pressure line in Red Hill Avenue through a tie-in at Valencia Avenue.

A regulator station will be required at the Warner Avenue connection to "step down" the high-pressure gas to acceptable service levels.

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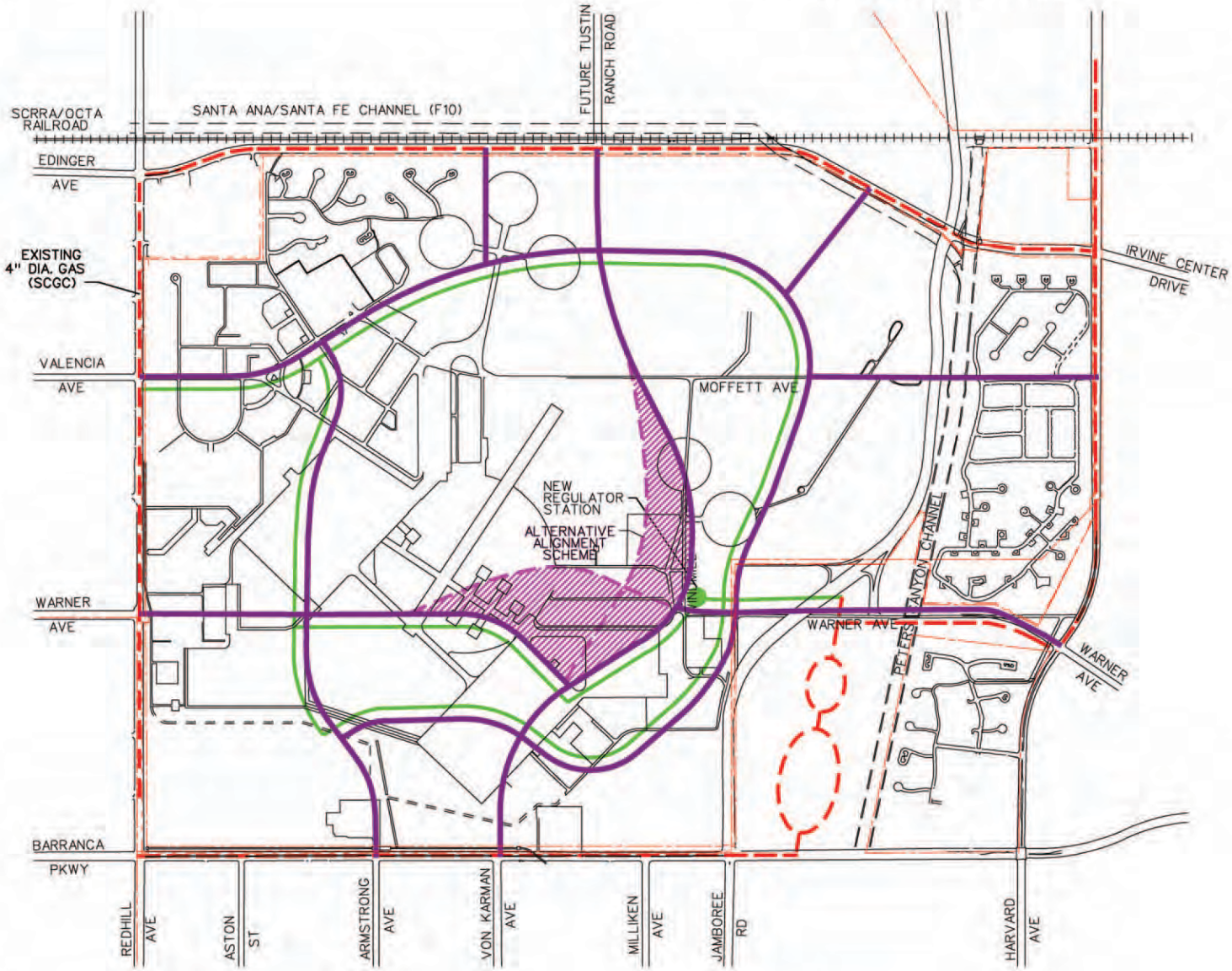
Natural Gas Plan



LEGEND

- PROPOSED ROADWAY
- EXISTING GAS
- PROPOSED GAS
- MCAS TUSTIN BOUNDARY
- IRVINE/TUSTIN/SANTA ANA BOUNDARY
- SPECIFIC PLAN BOUNDARY

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2.15 TELEPHONE

Pacific Bell (PacBell) is the jurisdictional agency responsible for providing telephone service to the Specific Plan area. However, base closure law and recent utility deregulation permits provision of telecommunications service through the local government or through a third party provider (not necessarily PacBell). PacBell currently provides telephone service to the base through a wire center located on Irvine Center Drive in the City of Irvine. The existing telephone system does not meet current PacBell standards and will not be reused.

The proposed telephone system is shown in Figure 2-13. New substructure will be constructed in the planned roadways west of Jamboree Road and will be served from an existing wire center at the intersection of Edinger Avenue and Red Hill Avenue. It is highly desirable that the installation of fiber optic facilities coincide with the installation of basic telephone infrastructure.

2.16 CABLE TELEVISION

Cox Cable is the cable franchise currently providing cable television service to the Plan area. Cable television service is presently provided to limited areas on the project site. These areas include the existing housing east of Peters Canyon Channel, the Tustin Villas south of Edinger Avenue, and the existing barracks east of Red Hill Avenue. Cable-TV service was provided to the areas east of Peters Canyon Channel via a fiber-optic main feeder along Harvard Avenue. The Tustin Villas and barracks were served through a connection with the Harvard Avenue feeder at the intersection of Harvard Avenue and Moffett Avenue.

With the City currently moving two non-exclusive franchise agreements with cable purveyor that did not previously extend to MCAS-Tustin, decisions regarding installation of new cable-TV service to all new developments on the site will need to be discussed with both Cox and AT & T, the City's other franchise operator. New backbone cable system will be installed along the proposed roadways as shown in Figure 2-14.

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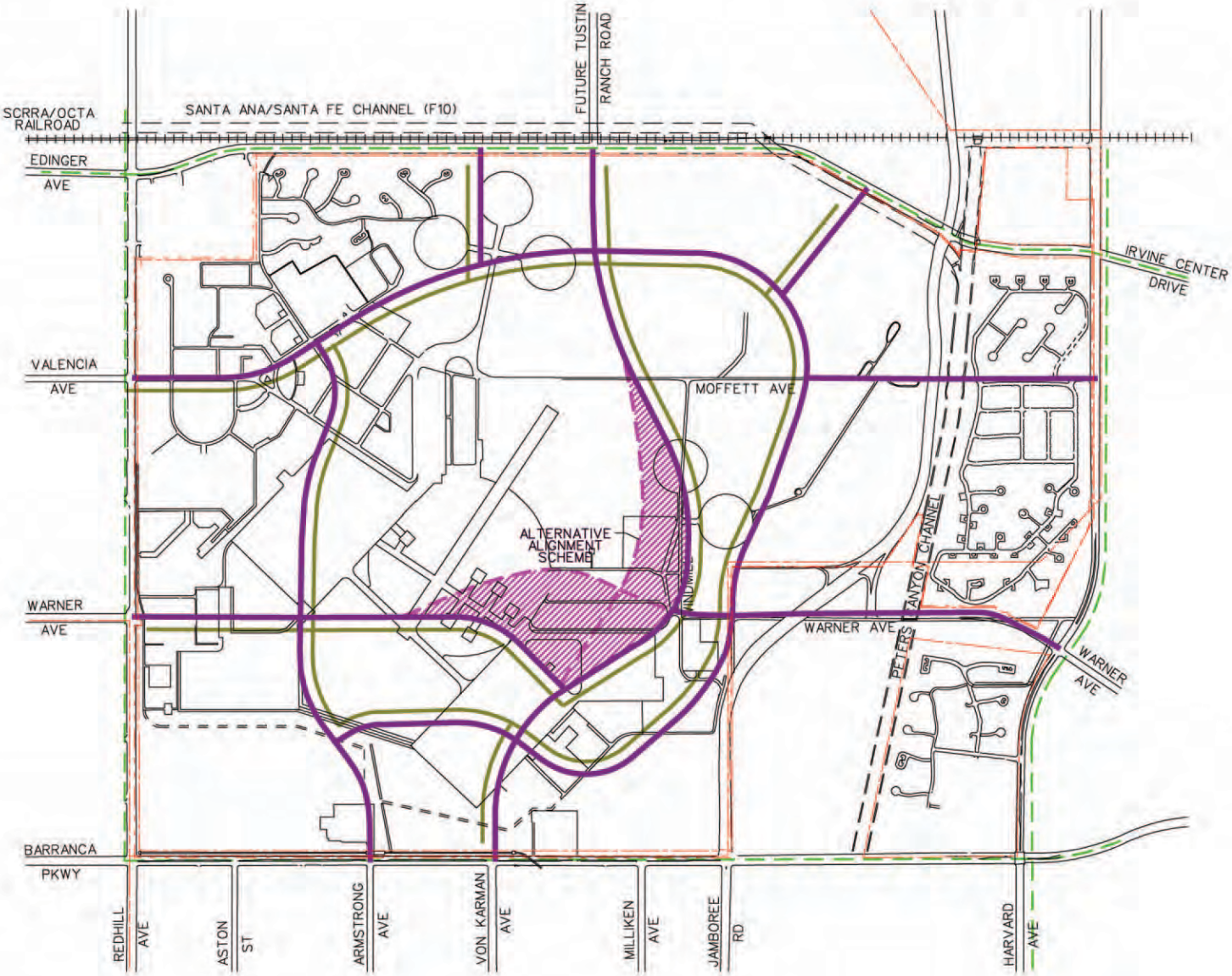
Telephone Plan



LEGEND

- PROPOSED ROADWAY
- EXISTING TELEPHONE
- PROPOSED TELEPHONE
- MCAS TUSTIN BOUNDARY
- IRVINE/TUSTIN/SANTA ANA BOUNDARY
- SPECIFIC PLAN BOUNDARY

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Cable Television Plan

LEGEND

- PROPOSED ROADWAY
- EXISTING CABLE TELEVISION
- PROPOSED CABLE TELEVISION
- MCAS TUSTIN BOUNDARY
- IRVINE/TUSTIN/SANTA ANA BOUNDARY
- SPECIFIC PLAN BOUNDARY

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2.17 URBAN DESIGN PLAN

The MCAS Tustin site is a property of regional significance and is one of the largest remaining underdeveloped sites in central Orange County. The Plan encourages a mixed community of cutting edge technologies, research and job centers, which are integrated with learning, living and recreational uses. The purpose of the urban design concept is to achieve aesthetic integration of uses within the site and with surrounding uses in the adjacent communities. The focus is to integrate anticipated land uses with existing facilities, and provide for architectural, landscape, streetscape, and site design enhancements to improve the character of the site. The urban design concept also further delineates, in the form of standards and design guidance, the "sense of place" expressed in the Vision for the Plan (Section 1.5).

The following broad design objectives are established for the Plan:

- To achieve architectural design of the highest quality for both new development and rehabilitation of existing structures. This includes achieving compatibility in design of infill development and creating building forms that compliment surrounding uses.

- To reinforce internal relationships between uses through streetscape design, pedestrian and bikeway linkages, and site planning techniques.

- To create a strong visual identity through design of community entries, landscape design along roadways, signage, and placement of views.

- To provide usable exterior spaces within developments.

- To preserve existing trees and significant vegetation where feasible and integrate into landscape design.

The urban design concept has been structured in levels of concepts, standards, and guidelines. When these levels are overlaid, a comprehensive design for the Plan emerges. General design intent is defined in the following sections on community structure, landscape design, and site development. Specific standards and site specific guidelines are found in Chapter 3, under each of the 22 Planning Areas.

2.17.1 Community Structure Concept

MCAS Tustin's history of single use, well defined borders, framed by existing local and regional arterials lend to establishing a strong identity and community structure for the area. As described previously, the Plan is a collection of land uses which will be contained within distinct neighborhoods on the site. The community structure concept addresses the major circulation corridors, entries into the site, and other site-wide design considerations as shown in Figure 2-15, that will provide an overall "look" or identity for the Specific Plan area.

The following design features are intended to build a community structure for the Specific Plan:

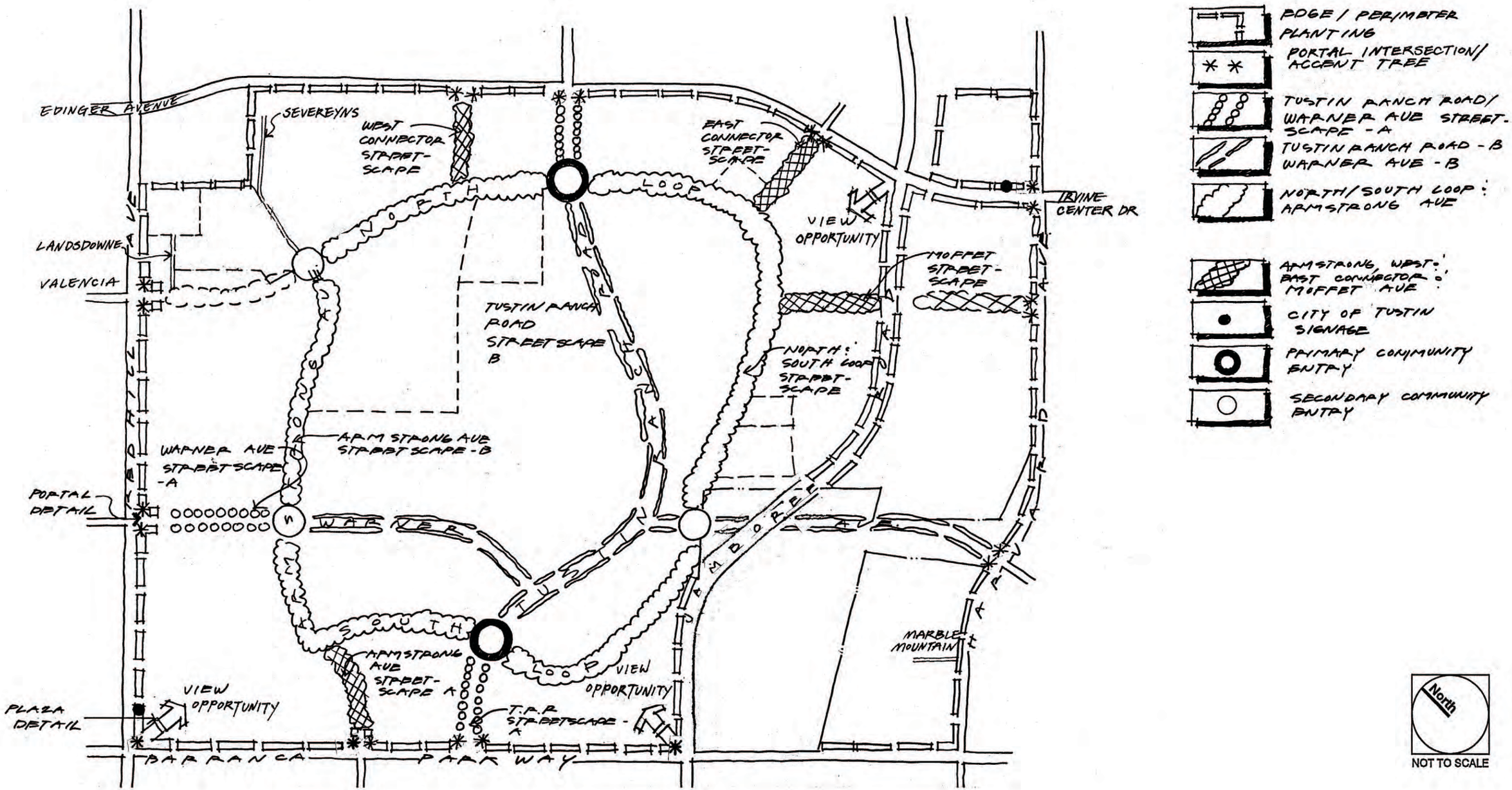
A. Community Boundaries

The Plan area is defined, from an urban design perspective, as being generally bounded by Edinger Avenue, Harvard Avenue, Barranca Parkway, and Red Hill Avenue. These boundaries should reflect a common definition of signing, streetscape design, and landscaping treatments. The boundaries of the site shall be visually defined by vertical plant material, creating a "Community Fence". Major entry points shall be punctuated by a horizontal massing of plants and trees to establish "Community Gates", as shown in Figure 2-16, Portal Intersection Detail.

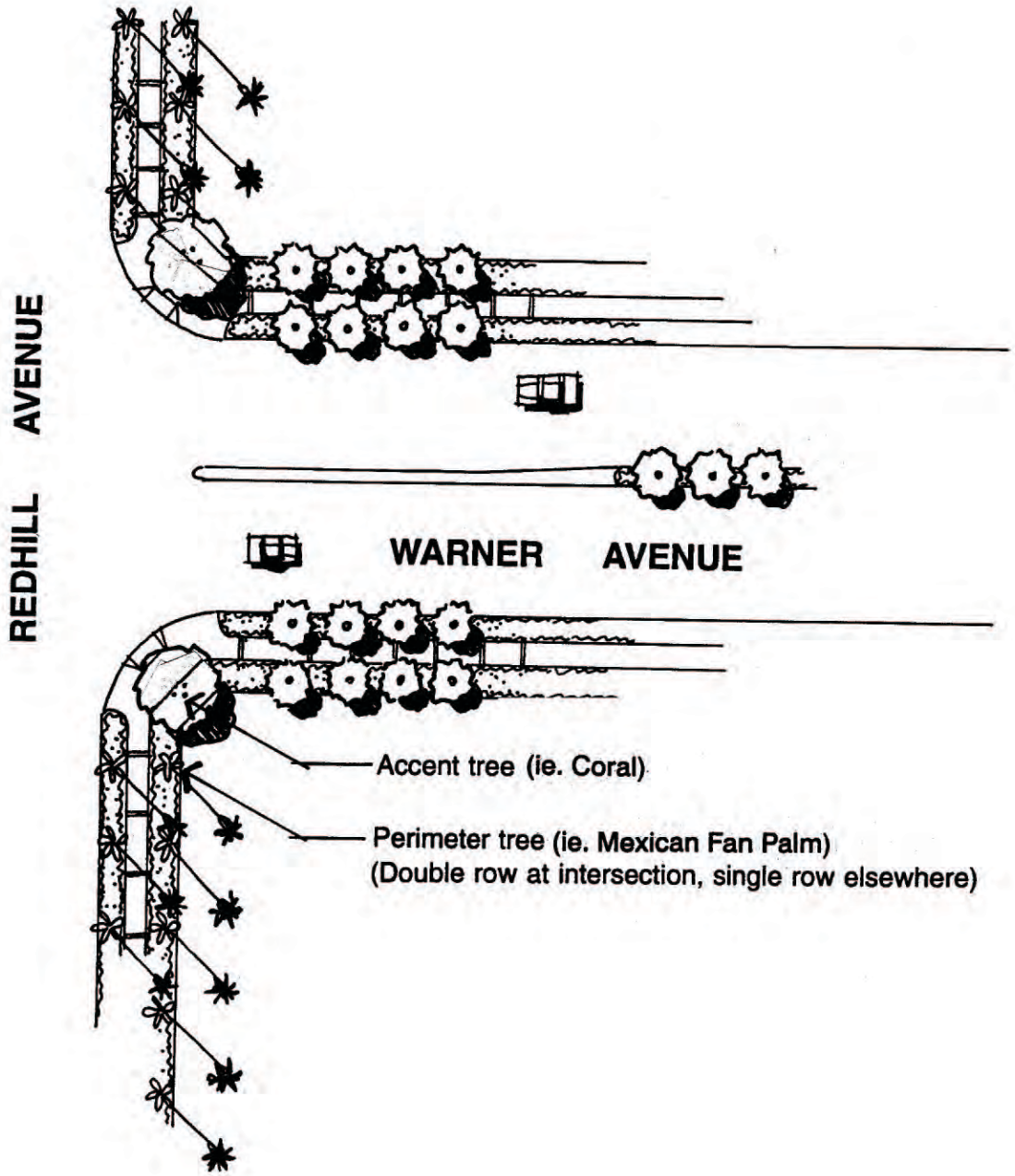
B. Edge Treatments

The visual and physical access to the Plan area shall respond to the internal land use and site activity. Generally, open views into the Plan area are encouraged. Where privacy, security, and noise attenuation are required, a combination of landscaping, berms and community walls shall be used (refer to Chapter 3, General Regulations).

The design objective for the landscaping along the edge of the Plan is to frame the property with a strong vertical landscape element such as a single row of regularly spaced Washingtonia robusta palms or similar plant material (spaced 20 - 30 feet apart). Where the edge treatment interfaces with a roadway intersection, a subtle change in landscaping is desirable to signify an entryway. This may be achieved by doubling the row of palms and planting a specimen accent tree directly at the intersection. The Coral tree (Erythrina sp.) is used extensively in the local area and is an example of the type of planting that would work well in an entry statement planting design. An example edge treatment is shown in Figure 2-16, Portal Intersection Detail.


EDGE / PERIMETER PLANTING
PORTAL INTERSECTION/ ACCENT TREE
TUSTIN RANCH ROAD/ WARNER AVE STREET-SCAPE - A
TUSTIN RANCH ROAD - B
WARNER AVE - B
NORTH/SOUTH LOOP: ARMSTRONG AVE
ARMSTRONG, WEST: EAST CONNECTOR: MOFFET AVE
CITY OF TUSTIN SIGNAGE
PRIMARY COMMUNITY ENTRY
SECONDARY COMMUNITY ENTRY
EDINGER AVENUE
SEVEREYNS
WEST CONNECTOR STREET-SCAPE
EAST CONNECTOR STREET-SCAPE
NORTH LOOP
IRVINE CENTER DR
VIEW OPPORTUNITY
MOFFET STREET-SCAPE
LANDSDOWNE
VALENCIA
TUSTIN RANCH ROAD STREETSCAPE B
NORTH: SOUTH LOOP STREET-SCAPE
ARMSTRONG AVE
WARNER AVE STREETSCAPE -A
ARMSTRONG AVE STREETSCAPE - B
PORTAL DETAIL
WARNER
MOFFET
SOUTH LOOP
MARBLE MOUNTAIN
ARMSTRONG AVE STREET-SCAPE A
VIEW OPPORTUNITY
T.P.R. STREETSCAPE - A
PLAZA DETAIL
VIEW OPPORTUNITY
BARRANCA
PARK WAY
North
NOT TO SCALE

Portal Intersection Detail



C. Views

The site affords significant on and off-site views that enhance the design character of the community. Building location and design should be sensitive, where feasible, to significant views of on and off-site features. Views should be framed by vertical elements such as trees or buildings. The placement and design of plazas or other gathering areas that provide view opportunities into the site are encouraged (see Figure 2-17).

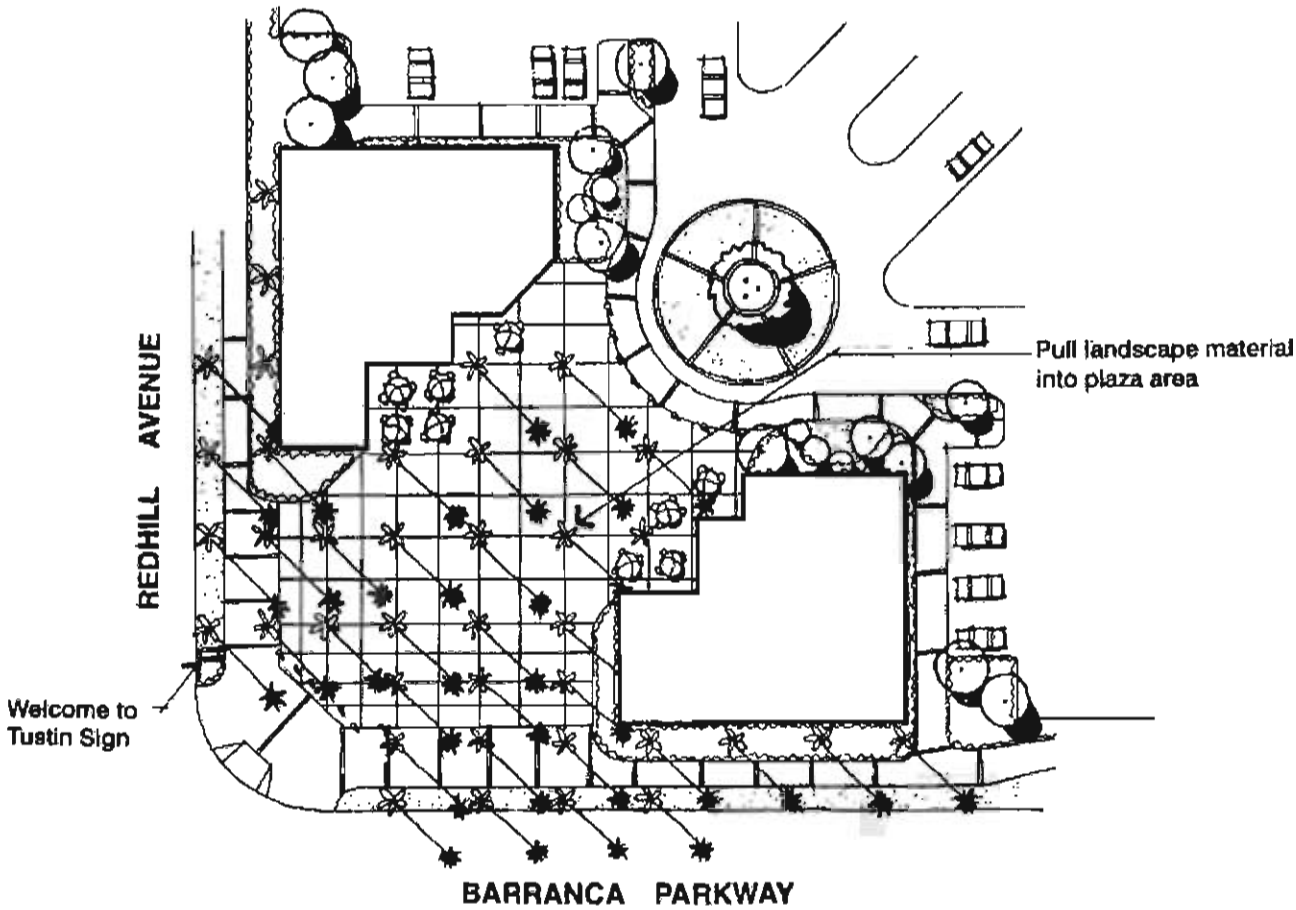
D. Community Entries

Primary community entry treatments shall occur at major intersection points of community arterials as illustrated in the Community Structure Plan (Figure 2-15). These community entries are internalized to the site to create arrival points or "gates" to the community. They shall announce the site and/or establish direction to neighborhoods. The entry design should feature a large specimen tree at intersection quadrants, as shown in the example Figure 2-18. The objective of these quadrant landscape areas are to create a strong landscape and hardscape theme at these intersection areas. It is envisioned that community sidewalks will link these areas. It is also desirable to allow for neighborhood connections through the neighborhood perimeter wall into these areas. Secondary community entry treatments are located at minor intersection points. These entries are smaller in size than the primary entries but have the same functional characteristics. Portal entry details are located at major intersections or along a street where the city limits begin as shown in Figures 2-15 and 2-16.

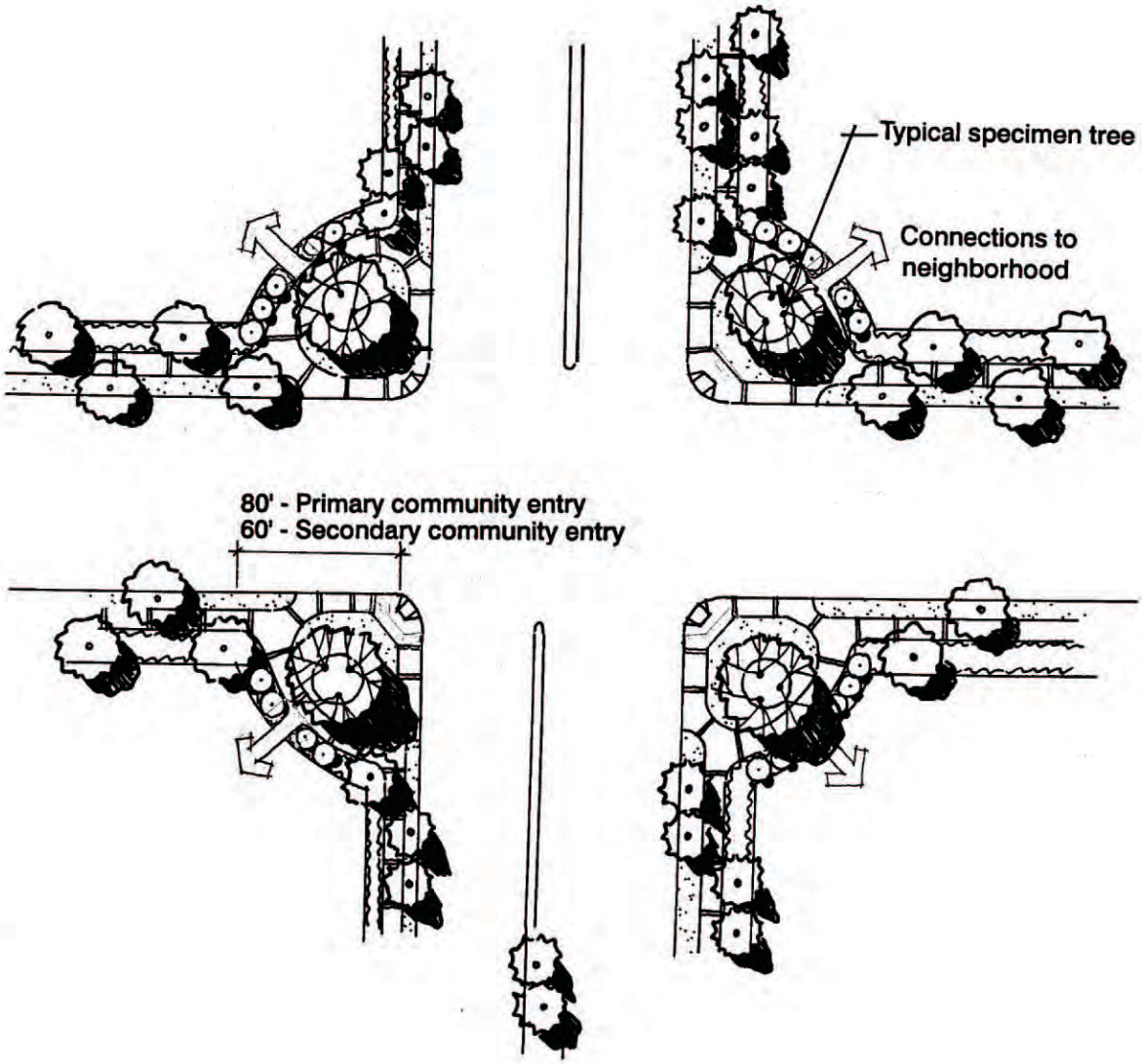
E. Circulation Corridors

The internal urban design theme for the Plan area is also reinforced through a hierarchy of roadways. Tustin Ranch Road serves a significant streetscape function within the Plan, winding through the community. Planted medians with informal tree plantings along this road will be enhanced by the landscaping along the roadway edge. Warner Avenue is a major east/west roadway linking the various land uses together. The landscape treatment is envisioned to be a combination of a formal placement of landscape and hardscape materials until it intersects the loop road. At that point the landscape character is more informal in nature. The loop street will serve as the primary access to all neighborhoods. The common character of formal flowering trees and a pedestrian walking environment will help to reinforce the sense of community. The streetscape design for each of the Plan roadways is provided in Section 2.17.2.

View Opportunities



Primary & Secondary Community Entry Treatments



F. Pedestrian Access

Pedestrian and bicycle facilities are intended to serve as a significant means of transportation throughout the Plan area. North and South Loop Roads and Tustin Ranch Road are expected to be the primary pedestrian corridors within the Plan area, and therefore, an eight foot meandering sidewalk is encouraged to better accommodate two-way pedestrian movement along these roadways. The parkways along the remaining roadways (except local roads) shall provide a five foot meandering sidewalk for pedestrians, except that a nine foot sidewalk width will be required when sidewalks extend to the curb at intersections along major arterials. In addition to the sidewalk system identified along Plan roadways, pedestrian facilities are also required within individual developments to provide connections between uses within a Planning Area and to adjacent Planning Areas and regional trail segments.

2.17.2 Landscape Concept

A. Landscape Design Approach

The visual continuity throughout the Plan will be created though streetscape design, entry features, and project landscaping. Edges of the Planning Areas shall transition to blend with the adjoining streetscapes. Landscapes between Planning Areas shall blend to avoid abrupt landscape edges.

Key objectives of the landscape design for the Specific Plan area are as follows:

- To reuse existing plant material to the maximum extent possible;
- To reinforce the regional significance of the project site by creating a perimeter upright columnar "beacon" landscape treatment;
- To create variety along the Specific Plan roadway system;
- To create opportunities for shade and shadow throughout the entire project to help reduce the amount of solar heat gain;
- To preserve and enhance the natural environment by the careful placement of plant material and hardscape elements; and

- To utilize existing design themes when incorporating new development into existing areas.

B. Streetscape Design - Plan Roadways

All Plan roadways shall be landscaped in accordance with the following landscape details (Figures 2-20 through 2-28). Figure 2-19 provides a Key Map that locates each streetscape segment described below. Streetscapes shall be designed as one common landscape based on the themes developed for each roadway classification.

- **Tustin Ranch Road and Warner Avenue Streetscape "A"** (Figure 2-20). A special streetscape design should be provided for the entry segments of Tustin Ranch Road and Warner Avenue into the Plan area. The purpose is to draw motorists into the site and focus views on the formal community entry points. It is envisioned to have a formal placement of the plant material, in order to create an arrival sequence leading to the primary community entryways. This is proposed to be achieved by an upright formal planting scheme (60% evergreen, 40% deciduous).

- **Tustin Ranch Road Streetscape "B"** (Figure 2-21). Along the segment of road between the North and South Loop Road, the planting concept should be informal, and should draw upon the landscaped parkways to enhance the open space effect. The planting for the median and parkway is envisioned to be lush and informal design. Careful attention will be needed along the parkway to obtain the desired goal of dense planting but also create view windows into the adjacent parcels. The planting ratios are 60% evergreen, 40% deciduous.

- **Warner Streetscape "B"** (Figure 2-22). Warner is similar to Tustin Ranch Road. The planting type, mixture, and density is the same.

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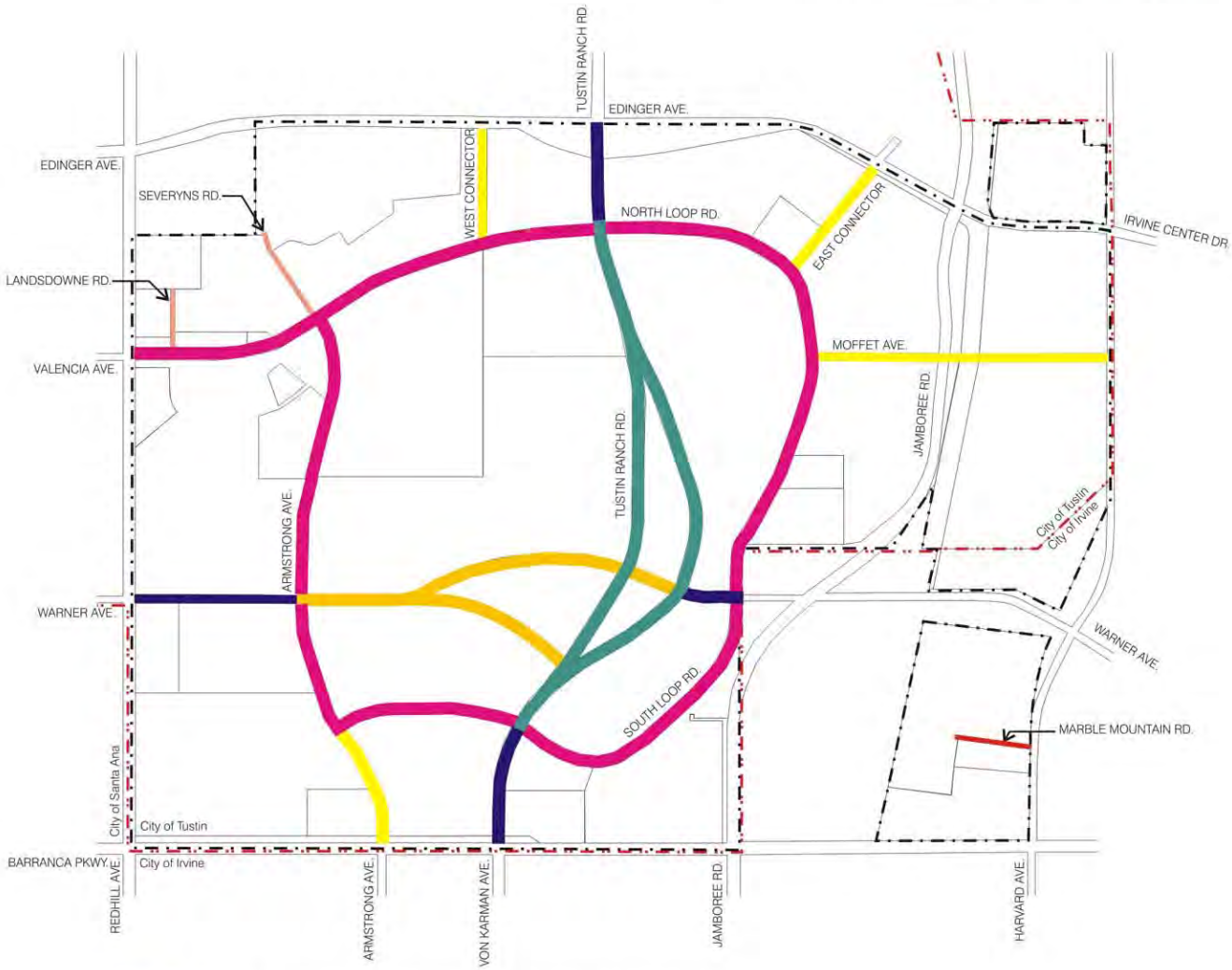
Key Map - Plan Roadways



- Tustin Ranch Road and Warner Avenue Streetscape (A)
- Tustin Ranch Road Streetscape (B)
- Warner Avenue Streetscape (B)
- North and South Loop Streetscape and Armstrong Avenue Streetscape (B)
- Armstrong Avenue Streetscape (A), West Connector, East Connector and Moffett Avenue Streetscape
- Landsdowne Road and Severyns Road
- Marble Mountain Road
- MCAS Tustin Boundary
- Tustin / Irvine Boundary

Note: City Boundary and Tustin Ranch Road/Warner Avenue alignment are correctly depicted on Figure 2-1

This is a graphic representation of a planning/engineering concept. Final design solutions (location and sizing) will be proposed and reviewed as part of subsequent approvals needed by the respective agency with jurisdiction.

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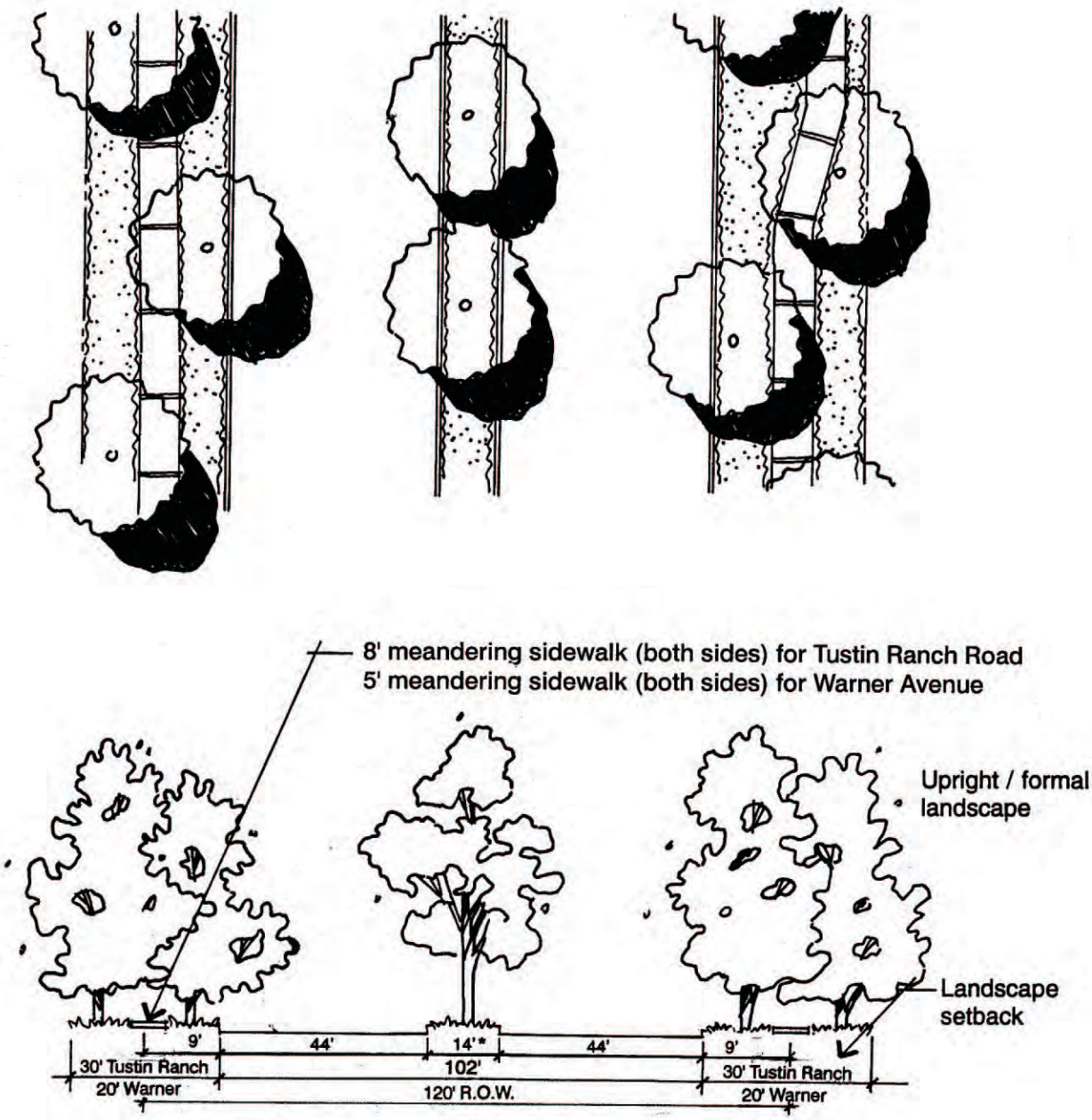
Tustin Ranch Road Streetscape – A & Warner Avenue Streetscape - A

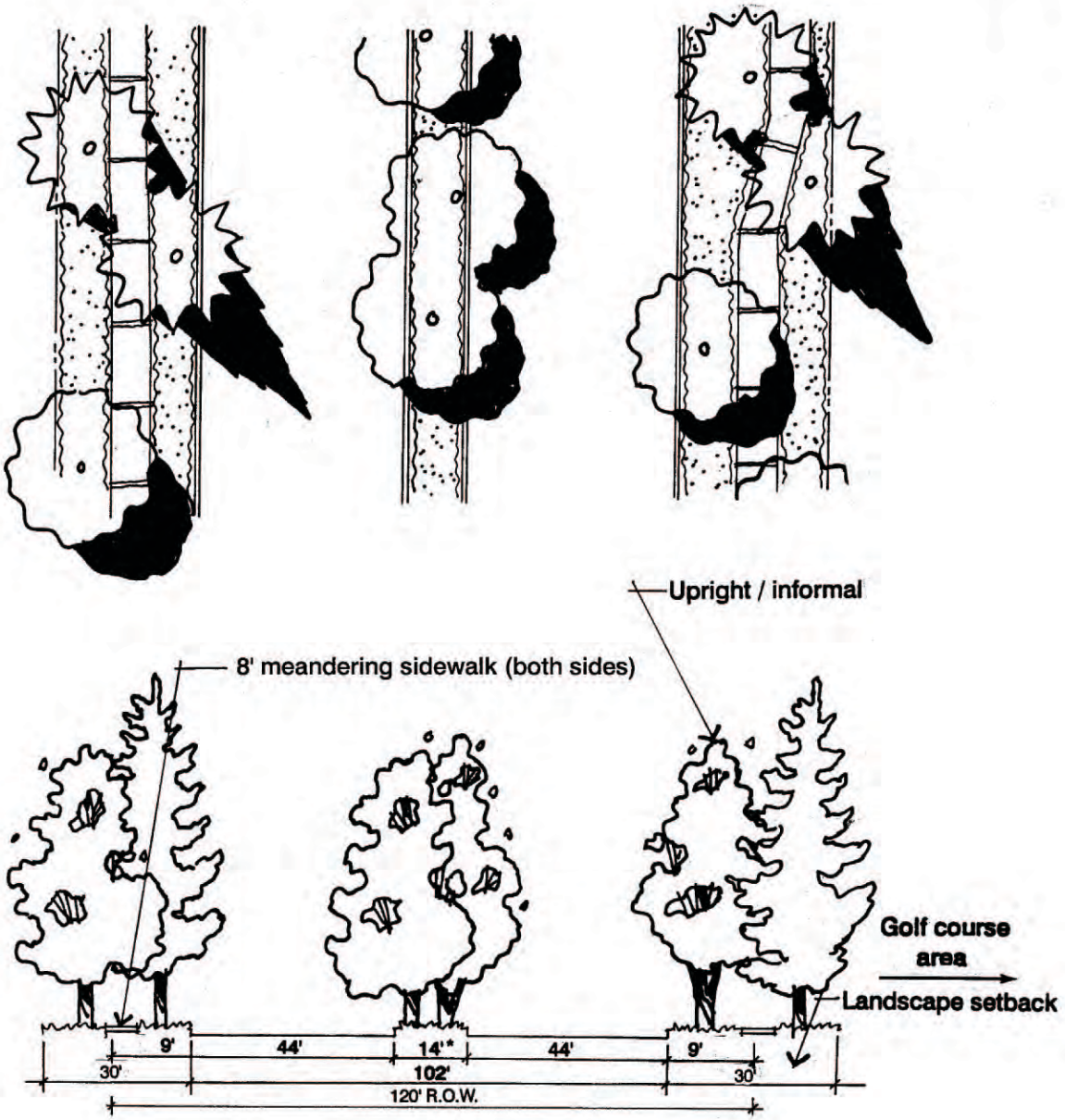


Notes:

1) A sidewalk easement and landscape maintenance agreement must be recorded when sidewalks occur outside of street right-of-way.
2) A nine foot sidewalk width is required when sidewalks extend to the curb at intersections along major arterials.

* Median width varies from 14'-24' to account for double left turn lanes at intersections.

Tustin Ranch Road Streetscape - B

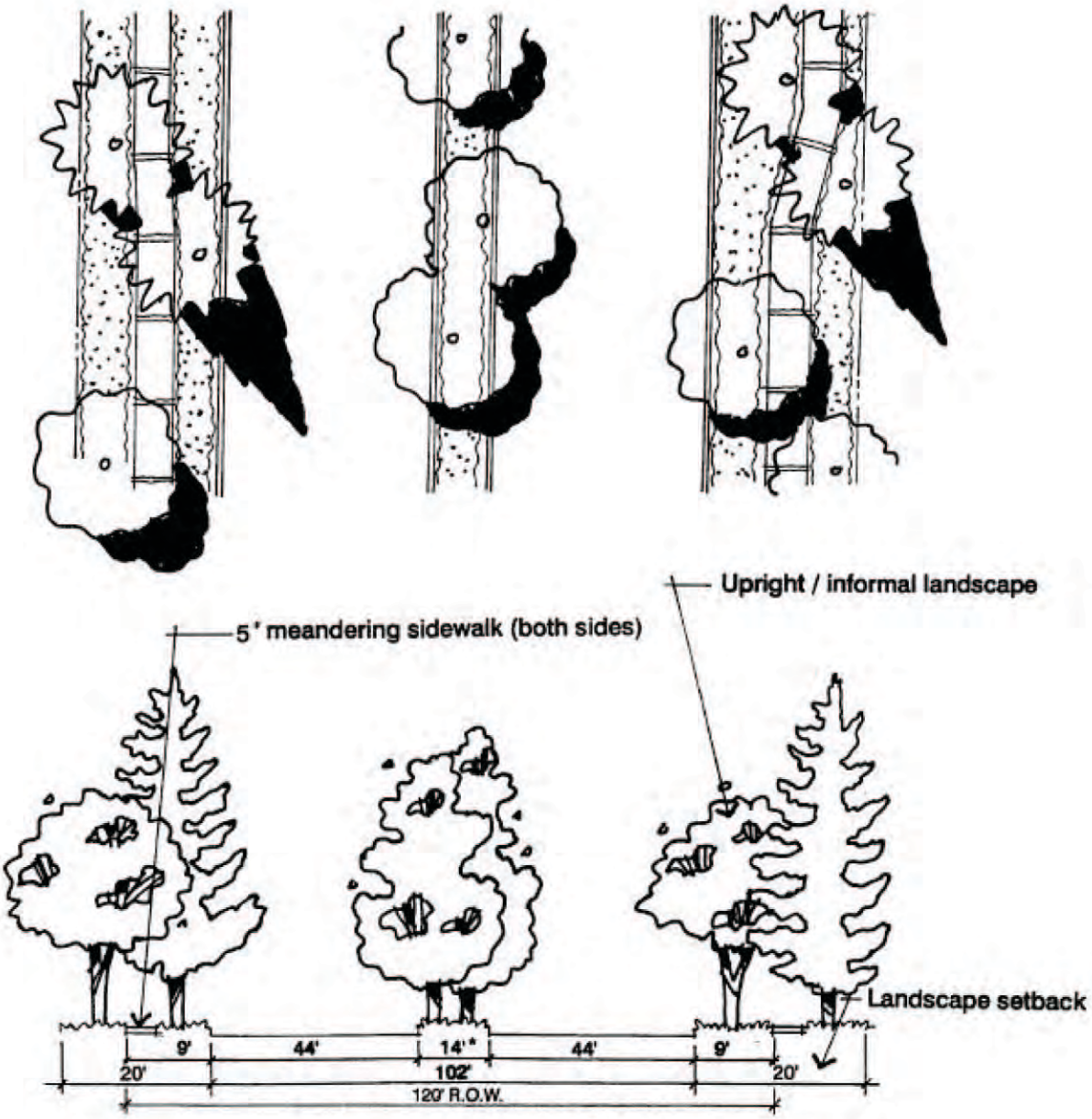


Notes:

1) A sidewalk easement and landscape maintenance agreement must be recorded when sidewalks occur outside of street right-of-way.
2) A nine foot sidewalk width is required when sidewalks extend to the curb at intersections along major arterials.
3) Note on frontages immediately adjacent to the golf course, the formal landscape setback area can be reduced to 20' but the extra landscape depth should be added to median width on the west side of Tustin Ranch Road.

* Median width varies from 14'-24' to account for double left turn lanes at intersections.

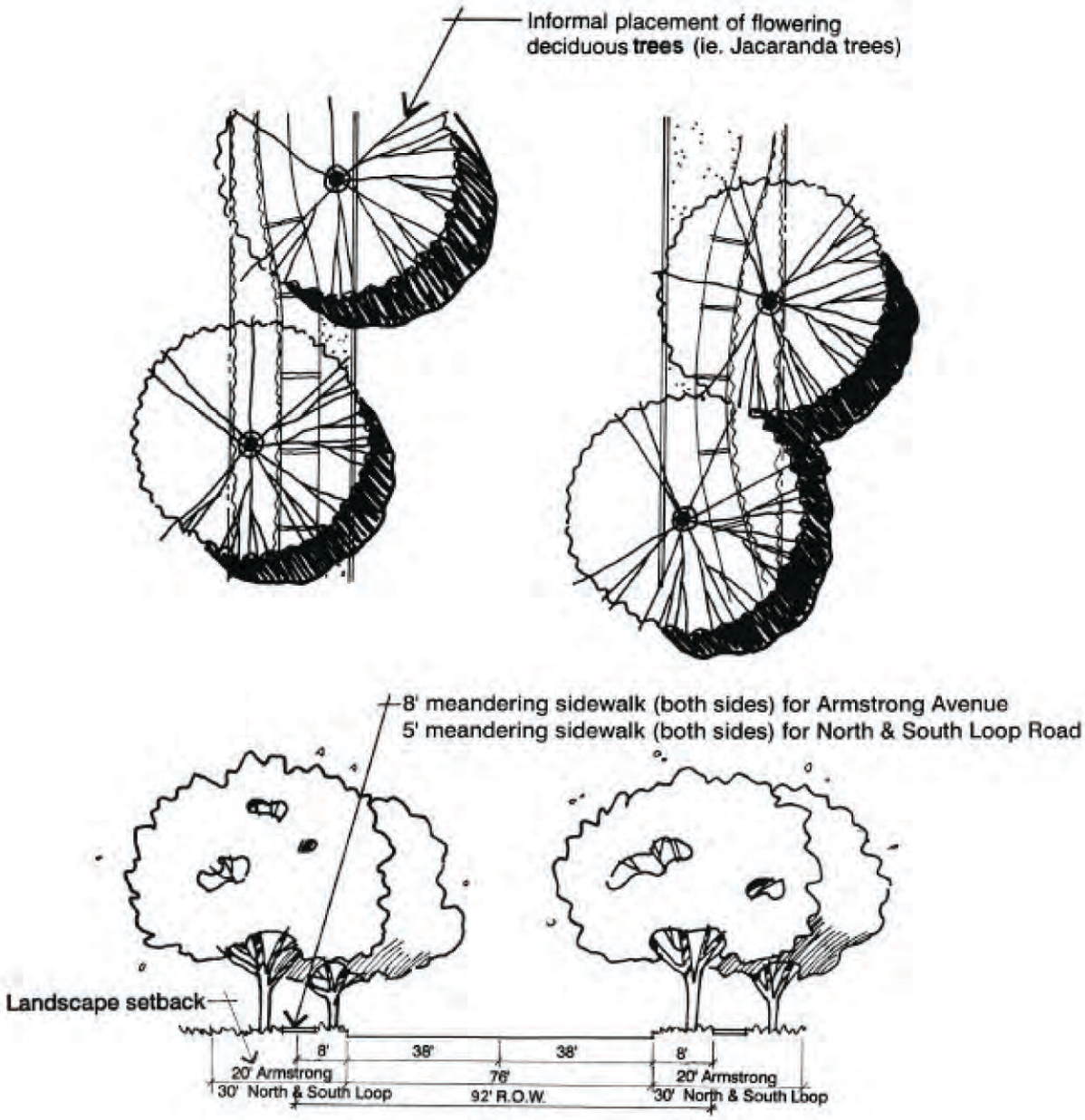
Warner Avenue Streetscape - B



Notes:

4) A sidewalk easement and landscape maintenance agreement must be recorded when sidewalks occur outside of street right-of-way.
5) A nine foot sidewalk width is required when sidewalks extend to the curb at intersections along major arterials.
* Median width varies from 14'-24' to account for double left turn lanes at intersections.

North Loop Road, South Loop Road & Armstrong Avenue Streetscape - B

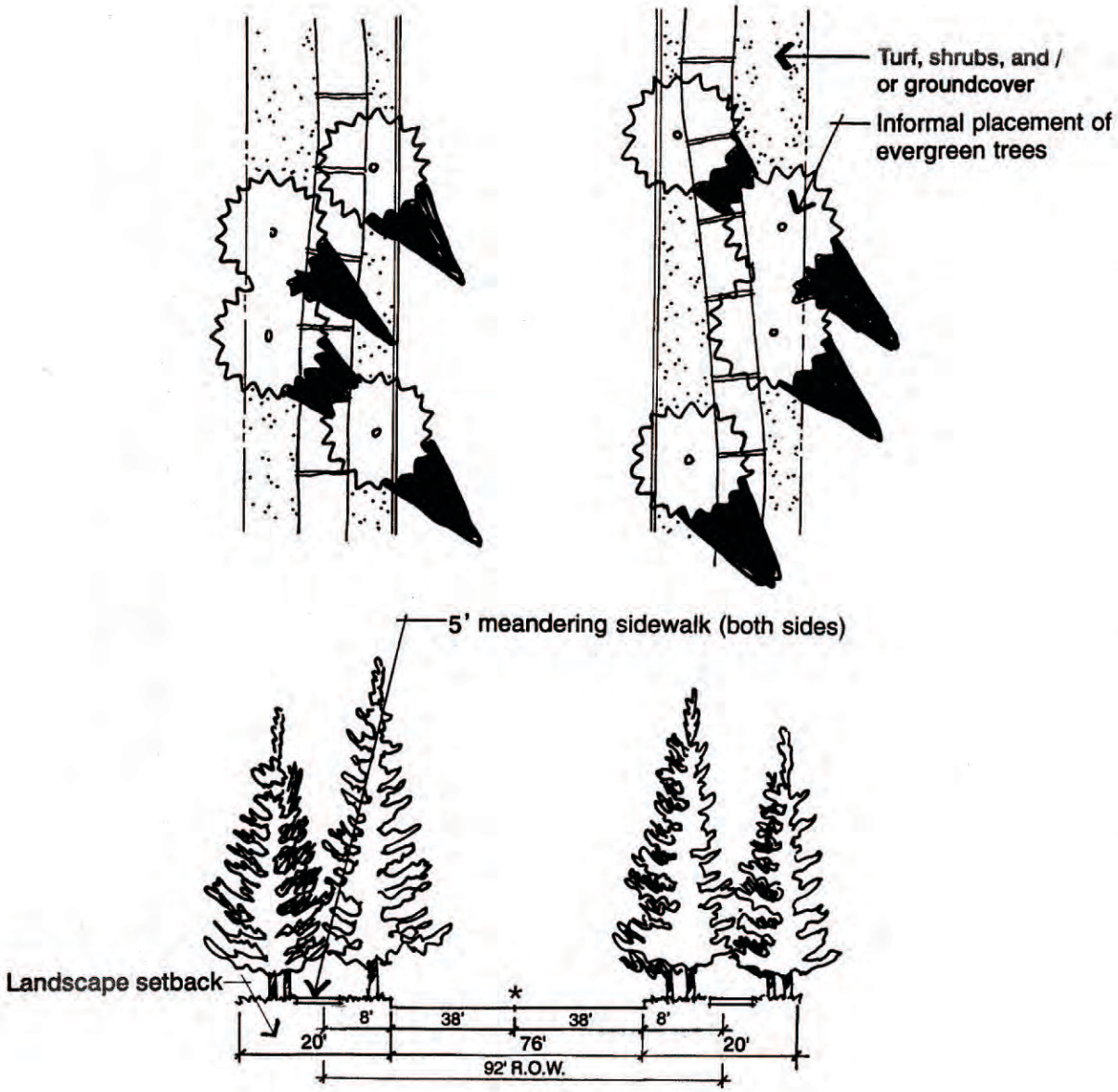


Notes:

1) A sidewalk easement and landscape maintenance agreement must be recorded when sidewalks occur outside of street right-of-way.
2) An eight foot sidewalk width is required when sidewalks extend to the curb at intersections along major arterials.

* Median width varies from 12'-24' to account for double left turn lanes.

Armstrong Avenue Streetscape – A & West Connector Streetscape

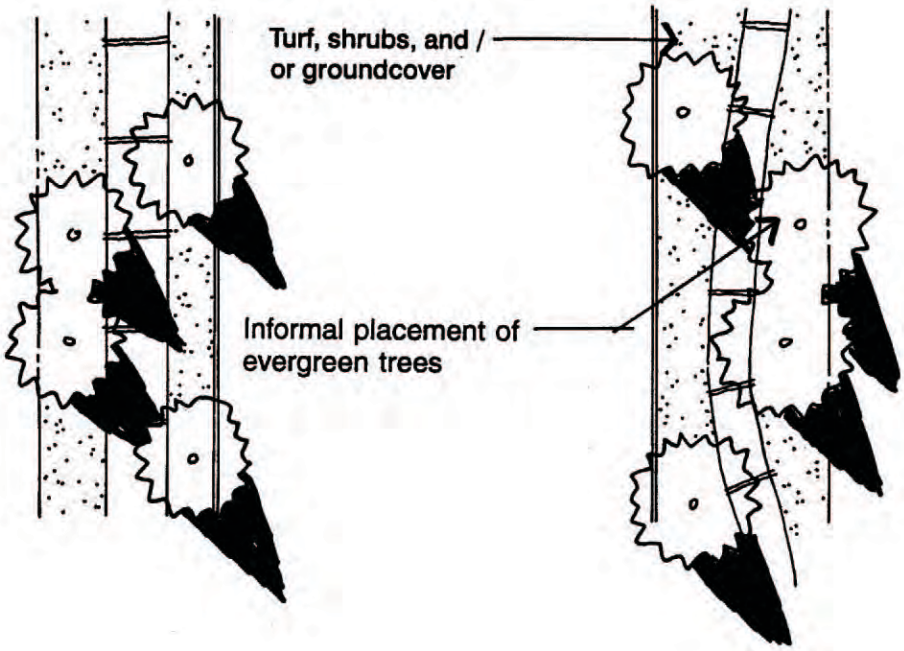


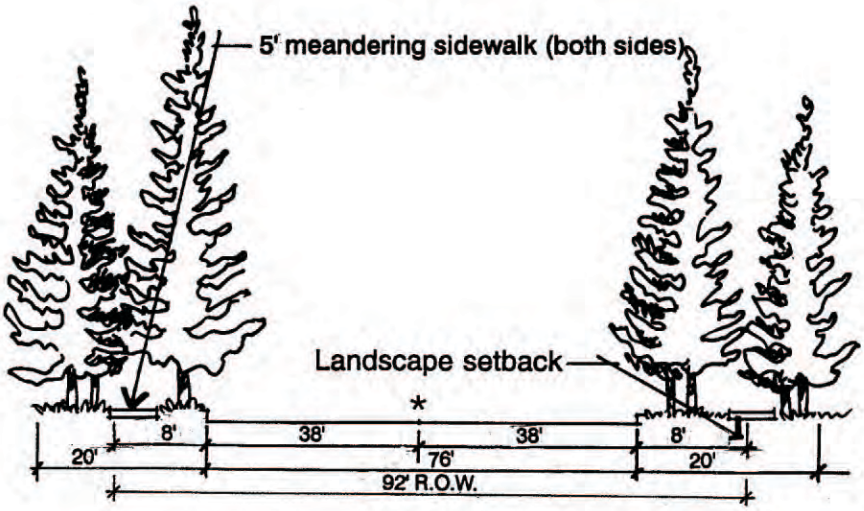
Notes:

1) A sidewalk easement and landscape maintenance agreement must be recorded when sidewalks occur outside of street right-of-way.
2) An eight foot sidewalk width is required when sidewalks extend to the curb at intersections along major arterials.

* Median width varies from 12'-24' to account for double left turn lanes at intersections.

East Connector Streetscape



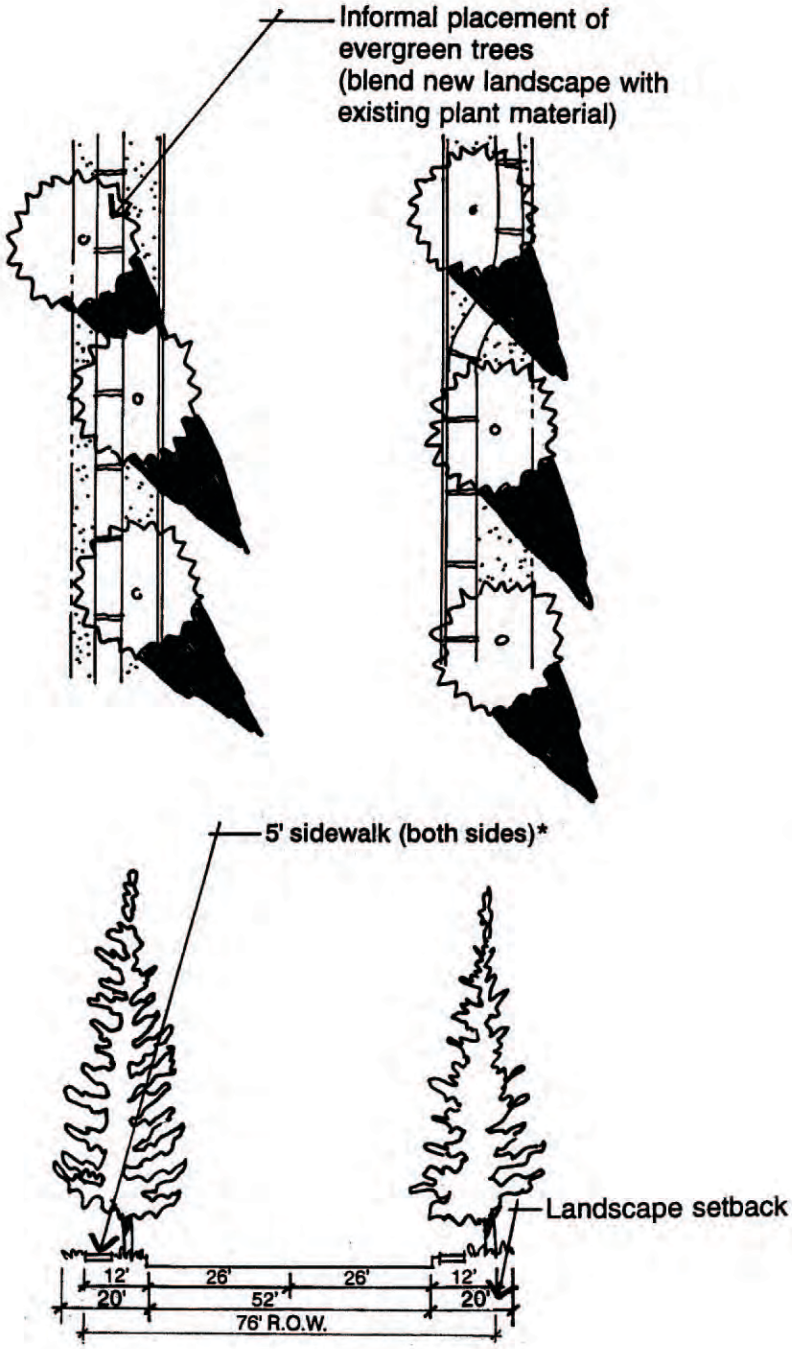


Notes:

1) A sidewalk easement and landscape maintenance agreement must be recorded when sidewalks occur outside of street right-of-way.
2) An eight foot sidewalk width is required when sidewalks extend to the curb at intersections along major arterials.

* Median width varies from 12'-24' to account for double left turn lanes at intersections.

Moffett Avenue Streetscape

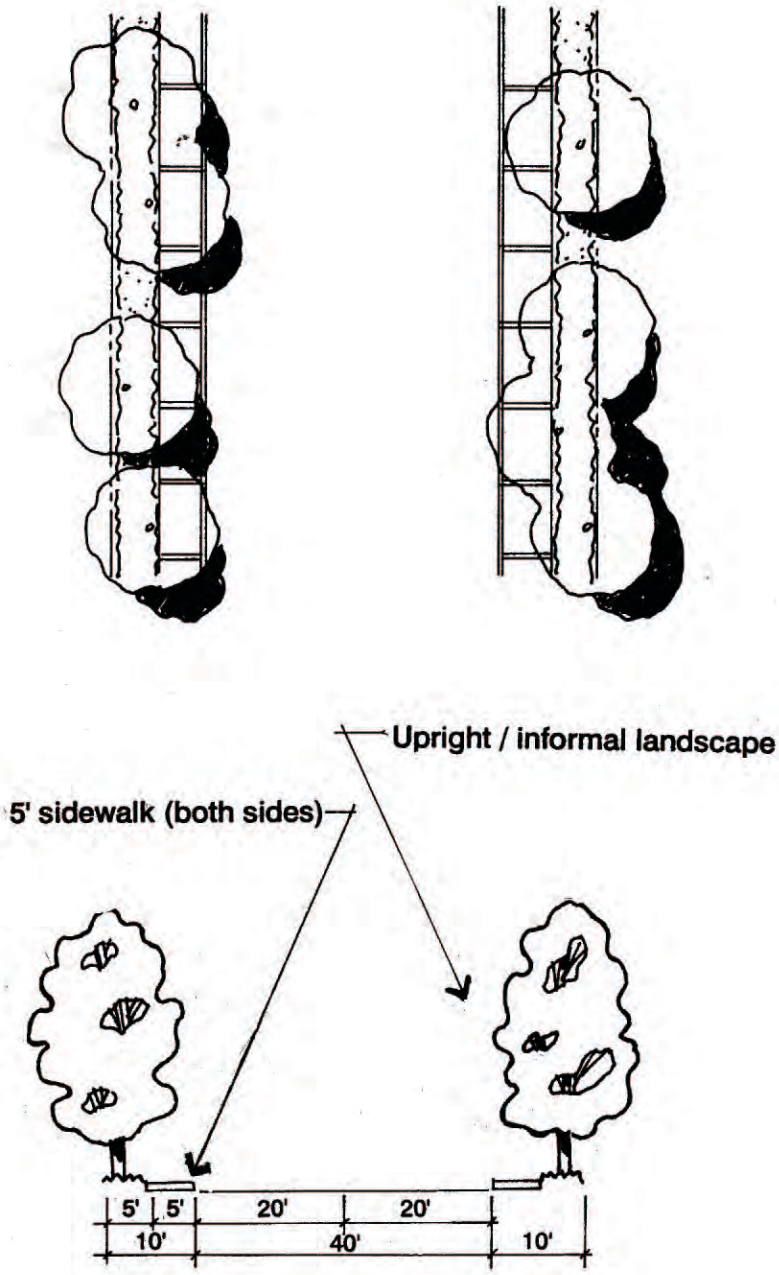


Notes:

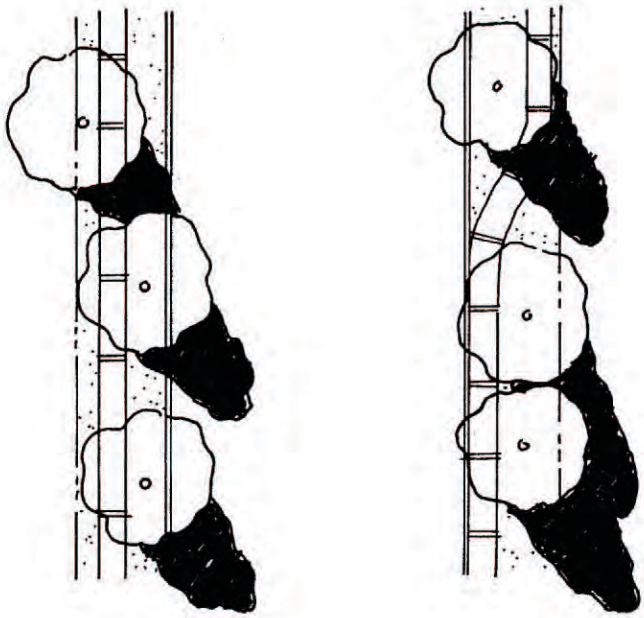
1) A sidewalk easement and landscape maintenance agreement must be recorded when sidewalks occur outside of street right-of-way.

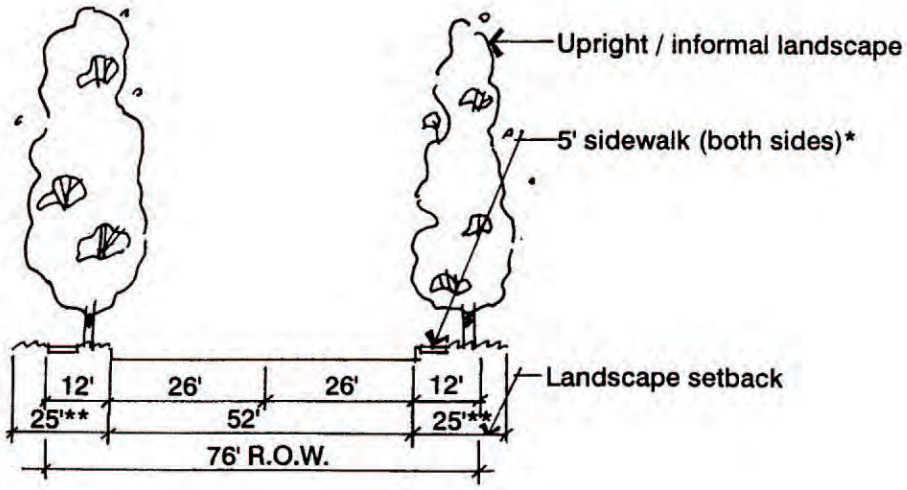
* Sidewalk can be at right-of-way line or meandering.

Landsdowne Road, Severyns Road Streetscape



Marble Mountain Road Streetscape





Notes:

1) A sidewalk easement and landscape maintenance agreement must be recorded when sidewalks occur outside of street right-of-way.

* Sidewalk can be at right-of-way line or meandering.

** Streetscape upgrades including the landscape setbacks may be constrained by existing development.

Key Map - Perimeter Roadways

- Redhill Avenue Edge Streetscape (A)
- Redhill Avenue Edge Streetscape (B)
- Edinger Avenue Edge Streetscape (A)
- Edinger Avenue Edge Streetscape (B)
- Edinger Avenue Edge Streetscape (C)
- Barranca Avenue Edge Streetscape (A)
- Barranca Avenue Edge Streetscape (B)
- Harvard Avenue Edge Streetscape (A)
- Harvard Avenue Edge Streetscape (B)
- Harvard Avenue Edge Streetscape (C)
- MCAS Tustin Boundary
- Tustin / Irvine Boundary

Notes:

City Boundary and Tustin Ranch Road/Warner Avenue alignment are correctly depicted on Figure 2-1

This is a graphic representation of a planning/engineering concept. Final design solutions (location and sizing) will be proposed and reviewed as part of subsequent approvals needed by the respective agency with jurisdiction.

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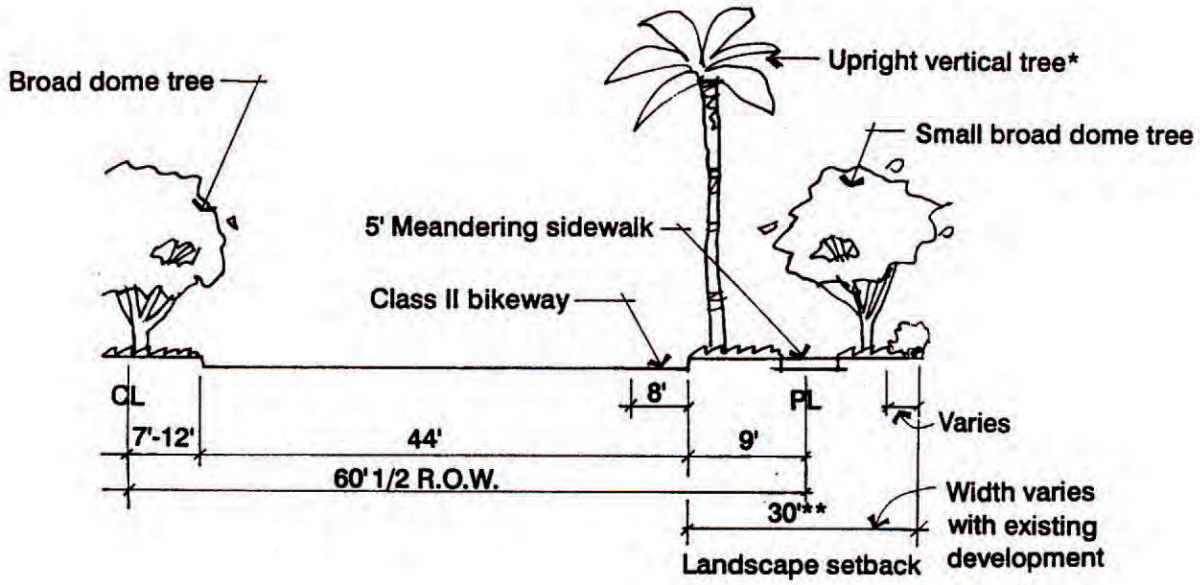
- **Red Hill Avenue Edge Streetscape A and B** (Figure 2-30a and 2-30b). Two streetscape designs are provided for Red Hill Avenue based on the different size in right-of-way. Figure 2-30a shows the streetscape design between Valencia Avenue and Edinger Avenue with a 6-lane, 120 foot right-of-way. Figure 2-30b shows the roadway section as an 8-lane, 144 foot right-of-way. A detailed inventory of the existing plant material will need to be completed in order to identify the opportunities for retaining existing vegetation and implementing the design concept. The landscape easement will vary as it interfaces with existing developments proposed for reuse.

- **Edinger Avenue Edge Streetscape A, B, and C** (Figure 2-31a, 2-31b, and 2-31c). The streetscape design along Edinger Avenue will have three conditions, based on the road's interface with existing development and the existing drainage facility (Santa Ana/Santa Fe Channel). Figure 2-31a shows the streetscape design from 1400 feet east of Red Hill Avenue to the point where the channel crosses Edinger on the south side. Figure 2-31b shows the streetscape along Edinger with the open channel condition to Jamboree Road. Figure 2-31c shows the streetscape along both sides of Edinger, from Jamboree Road to Harvard Avenue.

- **Barranca Parkway Edge Streetscape A and B,** (Figure 2-32a and 2-32b). Barranca Parkway will have two streetscape designs. Figure 2-32a assumes the flood control channel is covered, thereby allowing for integration of the Class I bike trail and landscape elements within the adjacent Planning Areas. Figure 2-32b shows the streetscape from approximately 500 feet east of Von Karman Avenue to Jamboree Road. In the event the channel is not permitted to be covered, alternate designs will be evaluated.

- **Harvard Avenue Edge Streetscape A, B, and C** (Figure 2-33a, 2-33b, and 2-33c). The streetscape for Harvard Avenue is shown under three conditions. Figure 2-33a shows the portion of Harvard Avenue between Barranca Parkway and the Tustin/Irvine border, within the City of Irvine. This section of roadway is designated as a primary arterial, with a 100 foot right-of-way. The streetscape treatment along Harvard Avenue

Redhill Avenue Edge Streetscape A
Northbound from Valencia Avenue to Edinger Avenue



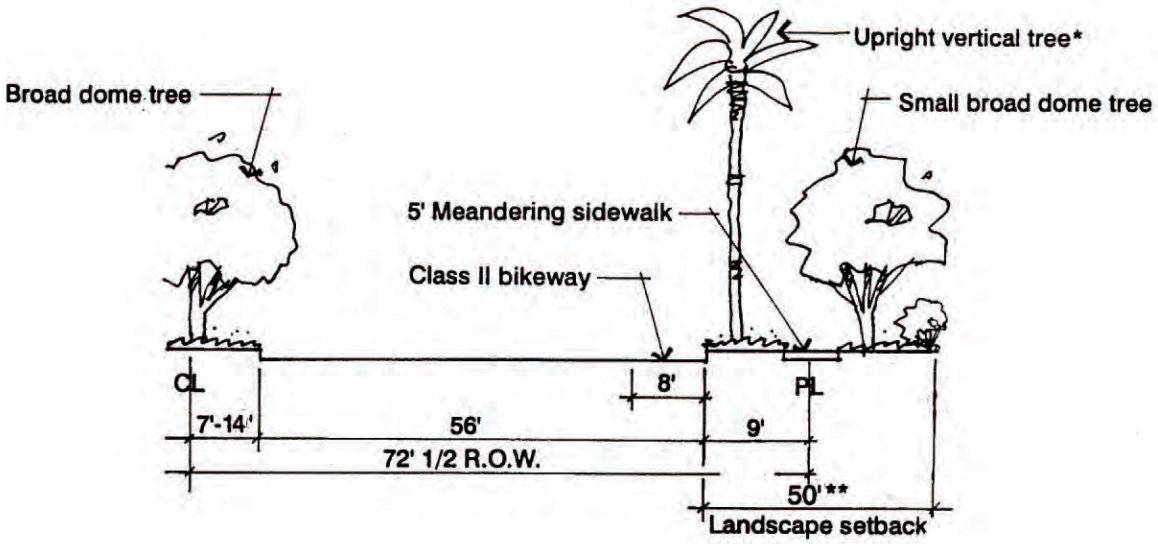
Notes:

1) Median can vary from 14'-24' at certain locations to account for double left turn lanes at intersections.
2) A nine foot sidewalk width is required when sidewalks extend to the curb at intersections along major arterials.

* Palm in an example only.

** A sidewalk and landscape maintenance agreement must be recorded when sidewalks occur outside of street right-of-way.

Redhill Avenue Edge Streetscape B
Northbound from Barranca Parkway to Valencia Avenue



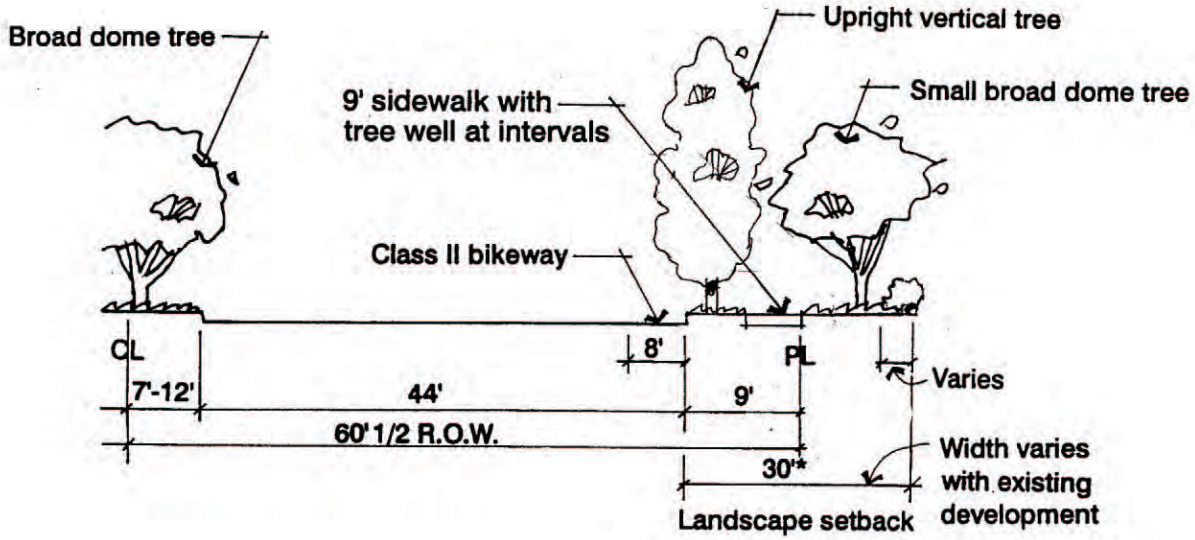
Notes:

1) Median can vary from 14' to 24' at certain locations to account for double left turn lanes at intersections
2) A nine foot sidewalk width is required when sidewalks extend to the curb at intersections along major arterials.
3) Landscape setback is measured from curb face corresponding to ultimate right-of-way.

* Palm is an example only.

** A sidewalk and landscape maintenance agreement must be recorded when sidewalks occur outside of street right-of-way.

Edinger Avenue Edge Streetscape A Eastbound from Approx. 1400' East of Redhill to Santa Ana/Santa Fe Channel

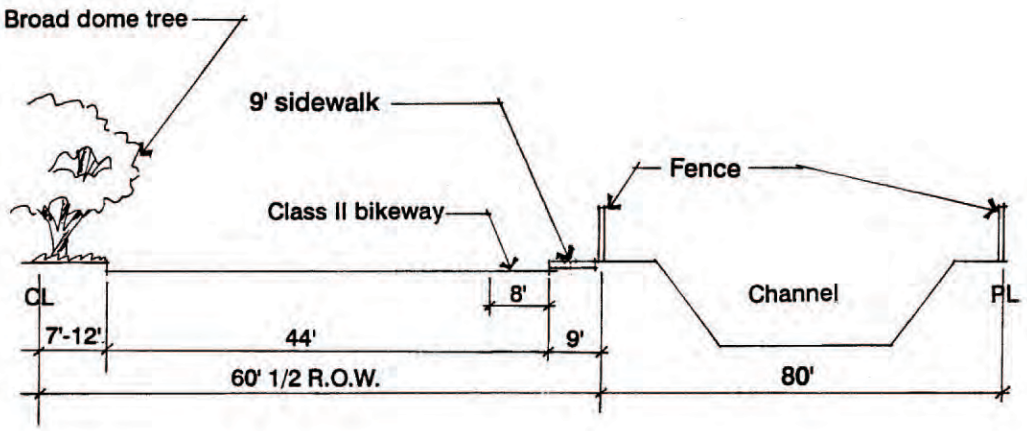


Notes:

1) Median can vary from 14' to 24' at certain locations to account for double left turn lanes at intersections
2) A nine foot sidewalk width is required when sidewalks extend to the curb at intersections along major arterials.

* A sidewalk and landscape maintenance agreement must be recorded when sidewalks occur outside of street right-of-way.

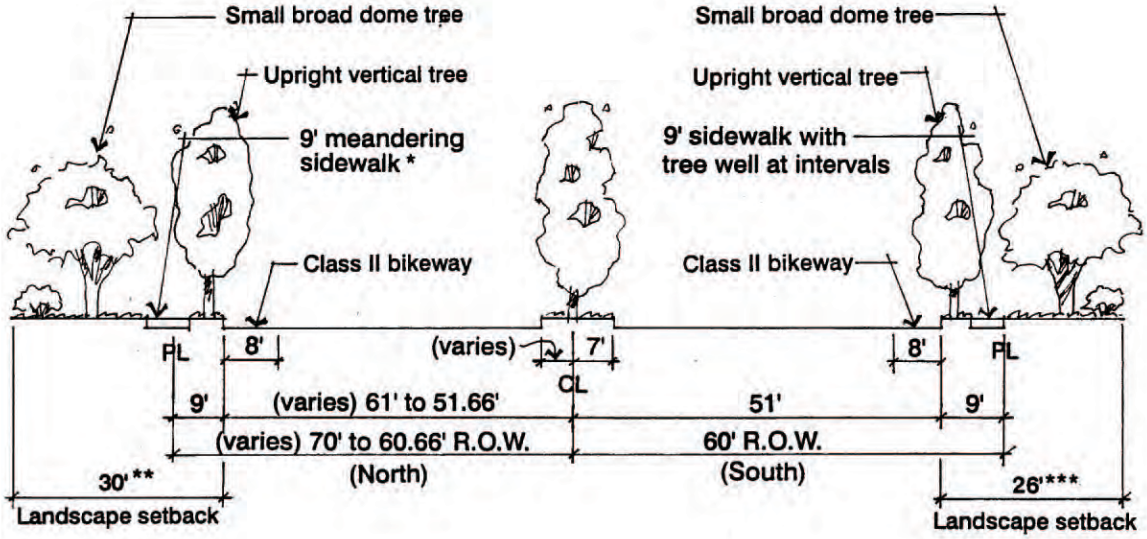
Edinger Avenue Edge Streetscape B Eastbound from Approx. 2500' East of Jamboree Road to Jamboree Road – Channel Condition



Notes:

1) Median can vary from 14' to 24' at certain locations to account for double left turn lanes at intersections
2) A nine foot sidewalk width is required when sidewalks extend to the curb at intersections along major arterials.
3) Tree wells may be located at intervals along sidewalks.

Edinger Avenue Edge Streetscape C From Jamboree Road to Harvard Avenue



Notes:

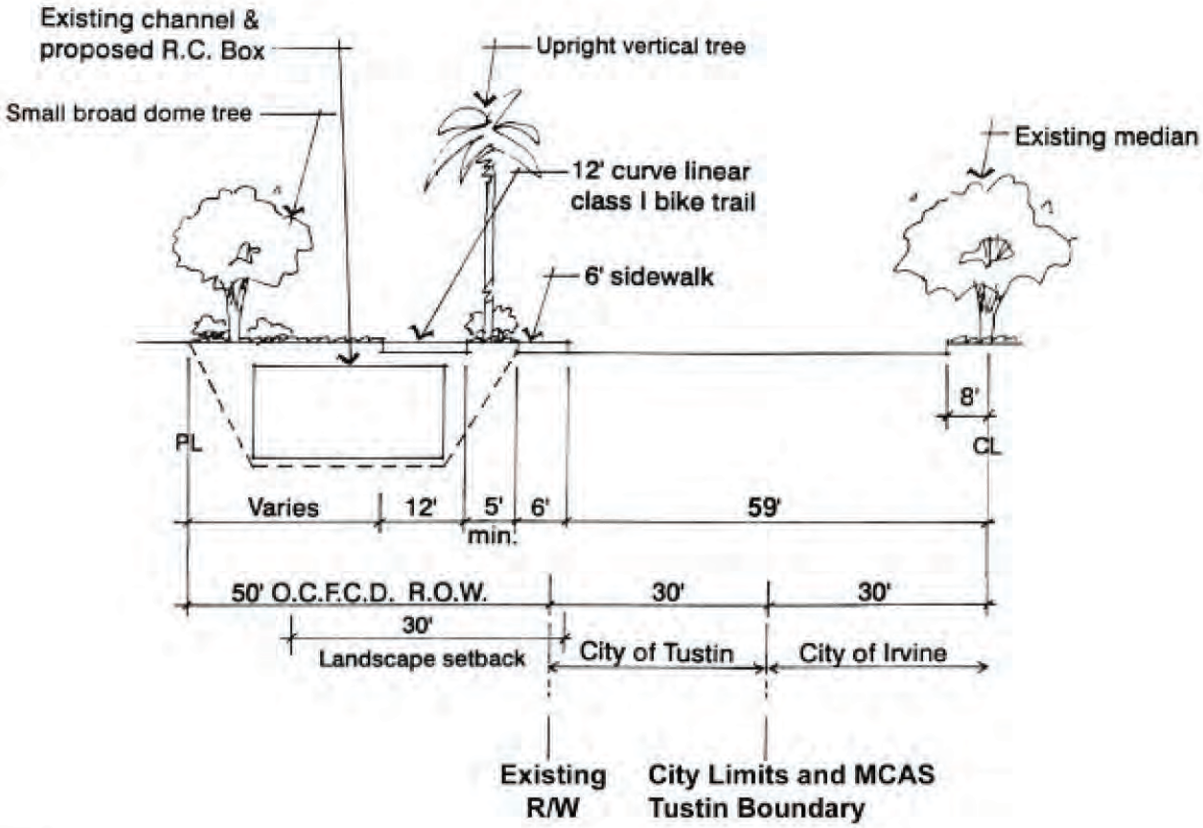
1) Median can vary from 14' to 24' at certain locations to account for double left turn lanes at intersections
2) A nine foot sidewalk width is required when sidewalks extend to the curb at intersections along major arterials.

* Sidewalk may be at curb or meander.

** A sidewalk and landscape maintenance agreement must be recorded when sidewalks occur outside of street right-of-way.

*** Based on existing development.

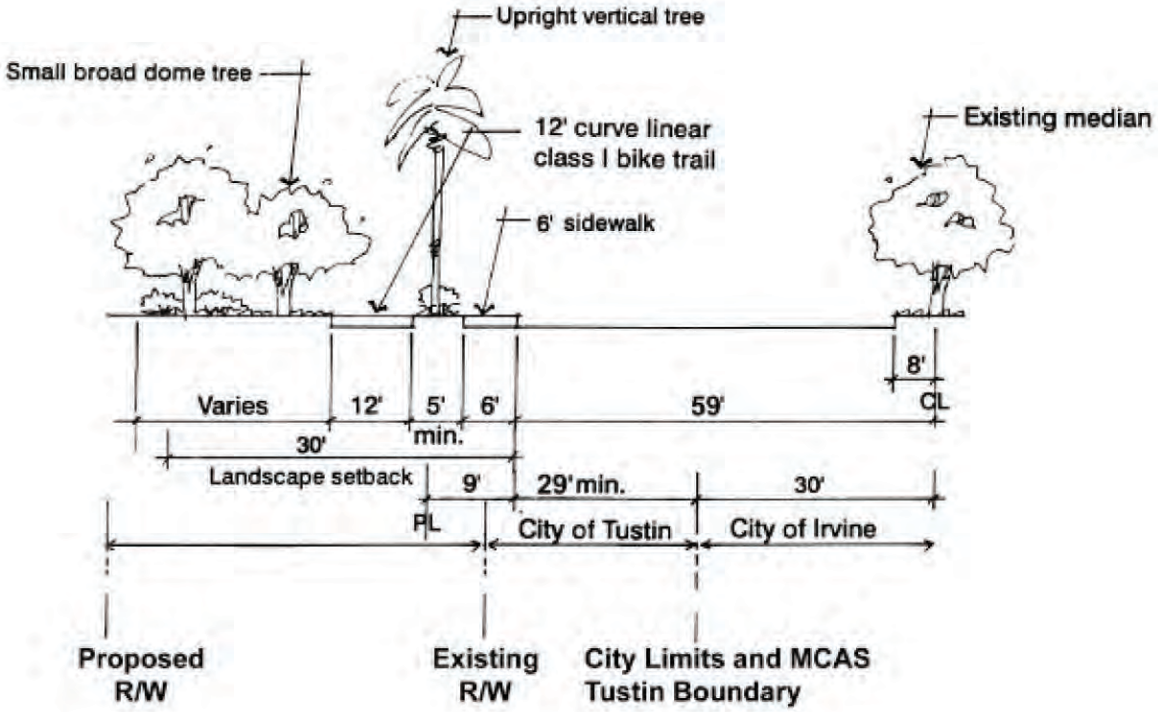
Barranca Parkway Edge Streetscape A Eastbound from Redhill Avenue to Approx. 500' East of Von Karman



Notes:

1) Median can vary from 16' to 26' at certain locations to account for double left turn lanes at intersections
2) A nine foot sidewalk width is required when sidewalks extend to the curb at intersections along major arterials.
3) Any placement of trees, structures or improvements within the OCFCD right-of-way would be subject to OCFCD approval. In the event that perimeter trees are not permitted by OCFCD, the City may require an alternative upright tree specimen as perimeter property treatment on private property immediately north of the OCFCD right-of-way to create a consistent landscape perimeter treatment.
4) Alternate sections may be authorized by the Tustin Public Works Department.
5) Sidewalks can be at curb or meander. A sidewalk and landscape maintenance agreement must be recorded if sidewalks or the Class I bike trail occur outside the street right-of-way.
6) Landscaping shown is conceptual. The actual width of the landscaped setback is determined by Chapter 3 of the MCAS Tustin Specific Plan/Reuse Plan.

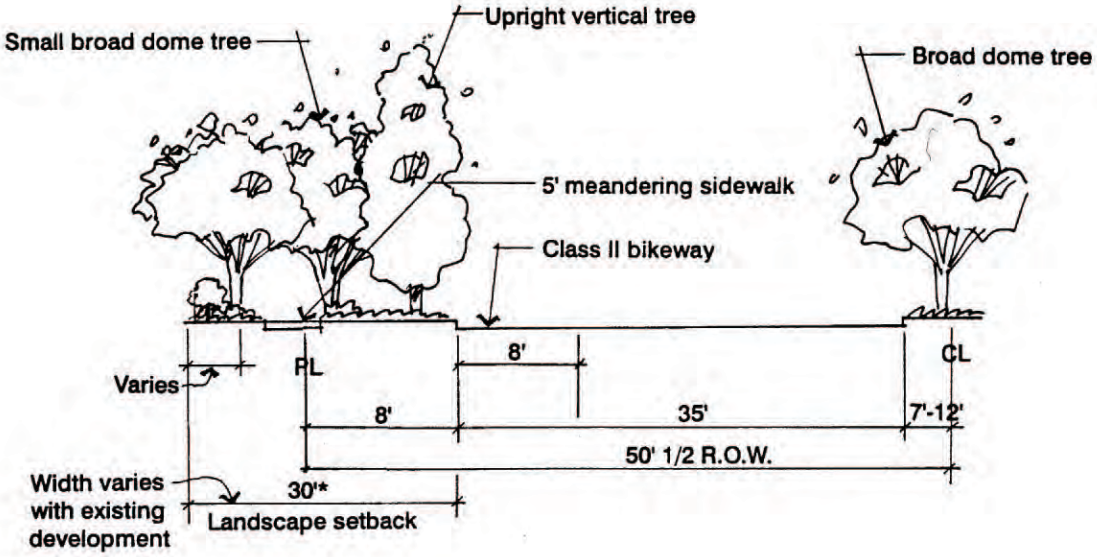
Barranca Parkway Edge Streetscape B Eastbound from Approx. 500' East of Von Karman Avenue to Jamboree Road



Notes:

1) Median can vary from 16' to 26' at certain locations to account for double left turn lanes at intersections
2) A nine foot sidewalk width is required when sidewalks extend to the curb at intersections along major arterials.
3) Alternate sections may be authorized by the Tustin Public Works Department.
4) Sidewalks can be at curb or meander. A sidewalk and landscape maintenance agreement must be recorded if sidewalks or the Class I bike trail occur outside the street right-of-way.
5) Landscaping shown is conceptual. The actual width of the landscaped setback is determined by Chapter 3 of the MCAS Tustin Specific Plan/Reuse Plan.

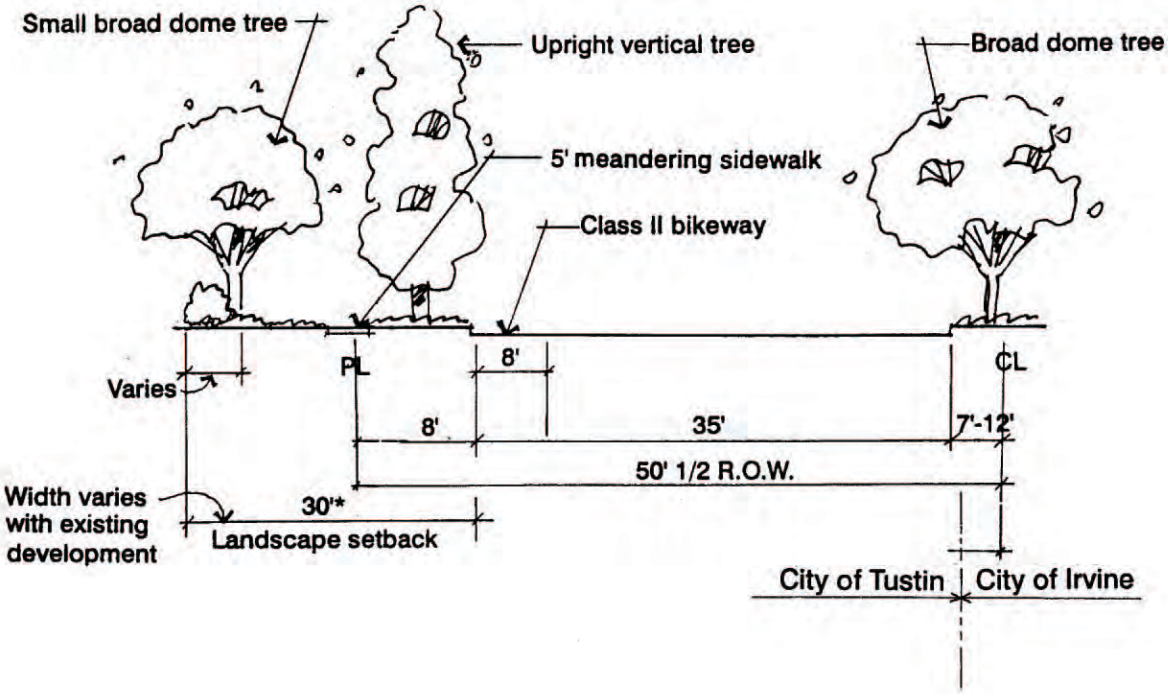
Harvard Avenue Edge Streetscape A Northbound from Barranca Parkway to Tustin/Irvine Border (City of Irvine)



Notes:

1) Median can vary from 14' to 24' at certain locations to account for double left turn lanes at intersections
2) An eight foot sidewalk width is required when sidewalks extend to the curb at intersections along arterials.
* A sidewalk and landscape maintenance agreement must be recorded when sidewalks occur outside of street right-of-way.

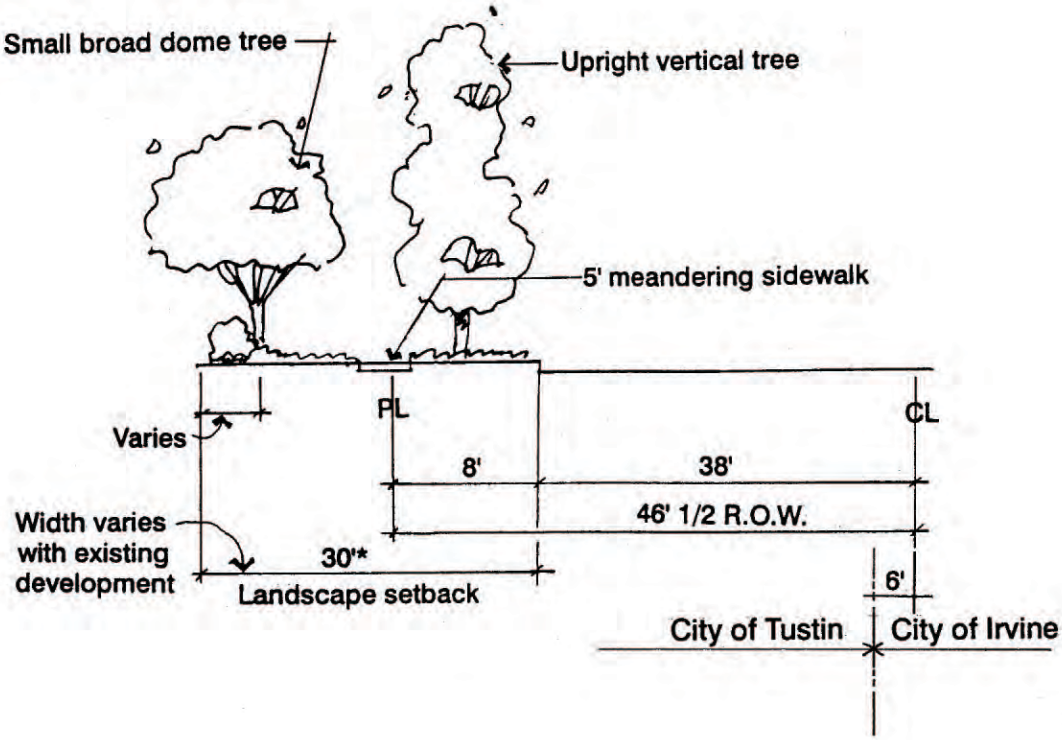
Harvard Avenue Edge Streetscape B
Northbound from Tustin/Irvine Border to Edinger Avenue



Notes:

1) Median can vary from 14' to 24' at certain locations to account for double left turn lanes at intersections
2) An eight foot sidewalk width is required when sidewalks extend to the curb at intersections along arterials.
* A sidewalk and landscape maintenance agreement must be recorded when sidewalks occur outside of street right-of-way.

Harvard Avenue Edge Streetscape C
Northbound from Edinger Avenue to Railroad



Notes:

1) Median can vary from 14' to 24' at certain locations to account for double left turn lanes at intersections
2) An eight foot sidewalk width is required when sidewalks extend to the curb at intersections along arterials.

* A sidewalk and landscape maintenance agreement must be recorded when sidewalks occur outside of street right-of-way.

within the City of Irvine will be governed by the City of Irvine's Walls & Streetscape Plan for Planning Area 38 (Westpark II). Irvine recognizes that retrofitting this community edge may not be fully feasible due to existing development. Figure 2-33b shows the streetscape concept for Harvard Avenue between the Tustin/Irvine border and Edinger Avenue. This section is within the City of Tustin and is classified as a Primary arterial with a 100 foot right-of-way.

Figure 2-33c identifies the westerly portion of the Harvard Avenue roadway section between Irvine Avenue and the railroad right-of-way within the City of Tustin. Harvard Avenue is designated as a Secondary arterial, with a 92 foot right-of-way. The planting concept along the westerly portion of the Harvard sections within the City of Tustin will be compatible with, but not necessarily duplicative of the planting scheme in the City of Irvine. Existing conditions along this roadway within the City of Tustin will also require adjustments in the streetscape design in certain areas. The streetscape design will be compatible with the plant materials, plant sizes, and planting intervals called out within Irvine's Planning 38 streetscape standards.

2.17.3 Urban Design Guidelines

A. Residential Development

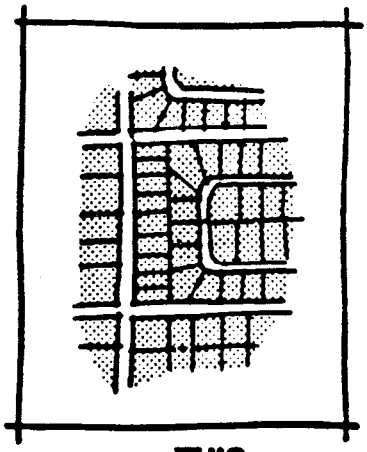
1. Massing and Siting of Development

The intent of site planning is to integrate buildings and site improvements into a unified setting with minimal impact of the development on adjacent land uses. Site planning concentrates on the proper placement of buildings, roads and services.

The goal of residential site planning is to create a neighborhood fabric that offers a unique, safe and visually appealing environment to those in and around the development. Site plan design should respond to the following guidelines:

- Effectively accommodate the residential unit types proposed.
- Maximize unit exposure to parks, greenbelts and other amenities.

- Use geometric "grid" layouts or cul-de-sac and curvilinear street layouts.



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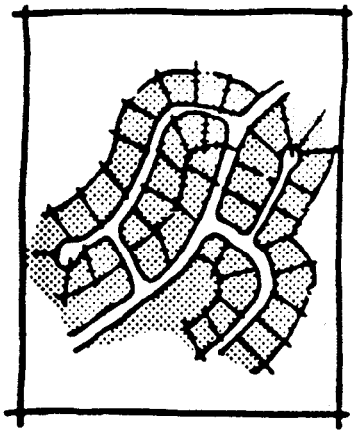

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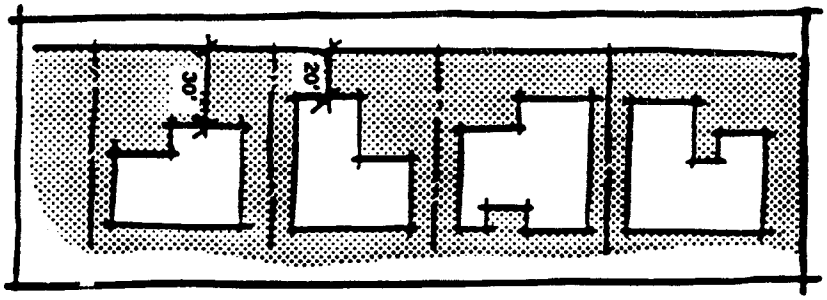
- Employ the latest techniques of energy-efficient/cost-effective subdivision design.

- Accommodate street drainage or underground drainage in accordance with generally accepted practices and city standards.

- Discourage thru-traffic in street layout while still permitting adequate emergency vehicle access.

- Variations of the building footprint with cut-outs and pop-outs can assure variety in a plan. Further variety and interest can be developed with plans by varying setback dimensions and positions of buildings.



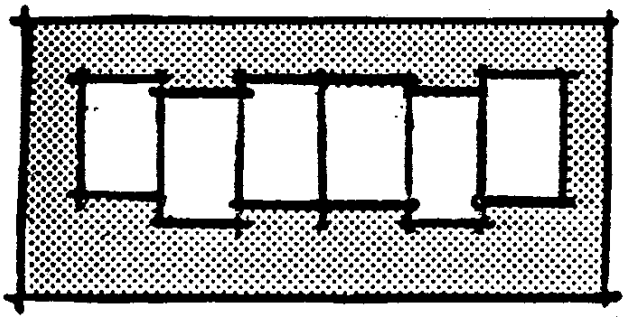
- Entries should be oriented to public or private open space or courtyard areas.
- Fencing and walls should be durable in design.
- Open space should be appropriate to design and function. Community open space should be centrally designed.

a) Single Family Detached Residential Site Planning

- To the extent possible, units should have views from the rear of the units toward special features. Views should be enhanced with landscaping which does not block the view of adjacent lots.
- Single family detached residential uses should be buffered from existing adjacent land uses, and high traffic arterials. Landscape design should be used to provide privacy between units.
- A variety of building pad configurations can create further interest.
- Provide for variety in architectural forms and setbacks along the streetscape, where possible.
- Orient views of the units towards special features, distant mountains, or common area open space, where possible. Views should be enhanced with tree plantings framing the desired view, but not blocking the view of adjacent lots.

b) Multi-Family Residential Site Planning

- Cluster housing facades should have variation to reflect that the building are clusters of individual homes attached rather than one long, continuous building.



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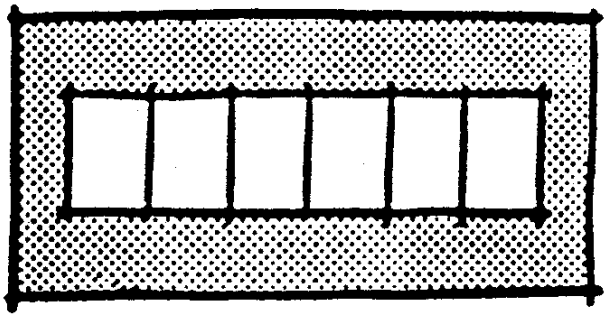

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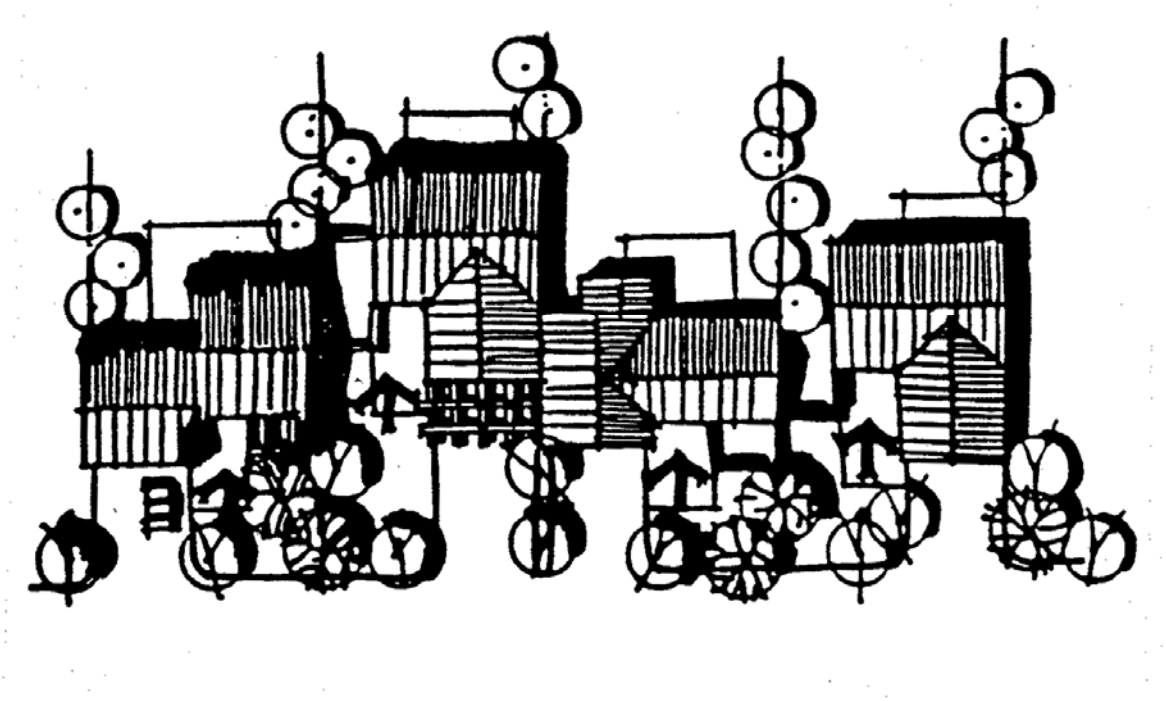
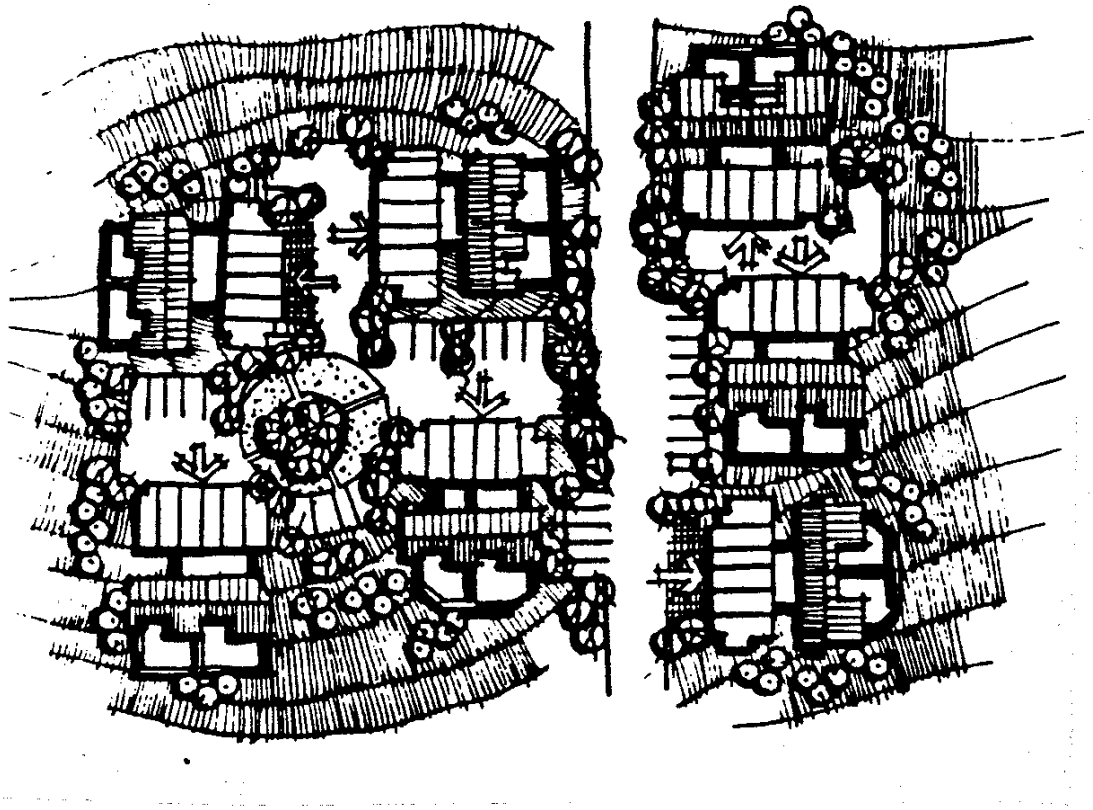
- Individual units should be turned and oriented in a variety of ways to avoid the monotony of garage door corridors.



- Maximization of open space is an important element within a higher density project. Curving the streets and orienting road axis to open areas and views can attain the feeling of open space. Open parking areas can be treated as landscaped plazas and courts. In any event, open space should be appropriate to design and function and common open space should be centrally located, where possible.

- In multi-family and attached housing, it is important to provide each unit with its own entry and identity. This can be accomplished by offsetting and staggering each separate unit and by combining one and two-story building forms to separate massing. This also will add variety to the streetscape.



- Minimize bulk and appearance of large structures through the use of sloping roof lines. Use variations in height, direction and slope to visually break up appearance.

- Variations in depth and direction of exterior vertical walls should be used.
- Provide pedestrian access through parking areas.
- In the event that infill development occurs, the following guidelines shall apply:
  - Consistency with scale massing, and setbacks of existing structures
  - Compliance with reuse guidelines that pertain to a site and to the surrounding existing structures.
  - Compliance with appropriate landscape and parking standards.

2. Residential Architectural Guidelines

The architectural guidelines for the Plan are intended to produce a feeling of authenticity without creating rigid, over-specific product/style requirements which often lead to architectural blandness and homogeneity. Rather, development within the Plan area should encourage a program of innovative design. The development programs should apply the guidelines in either literal or abstract forms.

These architectural guidelines are intended to establish design standards and form an encyclopedia of alternative design concepts.

a) Elevation Concepts

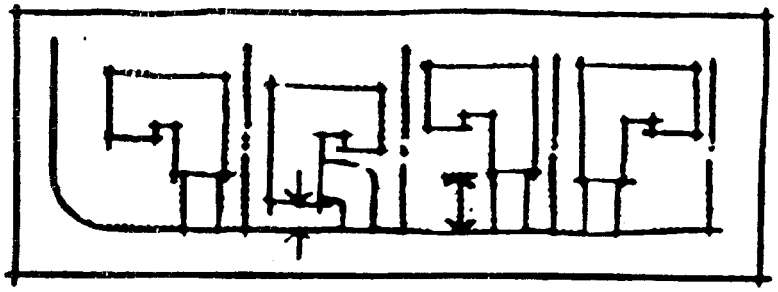
- Each building shall relate in terms of bulk and mass but should not be identical. A two-story building is more harmonious to a neighboring one-story building if it contains a one-story element. However, special attention should be given to not just creating "eyebrow" architectural features.

THIS

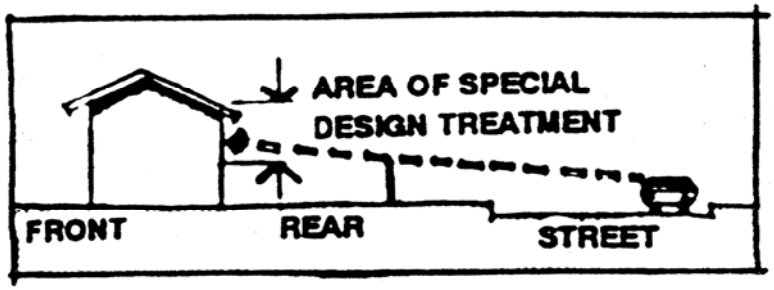
NOT THIS

- Provide front elevation variety to avoid monotonous elevations and street scenes.

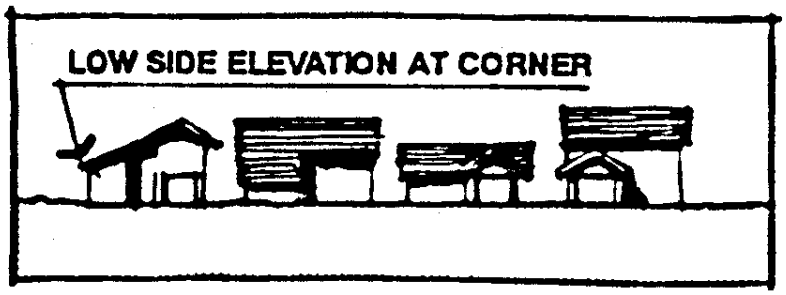
- A variety of elevations utilizing differing setbacks such as swing-in garages and reverse plans will ensure a varied street scene.



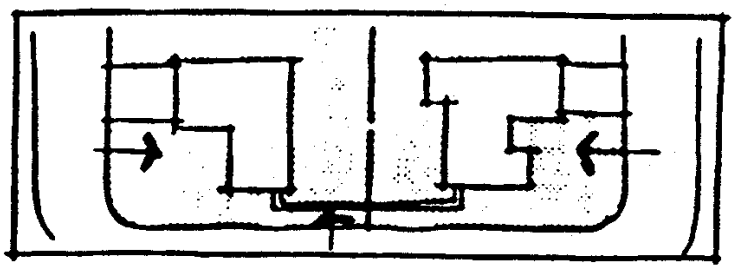
- Where applicable, the rear side of the building located adjacent to streets and other areas of high visibility should have similar treatment as with the primary elevation criteria. If a fence is used as a screening device, then it too should be designed to be part of the architecture.



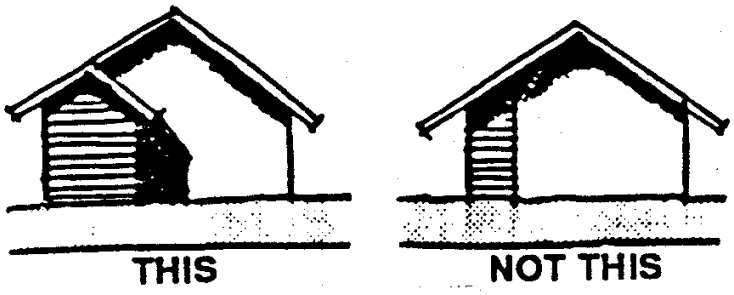
- Corner Elevations - Place the single story side elevation on the corner to reduce the feeling of height and mass at the corner.



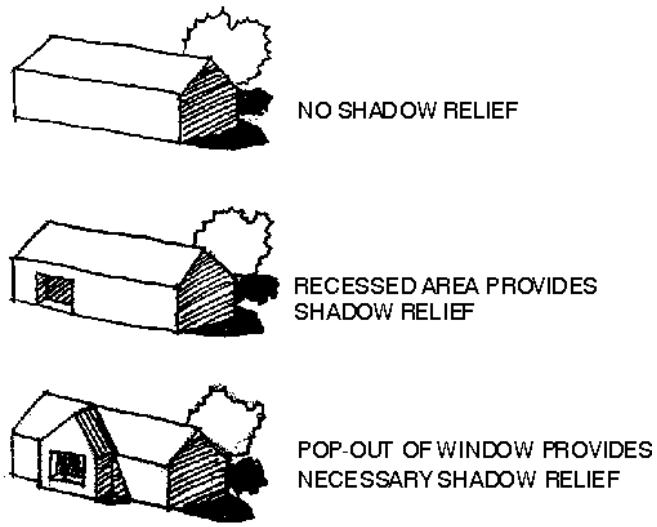
- Elevations and Side Streets - Fences or walls that connect two separate units should be of the same material and color and be compatible with the architecture of the buildings.



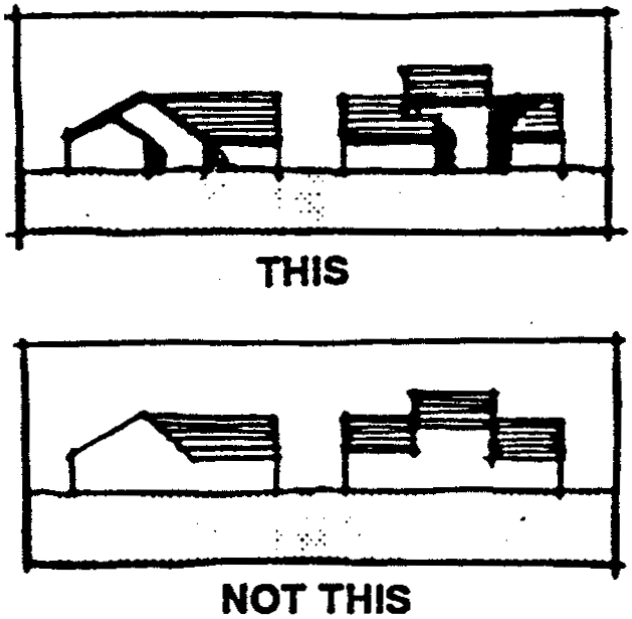
- Facades - If material changes do not occur in the same plane and if they intercept an architectural element, they are more effective.



- Allow for visual relief for interest and to break up long planar surfaces. Offsets, pop-outs, overhangs and recesses all may be used to produce effective shadow interest areas. Larger buildings require more relief than do smaller buildings.

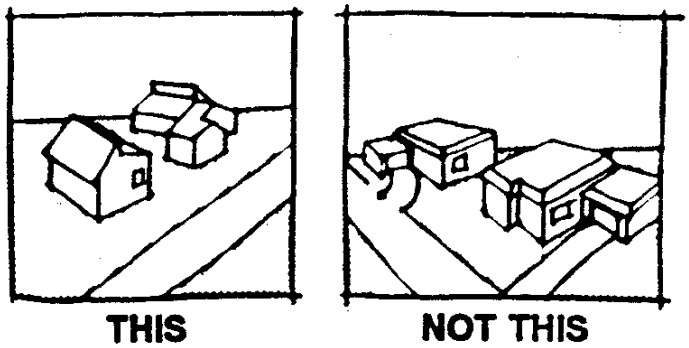


- It is desirable to accompany a plan offset with a change in the roof pitch orientation. This is important on the primary elevations.



- The design theme should be continued throughout the project, including accessory items such as lighting fixtures and address plaques.

- Roof Design - Flat roof design for residential structures should be discouraged. If used, flat roofs should be a secondary design element only and should be contained within the scheme of an individual building design. Particular consideration as to color and material should be given to the design and treatment of roofs because of their visual impact.



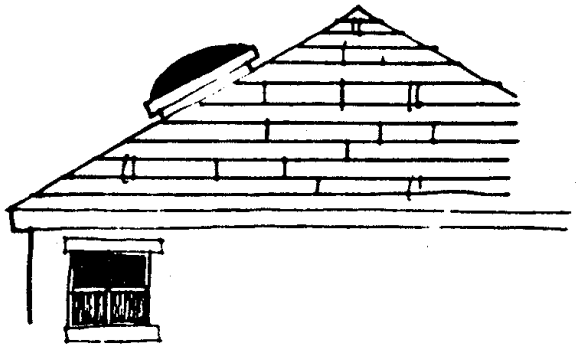
b) Details

- There are many building elements that come into view. Usually they are secondary adjuncts to major elements, such as a skylight on a roof. In some cases they become no more than a texture, such as a trellis.

It is important in all cases, however, that these elements integrate with the whole design. What may start out as a minor feature can become a distracting eyesore, if not thought through.

- Site planning, landscaping, architecture, lighting, and signage should be coordinated to provide consistent and comprehensive design character on individual development sites.

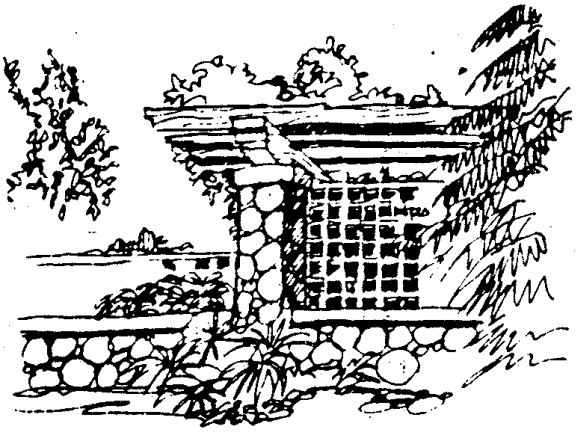
- Skylights should be integrated into the roof form.



- Chimneys are usually very strong roof elements. Codes require that they extend higher than adjacent roof lines. Careful choice of proportion and material should give them a substantial and stable appearance.

- The use of prefab fireplaces and flues is economically sound. However, they need not have the stove-pipe appearance, depending on which spark arrestor is used or required by the Code. Enclosing the flue in a masonry or wood chimney with substantial proportions will solve the problem.

- Trellis/Pergolas can be very pleasing and functional structures, (i.e., carport, entry canopy). They provide partial shade, screens for privacy or an arbor for climbing plants. They offer the warmth and texture of wood at a relatively low cost. It is important to consider a trellis as a permanent structure and design it accordingly. Avoid corrugated fiberglass metal, or other temporary type material. Use adequately heavy members for the support structure working down to no less than 2" nominal for the smallest dimension of the lighter members. The trellis will look more substantial and will not bow from old age prematurely.



- Exterior windows within public view should be architecturally framed or recessed.

- Stairways, balconies and elevated walkways shall be important architectural elements.

- Accessory structures such as carports and garages shall be complementary in design to main structures.

- Fences and wall should be decorative and durable in design.

c) Materials and Finish

In keeping with the goals of the Plan to maintain and develop a project of high quality designs in harmony with nature, attention should be extended to material, finish and color selection.

- Natural materials by their nature inherently work well with the surroundings. Natural colors or transparent finishes on these materials not only enhance them, but actually improve with age and are low maintenance. Man-made materials of natural colors and textures are also suitable.

- Brick, natural tile, concrete, steel and glass, if used honestly and in a straight-forward manner, can be pleasant. Large expanses of a single material, especially if unbroken by detail or depth, can become overpowering to the rest of the building form and the surroundings. Conversely, over-detailing with the use of too many different materials or textures can create confusion and distract from an otherwise good design.

- Wall surface may include textured stucco, wood or wood-product siding or decorative block, stone or brick.

- Visible roofing material should provide interest, shadow lines and texture.

d) Landscape/Hardscape

- Create a pleasant and distinctive environment, reinforcing the site plan, enhancing building frontages, and maintaining street continuity.

- Encourage pedestrian orientation in multi-family projects by use of decorative walkways and pedestrian amenities.

e) Lighting

- Reduce glare, create a safe and distinctive nighttime environment and avoid impacts on surrounding properties.

f) Utilities

- Screening and/or enclosures should be required for mechanical equipment.

- All new utilities shall be underground.

3. Reuse and Rehabilitation

Reuse and rehabilitation of existing buildings is covered in the development regulations and design guidelines for individual Planning Areas in Chapter 3. An example of the key areas are:

- Architectural upgrades
- Landscape and hardscape improvements
- Signage and lighting programs
- Circulation (both vehicular and non-vehicular) and parking upgrades
- Utility upgrades

B. Non-Residential Development

1. Massing and Siting of Development

- As with residential site planning, the intent of non-residential site planning is to integrate buildings and site improvements into a unified setting with minimal impact on adjacent land uses. Site planning within the Plan area should concentrate on the proper placement of buildings, roads, and services in order to provide convenient connections between uses, convenient access for motorists and pedestrians, and necessary buffering or screening of certain activities or uses. The site plan should take the following into consideration:

- Links between commercial development should be reinforced by building and landscape elements. In the case of landscape elements, these links may be made with both hardscape (such as paving), or softscape treatments.

- Although the area is to be auto-oriented with regard to attracting those shoppers from the local community, site planning for commercial uses shall encourage pedestrian, and bicycle links to minimize auto trips from within the project area. Interaction between residential, park and commercial areas is encouraged.

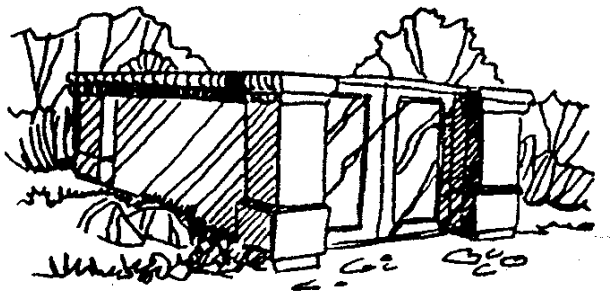
- Buildings can be used to provide definition to major arterial corridors and pedestrian connections. Buildings can also be grouped to define intersections and gateways.

- Open-air plazas are encouraged that are pedestrian friendly and act as a focus for a development.

- Large surface parking areas should be broken up into "smaller rooms" through site planning and landscape design.

- In some instances visual screens and sound barriers of objectional elements may be required. Otherwise, these treatments should be minimized and used only when necessary.

- Courtyards and outdoor seating areas are encouraged, and other ancillary structures, service areas, and trash enclosures shall be planned as part of the project, and placed or screened in a position of low prominence.



- Landscaping shall be used to break up otherwise uninterrupted building mass, frame views, and connect with development on adjacent pads.

- Variations of the building footprint with cut-outs and pop-outs can assure variety in a plan. Further variety and interest can be developed with plans by varying setback dimensions and positions of buildings.

- In the event that infill development occurs, the following guidelines shall apply:

  - Compliance with reuse guidelines that pertain to a site or surrounding existing structures.

- Compliance with appropriate landscape and parking standards.

2. Non-Residential Architectural Guidelines

The architectural guidelines for Plan are intended to produce a feeling of authenticity without creating rigid, over-specific product/style requirements which often lead to architectural blandness and homogeneity. Rather, development within the Plan area should encourage a program of innovative design. The development programs should apply the guidelines in either literal or abstract forms.

These architectural guidelines are intended to establish design standards and form an encyclopedia of alternative design concepts.

a) Elevation Concepts

- Each building shall relate in terms of bulk and mass but should not be identical. A two-story building is more harmonious to a neighboring one-story building if it contains a one-story element.

- Avoid stereotyped units which will produce monotonous elevations and street scene.

- Where applicable, the rear side of the building located adjacent to streets and other areas of high visibility should have similar treatment as with the primary elevation criteria. If a fence is used as a screening device, then it too should be designed to be part of the architecture.

- Facades - If material changes do not occur in the same plane and if they intercept an architectural element, they are more effective.

- Allow for visual relief for interest and to break up long planar surfaces. Offsets, pop-outs, overhangs and recesses all may be used to produce effective shadow interest areas. Larger buildings require more relief than do smaller buildings.

- It is desirable to accompany a plan offset with a change in the roof pitch orientation. This is important on the primary elevations.

b) Details

There are many building elements that come into view. Usually they are secondary adjuncts to major element, such as a skylight on a roof. In some cases they become no more than a texture, such as a trellis. It is important in all cases, however, that these elements integrate with the whole. What may start out as a minor feature can become a distracting eyesore, if not thought through.

- Site planning, landscaping, architecture, lighting, and signage should be coordinated to provide consistent and comprehensive design character on individual development sites.

- Exterior windows should be designed to create visual interest by varying elements such as size or facade treatment, or by creating interesting patterns.

- Accessory structures such as parking garages shall be complementary in design to main structures.

c) Materials and Finish

In keeping with the goals of the Plan to maintain and enhance the natural surroundings, designs in harmony with nature should be extended to material, finish and color selection.

- Natural materials by their nature inherently work well with the surroundings. Natural colors or transparent finishes on these materials not only enhance them, but actually improve with age and are low maintenance. Man-made materials of natural colors and textures are also suitable. Light to medium colors should be used on taller buildings. Dark buildings on a horizon can appear more massive than they actually are.

- Brick, natural tile, stucco, concrete, steel and glass, if used honestly and in a straight-forward manner, can be pleasant. Large expanses of a single material, especially if unbroken by detail or depth, can become overpowering to the rest of the building form and the surroundings. Conversely, over-detailing with use of too many different materials or textures can create

confusion and distract from an otherwise good design.

d) Landscape/Hardscape

- Create a pleasant and distinctive environment, reinforcing the site plan, enhancing building frontages, and maintaining street continuity.
- Encourage pedestrian orientation by use of enhanced, decorative walkways and pedestrian amenities.

e) Lighting

- Reduce glare, create a safe and distinctive nighttime environment and avoid impacts on surrounding properties.

f) Utilities

- Screening and/or enclosures should be required for mechanical equipment and utilities.
- All new utilities shall be underground.

3. Reuse and Rehabilitation

Reuse and rehabilitation of existing buildings is covered in the development regulations and design guidelines for individual Planning Areas in Chapter 3. An example of the key areas are:

- Architectural upgrades
- Landscape and hardscape improvements
- Signage and lighting programs
- Circulation (both vehicular and non-vehicular) and parking upgrades
- Utility upgrades

C. Public Uses

1. Massing and Siting Development

The intent of site planning is to integrate buildings and site improvements into a unified setting with minimal impact of the

development on adjacent land uses. Site planning concentrates on the proper placement of buildings, roads and services. The site plan should take the following into consideration:

- In the Education Village, use buildings to provide definition to roadways and pedestrian connections.
- "Dead" uses such as storage and service areas should be located away from public views.
- In the Education Village, the bulk of higher buildings can be minimized through articulation of the mass with off-sets, stepped terraces and other architectural devices.
- Provide open-air plazas that are pedestrian friendly and act as a focus for a development.
- Provide pedestrian access through parking areas.

2. Architectural Guidelines for Public Uses

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

The architectural guidelines for the Plan are intended to produce a feeling of authenticity without creating rigid, over-specific product/style requirements which often lead to architectural blandness and homogeneity. Rather, development within the Plan area should encourage a program of innovative design. The development programs should apply the guidelines in either literal or abstract forms.

These architectural guidelines are intended to establish design standards and form an encyclopedia of alternative design concepts.

a) Elevation Concepts

- Buildings should relate in terms of bulk and mass but should not be identical.

- Within the Education Village, provide for elevation variety to avoid monotonous elevations and street scenes.

- Where applicable, the rear side of the building located adjacent to public and private streets and other areas of high visibility should have similar treatment as with the primary elevation criteria. If a fence is used as a screening device, then it too should be designed to be part of the architecture.

- Within the Education Village, provide a variety of architectural forms and setbacks along public and private streets.

- Facades - If material changes do not occur in the same plane and if they intercept an architectural element, they are more effective.

- Allow for visual relief for interest and to break up long planar surfaces. Offsets, pop-outs, overhangs and recesses all may be used to produce effective shadow interest areas. Larger buildings require more relief than do smaller buildings.

b) Details

There are many building elements that come into view. Usually they are secondary adjuncts to major elements, such as a skylight on a roof. In some cases they become no more than a texture, such as a trellis. It is important in all cases, however, that these elements integrate with the whole. What may start out as a minor feature can become a distracting eyesore, if not thought through.

- Site planning, landscaping, architecture, lighting and signage design should be coordinated to provide consistent and comprehensive design character on individual development sites.

- Exterior windows within public view should be architecturally framed or recessed.

- Accessory structures shall be complementary in design to main structures.

- A variety of size and location of building windows can create an interesting visual pattern by varying elements which can form a pattern on a facade, the building can create visual interest.

c) Materials and Finish

In keeping with the goals of the Specific Plan to maintain and enhance the natural surroundings, designs in harmony with nature should be extended to material, finish and color selection.

- Natural materials by their nature inherently work well with the surroundings. Natural colors or transparent finishes on these materials not only enhance them, but actually improve with age and are low maintenance. Man-made materials of natural colors and textures are also suitable.

- Brick, natural tile, stucco, concrete, steel and glass, if used honestly and in a straight-forward manner, can be pleasant. Large expanses of a single material, especially if unbroken by detail or depth, can become overpowering to the rest of the building form and the surroundings. Conversely, over-detailing with the use of too many different materials or textures can create confusion and distract from an otherwise good design.

- Light to medium values of color should be used on taller buildings. Dark buildings can appear more massive on a horizon than they actually are. They also absorb light and increase heat gain.

d) Landscape/Hardscape

- Create a pleasant and distinctive environment, reinforcing the site plan, enhancing building frontages, and maintaining street continuity.

- Encourage pedestrian orientation by use of walkways and pedestrian amenities.

e) Lighting

- Reduce glare, create a safe and distinctive nighttime environment and avoid impacts on surrounding properties.

f) Utilities

- Screening and/or enclosures should be required for mechanical equipment and utilities.
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3. Reuse and Rehabilitation

Reuse and rehabilitation of existing buildings is covered in the development regulations and design guidelines for individual Planning Areas in Chapter 3. An example of the key areas are:

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- Signage and lighting programs
- Circulation (both vehicular and non-vehicular) and parking upgrades
- Utilities

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3. Land Use and Development/Reuse Regulations

3.1 PURPOSE AND SCOPE

Chapter 3 specifies the standards and regulations which will apply to new development, redevelopment and interim uses. Future review of concept plans, site plans, and subdivisions will assure that these standards are realized. Unless otherwise stated, provisions of this chapter apply to both new development and reuse of existing structures and facilities. Private developers and public agencies seeking to reuse facilities or develop new uses will be able to determine their development parameters and obligations by referring to this chapter. Understanding the rationale for the provisions of this chapter may also require reference to the Plan components described in Chapter 2.

3.2 LAND USE PLAN

The Land Use Planning Area map (Figure 3-1) and accompanying Land Use Statistical Analysis will regulate land use and development within the

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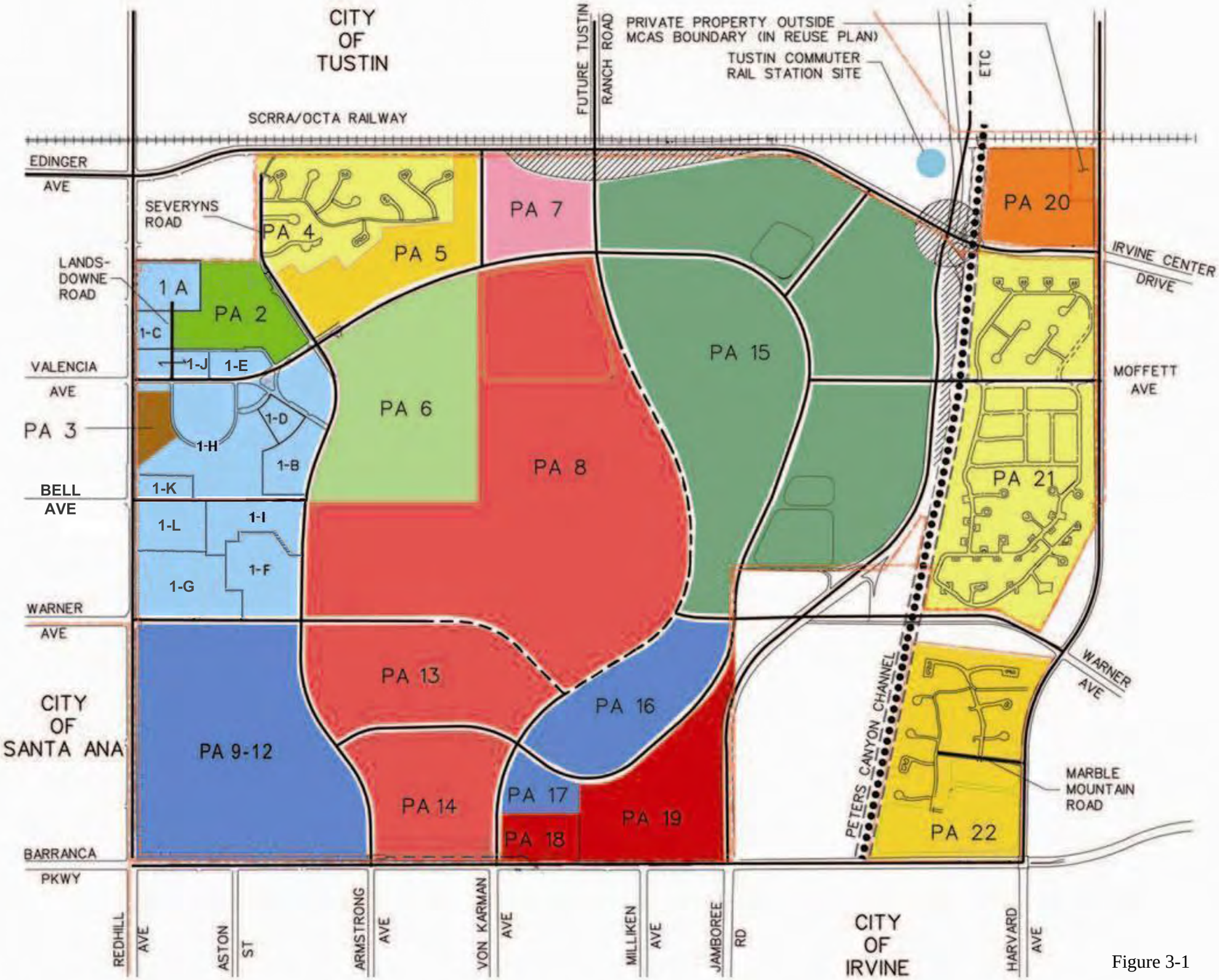

CITY OF TUSTIN
FUTURE TUSTIN RANCH ROAD
PRIVATE PROPERTY OUTSIDE MCAS BOUNDARY (IN REUSE PLAN)
TUSTIN COMMUTER RAIL STATION SITE
ETC
SCRRA/OCTA RAILWAY
EDINGER AVE
SEVERYNS ROAD
PA 4
PA 5
PA 7
PA 20
IRVINE CENTER DRIVE
LANDS-DOWNE ROAD
1 A
PA 2
1-C
1-J
1-E
PA 15
VALENCIA AVE
MOFFETT AVE
PA 3
1-H
1-D
1-B
PA 6
PA 8
PA 21
BELL AVE
1-K
1-L
1-I
1-F
1-G
WARNER AVE
PA 13
PA 16
WARNER AVE
CITY OF SANTA ANA
PA 9-12
PA 14
PA 17
PA 18
PA 19
PETERS CANYON CHANNEL
MARBLE MOUNTAIN ROAD
PA 22
BARRANCA PKWY
REDHILL AVE
ASTON ST
ARMSTRONG AVE
VON KARMAN AVE
MILLIKEN AVE
JAMBOREE RD
CITY OF IRVINE
HARVARD AVE

Figure 3-1

Specific Plan by defining appropriate locations for certain land uses and permitted development intensities. The Land Use Plan includes thirteen (13) separate land use designations as described in Section 2.2.1. Each parcel within the Specific Plan has been assigned a specific land use designation. Each designation has been assigned a Planning Area (PA) number, as shown on Figure 3-1. The Planning Area is the smallest regulatory unit for the application of development regulations. The development standards are customized for each Planning Area and grouped according to the neighborhood in which they belong.

The Land Use Plan Statistical Analysis is organized in two ways. Table 3-1 is the Land Use Plan Statistical Analysis organized by land use designation, and Table 3-2 is the Land Use Plan Statistical Analysis organized by neighborhood. The neighborhoods of the Plan are shown again for reference in Figure 3-2. Each statistical analysis contains the approximate acreages, square footage allocations and dwelling units permitted in each Planning Area shown on the Land Use Plan. Each Planning Area is assigned an amount of land devoted to existing buildings (where applicable), and includes an allocation of land available for new uses based on the density/intensity standards established in the Specific Plan. The maximum number of dwelling units and total square footage of non-residential development provided for in the Specific Plan are prescribed in the Statistical Analysis and further defined in the following regulations sections. Calculation of development potential is based on gross acreage figures for each Planning Area, which excludes land devoted to arterial roadways as identified in the Circulation Plan (Figure 2-5).

TABLE 3-1
LAND USE PLAN STATISTICAL ANALYSIS ORGANIZED BY LAND USE DESIGNATION

	ACREAGE		*NON-RESIDENTIAL USES*		*RESIDENTIAL USES*	
Designation/Planning Area	***Gross***	***Net***	***F.A.R.***	***Total Floor Area (Sq. Ft.)[1,2]***	***DU's Per Acre***	***Total DU's[1,2]***
RESIDENTIAL						
Low Density (1-7 du/ac)						
Planning Area 4	54.2	43.4		N/A	7	304
Planning Area 21	127.1	115.0		N/A	14	793
Medium Density (8-15 du/ac)						
Planning Area 5	51.7	41.4		N/A	15	621
Planning Area 22	73.4	61.0		N/A	15	402
Elementary School K-8						
Neighborhood Park						
Medium-High Density (16-25 du/ac)						
Planning Area 20	29.4	23.5		N/A	25	376
Transitional/Emergency Housing						
Planning Area 3	5.1	5.1	0.6	133,294	0	0
Residential Core						
Planning Area 15						
Residential	172.7	159.8		N/A		1,214
Low Density (1-7 du/ac)				N/A	7	
Medium Density (8-15 du/ac)				N/A	15	
Med-High Density (16-25 du/ac)				N/A	25	
Elementary School	10	10		N/A	N/A	N/A
Parks and Open Space[3]	59	59		N/A	N/A	N/A
Subtotal, Residential Core, PA 15	241.7	228.8				
SUBTOTAL	**582.6**	**518.2**	**N/A**	**133,294**	**N/A**	**3,710**
COMMERCIAL/BUSINESS						
Commercial/Business						
Planning Area 9-12						
See Allowed Uses	88.3	73.4	See Standards	1,267,324		0
Parks and Open Space[3]	29	29				
Subtotal, Planning Area 9-12	117.3	102.4				
Planning Area 16	31.0	27.9	0.4	486,130		0
Planning Area 17	16.3	16.3	0.4	284,011		0
Commercial						
Planning Area 18	16.7	14.5	0.35	40,846		0
Planning Area 19	38.6	38.6	0.4	672,566		0
Residential Core						
Planning Area 15	29.3	26.8	See Standards	466,637	N/A	0
Village Services						
Planning Area 7	20.7	19.0	See Standards	248,292	N/A	0
Community Core						
Planning Area 8, 13, 14						
See Allowed Uses	202.8	154.0	See Standards	4,757,279	25	891
Park and Open Space[3]	72.0	72.0				
High School	40.0	40.0			N/A	
Subtotal, Community Core	314.8	266		4,757,279		891
SUBTOTAL	**584.7**	**511.5**	**N/A**	**8,223,085**	**N/A**	**891**
INSTITUTIONAL/RECREATIONAL						
Education Village						
Planning Area 1-B	66.5	66.5	0.38 - 0.59[4]	1,087,970 - 1,710,780[4]	0	0
Educational						
Non-educational-related uses (i.e., Offices, Commercial, R&D, etc.)						
Law Enforcement Training						
Animal Care Center						

TABLE 3-1
LAND USE PLAN STATISTICAL ANALYSIS ORGANIZED BY LAND USE DESIGNATION

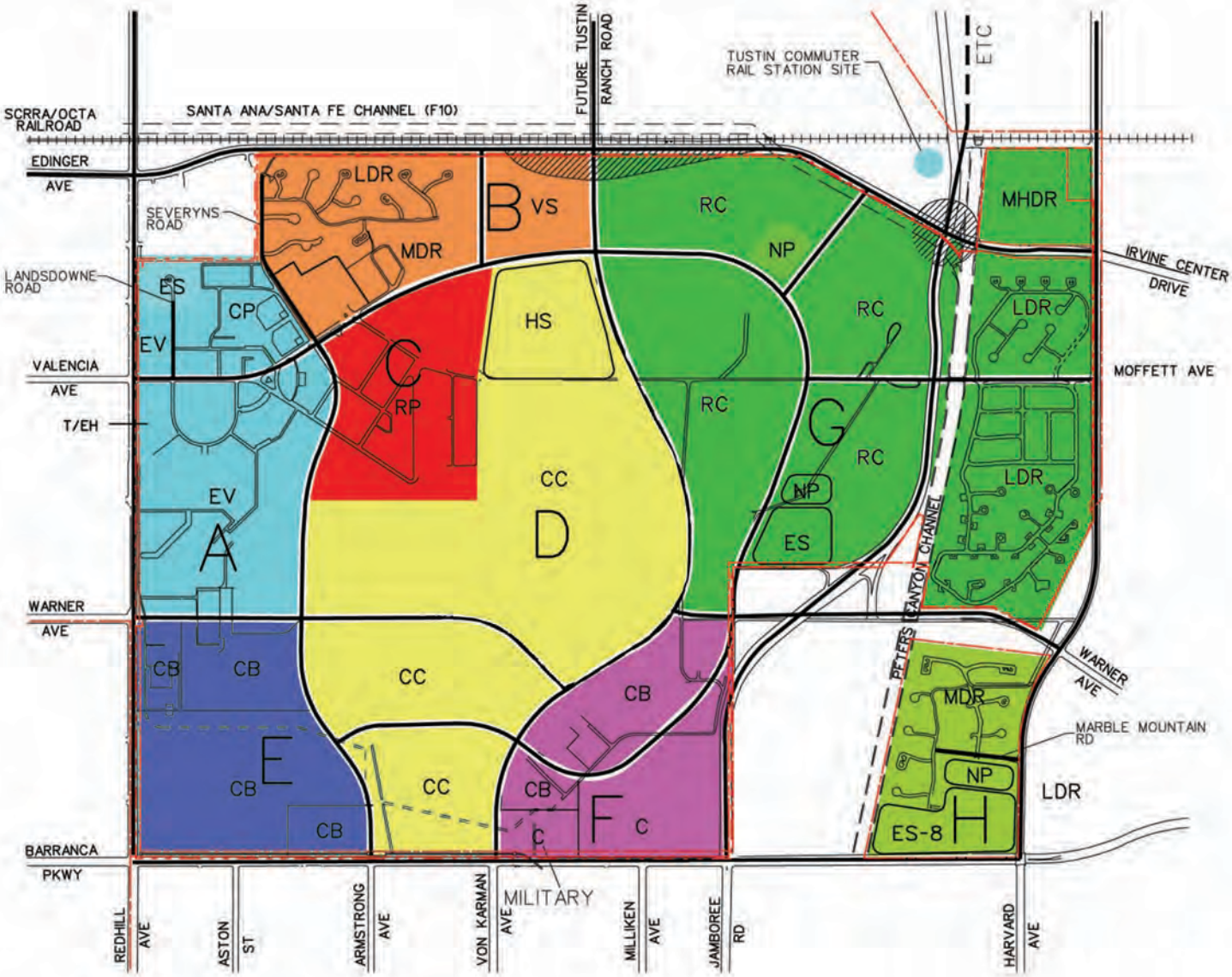
	ACREAGE		***NON-RESIDENTIAL USES***		***RESIDENTIAL USES***	
Designation/Planning Area	***Gross***	***Net***	***F.A.R.***	***Total Floor Area (Sq. Ft.)[1,2]***	***DU's Per Acre***	***Total DU's[1,2]***
Planning Area 1-D Child Care Center Educational Non-educational-related uses (i.e., Offices, Commercial, R&D, etc.) Planning Area 1-E Educational Non-educational-related uses (i.e., Offices, Commercial, R&D, etc.) Planning Area 1-H Educational Non-educational-related uses (i.e., Offices, Commercial, R&D, etc.) Planning Area 1-K Educational Non-educational-related uses (i.e., Offices, Commercial, R&D, etc.)Planning Area 1-L Educational Non-educational-related uses (i.e., Offices, Commercial, R&D, etc.)						
Planning Area 1-A Elementary School Planning Area 1-C Children's Care Shelter Planning Area 1-F Educational Planning Area 1-G Other Government Facilities Planning Area 1-I Educational Law Enforcement Training Non-educational-related uses (i.e., Offices, Commercial, R&D, etc.)Animal Care Center Planning Area 1-J Educational	58.0	54.6	0.3	518,800	0	0

TABLE 3-1
LAND USE PLAN STATISTICAL ANALYSIS ORGANIZED BY LAND USE DESIGNATION

	ACREAGE		***NON-RESIDENTIAL USES***		***RESIDENTIAL USES***	
Designation/Planning Area	***Gross***	***Net***	***F.A.R.***	***Total Floor Area (Sq. Ft.)[1,2]***	***DU's Per Acre***	***Total DU's[1,2]***
Community Park						
Planning Area 2 (Community Park)[3]	24.1	24.1	0.1	40,531	0	0
Urban Regional Park						
Planning Area 6 (Urban Regional Park)	84.5	84.5	0.16	574,992	0	0
Right-of-Way						
Arterial Roadways	177.2	177.2		0	0	0
Drainage (Flood Control, Storm Drains)	28.5	28.5		0	0	0
SUBTOTAL	**438.8**	**435.2**	**N/A**	**2,222,193 - 2,845,103[4]**	**0**	**0**
TOTALS:	**1606.1**	**1,468.5**	**N/A**	**10,578,572 - 11,201,482[4]**	**0**	**4,601**

1. Residential dwelling units and non-residential ADTs may be transferred between Planning Areas provided that such transfer does not increase the total units allowable in overall Specific Plan, except for any density bonus granted.
2. Consistent with authorized uses within each neighborhood, exchanges of square footages between approved land uses in the Non-Residential Land Use/Trip Budget may be approved subject to review and approval of the total trip generation for a neighborhood.
3. Park acreage may be transferred between Planning Areas and/or Neighborhoods provided that such transfer does not increase the total units or square footages allowable in the overall Specific Plan, except for any density bonus granted.
4. F.A.R. and Total Floor Area square footage ranges reflect the maximum potential development dependent upon the mix of land uses and subject to the vehicle trips allocated to the subplanning areas pursuant to the Development Agreement and Amended And Restated Agreement between the City of Tustin and the South Orange County Community College District for Conveyance of a Portion of MCAS, Tustin and the Establishment of an Advanced Technology Educational Campus.

Neighborhoods



LEGEND

- A - NEIGHBORHOOD A - EDUCATION VILLAGE
- B - NEIGHBORHOOD B - VILLAGE HOUSING
- C - NEIGHBORHOOD C - REGIONAL PARK
- D - NEIGHBORHOOD D - COMMUNITY CORE
- E - NEIGHBORHOOD E - EMPLOYMENT CENTER
- F - NEIGHBORHOOD F - REGIONALLY-ORIENTED COMMERCIAL DISTRICT
- G - NEIGHBORHOOD G - RESIDENTIAL CORE
- H - NEIGHBORHOOD H - IRVINE RESIDENTIAL
- MCAS TUSTIN BOUNDARY
- IRVINE/TUSTIN/SANTA ANA BOUNDARY
- SPECIFIC PLAN BOUNDARY

THIS IS A GRAPHIC REPRESENTATION OF A PLANNING/ENGINEERING CONCEPT. FINAL DESIGN SOLUTIONS (LOCATION AND SIZING) WILL BE PROPOSED AND REVIEWED AS PART OF SUBSEQUENT APPROVALS NEEDED BY THE RESPECTIVE AGENCY WITH JURISDICTION.

THE PLANNING CENTER

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TABLE 3-2
LAND USE PLAN STATISTICAL ANALYSIS ORGANIZED BY NEIGHBORHOOD

	ACREAGE	***NON-RESIDENTIAL USES***			***RESIDENTIAL USES***	
Designation/Planning Area	***Gross***	***Net***	***F.A.R.***	***Total Floor Area (Sq. Ft.)*** [1,2]	***DU's Per Acre***	***Total DU's*** [1,2]
NEIGHBORHOOD A						
Planning Areas 1-B, 1-D, 1-E, 1-H, 1-K, 1-L	66.5	66.5	0.38 - 0.59[4]	1,087,970 - 1,710,780[4]	0	0
Planning Area 1-B						
Educational	10.0	10.0				
Non-educational-related uses (i.e., Offices, Commercial, R&D, etc.)Law Enforcement Training						
Animal Care Center						
Planning Area 1-D						
Child Care Center						
Educational						
Non-educational-related uses (i.e., Offices, Commercial, R&D, etc.)	2.4	2.4				
Planning Area 1-E						
Educational						
Non-educational-related uses (i.e., Offices, Commercial, R&D, etc.)	4.5	4.5				
Planning Area 1-H						
Educational						
Non-educational-related uses (i.e., Offices, Commercial, R&D, etc.)	36.6	36.6				
Planning Area 1-K						
Educational						
Non-educational-related uses (i.e., Offices, Commercial, R&D, etc.)	3.0	3.0				
Planning Area 1-L						
Educational						
Non-educational-related uses (i.e., Offices, Commercial, R&D, etc.)	10.0	10.0				
Planning Areas 1-A, 1-C, 1-F, 1-G, 1-I, 1-J	58.0	54.4	0.3	518,800		
Planning Area 1-A	10.0	10.0				
Elementary School						
Planning Area 1-C	4.0	4.0				
Children's Care Shelter						
Planning Area 1-F	15.0	15.0				
Educational						
Planning Area 1-G	15.0	11.4				
Other						
Government Facilities						
Planning Area 1-I	10.0	10.0				
Educational						
Law Enforcement Training						
Office						
Animal Care Center						
Planning Area 1-J	4.0	4.0				
Educational						

TABLE 3-2
LAND USE PLAN STATISTICAL ANALYSIS ORGANIZED BY NEIGHBORHOOD

	ACREAGE	***NON-RESIDENTIAL USES***			***RESIDENTIAL USES***	
Designation/Planning Area	***Gross***	***Net***	***F.A.R.***	***Total Floor Area (Sq. Ft.)*** [1,2]	***DU's Per Acre***	***Total DU's***[1,2]
SUBTOTAL FOR PLANNING AREA 1	124.5	120.9	**N/A**	**1,606,670-2,229,580**[4]	**0**	**0**
Planning Area 2 (Community Park)[3]	24.1	24.1	0.1	40,531		
Planning Area 3	5.1	5.1	0.6	133,294		
SUBTOTAL FOR NEIGHBORHOOD A	**153.7**	**150.1**	**N/A**	**1,780,495-2,403,405**[4]	**0**	**0**
NEIGHBORHOOD B						
Planning Area 4						
Low Density (1-7 du/ac)	54.2	43.4		N/A	7	304
Planning Area 5						
Medium Density (8-15 du/ac)	51.7	41.4		N/A	15	621
Planning Area 7						
See Allowed Uses	20.7	19.0	See Standards	248,292	**N/A**	
SUBTOTAL FOR NEIGHBORHOOD B	**126.6**	**103.8**	**N/A**	**248,292**		**925**
NEIGHBORHOOD C						
Planning Area 6	84.5	84.5	0.16	574,992		
SUBTOTAL FOR NEIGHBORHOOD C	**84.5**	**84.5**	**N/A**	**574,992**	**N/A**	**0**
NEIGHBORHOOD D						
Planning Area 8, 13, 14						
See Allowed Uses	202.8	154.0	See Standards	4,757,279	1-25	891
Park[3]	72.0	72.0				
High School	40.0	40.0				
SUBTOTAL FOR NEIGHBORHOOD D	**314.8**	**266.0**	**N/A**	**4,757,279**	**1-25**	**891**
NEIGHBORHOOD E						
Planning Areas 9-12						
See Allowed Uses	88.3	73.429	See Standards	1,267,324		
Park[3]	29.0	29.0				
SUBTOTAL FOR NEIGHBORHOOD E	**117.3**	**102.4**	See Standards	**1,267,324**	**0**	**0**
NEIGHBORHOOD F						
Planning Area 16, 17, 19	85.9	82.8	0.4	1,442,707		
Planning Area 18	16.7	14.5	0.35	40,846		
SUBTOTAL FOR NEIGHBORHOOD F	**102.6**	**97.3**	**N/A**	**1,483,553**	**N/A**	**0**
NEIGHBORHOOD G						
Planning Area 15						
Residential – See Allowed Uses	172.7	159.8				1,214
Low Density (1-7 du/ac)						
Medium Density (8-15 du/ac)						
Medium High Density (16-25 du/ac)						
Planning Area 15 School	10.0	10.0				
Planning Area 15 See Allowed Uses	29.3	26.8	See Standards	466,637		
Planning Area 15 Park [3]	59.0	59.0				
Planning Area 20						
Residential – See Allowed Uses	29.4	23.5				376
Low Density (1-7 du/ac)						
Planning Area 21 - Tustin	127.1	115.0				793
Residential – See Allowed Uses						
Low Density (1-7 du/ac)						
SUBTOTAL FOR NEIGHBORHOOD G	**427.5**	**394.1**	**N/A**	**466,637**	**N/A**	**2,383**

TABLE 3-2
LAND USE PLAN STATISTICAL ANALYSIS ORGANIZED BY NEIGHBORHOOD

	ACREAGE	***NON-RESIDENTIAL USES***			***RESIDENTIAL USES***	
Designation/Planning Area	***Gross***	***Net***	***F.A.R.***	***Total Floor Area (Sq. Ft.)*** [1,2]	***DU's Per Acre***	***Total DU's*** [1,2]
NEIGHBORHOOD H						
Planning Area 22	73.4	61.0				
Medium Density (8-15 du/ac)					15	402
Elementary School K-8						
Neighborhood Park						
SUBTOTAL FOR NEIGHBORHOOD H	**73.4**	**61.0**	**N/A**	**N/A**	**N/A**	**402**
RIGHT-OF-WAY						
Roadways	177.2	177.2				
Drainage (Flood Control, Storm Drains)	28.5	28.5				
SUBTOTAL FOR RIGHT-OF-WAY	**205.7**	**205.7**	**N/A**	**N/A**	**0**	**0**
TOTALS:	**1,606.1**	**1,468.5**	**N/A**	**10,578,572 - 11,201,482**[4]	**N/A**	**4,601**

1. Residential dwelling units and non-residential ADTs may be transferred between Planning Areas provided that such transfer does not increase the total units allowable in overall Specific Plan, except for any density bonus granted.
2. Consistent with authorized uses within each neighborhood, exchanges of square footages between approved land uses in the Non-Residential Land Use/Trip Budget may be approved subject to review and approval of the total trip generation for a neighborhood.
3. Park acreage may be transferred between Planning Areas and/or Neighborhoods provided that such transfer does not increase the total units or square footages allowable in the overall Specific Plan, except for any density bonus granted.
4. F.A.R. and Total Floor Area square footage ranges reflect the maximum potential development dependent upon the mix of land uses and subject to the vehicle trips allocated to the subplanning areas pursuant to the Development Agreement and Amended And Restated Agreement between the City of Tustin and the South Orange County Community College District for Conveyance of a Portion of MCAS, Tustin and the Establishment of an Advanced Technology Educational Campus.

3.2.1 Land Use Boundaries

Land use designation boundaries are generally as depicted on the Land Use Plan, Figure 2-1. The Planning Area boundaries are equivalent to the land use designation boundaries, and are shown in Figure 3-1. Adjustments in boundaries resulting from final road alignments or more precise surveys, or technical refinements will not require a Specific Plan Amendment. While precise boundaries and acreages will be determined when more definitive plans are submitted, the maximum development limits as shown in the Land Use Statistical Analysis (Table 3-1) shall apply, subject to transfer conditions between neighborhoods provided below in Sections 3.2.3 and 3.2.4.

3.2.2 Maximum Dwelling Units

The maximum number of dwelling units in each Planning Area may not exceed the numbers as specified on the Land Use Statistical Analysis (Table 3-1).

The calculation of residential density, as stated in dwelling units per acre, shall be based on gross acres for each project unless otherwise noted in specific planning area development standards. Gross acres is defined as total acres less arterial roadways.

3.2.3 Transfer of Dwelling Unit Allocations

If a Planning Area is developed with less than the maximum number of units allowed, then the "unused" residential development potential may be transferred to another Planning Area - provided that such transfer does not increase the total units allowable in the overall Specific Plan, except for any density bonuses granted pursuant to the City Incentives for the Development of Affordable Housing Ordinance (Density Bonus Ordinance), and subject to review and approval by the Director of Community Development

3.2.4 Non-Residential Land Use/Trip Budget

The non-residential land use/trip budget tracking system is a mechanism for managing the forecasted vehicular trips generated by the land use mix in the Specific Plan. The purpose of the tracking system is to ensure that development can be accommodated within the planned roadway capacity of the on-site and off-site roadway systems.

The basis for the trip budget is the specification of a mix of non-residential uses for each neighborhood. The budget establishes a baseline capacity of average daily trips (ADT) for each neighborhood. Using assumed traffic generation rates, the number of trips that would be generated at buildout of the Plan was estimated. This mix has been further allocated to Planning Areas only for ease of administration. However, the trip budget by

neighborhood shall control the amount and intensity of non-residential uses by neighborhood.

In order to manage the availability of roadway capacity, a Trip Budget Tracking System is established as part of this Specific Plan to monitor and report on the traffic implications of each development project which involves non-residential uses. The system entails establishment of a maximum limit on the number of ADT's generated from non-residential uses within the Specific Plan and for each neighborhood. That limit is identified in the Trip Budget, which summarizes the square footage of non-residential uses allocated to each neighborhood by Planning Area (Tables 3-1 and 3-2), and the associated ADT. Residential uses are shown for information only, but are not part of the Trip Budget. This information is derived from the Environmental Impact Statement/Environmental Impact Report for the Disposal and Reuse of MCAS Tustin.

All Planning Areas are shown to account for the total ADT associated with developing the Specific Plan, but the trip budget applies only to non-residential uses.

The Community Development Department and Public Works Department shall maintain a current Trip Budget Tracking form depicting the maximum square footage of non-residential development in each neighborhood. The form shall specify the assumed square footage of commercial, office, institutional and other non-residential uses which have been assigned to each neighborhood. In addition, the form shall specify the amount of square footage approved for development with the equivalent ADTs assigned to a development, and amount of ADT's available for remaining development or available for transfer to another neighborhood. The information shall be further allocated to each Planning Area based on the Trip Budget maintained by the City for administration purposes only. The essential requirement is to document ADT status as it is impacted by each development project so that sufficient roadway capacity remains to accommodate later projects.

The following information will provide additional clarification for purposes of implementing the Trip Budget Tracking System.

- **Calculation of ADTs on Parcels:** The calculation of ADTs assigned to a parcel will occur upon approval of a site plan, or design approval for new development, or submittal of an application for building permits, whichever occurs first. Refinements to calculations can be made at the building permit stage where square footage changes are proposed to a development.
- **Calculation of ADTs for Multiple Use Developments:** In a development containing more than one use, ADTs shall be calculated by multiplying the total square footage for each use by the respective trip generation rates and adding the ADTs for each land use on a parcel to derive the total ADTs for a project.

- **Deviations from the Trip Budget Land Use Mix:** A proposed development may deviate from the land use mix shown in the trip budget as long as it can be demonstrated that sufficient ADT capacity exists to serve the project and the remainder of the neighborhood.

  Consistent with authorized uses within each neighborhood, exchanges of square footages between approved land uses in the Non-Residential Land Use/Trip Budget may be approved subject to review and approval of the total trip generation for a neighborhood by the Public Works and Community Development Departments.

  Proposed projects will be analyzed in terms of: 1) consistency with the base case mix of uses specified for the Planning Area(s); 2) the proportion of the neighborhood trip budget projected to be consumed by the project; and 3) the ability to ensure availability of ADT capacity for subsequent projects within a neighborhood.

  Adjustments to the amount, intensity, or mix of uses may occur if consistent with the Specific Plan and if desired by the City, as long as sufficient trips remain to accommodate remaining development potential in a neighborhood on parcels where development proposals have not been submitted.

- **Trip Budget Transfers between Neighborhoods:** Where available ADT's from the trip budget remain for an undeveloped parcel(s) within a neighborhood, the transfer of the ADTs to another neighborhood shall not occur without the authorization of the landowner(s) of the developed or undeveloped parcels within the contributing neighborhood agreeing to the transfer. This approval shall be in the form of an agreement to run with the land and subject to review and approval of the City Attorney prior to approval of the transfer.

  All transfers of available ADTs shall be documented in the Trip Budget Tracking System.

- **Establishment of Trip Generation Rates:** Trip generation rates for estimating the number of vehicle trips that will be generated for land uses in the Specific Plan are included in the MCAS EIS/EIR Traffic Study. Since traffic generation rates may vary over time, those used in the Traffic Report may be updated periodically subject to review and approval by the Planning Commission. The methodology for calculating site trips in the MCAS EIS/EIR Traffic Study shall be used for update purposes.

3.2.5 Transfer between Residential and Non-Residential

Residential dwelling units and Non-residential ADTs may be transferred between Planning Areas provided that such transfer does not increase the total units allowable in overall Specific Plan, except for any density bonus granted pursuant to the City Incentives for the Development of Affordable Housing (Density Bonus) Ordinance, and that the landowner(s) of the

developed or undeveloped parcels within the contributing neighborhood consent in writing to the transfer. This approval shall be in the form of an agreement to run with the land and subject to review and approval of the City Attorney prior to approval of the transfer.

All transfers of available ADTs shall be documented in the Trip Budget Tracking System.

3.3 NEIGHBORHOOD A

3.3.1 Introduction

Neighborhood A is composed of Planning Areas 1, 2, and 3, as shown on the Statistical Analysis (Table 3-2) and on the Land Use Planning Areas map (Figure 3-1).

The Education Village (PA 1) is an educational environment consisting of a broad mix of public-serving, office, and other non-residential uses. The Education Village is comprised of subplanning areas 1-A through 1-L as shown on Figure 3-1. The Village is already well defined by virtue of having been the community support and administrative core of MCAS Tustin. Included within PA 1-A is a 10-acre elementary school site for the northwesterly corner along Red Hill Avenue. The Education Village may also accommodate 10 acres of a Law Enforcement Training Center or use of the site by the South Orange County Community College District (PA 1-B), and a 4-acre Children's Intermediate Care Shelter (PA 1-C). The Education Village will also include an educational use operated by the Rancho Santiago Community College District, and a City-owned site. Various office, research and development, and supporting commercial uses are permitted to complement educational uses in Neighborhood A. In addition, a more detailed description of these public-benefit and other uses is contained in Section 2.3 and 2.4 of the Plan.

The Community Park (PA 2) is located within the existing military recreational fields and facilities. It will contain sports fields and other community-level recreational opportunities to serve residents of the Specific Plan as well as residents to the north. The Transitional/ Emergency Housing site (PA 3) would anticipate reuse of two existing barracks (Building Numbers 553 and 554) and accompanying parking areas for an emergency homeless shelter or transitional housing for homeless persons.

The regulations and guidelines have been developed in response to issues raised at both the Neighborhood and Planning Area levels. The issues involve preserving the village character through new development and the reuse of courtyards, common greens, and pedestrian paths; screening and landscape design along roadways; creation of view corridors to the northern blimp hangar (if retained); and trail linkages to adjacent neighborhoods.

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3.3.2 Planning Areas 1-A, 1-B, 1-C, 1-D, 1-E, 1-F, 1-G, 1-H, 1-I, 1-J, 1-K and 1-L (Education Village)

The purpose and intent of the Education Village designation is as described in Section 2.2.1, Land Use Designations.

A. Permitted and Conditionally Permitted Uses

The following uses shall be permitted by right where the symbol "P" occurs, or by conditional use permit where the symbol "C" occurs.

• Animal care center (in PA 1-B or in PA 1-I as shown in Figure 3-1 in the event that a land exchange occurs between County of Orange and SOCCCD and an Agreement is reached between the County and SOCCCD for County's future ownership of PA 1-I)	P
• Ballfields, courts, playgrounds and other recreation facilities	P
• Children's intermediate care shelter (only in PA 1-C as shown in Figure 3-1)	P
• Churches or other religious institutions	C
• Civic, cultural and community center buildings	P
• Government Facilities	P
• Law enforcement training facility (in PA 1-B or in PA 1-I as shown in Figure 3-1 in the event that a land exchange occurs between the County of Orange and SOCCCD and an Agreement is reached between the County and SOCCCD for County's future ownership of PA 1-I)	P
• Nature center with live animals	P
• Nursery school or child care center	P
• Private recreational facilities	P
• Public park	P
• Public school, community college, educational campus or other educationally oriented uses	P
• Private school	P
• Sports field lighting where lighting is designed to confine direct rays and glare to the premises	P

The following non-education-related uses are permitted or conditionally permitted only in Planning Areas 1-D, 1-E, 1-G, 1-H, 1-K, and 1-L. Such uses would be permitted in these planning areas only in the event an exchange of land occurs between the City of Tustin and SOCCCD. Such uses would be permitted in Planning Area 1-B only in the event an exchange of land occurs between the County of Orange and SOCCCD and an agreement is reached

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between the County and SOCCCD for County's future ownership of PA 1-I. Such uses would also be permitted in PA 1-I in the event an exchange of land does not occur between the County of Orange and SOCCCD and an agreement is not reached between the County and SOCCCD for County's future ownership of PA 1-I.

- Automobile research, design, and development P
- Communications businesses P
- Corporate headquarters/office P
- Data storage, retrieval, send-receive operations P
- Electronic equipment testing P
- Experimental/prototype assembly and testing facilities P
- General offices P
- Industrial/commercial incubator (flexible) buildings P
- Instructional/vocational school P
- Live performance facility/amphitheater P
- Medical/dental clinics P
- Medical offices/healthcare centers P
- Motion picture and recording studios P
- Pharmaceutical products manufacturing/distribution P
- Precision machine shop P
- Professional offices P
- Research and development facilities (including P
  laboratories, biotechnology, product development, and P
  manufacturing)
- Science laboratories
- Simulation development uses P
- Software design uses P
- Technology exchange/transfer service P
- Other non-listed uses that further the purpose and intent P/C
  of the Education Village as determined by the
  Community Development Director

B. Prohibited Uses

The following non-educational related uses are prohibited in Planning Areas 1-B, 1-D, 1-E, 1-H, 1-I, 1-K, 1-L

- Residential/commercial mixed uses, live/work (loft/mezzanine) uses, unless associated with or support educational uses
- Residential dwellings (except dormitory and student housing)
- Shopping centers or commercial strip centers and retail uses over 15,000 square feet in size
- Hotels and motels
- Grocery stores/ supermarkets, mini-markets or mini-marts, or similar food retail operations unless specifically ancillary to an educational use or as approved by the Community Development

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Director

- Congregate care facilities
- Health club (except for use by students, faculty and campus employees)
- Live Entertainment/Entertainment uses, such as commercial motion picture theaters, unless associated with educational uses
- Bingo parlors, bingo halls, casinos, or other gaming establishments conducting games of chance
- Drive-through uses
- Auto sales, leasing or repairs, and recreational vehicle (RV) sales, rentals or repairs
- Second hand stores, thrift stores, pawn shops, or indoor or outdoor flea markets or farmer's markets, unless approved by the Community Development Department
- Sexually oriented businesses as defined in Section 3911 of the Tustin City Code and subject to applicable law
- Traveling carnivals or fairs, except as may be approved for promotional events under the Specific Plan or Tustin City Code
- Uses listed in Tustin City Code Section 9270b
- Jail Facilities

C. Accessory Uses and Structures

Accessory uses and structures are permitted when customarily associated with and subordinate to a permitted use on the same site and would include:

- Guard houses, gates and other security facility structures
- Maintenance facilities, structures, outdoor storage
- Post office
- Support commercial, office, retail service uses
- Support commercial concessions

D. Unlisted Uses

Those uses not specifically listed are subject to a determination by the Community Development Director as either permitted, permitted subject to a conditional use permit or prohibited consistent with the purpose of the land use designation of this Planning Area and the Specific Plan. Decisions of the Director are appealable to the Planning Commission.

E. Site Development Standards

1. Minimum lot area - no minimum requirement
2. Maximum building height - 100 feet (six stories)

PLANNING 1 AREA

3. Maximum floor area ratio - .30 FAR, except for subplanning areas 1-B, 1-D, 1-E, 1-H, 1-K and 1-L, which shall be .38 - .59 FAR[1], and PA 1-C which shall be .35 FAR
4. Minimum building setbacks[2]
   a) Red Hill Avenue - 40 feet
   b) North Loop Road - 25 feet
   c) Warner Avenue - 20 feet
   d) Armstrong Avenue - 20 feet
   e) Lansdowne Drive (private) - 15 feet
   f) Minimum distance between buildings - 10 feet
5. Landscape setbacks[2]
   a) Red Hill Avenue - 30 feet
   b) North Loop Road - 30 feet
   c) Warner Avenue - 20 feet
   d) Armstrong Avenue - 20 feet
6. Landscaping
   a) Areas not devoted to buildings, parking areas, hardscape, roads and service areas, shall be landscaped.
   b) Compliance with the City of Tustin's Landscape and Irrigation Guidelines
   c) Compliance with the Landscape Design Guidelines as detailed in Section 2.17 of this Specific Plan
7. Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trails where applicable.
8. A corner triangular-shaped setback of 60 feet, measured from the intersection of the curb lines at North Loop Road and Armstrong Avenue shall be provided for a secondary community intersection treatment (see Section 2.17 for landscape guidelines).
9. A corner triangular-shaped setback of 60 feet, measured from the intersection of the curb lines at Warner Avenue and Armstrong Avenue shall be provided for a secondary community intersection treatment (see Section 2.17 for landscape guidelines).

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[1] FAR range reflects the maximum potential development dependent upon the mix of land uses and subject to the vehicle trips allocated to the subplanning areas pursuant to the Development Agreement and Amended And Restated Agreement between the City of Tustin and the South Orange County Community College District for Conveyance of a Portion of MCAS, Tustin and the Establishment of an Advanced Technology Educational Campus.

[2] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Building setbacks are measured from future rights-of-way. Non-conforming buildings and landscape setbacks will be permitted to remain where existing buildings are not in future rights-of-way.

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10. A portal intersection treatment shall be provided at Valencia and Red Hill Avenues, and Warner and Red Hill Avenues (see Section 2.17 for landscape guidelines).
11. Other General Development Regulations (refer to Section 3.11 as applicable)
12. Signage (refer to Section 3.12 as applicable)
13. Off-street parking (refer to Section 3.13 as applicable)
14. Development of an animal care center shall be subject to the following criteria:
    a) Location shall be 500 feet away from any residential use or residentially-zoned property
    b) Visual screening of outdoor storage and service areas shall be provided
    c) Noise control of animal containment areas shall be provided
    d) Site Plan and architectural design of buildings shall be subject to review pursuant to Section 4.2.4
    e) Odor control shall be provided pursuant to General Development Regulations, Section 3.11

F. Special Development or Reuse Requirements

1. A concept plan approval shall be required for individual subplanning areas 1-A, 1-C, and 1-I prior to reuse or new development (refer to Section 4.2.2 of this Specific Plan).
2. Prior to any interim or permanent reuse of facilities or property on a parcel, or prior to any new development on a parcel, other than by the City of Tustin, those parties receiving or leasing property from the Department of Defense or Local Redevelopment Authority (LRA) within the Education Village shall be required to enter into an Agreement with the Local Redevelopment Authority. The purpose of the Agreement is to: 1) identify the planning goals of each of the agencies and the City or LRA for each site; 2) identify the scope and schedule for short-range improvements and long-range development plans for property; 3) establish a process that provides for meaningful consultation on development and operational issues of mutual concern; 4) identify roadway dedications, capital/infrastructure improvements, and environmental impact report mitigation that will be required for use and/or development of the agency receiving property; and 5) identify necessary procedures to implement the Agreement.
3. Existing structures to be reused shall be brought into conformance with applicable provisions of the Uniform Building Code as amended by the City, State of California

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Title 24 Access Compliance (handicapped provisions), and requirements of the Americans with Disabilities Act (ADA).

4. Utility metering modifications and/or provision of independent utility services shall be committed to by agreement between the City of Tustin and those agencies receiving property in the Education Village, prior to use and occupancy of existing buildings and/or new development. Said agreement shall identify required capital/infrastructure improvements and environmental impact report mitigations.
5. Access to subplanning area 1-D shall be secured from recorded easements on adjacent private streets within the Education Village (subplanning area 1-H) in the event an exchange of land does not occur between the City of Tustin and SOCCCD.
6. The baseline mix of uses for subplanning areas 1-B, 1-D, 1-E, 1-H, 1-K and 1-L is 51 percent Education Village and 49 percent Office and other nonresidential uses. The baseline mix of uses for all other subplanning areas within Planning Area 1 shall be 98 percent Education Village and 2 percent Commercial or other nonresidential uses. The mix of uses shall be administered by the Non-Residential Land Use/Trip Budget procedure specified in Section 3.2.4. The purpose is to ensure that adequate circulation capacity is available to serve the proposed project.

G. Development or Reuse Guidelines

1. Existing buildings, open space areas, and other site improvements shall be aesthetically upgraded where needed through architectural and landscape improvements. Such improvements are intended to appear consistent in quality with other college campuses in the County, and may include, but are not limited to, the following:
   a) Upgraded facade treatments, including the use of plaster, brick, stone, and/or other approved materials
   b) Upgraded window types and treatments
   c) Upgraded entries, including doorways, covered walkways, decorative paving
   d) Upgraded roofing materials
   e) Updated color scheme for buildings
   f) Extensive planting of trees and shrubs throughout the site, including parking areas and common open space areas
   g) Improved landscape design along building perimeters and entries
   h) Addition of pedestrian amenities including benches, shade trees, trash receptacles, drinking fountains, and lighting

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i) Addition of bicycle facilities including bike racks
j) Creation of Education Village entryways through signage and landscape design
k) Creation of signage program for building identification and directional signs
l) Enhanced lighting scheme for building entrances, common areas, paths, and parking areas

2. Buildings shall be clustered to create plazas, focal areas, and activity areas.
3. Utilize the "Village Green" and other courtyards in the siting and orientation of buildings to provide focal areas and enhance pedestrian activity.
4. Existing groves and linear stands of trees (i.e., California Peppers, sycamores, jacarandas) shall be taken into consideration when site planning for new development and roadways. If it is not possible to preserve these existing groves or stands of trees, a landscaping definition along public roads and within the Planning Area shall be created.
5. Perimeter parking around buildings designed as smaller parking "rooms" shall be provided where feasible to facilitate pedestrian access and retain existing campus style building configuration.
6. Demolition of structures shall be considered or undertaken under the following conditions: 1) where information determines the need for demolition to eliminate public health and safety risks, 2) to improve the appearance of the Planning Area, 3) to accommodate the completion of major roadway improvements, and 4) to properly implement the land use intended for this Planning Area.

A summary of the key design guidelines for the Education Village is provided in Figure 3-3, located at the end of Section 3.3.

3.3.3 Planning Area 2 - Community Park

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A. Permitted and Conditionally Permitted Uses

The following uses shall be permitted by right where the symbol "P" occurs or by conditional use permit where the symbol "C" occurs.

• Ballfields, courts, playgrounds and other recreation facilities	P
• Civic, cultural and community center buildings	P
• Nature center with live animals	C
• Private recreational facilities	P
• Public park	P
• Sports field lighting where lighting is designed to confine direct rays and glare to the premises	P

B. Accessory Uses and Structures

Accessory uses and structures are permitted when customarily associated with and subordinate to a permitted use on the same site and would include:

- Maintenance facilities and structures, enclosed and screened outdoor storage
- Support commercial concessions

C. Unlisted Uses

Those uses not specifically listed are subject to a determination by the Community Development Director as either permitted, permitted subject to a conditional use permit or prohibited consistent with the purpose of land use designation of this Planning Area and the Specific Plan. Decisions of the Director are appealable to the Planning Commission.

D. Site Development Standards

1. Minimum lot area - no minimum requirements
2. Maximum building height - 35 feet
3. Minimum building setback - none
4. Maximum floor area ratio - .10 FAR
5. Landscape Setbacks[3]
   a) North Loop Road - 30 feet
6. Landscaping
   a) Compliance with the City of Tustin Landscape and Irrigation Guidelines

[3] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. In the case of the Community Park, park area can be located in the setback area.

b) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan.

7. An internal pedestrian/multi-use trail through the park shall be developed and coordinated with access to the elementary school site to west and residential development to the east.
8. A corner triangular-shaped setback of 60 feet, measured from the intersection of the curb lines at North Loop Road and Armstrong Avenue shall be provided for a secondary community intersection treatment (see Section 2.17 for landscape guidelines). If this setback conflicts with existing ballfields that the City wishes to retain, then a reduced or modified community intersection treatment may be provided subject to the determination of the City.
9. Other General Development Regulations (refer to Section 3.11 as applicable)
10. Signage (refer to Section 3.12 as applicable)
11. Off-street parking (refer to Section 3.13 as applicable)

E. Special Development or Reuse Requirements

1. Existing structures shall be brought into conformance with the Uniform Building Code as amended by the City, State of California Title 24 Access Compliance (handicapped provisions), and requirements of the Americans with Disabilities Act (ADA).

F. Development or Reuse Guidelines

1. Demolition of structures shall be considered or undertaken under the following conditions: 1) where information determines the need for demolition to eliminate public health and safety risks, 2) to improve the appearance of the Planning Area, 3) to accommodate the completion of major roadway improvements, and 4) to properly implement the land use intent of this Planning Area.
2. A view corridor into the park at the intersection of Armstrong Avenue and North Loop Road (extension of Valencia) shall be maintained.
3. In conjunction with Master Plan improvements in excess of $1 million dollars in valuation, a screening wall shall be provided along the northern boundary of park where none exists in accordance with the General Regulations Section 3.11.

A summary of the key design guidelines for the Community Park is provided in Figure 3-3, located at the end of Section 3.3.

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3.3.4 Planning Area 3 - Transitional/Emergency Housing

A. Permitted and Conditionally Permitted Uses

The following uses shall be permitted by right where the symbol "P" occurs or by conditional use permit where the symbol "C" occurs.

• Congregate care facility	P
• Government facility	C
• Medical/dental clinic	C
• School, public or private community college/educational campus	C
• Single room occupancy hotel (192 unit maximum)	P
• Transitional/Emergency housing (192 bed maximum)	P

B. Accessory Uses and Structures

Accessory uses and structures are permitted when customarily associated with and subordinate to a permitted use on the same site and would include:

- Administrative offices
- Caretaker's quarters
- Assembly/multi-purpose buildings
- Kitchen/dining
- Maintenance/storage facilities and structures
- Medical/dental clinics

C. Unlisted Uses

Those uses not specifically listed are subject to a determination by the Community Development Director as either permitted, permitted subject to a conditional use permit or prohibited consistent with the purpose of the land use designation of this Planning Area and the Specific Plan. Decisions of the Director are appealable to the Planning Commission.

D. Site Development Standards

1. Minimum lot area - none
2. Maximum building height - 35 feet
3. Maximum floor area ratio - .60 FAR
4. Minimum building setbacks[4]
   a) Red Hill Avenue - 40 feet

[4] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Non-conforming landscape setbacks will be permitted to remain to accommodate existing walls or buildings not in future right-of-way. Building setbacks are measured from future right-of-way.

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b) Interior side yards - 5 feet
c) Minimum distance between buildings - 10 feet
d) Private streets - 10 feet
e) Distance between accessory structures - 5 feet
f) Distance between principal and accessory structures – 5 feet

5. Landscape setbacks[3]
   a) Red Hill Avenue - 30 feet
6. Landscaping
   a) Areas not devoted to buildings, parking areas, hardscape, and roads, shall be landscaped.
   b) Compliance with the City of Tustin Landscape and Irrigation Guidelines
   c) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan
7. Other General Development Regulations (refer to Section 3.11 as applicable)
8. Signage (refer to Section 3.12 as applicable)
9. Off-street parking (refer to Section 3.13 as applicable)

E. Special Development or Reuse Requirements

1. Concept plan approval shall be required for Planning Area 3 prior to reuse or new development (refer to Section 4.2.1 of this Specific Plan).
2. Prior to any interim or permanent reuse of facilities or property on a parcel, or prior to any new development on a parcel, any party receiving or leasing property from the Department of Defense or Local Redevelopment Authority (LRA) shall be required to enter into an Agreement with the LRA. The purpose of the Agreement is to: 1) identify the planning goals of the agency receiving property and the City or LRA for the site; 2) identify the scope and schedule for the short-range improvements and long-range development plans for the property; 3) establish a process that provides for meaningful consultation on development and operational issues of mutual concern; 4) identify capital/infrastructure improvements and environmental impact report mitigation that will be required of the agency receiving or leasing property; and 5) identify necessary procedures to implement the Agreement.
3. Existing structures to be reused shall be brought into conformance with applicable provisions of the Uniform Building Code as amended by the City, State of California Title 24 Access Compliance (handicapped provisions), and requirements of the Americans with Disabilities Act (ADA).
4. Utility metering modifications and/or provision of independent utility services shall be committed to by agreement between the

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City of Tustin and those agencies receiving property in the Education Village, prior to use and occupancy of existing buildings and/or new development. Said agreement shall identify required capital/infrastructure improvements and environmental impact report mitigations.

5. Access to Planning Area 3 shall be secured from recorded easements on adjacent private streets within the Education Village (Planning Area 1).
6. Transitional/emergency housing shall not be used in calculating the total number of units permitted to be in rental tenure in the Specific Plan.

F. Development or Reuse Guidelines

1. Existing buildings, open space areas, and other site improvements shall be aesthetically upgraded through architectural and landscape improvements, prior to issuance of use and occupancy permits. Such improvements may include, but are not limited to, the following:
   a) Upgraded window types and treatments (i.e., trim)
   b) Upgraded entries, including doorways, covered walkways, decorative paving
   c) Upgraded roofing materials and roof overhangs
   d) Extensive planting of trees and shrubs throughout the site, including parking areas and common open space areas
   e) Improved landscape design along building perimeters and entries
   f) Addition of pedestrian amenities including paths, benches, shade trees, trash receptacles, drinking fountains, and lighting
   g) Addition of bicycle facilities including bike racks
   h) Creation of signage program for building identification and directional signs
   i) Enhanced lighting scheme for building entrances, common areas, paths, and parking areas
2. The existing concrete wall along Red Hill Avenue shall be replaced or aesthetically improved to be decorative, durable, and to blend with the landscape design along Red Hill Avenue.

A summary of the key design guidelines for the Transitional/Emergency Housing site is provided in Figure 3-3, located at the end of Section 3.3.

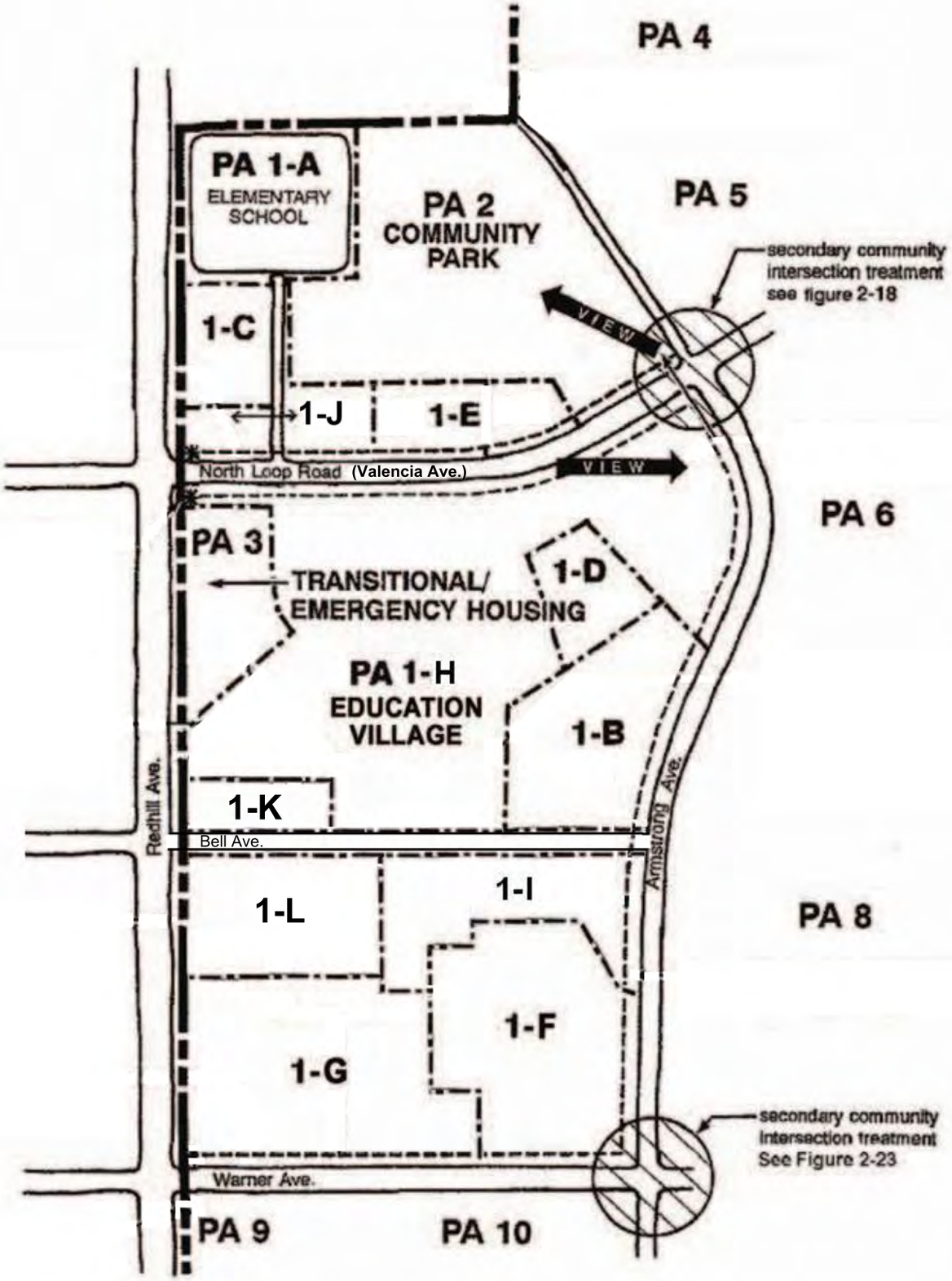
PA 4
PA 1-A
ELEMENTARY SCHOOL
PA 2
COMMUNITY PARK
PA 5
secondary community intersection treatment see figure 2-18
VIEW
1-C
1-J
1-E
North Loop Road (Valencia Ave.)
VIEW
PA 6
PA 3
TRANSITIONAL/ EMERGENCY HOUSING
1-D
PA 1-H
EDUCATION VILLAGE
1-B
Redhill Ave.
Armstrong Ave.
1-K
Bell Ave.
1-I
1-L
PA 8
1-F
1-G
secondary community intersection treatment See Figure 2-23
Warner Ave.
PA 9
PA 10

Figure 3-3

North
NOT TO SCALE

3.4 NEIGHBORHOOD B

3.4.1 Introduction

Neighborhood B is composed of Planning Areas 4, 5, and 7, as shown on the Statistical Analysis, Table 3.2. The Low Density Residential use (PA 4) contained 274 attached dwelling units, known as Tustin Villas. The City has identified some of the corrections necessary to meet building and safety code requirements. However, the units lacked the architectural and landscaping details generally found in private market housing. The following regulations and guidelines address the improvements that will be required for new construction.

Planning Area 5 contained nine small buildings located in the southwest corner of the Planning Area. Planning Area 7 contains two of the blimp hangar mooring circles as well as undeveloped land area.

The following regulations and guidelines have been developed in response to issues at both the Neighborhood and Planning Area levels. The issues involve the need for upgrading the housing area to market-rate standards; infill development considerations for new housing; visually integrating uses through landscape design; and trail linkages to adjacent neighborhoods.

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3.4.2 Planning Area 4 - Low Density Residential

A. Permitted and Conditionally Permitted Uses

The following uses shall be permitted by right where the symbol "P" occurs or by conditional use permit where the symbol "C" occurs.

• Community care facilities for six or fewer persons	P
• Condominiums and cooperatives	P
• Family care home, foster home or group home, for six or fewer persons	P
• Large family day care for up to fourteen children on single family detached lots in accordance with the Tustin City Code	P
• Multiple-family dwelling units (apartments) in accordance with tenure provisions in Section 3.4.2.H	C
• Residential care facility for elderly, for six or fewer persons	P
• Single-family attached dwelling units and duplexes	P
• Single-family detached dwelling units	P
• Single-family detached carriage way units	P
• Small family day care for less than seven children on single family detached lots	P

B. Accessory Uses and Structures

Accessory uses and structures are permitted when customarily associated with and subordinate to a permitted use on the same site and would include:

- Carports
- Garages
- Home occupations subject to provisions of the City Code
- Patio covers/trellises
- Swimming pools, spas, jacuzzis
- Tennis courts, basketball courts and other multi-purpose courts, recreation and community buildings

C. Unlisted Uses

Those uses not specifically listed are subject to a determination by the Community Development Director as either permitted, permitted subject to a conditional use permit or prohibited consistent with the purpose of the land designation of this planning area and the Specific Plan. Decisions of the Director are appealable to the Planning Commission.

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D. Site Development Standards - Single Family Detached

1. Maximum dwelling units - 7 dwelling units per acre
2. Minimum lot area - 3,000 square feet
3. Minimum lot width - 35 feet
4. Maximum building height - 35 feet
5. Maximum lot coverage - 50 percent of lot area. Covered areas shall include all areas under roof except trellis areas, roof overhangs, and covered porches outside the exterior wall.
6. Minimum building setbacks[5]
   a) Edinger Avenue - 40 feet
   b) Local public street - 10 feet
   c) Private street or private drive - 5 feet
   d) Interior side yard - 3 feet minimum with aggregate requirement of 10 feet for both side yards
   e) Rear yard - 10 feet
   f) Distance between accessory structures - 5 feet
   g) Distance between principal and accessory structures - 5 feet
7. Landscape setbacks[4]
   a) Edinger Avenue - 30 feet
8. Landscaping
   a) Areas not devoted to buildings, parking areas, hardscape, and roads, shall be landscaped.
   b) Compliance with the City of Tustin Landscape and Irrigation Guidelines
   c) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan
9. Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trails where applicable.
10. Fences and Walls
    a) Compliance with General Regulations Section 3.11.
    b) A masonry block wall shall be maintained and/or constructed along the western perimeter of the Planning Area in accordance with the General Development Regulations.
11. Other General Development Regulations (refer to Section 3.11 as applicable)
12. Signage (refer to Section 3.12 as applicable)
13. Off-street parking (refer to Section 3.13 as applicable)

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[5] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Building setbacks are measured from future right-of-way. Non-conforming landscape and building setbacks will be permitted to remain to accommodate existing walls or buildings not in future right-of-way.

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E. Site Development Standards – Single Family Detached Carriage Way Units

Definition: A type of single family detached product that is located on a minimum thirty-six (36) foot wide paved street with a ten (10) foot parkway on both sides of the paved portions of the street with a garage that is located to the rear of the residence and takes access from a rear two-way alley that is a minimum of twenty-four (24) feet wide.

1. Maximum dwelling units - 7 dwelling units per acre
2. Minimum lot area - 3,000 square feet
3. Minimum lot width - 35 feet
4. Maximum building height - 35 feet
5. Maximum lot coverage - 50 percent of lot area. Covered areas shall include all areas under roof except trellis areas, roof overhangs, and covered porches outside the exterior wall.
6. Minimum building setbacks[4]
   a) Edinger Avenue - 40 feet
   b) Local public street - 10 feet
   c) Private street or private drive - 5 feet (front yard)
   d) Interior side yard - 3 feet minimum with aggregate requirement of 10 feet for both side yards
   e) Rear yard - 3 feet for garage and 7 feet for living areas including living areas above garage
   f) Distance between accessory structures - 5 feet
   g) Distance between principal and accessory structures - 5 feet
   h) Building to building setback - 30 feet minimum, applicable to units fronting a paseo/open space
7. Landscape setbacks[4]
   a) Edinger Avenue - 30 feet
8. Landscaping
   a) Areas not devoted to buildings, parking areas, hardscape, and roads, shall be landscaped.
   b) Compliance with the City of Tustin Landscape and Irrigation Guidelines
   c) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan
9. Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trails where applicable.
10. Fences and Walls
    a) Compliance with General Regulations Section 3.11.
    b) A masonry block wall shall be maintained and/or constructed along the western perimeter of the Planning Area in accordance with the General Development Regulations.

11. Homes that side-on to a local road shall incorporate architectural enhancements on the side and front view of the unit, as seen from the local road.
12. End units – a minimum back up space of three (3) feet in addition to the width of the drive approach.
13. Other General Development Regulations (refer to Section 3.11 as applicable)
14. Signage (refer to Section 3.12 as applicable)
15. Off-street parking (refer to Section 3.13 as applicable to Single Family Detached)

F. Site Development Standards - Single Family Attached

1. Maximum dwelling units - 7 dwelling units per acre
2. Minimum lot area per family unit - 3,000 square feet
3. Minimum lot width - no minimum
4. Maximum building height - 35 feet
5. Maximum lot coverage - 100 percent less required setbacks and open space areas
6. Common open space - 400 square feet per dwelling unit located within common, designated recreational areas. Private attached ground level patios may be credited if open on three sides. Areas not available for open space credit include all structures, streets, driveways, landscape setbacks, and parking lots.
7. Private outdoor open space - minimum private outdoor open space shall be increased to 400 square feet for existing units.
8. Minimum gross floor area per dwelling unit, excluding the garage:
   a) Bachelor - 450 square feet
   b) 1 Bedroom - 550 square feet
   c) 1 Bedroom with den - 700 square feet
   d) 2 Bedrooms - 750 square feet
   e) 2 Bedrooms or more with den - 900 square feet
9. Minimum building setbacks[6]
   a) Edinger Avenue - 40 feet
   b) Local public street - 10 feet
   c) Private street or private drive - 5 feet
   d) Interior side yard - 3 feet minimum with aggregate requirement of 10 feet for both side yards
   e) Rear yard - 10 feet
   f) Distance between accessory structures - 5 feet
   g) Distance between principal and accessory structures - 5 feet

[6] Building setbacks are measured from future right-of-way. Non-conforming landscape and building setbacks will be permitted to remain to accommodate existing walls or buildings not in future right-of-way.

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10. Landscape setbacks[7]
    a) Edinger Avenue - 30 feet
11. Landscaping
    a) Areas not devoted to buildings, parking areas, hardscape, and roads, shall be landscaped.
    b) Compliance with the City of Tustin Landscape and Irrigation Guidelines
    c) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan
12. Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trails where applicable.
13. Fences and Walls
    a) Compliance with General Regulations Section 3.11.
    b) A masonry block wall shall be maintained and/or constructed along the western perimeter of the Planning Area in accordance with the General Development Regulations.
14. Other General Development Regulations (refer to Section 3.11 as applicable)
15. Signage (refer to Section 3.12 as applicable)
16. Off-street parking (refer to Section 3.13 as applicable)

G. Site Development Standards - Condominiums and Multiple Family Dwellings

1. Maximum dwelling units - 7 dwelling units per acre
2. Minimum development site – 8 acres (minimum legal lot size)
3. Maximum building height - 40 feet
4. Maximum lot coverage - 65 percent, less the required building and landscape setbacks
5. Common open space - 400 square feet per dwelling unit located within common, designated recreational areas. Private attached ground level patios may be credited if open on three sides. Areas not available for open space credit include all structures, streets, driveways, landscape setbacks, and parking lots.
6. Private outdoor open space - minimum private outdoor open space shall be increased to 400 square feet for existing units.
7. Minimum gross floor area per dwelling unit, excluding the garage
    a) Bachelor - 450 square feet
    b) 1 Bedroom - 550 square feet
    c) 1 Bedroom with den - 700 square feet

[7] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Non-conforming landscape and building setbacks will be permitted to remain to accommodate existing walls or buildings not in future right-of-way.

d) 2 Bedrooms - 750 square feet
e) 2 Bedrooms or more with den - 850 square feet

8. Minimum building setbacks[8]
   a) Edinger Avenue - 40 feet
   b) Local public street - 10 feet
   c) Private street or private drive - 5 feet
   d) Interior side yard - 3 feet minimum with aggregate requirement of 10 feet for both side yards
   e) Rear yard - 10 feet
   f) Distance between accessory structures - 5 feet
   g) Distance between principal and accessory structures - 5 feet
9. Landscape setbacks[7]
   a) Edinger Avenue - 30 feet
10. Landscaping
   a) Areas not devoted to buildings, parking areas, hardscape, and roads, shall be landscaped.
   b) Compliance with the City of Tustin Landscape and Irrigation Guidelines
   c) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan
11. Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trails where applicable.
12. Fences and Walls
   a) Compliance with General Regulations Section 3.11.
   b) A masonry block wall shall be maintained and/or constructed along the western perimeter of the Planning Area in accordance with the General Development Regulations.
13. Other General Development Regulations (refer to Section 3.11 as applicable)
14. Signage (refer to Section 3.12 as applicable)
15. Off-street parking (refer to Section 3.13 as applicable)

H. Special Development or Reuse Requirements

1. Concept plan approval shall be required for Planning Area 4 prior to reuse or development (refer to Section 4.2.1 of this Specific Plan).

2. Development unit - Planning Area 4 shall be developed or redeveloped as a single development unit.

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[8] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Building setbacks are measured from future right-of-way. Non-conforming landscape and building setbacks will be permitted to remain to accommodate existing walls or buildings not in future right-of-way.

3. Affordability - The following minimum affordable housing production objectives are intended to reflect the intention of the City to create a redevelopment project area (Community Redevelopment Law, section 33000) and as needed to meet Regional Housing Allocation needs as identified in the Housing Element of the General Plan through the provision of housing for households at very low, low, and moderate incomes levels. Specific housing requirements for redevelopment and Housing Element compliance will be established at the time of development project approval to ensure uniformity with the Housing Element of the General Plan and other applicable provisions of California Law and to achieve the following:

   a) At least 15% of units for initial occupancy by very low income to moderate income households for redevelopment, with 6% (or 40%) of units affordable to very low income households.
   b) At least 38 additional units for occupancy by low income households.
   c) At least 15 additional units for occupancy by moderate income households.
   d) Restricted affordable housing units shall be reasonably dispersed throughout the project and shall be compatible with the design and use of market rate units in appearance, use of materials, and finished quality. Restricted units shall be affordable for at least the minimum period of time required by state law, or longer if required by a construction or mortgage financing assistance program.
   e) Prior to issuance of a certificate of use and occupancy, a developer shall enter into a legally binding agreement with the City of Tustin or its Redevelopment Agency, and agree to deed restrictions on targeted affordable housing units that are binding on property upon sale or transfer. Said agreements shall address the following:
      1) Number of units by type, location, bedroom count
      2) Standards for qualifying income and maximum rents or sales prices
      3) Parties responsible for sales prices and incomes
   f) The City of Tustin reserves the right to negotiate transfer of a developer's obligation pursuant to this section off-site as a credit for affordable units which cannot be reasonably feasible to provide on-site which shall be at the City's sole and absolute discretion. To ensure comparable equivalent value of an off-site option or

exchange for not providing on-site affordable units, a financial affordability gap analysis will be conducted by the City, at developer's cost, to compare the value of the off-site option and the affordability gap cost of providing on-site affordable housing.

4. Tenure - Reuse/development in Planning Area 4 shall be preferably ownership tenure, Development of apartments is a discretionary action requiring approval of a conditional use permit.

5. Existing structures to be reused shall be brought into conformance with applicable provisions of the Uniform Building Code as amended by the City, State of California Title 24 Access Compliance (handicapped provisions), and requirements of the Americans with Disabilities Act (ADA).

6. Utility metering modifications and/or provision of independent utility services shall be committed to by agreement between the City of Tustin and those agencies receiving property in the PA 4 prior to use and occupancy of existing buildings and/or new development. Said agreement shall identify required capital/infrastructure improvements and environmental impact report mitigations.

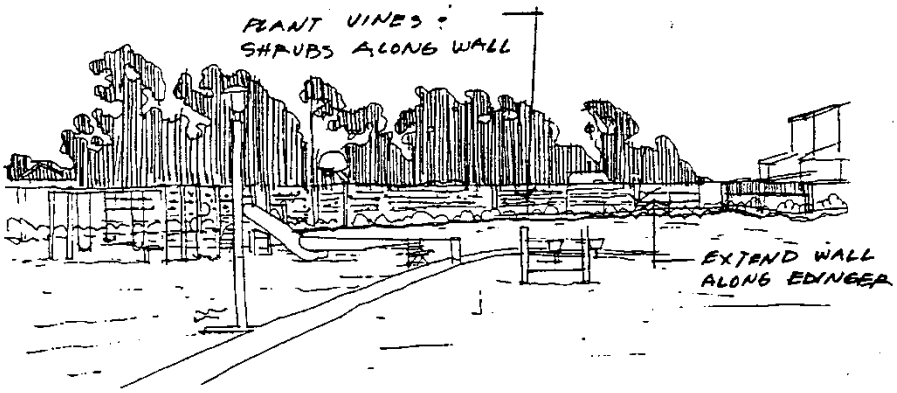
I. Development or Reuse Guidelines

1. Existing housing units shall be aesthetically upgraded through architectural and landscape improvements to appear consistent in quality with private market housing in the surrounding neighborhoods of Tustin and Irvine. Such improvements shall be completed prior to issuance of use and occupancy permits. The improvements may include, but are not limited to, the following:

   a) Upgraded facade treatments, including use of plaster or stucco, wood siding, brick, stone, and other approved materials
   b) Upgraded window types and treatments (i.e. trim)
   c) Upgraded roofing materials and extension of roof overhangs
   d) Updated color scheme for buildings and walls
   e) Enhancement of private patios and balconies
   f) Upgraded appearance of unit entrances, including doorways, walkways, decorative paving
   g) Improved landscape design of front yards and common areas

h) Consistent landscape treatment along local roads
i) Extensive planting of trees and shrubs throughout the site
j) Decorative treatment of all exposed site walls
k) Upgraded driveways
l) Decorative paving and other hardscape amenities for pedestrian paths in common areas
m) Improvements to common recreational areas including provision of shelters, lighting, and refurbishing of facilities
n) Creation of project entryways through signage and landscape design
o) Upgraded and consistent signage, including project identification, addressing, and directional signs
p) Enhanced lighting scheme for units, common areas, paths, and parking areas
q) Application of defensible space techniques in landscaping and lighting

2. The existing boundary wall along Edinger Avenue shall be aesthetically improved with stucco or other facade treatment, color, and a decorative wall cap, as shown in the example below.



3. In the event that infill development shall occur, the following guidelines shall apply:

a) Consistency with scale massing, and setbacks of existing structures.
b) Compliance with re-use guidelines that pertain to the surrounding structures.
c) Compliance with appropriate landscape and parking standards.

4. Demolition of structures may be as required by Tustin to be undertaken under the following conditions: 1) where

information determines the need for demolition to eliminate public health and safety risks, 2) to improve the appearance of the Planning Area, 3) to accommodate the completion of major roadway improvements, and 4) to properly implement the land use intent of this Planning Area.

A summary of the key design guidelines for the Low Density Residential Planning Area is provided in Figure 3-4.

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3.4.3 Planning Area 5 - Medium Density Residential

A. Permitted and Conditionally Permitted Uses

The following uses shall be permitted by right where the symbol "P" occurs or by conditional use permit where the symbol "C" occurs.

• Churches and other religious institutions	C
• Community care facilities for six or fewer persons	P
• Condominiums and cooperatives	P
• Convalescent hospital	C
• Family care home, foster home or group home, for six or fewer persons	P
• Large family day care for seven to twelve children on single family detached lots in accordance with the Tustin City Code	P
• Multiple-family dwelling units (apartments) in accordance with tenure provisions in Section 3.4.3.I	C
• Patio homes	P
• Private school	C
• Public or private preschools	C
• Fire Station	P
• Public/private utility building facility	C
• Residential care facility for elderly, for six or fewer persons	P
• Single-family attached dwelling units and duplexes	P
• Single-family detached dwelling units	P
• Single-family detached Carriage Way units	P
• Small-family day care for less than seven children on single-family detached lots	P

B. Accessory Uses and Structures

Accessory uses and structures are permitted when customarily associated with and subordinate to a permitted use on the same site and would include:

- Carports
- Garages
- Home occupations subject to provisions of the City Code
- Patio covers/trellises
- Swimming pools, spas, jacuzzis
- Tennis courts, basketball courts and other multi-purpose courts, recreation and community buildings

C. Unlisted Uses

Those uses not specifically listed are subject to a determination by the Community Development Director as either permitted, permitted

subject to a conditional use permit or prohibited consistent with the purpose of the land designation of this planning area and the Specific Plan. Decisions of the Director are appealable to the Planning Commission.

D. Site Development Standards - Single Family Detached

1. Maximum dwelling units - 15 dwelling units per acre
2. Minimum lot area - 3,000 square feet
3. Minimum lot width - 35 feet
4. Maximum building height - 35 feet
5. Maximum lot coverage - 50 percent of lot area. Covered areas shall include all areas under roof except trellis areas, roof overhangs, and covered porches outside the exterior wall.
6. Minimum building setbacks[9]
   a) North Loop Road - 25 feet
   b) West Connector - 20 feet
   c) Local public street - 10 feet
   d) Private street or private drive - 5 feet
   e) Interior side yard - 3 feet minimum with aggregate requirement of 10 feet for both side yards
   f) Rear yard - 10 feet
   g) Distance between accessory structures - 5 feet
   h) Distance between principal and accessory structures - 5 feet
7. Landscape setbacks[8]
   a) North Loop Road - 30 feet
   b) West Connector - 20 feet
8. Landscaping
   a) Compliance with the City of Tustin Landscape and Irrigation Guidelines
   b) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan
9. Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trails where applicable.
10. A corner triangular-shaped setback of 60 feet, measured from the intersection of the curb lines at North Loop Road and Armstrong Avenue shall be provided for a secondary community intersection treatment (see Section 2.17 for landscape guidelines).

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[9] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Non-conforming landscape and building setbacks will be permitted to remain to accommodate existing walls or buildings not in future right-of-way. Building setbacks are measured from future right-of-way.

11. A portal intersection treatment shall be provided at Edinger Avenue and West Connector (see Section 2.17 for landscape guidelines).
12. Other General Development Regulations (refer to Section 3.11 as applicable)
13. Signage (refer to Section 3.12 as applicable)
14. Off-street parking (refer to Section 3.13 as applicable)

E. Site Development Standards – Single Family Detached Carriage Way Units

Definition: A type of single family detached product that is located on a minimum thirty-six (36) foot wide paved street with a ten (10) foot parkway on both sides of the paved portions of the street with a garage that is located to the rear of the residence and takes access from a rear two-way alley that is a minimum of twenty-four (24) feet wide.

1. Maximum dwelling units - 7 dwelling units per acre
2. Minimum lot area - 3,000 square feet
3. Minimum lot width - 35 feet
4. Maximum building height - 35 feet
5. Maximum lot coverage - 50 percent of lot area. Covered areas shall include all areas under roof except trellis areas, roof overhangs, and covered porches outside the exterior wall.
6. Minimum building setbacks[4]
   a) Edinger Avenue - 40 feet
   b) Local public street - 10 feet
   c) Private street or private drive - 5 feet (front yard)
   d) Interior side yard - 3 feet minimum with aggregate requirement of 10 feet for both side yards
   e) Rear yard – 3 feet for garage and 7 feet for living areas including living areas above garage
   f) Distance between accessory structures - 5 feet
   g) Distance between principal and accessory structures - 5 feet
   h) Building to building setback – 30 feet minimum, applicable to units fronting a paseo/open space
7. Landscape setbacks[4]
   a) Edinger Avenue - 30 feet
8. Landscaping
   a) Areas not devoted to buildings, parking areas, hardscape, and roads, shall be landscaped.
   b) Compliance with the City of Tustin Landscape and Irrigation Guidelines
   c) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan

9. Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trails where applicable.
10. Fences and Walls
    a) Compliance with General Regulations Section 3.11.
    b) A masonry block wall shall be maintained and/or constructed along the western perimeter of the Planning Area in accordance with the General Development Regulations.
11. Homes that side-on to a local road shall incorporate architectural enhancements on the side and front view of the unit, as seen from the local road.
12. End units – a minimum back up space of three (3) feet in addition to the width of the drive approach.
13. Other General Development Regulations (refer to Section 3.11 as applicable)
14. Signage (refer to Section 3.12 as applicable)
15. Off-street parking (refer to Section 3.13 as applicable to Single Family Detached)

F. Site Development Standards - Single Family Attached

1. Maximum dwelling units - 15 dwelling units per acre
2. Minimum lot area per family unit - 3,000 square feet
3. Minimum lot width - no minimum
4. Maximum building height - 35 feet
5. Maximum lot coverage - 100 percent less required setbacks and open space areas
6. Common open space - 400 square feet per dwelling unit located within common, designated recreational areas. Private attached ground level patios may be credited if open on three sides. Areas not available for open space credit include all structures, streets, driveways, landscape setbacks, and parking lots.
7. Minimum gross floor area per dwelling unit, excluding the garage:
    a) Bachelor - 450 square feet
    b) 1 Bedroom - 550 square feet
    c) 1 Bedroom with den- 700 square feet
    d) 2 Bedrooms - 750 square feet
    e) 2 Bedrooms or more with den - 900 square feet
8. Minimum building setbacks[10]
    a) North Loop Road - 25 feet
    b) West Connector - 20 feet

[10] Building setbacks are measured from future right-of-way. Non-conforming landscape and building setbacks will be permitted to remain to accommodate existing walls or buildings not in future right-of-way.

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c) Local public street - 10 feet
d) Private street or private drive - 5 feet
e) Interior side yard - 3 feet minimum with aggregate requirement of 10 feet for both side yards
f) Rear yard - 10 feet
g) Distance between accessory structures - 5 feet
h) Distance between principal and accessory structures - 5 feet

9. Landscape setbacks[11]
   a) North Loop Road - 30 feet
   b) West Connector - 20 feet

10. Landscaping
    a) Compliance with the City of Tustin Landscape and Irrigation Guidelines
    b) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan

11. Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trails where applicable.

12. A corner triangular-shaped setback of 60 feet, measured from the intersection of the curb lines at North Loop Road and Armstrong Avenue shall be provided for a secondary community intersection treatment (see Section 2.17 for landscape guidelines).

13. A portal intersection treatment shall be provided at Edinger Avenue and West Connector (see Section 2.17 for landscape guidelines).

14. Other General Development Regulations (refer to Section 3.11 as applicable)

15. Signage (refer to Section 3.12 as applicable)

16. Off-street parking (refer to Section 3.13 as applicable)

G. Site Development Standards - Condominiums and Multiple Family Dwellings

1. Maximum dwelling units - 15 dwelling units per acre
2. Minimum lot area - none, refer to Section 3.4.3.I.
3. Maximum building height - 40 feet
4. Maximum lot coverage - 65 percent, less the required building and landscape setbacks

[11] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Non-conforming landscape and building setbacks will be permitted to remain to accommodate existing walls or buildings not in future right-of-way.

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5. Common open space - 400 square feet per dwelling unit located within common, designated recreational areas. Private attached ground level patios may be credited if open on three sides. Areas not available for open space credit include all structures, streets, driveways, landscape setbacks, and parking lots.

6. Minimum gross floor area per dwelling unit, excluding the garage
   a) Bachelor - 450 square feet
   b) 1 Bedroom - 550 square feet
   c) 1 Bedroom with den - 700 square feet
   d) 2 Bedrooms - 750 square feet
   e) 2 Bedrooms or more with den - 850 square feet
7. Minimum building setbacks [12]
   a) North Loop Road - 25 feet
   b) West Connector - 20 feet
   c) Local public street - 10 feet
   d) Private street or private drive - 5 feet
   e) Interior side yard - 3 feet minimum with aggregate requirement of 10 feet for both side yards
   f) Rear yard - 10 feet
   g) Distance between accessory structures - 5 feet
   h) Distance between principal and accessory structures - 5 feet
8. Landscape setbacks[11]
   a) North Loop Road - 30 feet
   b) West Connector - 20 feet
9. Landscaping
   a) Compliance with the City of Tustin Landscape and Irrigation Guidelines
   b) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan
10. Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trails where applicable.

11. A corner triangular-shaped setback of 60 feet, measured from the intersection of the curb lines at North Loop Road and Armstrong Avenue shall be provided for a secondary community intersection treatment (see Section 2.17 for landscape guidelines).

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[12] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Building setbacks are measured from future right-of-way. Non-conforming landscape and building setbacks will be permitted to remain to accommodate existing walls or buildings not in future right-of-way.

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12. A portal intersection treatment shall be provided at Edinger Avenue and West Connector (see Section 2.17 for landscape guidelines).
13. Other General Development Regulations (refer to Section 3.11 as applicable)
14. Signage (refer to Section 3.12 as applicable)
15. Off-street parking (refer to Section 3.13 as applicable)

H. Site Development Standards - Patio Homes

1. Maximum dwelling units - 15 dwelling units per acre
2. Minimum lot area - none, refer to Subsection 3.4.3.I. below
3. Building site requirements - patio home subdivisions shall be designated as a development unit on a tentative map.
4. Maximum building height - 35 feet
5. Maximum lot coverage - 100 percent, less required building and landscape setbacks
6. Common open space - 400 square feet per dwelling unit located within common, designated recreational areas. A minimum of 150 square feet may be for private use if located on ground level and open on three sides. Areas not available for open space credit include all structures, streets, driveways, landscape setbacks, and parking lots.
7. Minimum gross floor area per dwelling unit, excluding the garage - 900 square feet
8. Maximum number of four bedroom units - 30 percent
9. Minimum building setbacks[13]
   a) North Loop Road - 25 feet
   b) West Connector - 20 feet
   c) Local public or private street - The minimum building setback shall be 10 feet from a public or private street. An attached or detached garage may be setback a minimum of 5 feet from a public or private street. If living areas are provided above garages, garage setbacks shall apply provided that no more than 75 percent of the units along the street frontage have living space over a garage with less than a 10 foot setback. All units located along both sides of a street segment shall be included when calculating the above 75 percent determination, regardless of whether they front, side, or rear load on that section of a street. A garage shall not be setback between 9 feet and 19 feet from the right-of-way line. Garages

[13] Building setbacks are measured from future right-of-way. Non-conforming landscape and building setbacks will be permitted to remain to accommodate existing walls or buildings not in future right-of-way.

setback 9 feet or less shall be equipped with an automatic garage opener.

d) Private drives and courts - The minimum building setback shall be 7 feet in a private court or on a private drive not located within a court. An attached or detached garage may be setback a minimum of 3 feet provided that no more than 50 percent of the length of the building frontage over the total length of the drive or court is setback less than 7 feet. In calculating the total length of the drive or court and the length of building frontage, the length of building and street frontage on both sides of the drive or court shall be used. If living areas are provided above garages, garage setback shall apply. The minimum 3 foot garage setback shall be increased where necessary to accommodate required sidewalks. A garage shall not be setback between 9 feet and 19 feet from the right-of-way line. Garages setback 9 feet or less shall be equipped with an automatic garage opener. A minimum distance of 40 feet shall be maintained between ground floor living areas on units across from each other in a court, on a drive, or on a shared driveway.

e) Minimum distance between buildings - The minimum horizontal distance between adjacent buildings shall be 10 feet. The minimum distance between buildings may be reduced to 6 feet for no more than a maximum length of 25 feet of a building elevation, provided that there are no windows on one elevation for that portion of the building elevation with less than a 10 foot setback. If living areas are provided above garages, garage setbacks shall apply.

f) Tract boundary - The minimum building setback from any tract boundary shall be 10 feet. If the tract boundary is adjacent to a park or other permanent open space, the minimum building setback shall be 5 feet.

g) Distance between accessory structures - 5 feet

h) Distance between principal and accessory structures - 5 feet

10. Landscape setbacks[14]
    a) North Loop - 30 feet
    b) West Connector - 20 feet

[14] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Non-conforming landscape and building setbacks will be permitted to remain to accommodate existing walls or buildings not in future right-of-way.

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11. Landscaping
    a) Compliance with the City of Tustin Landscape and Irrigation Guidelines
    b) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan
12. Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trails where applicable.
13. A corner triangular-shaped setback of 60 feet, measured from the intersection of the curb lines at North Loop Road and Armstrong Avenue shall be provided for a secondary community intersection treatment (see Section 2.17 for landscape guidelines).
14. A portal intersection treatment shall be provided at Edinger Avenue and West Connector (see Section 2.17 for landscape guidelines).
15. Other General Development Regulations (refer to Section 3.11 as applicable)
16. Signage (refer to Section 3.12 as applicable)
17. Off-street parking (refer to Section 3.13 as applicable)

I. Special Development Requirements

1. Concept plan approval shall be required for Planning Area 5 prior to development (refer to Section 4.2.1 of this Specific Plan).
2. Affordability – The following minimum affordable housing production objectives are intended to reflect the intention of the City to create a redevelopment project area (Community Redevelopment Law, section 33000) and as needed to meet Regional Housing Allocation needs as identified in the Housing Element of the General Plan through the provisions of housing for households at very low, low and moderate income levels. Specific housing requirements for redevelopment and Housing Element compliance will be established at the time of development project approval to ensure uniformity with the Housing Element of the General Plan and other applicable provisions of California Law and to achieve the following:
    a) At least 15% of units for initial occupancy by very low income to moderate income households for redevelopment, with 6% (or 40%) of units affordable to very low income households.

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b) At least 38 additional units for occupancy by low income households.

c) At least 16 additional units for occupancy by moderate income households.

d) Restricted affordable housing units shall be reasonably dispersed throughout the project and shall be compatible with the design and use of market rate units in appearance, use of materials, and finished quality. Restricted units shall be affordable for at least the minimum period of time required by state law, or longer if required by a construction or mortgage financing assistance program.

e) Prior to issuance of a certificate of use and occupancy, a developer shall enter into a legally binding agreement with the City of Tustin or its Redevelopment Agency, and agree to deed restrictions on targeted affordable housing units that are binding on property upon sale or transfer. Said agreements shall address the following:

1) Number of units by type, location, bedroom count
2) Standards for qualifying income and maximum rents or sales prices
3) Parties responsible for sales prices and incomes

f) The City of Tustin reserves the right to negotiate transfer of a developer's obligation pursuant to this section off-site as a credit for affordable units which cannot be reasonably feasible to provide on-site which shall be at the City's sole and absolute discretion. To ensure comparable equivalent value of an off-site option or exchange for not providing on-site affordable units, a financial affordability gap analysis will be conducted by the City, at developer's cost, to compare the value of the off-site option and the affordability gap cost of providing on-site affordable housing.

3. Tenure - Development in Planning Area 5 of apartments is a discretionary action requiring approval of a conditional use permit.

4. Condominiums and multiple family development may contain numerous lots, but shall be designated as a development unit on a tentative map. The minimum size for a development unit shall be 10 acres.

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J. Development Guidelines

1. Buildings should be staggered along North Loop Road to provide variety along the streetscape.
2. The use of sound walls should be minimized through building site location.
3. Demolition of structures may be required by Tustin to be undertaken under the following conditions: 1) where information determines the need for demolition to eliminate public health and safety risks, 2) to improve the appearance of the Planning Area, 3) to accommodate the completion of major roadway improvements, and 4) to properly implement the land use intent of this Planning Area.

A summary of the key design guidelines for the Medium Density Residential Planning Area is provided in Figure 3-4.

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3.4.4 Planning Area 7 - Village Services

A. Permitted and Conditionally Permitted Uses

The following uses shall be permitted by right where the symbol "P" occurs or by conditional use permit where the symbol "C" occurs.

1. Retail commercial uses:

- Off-site alcoholic beverage sales establishments, in accordance with Section 3.14 — P
- Antique shop — P
- Apparel stores — P
- Appliance and hardware stores — P
- Art gallery — P
- Automobile parts and supplies (no installations) — P
- Bakeries, retail only — P
- Billiard hall — C
- Books, gifts, and stationary stores — P
- Bowling alley — C
- Coffee house/cafes — P
- Commercial recreation facilities — C
- Delicatessen/cafeteria — P
- Drug store, pharmacy — P
- Florist — P
- General retail stores — P
- Hobby shop — P
- Home improvement stores — P
- Household goods and services — P
- Jewelry stores — P
- Office supplies and equipment — P
- Pet stores, supplies, and grooming — P
- Photography studio, laboratory — P
- Shoe stores — P
- Sporting goods — P
- Supermarket, grocery stores — P
- Variety store — P

2. Service commercial uses, including incidental retail sales:

- Automobile service station (in accordance with the Tustin City Code) — C
- Banks and financial institutions without drive-thru windows — P
- Barber, beauty shops — P
- Bulk recycling vending (in accordance with the Tustin City Code) — C
- Car wash — C
- Coin-operated self-service laundromats — C

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• Commercial recreation facilities	C
• Dry cleaners (storefront)	P
• Dry cleaners (plant on premises)	C
• Emergency care facility	P
• Health club	P
• Large collection recycling facility	C
• Locksmith	P
• Mortuaries	C
• Movie theaters	C
• On-site alcoholic beverage sales establishments including bars, taverns, cocktail lounges (when not an integral part of a restaurant), in accordance with Section 3.14	C
• Print shop	P
• Restaurants, family, specialty, and fast-food without drive-thru	P
• Restaurants, with drive-thru	C
• Reverse vending recycling machines (in accordance with the Tustin City Code)	P
• Small animal hospitals or clinics	C
• Tailor shop	P
• Telephone answering service	P
• Travel agency	P
• Utility building/facility	C

3. Offices:

• General offices for: advertising agency, economic consultant, insurance companies, escrow companies, interior decorator, real estate, public utilities, personnel agency, management consultant, collection agency	P
• Professional offices for: architect, accountant, attorney, chiropractor, contractor, dentist, doctor, engineer, optometrist, land planner, and other similar professions	P
• Health services: acute care/rehabilitation facility, skilled nursing facility	C

4. Public/Institutional uses:

• Churches and other religious institutions	C
• Nursery school or child care center	C
• Other government/utility facility	C
• School, private or public	C

B. Accessory Uses and Structures

Accessory uses and structures are permitted when customarily associated with and subordinate to a permitted use on the same site.

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C. Unlisted Uses

Those uses not specifically listed are subject to a determination by the Community Development director as either permitted, permitted subject to a conditional use permit or prohibited consistent with the purpose of the land designation of this planning area and the Specific Plan. Decisions of the Director are appealable to the Planning Commission.

D. Prohibited Uses

- Sexually oriented businesses

E. Site Development Standards

1. Minimum site size - 10,000 square feet. Minimum building footprint size shall be 10,000 square feet and 1,000 square feet for freestanding retail commercial.
2. Maximum building height - 45 feet
   a) Medical Center (excluding medical office/retail) - 55 feet
   b) Acute care/rehabilitation, skilled nursing facility - 60 feet
3. Maximum floor area ratio - .35 FAR for retail commercial uses, .35 FAR for service commercial uses, .5 FAR for office uses, and .25 FAR for public institutional uses
4. Minimum building setbacks[15]
   a) Edinger Avenue - 20 feet
   b) Tustin Ranch Road - 30 feet
   c) North Loop Road - 25 feet
   d) West Connector - 20 feet
   e) Minimum distance between buildings - 10 feet
5. Landscape setbacks[16]
   a) Edinger Avenue - 30 feet
   b) Tustin Ranch Road - 30 feet
   c) North Loop Road - 30 feet
   d) West Connector - 20 feet
6. Landscaping
   a) Compliance with the City of Tustin Landscape and Irrigation Guidelines
   b) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan

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[15] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Building setbacks are measured from future right-of-way. Non-conforming landscape and building setbacks will be permitted to remain to accommodate existing walls or buildings not in future right-of-way.

[16] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Non-conforming landscape and building setbacks will be permitted to remain to accommodate existing walls or buildings not in future right-of-way.

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7. Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trails where applicable.
8. A corner triangular-shaped setback of 80 feet, measured from the intersection of the curb lines at North Loop Road and Tustin Ranch Road shall be provided for a primary community intersection treatment (see Section 2.17 for landscape guidelines).
9. A portal intersection treatment shall be provided at Edinger Avenue and West Connector (see Section 2.17 for landscape guidelines).
10. Other General Development Regulations (refer to Section 3.11 as applicable)
11. Signage (refer to Section 3.12 as applicable)
12. Off-street parking (refer to Section 3.13 as applicable)
13. Alcoholic Beverage sales (refer to Section 3.14 as applicable)

F. Special Development Requirements

1. Concept plan approval shall be required for Planning Area 7 prior to development (refer to Section 4.2.1 of this Specific Plan.
2. The baseline mix of uses for Planning Area 7 is administered by the Non-Residential Land Use/Trip Budget procedure specified in Section 3.2.4. The purpose is to ensure that adequate circulation capacity is available to serve the proposed project. The baseline mix does not preclude development of listed permitted or conditional uses.

G. Development Guidelines

1. The architectural facade treatment on buildings shall be consistently applied on all sides.
2. The Planning Area should include development of a pedestrian-oriented commercial center. The inclusion of courtyards and/or plazas within the commercial center are encouraged.
3. Any development should ensure a strong relationship between the main commercial center and any freestanding buildings, with consideration given to pedestrian access and relationships between uses.
4. A viewscape into the site shall be provided at the intersection of North Loop Road and West Connector to provide views to the main buildings. Pedestrian access into the site in the vicinity of this intersection shall also be provided.
5. In the event that the Tustin Ranch Road interchange is developed prior to development of the subject site, additional

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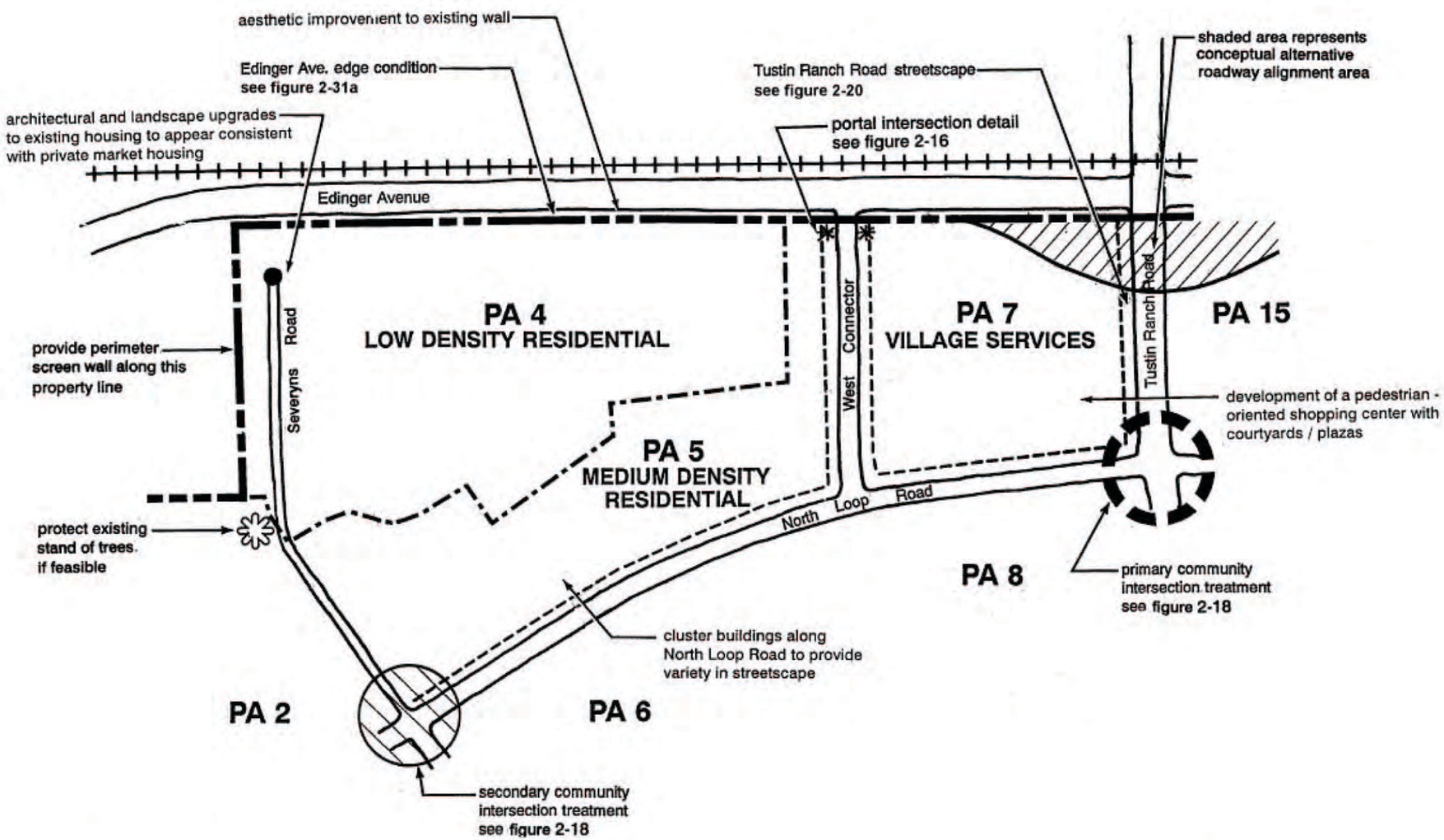
landscaping enhancements adjacent to the intersection ramps shall be included in any development plan for Planning Area 7.

A summary of the key design guidelines for the Village Services Planning Area is provided in Figure 3-4.


aesthetic improvement to existing wall
Edinger Ave. edge condition
see figure 2-31a
architectural and landscape upgrades
to existing housing to appear consistent
with private market housing
Tustin Ranch Road streetscape
see figure 2-20
portal intersection detail
see figure 2-16
shaded area represents
conceptual alternative
roadway alignment area
Edinger Avenue
PA 4
LOW DENSITY RESIDENTIAL
PA 7
VILLAGE SERVICES
PA 15
Tustin Ranch Road
West Connector
Severyns Road
provide perimeter
screen wall along this
property line
development of a pedestrian -
oriented shopping center with
courtyards / plazas
PA 5
MEDIUM DENSITY
RESIDENTIAL
North Loop Road
protect existing
stand of trees.
if feasible
PA 8
primary community
intersection treatment
see figure 2-18
cluster buildings along
North Loop Road to provide
variety in streetscape
PA 2
PA 6
secondary community
intersection treatment
see figure 2-18

Key Map
Edinger Ave
Valencia Ave
Warner Ave
Barranca Pkwy
Tustin Ranch Rd
Redhill Ave
Armstrong Ave
Von Karman Ave
Jamboree Rd
Harvard Ave

NOT TO SCALE

3.5 NEIGHBORHOOD C

3.5.1 Introduction

Neighborhood C is comprised of a single Planning Area, PA 6, which is designated as Urban Regional Park (Table 3-2). The Urban Regional Park will be owned and operated by the County of Orange. The intent of the following regulations and guidelines for the regional park is to achieve continuity with the Specific Plan in terms of landscaping, trail systems, and other aspects of park design. The regional park is a significant cultural and recreational amenity within the Plan that must be both physically and visually accessible to the public.

3.5.2 Planning Area 6 - Urban Regional Park

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A. Permitted and Conditionally Permitted Uses

The following uses shall be permitted by right where the symbol "P" occurs or by conditional use permit where the symbol "C" occurs.

• Animal care center	P
• Arboretums and horticultural gardens	P
• Commercial recreation facilities	C
• Live performance facility/amphitheater	C
• Museum, cultural center, interpretive center, and/or other educational and cultural facility	P
• Nature center with live animals	C
• Picnic areas	P
• Recreation facilities	P
• Park	P
• Regional Archaeological Curation Center	P
• Retail or service commercial uses, other than concessionaire commercial uses	C
• Riding and hiking trails and staging areas	P
• Sports lighting where exterior lighting is designed to confine direct rays and glare to premises	P
• Theatres	C

B. Accessory Uses and Structures

Accessory uses and structures are permitted when customarily associated with and subordinate to a permitted use on the same site and would include:

- Concession commercial, gift shops (sundries, souvenirs, books, collectibles, apparel)
- Guard houses, gates and other security facilities structures
- Maintenance facilities and structures

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- Restaurant, cafeteria, food court

C. Unlisted Uses

Those uses not specifically listed are subject to a determination by the Community Development Director as either permitted, permitted subject to a conditional use permit or prohibited consistent with the purpose of the land designation of this planning area and the Specific Plan. Decisions of the Director are appealable to the Planning Commission.

D. Site Development Standards

1. Minimum lot size - 80 acres
2. Maximum building height - 40 feet; no building height limit shall apply to Hangar #1
3. Maximum floor area ratio - .16 FAR for Urban Regional Park uses including retail and commercial uses, and .25 FAR for the Regional Law Enforcement Training Classrooms
4. Minimum building setbacks[17]
   a) North Loop Road - 25 feet
   b) Armstrong Avenue - 20 feet
5. Landscape setbacks[16]
   a) North Loop Road - 30 feet
   b) Armstrong Avenue - 20 feet
6. Landscaping
   a) Compliance with the City of Tustin Landscape and Irrigation Guidelines
   b) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan.
7. An internal pedestrian/multi-use trail through the park shall be developed and coordinated with pedestrian and bicycle trail systems of adjacent Planning Areas, and with city-wide bicycle trails where applicable.
8. A corner triangular-shaped setback of 60 feet, measured from the intersection of the curb lines at North Loop Road and Armstrong Avenue shall be provided for a secondary community intersection treatment (see Section 2.17 for landscape guidelines).
9. Development of an animal care center shall be subject to the following criteria:
   a) Location shall be 500 feet away from any residential use or residentially zoned property

[17] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Building setbacks are measured from future right-of-way. Non-conforming landscape and building setbacks will be permitted to remain to accommodate existing walls or buildings not in future right-of-way.

PLANNING
6
AREA

b) Visual screening of outdoor storage and service areas shall be provided
c) Noise control of animal containment areas shall be provided
d) Site Plan and architectural design of buildings shall be subject to review pursuant to Section 4.2.4
e) Odor control shall be provided pursuant to General Development Regulations, Section 3.11

10. Other General Development Regulations (refer to Section 3.11 as applicable)
11. Signage (refer to Section 3.12 as applicable)
12. Off-street parking (refer to Section 3.13 as applicable)

E. Special Development or Reuse Requirements

1. Concept plan approval shall be required for PA 6 prior to reuse or development (refer to Section 4.2.1 of this Specific Plan).
2. Prior to any interim or permanent reuse of buildings or property on a parcel, or prior to any new development on a parcel within this Planning Area, other than by the City of Tustin, any agencies receiving property from the Department of Defense or Local Redevelopment Authority (LRA) shall be required to enter into an Agreement with the City of Tustin. The purpose of the Agreement is to: 1) identify the planning goals of an agency and the City; 2) identify the scope and schedule for short-range improvements and of any long-range development plans for the property; 3) establish a process that provides for meaningful consultation on development and operational issues of mutual concern; 4) identify roadway dedication and capital infrastructure improvements that will be required for use and/or development, and Environmental Impact Report mitigation required by the agency receiving property; and 5) identify necessary procedures to implement the Agreement.
3. A Memorandum of Agreement has been entered into between the State Historic Preservation Office, the Advisory Council on Historic Preservation, Department of Navy, County of Orange and City of Tustin. The Memorandum of Agreement dictates the process to be followed in determining any future reuse or demolition plans for the historic blimp hangar. See the Final EIS/EIR for the Disposal and Reuse of MCAS Tustin for a copy of the Memorandum of Agreement and specifics regarding the future reuse or demolition of the blimp hangar.
4. Any new structural additions to Planning Area 6 shall be reviewed and approved by the City of Tustin.
5. An interpretive center shall be provided in the Urban Regional Park as part of the project's implementation. The interpretive

PLANNING
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center may be located in either an existing building or as part of a new development. Pursuant to the Memorandum of Agreement discussed in Section E.3 above, the center shall address the history of the blimp hangar and its associated facilities, and MCAS Tustin as a whole.

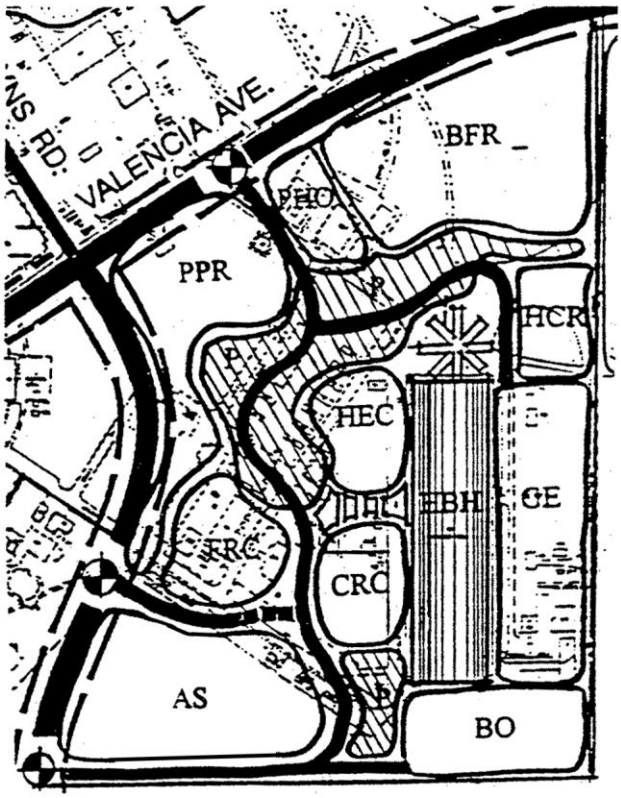
6. Existing structures to be reused shall be brought into conformance with applicable provisions of the Uniform Building Code as amended by the City, State of California Title 24 Access Compliance (handicapped provisions), and requirements of the Americans with Disabilities Act (ADA). The State Historical Building Code, as locally adopted, may be applied where applicable within the Planning Area.
7. Utility metering modifications and/or provision of independent utility services shall be committed to by agreement between the City of Tustin and those agencies receiving property in the Urban Regional Park, prior to use and occupancy of existing buildings and/or new development. Said agreement shall identify required capital/infrastructure improvements and environmental impact report mitigations.

F. Development or Reuse Guidelines

1. If the blimp hangar is retained as part of the Urban Regional Park site, any new development within the Planning Area should not obstruct the visual dominance of the blimp hangar, particularly from adjacent roadways.

PLANNING 6 AREA

The concept below is shown as only one possible alternative concept for the regional park site.



AS	Animal Shelter
CRC	Cultural Resource Center
HBH	Historic Blimp Hanger
BO	Blimp Operations
FRC	Family Resource Center
PHO	Park Headquarters & Office
BFR	Ball Fields - Recreation
HCR	Hard Courts - Recreation
PPR	Passive Park - Recreation
GE	Group Events
HEC	Historical Exhibit Center
P	Parking

PLANNING
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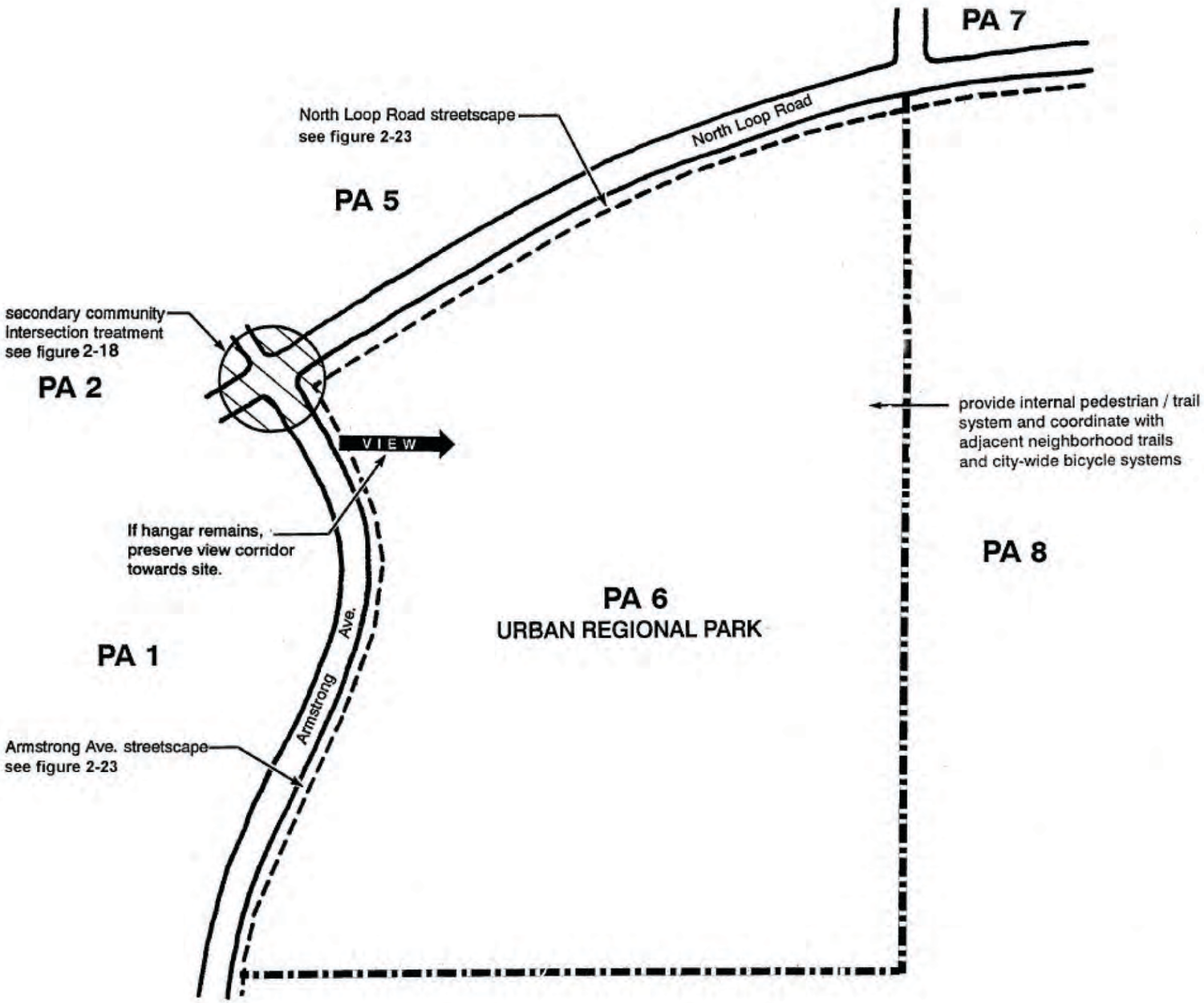
AREA

2. Demolition of structures shall be considered or undertaken under the following conditions: 1) where information determines the need for demolition to eliminate public health and safety risks, 2) to improve the appearance of the Planning Area, 3) to accommodate the completion of major roadway improvements, 4) to properly implement the land use intent of this Planning Area, and 5) where all requirements of subsection E.3 above have been met.

A summary of the key design guidelines for the Urban Regional Park is provided in Figure 3-5.


PA 7
North Loop Road streetscape
see figure 2-23
North Loop Road
PA 5
secondary community
Intersection treatment
see figure 2-18
PA 2
VIEW
provide internal pedestrian / trail
system and coordinate with
adjacent neighborhood trails
and city-wide bicycle systems
If hangar remains,
preserve view corridor
towards site.
PA 8
PA 6
URBAN REGIONAL PARK
PA 1
Armstrong Ave.
Armstrong Ave. streetscape
see figure 2-23

Key Map
Tustin Ranch Rd
Edinger Ave
Valencia Ave
Warner Ave
Barranca Pkwy
Redhill Ave
Armstrong Ave
Von Karman Ave
Jamboree Rd
Harvard Ave

North
NOT TO SCALE

3.6 NEIGHBORHOOD D

3.6.1 Introduction

Neighborhood D is comprised of three Planning Areas, PA 8, 13, and 14, which are designated Community Core. The regulations and guidelines provide flexibility for a range of uses including mixed-use development projects, or a unique large-scale project(s) that would complete the Specific Plan area.

3.6.2 Planning Areas 8, 13, and 14 - Community Core

A. Permitted and Conditionally Permitted Uses

The following uses shall be permitted by right where the symbol "P" occurs or by conditional use where the symbol "C" occurs.

1. Service commercial uses including incidental retail sales:

PLANNING 8 AREA

PLANNING 13 AREA

PLANNING 14 AREA

• Banks and financial institutions	P
• Barber, beauty shops	P
• Commercial Recreation	C
• Conference/convention facilities	P
• Coin-operated self-service laundromats	P
• Dry cleaners (commercial)	C
• Emergency care facility	P
• Extended Stay Hotels[18]	C
• Health club	P
• Hotel[19]	P
• Indoor performance facilities	C
• Outdoor amphitheater or performance facilities	C
• Locksmith	P
• Movie theaters	P
• On-site alcoholic beverage sales establishment including bars, taverns, cocktail lounges (when not an integral part of a restaurant), in accordance with Section 3.14.	C
• Print shop	P
• Restaurants, family, specialty, and fast-food without drive-thru	P
• Surgicare centers	P
• Telephone answering service	P
• Theater, including live performance	P
• Travel agency	P

2. Retail commercial uses:

[18] Permitted in Planning Area 8 only. Not a permitted use in Planning Areas 13 and 14.

[19] A minimum of 500 hotel rooms, contained within multiple facilities, shall be located within Neighborhood D.

PLANNING 8 AREA

PLANNING 13 AREA

PLANNING 14 AREA

- General retail stores P
- Grocery store P
- Outdoor newsstand P
- Office supplies and equipment P
- Off-site alcoholic beverage sales establishments, in accordance with Section 3.14 P
- Photography studio, laboratory P
- Print/reprographics shop P

3. Offices:

- Corporate headquarters/offices P
- General offices for: advertising agency, economic consultant, insurance companies, escrow companies, interior decorator, real estate, public utilities, personnel agency, management consultant, collection agency P
- Medical clinics P
- Medical offices/healthcare centers P
- Professional offices for: architect, accountant, attorney, chiropractor, contractor, dentist, doctor, engineer, optometrist, land planner, and other similar professions P

4. Industrial uses:

- Advertising and publishing businesses P
- Automobile research, design, and development P
- Blue printing, reproduction and copying services, photocopies, bookbinding, photoengraving and printing P
- Commercial library P
- Communications businesses P
- Communications equipment center P
- Consumer electronics design P
- Data storage, retrieval, send-receive operations P
- Electronic equipment testing and repair service P
- Experimental/prototype assembly and testing facilities P
- Hardware design uses C
- Industrial/commercial incubator (flexible) buildings P
- Instructional/vocational school P
- Light industrial uses, general (including manufacturing, and assembly) P
- Mail order businesses P
- Motion picture and recording studios P
- Office furniture, equipment and sales P
- Pharmaceutical products manufacturing P
- Research and development facilities (including P

PLANNING 8 AREA

PLANNING 13 AREA

PLANNING 14 AREA

laboratories, biotechnology, product development, and manufacturing)	
• Science laboratories	P
• Simulation development uses	P
• Small animal hospitals or clinics	C
• Software design uses	P
• Technology exchange/transfer services	P
• Warehousing and storage	C

5. Residential uses:

• Family care home, foster home or group home, for six or fewer persons	P
• Condominiums and cooperatives	P
• Multiple family dwellings (apartments) in accordance with tenure provisions in Section 3.6.2.I	P
• Single family attached dwelling units and duplexes	P

6. Public/Institutional uses:

• Art and cultural facilities	P
• Churches and other religious institutions	C
• Community and recreational facilities	P
• Congregate care, convalescent, and assisted living facilities	C
• Hospitals	C
• Nursery school or child care center	C
• Open space, public and private	P
• Parks, playgrounds and accessory uses	P
• School, public	P
• School, private	C
• Utility building/facility	P

7. Mixed Uses

• Residential and commercial retail, service commercial, public/institutional, and/or office uses (including live/work)	P
• Commercial retail and service commercial, public/institutional, and/or office uses	P

B. Accessory Uses and Structures

Accessory uses and structures are permitted when customarily associated with and subordinate to a permitted use on the same site and would include:

PLANNING 8 AREA

PLANNING 13 AREA

PLANNING 14 AREA

- Accessory distribution related to a primary use P
- Carports P
- Caretaker's residence P
- Enclosed, screened, outdoor storage P
- Garages P
- Home occupations subject to provisions of the City Code P
- Maintenance facilities and structures P
- Outdoor dining, subject to City of Tustin guidelines P
- Patio covers/trellises P
- Retail commercial businesses P
- Reverse vending recycling machines (in accordance with the City Code) P
- Small family day care for eight or fewer children P
- Swimming pools, spas, jacuzzis P
- Tennis courts, basketball courts and other multi-purpose courts, recreation and community buildings P
- Vendor carts or commercial kiosks (outside of street right-of-way) C

C. Unlisted Uses

Those uses not specifically listed are subject to a determination by the Community Development Director as either permitted, permitted subject to a conditional use permit or prohibited consistent with the purpose of the land designation of this planning area and the Specific Plan. Decisions of the Director are appealable to the Planning Commission.

D. Prohibited Uses

- Sexually-oriented businesses

E. Site Development Standards - Non-residential Uses/Mixed Use

1. Minimum site size - 20,000 square feet. Minimum building footprint size shall be 10,000 square feet and 1,000 square feet for freestanding retail commercial.
2. Maximum building height – 150 feet unless the building meets the criteria for exceptions to the height limits as set forth below:

   a) Exceptions to Height Limits. Exceptions to height limits may be permitted up to 180 feet if approved by the Community Development Director. Approval, conditional approval or denial of an exception request will be based on an applicant's demonstration that the implementation of the proposed exception will meet the following criteria and/or findings which shall be used to evaluate the exception request:

PLANNING 8 AREA

PLANNING 13 AREA

PLANNING 14 AREA

- The design of the proposed development is distinctively architecturally superior. Architecturally superior features may include, but are not limited to features such as the building being detailed in such a way as to reinforce pedestrian scale by articulating the separate floor levels and by increasing the level of detail of the first floor; layering in the building structure of architectural elements and details designed to add interest and reduce the apparent mass of the building; roof elements of the structure are designed as an integral component of the form of the building, its mass, and façade with building form enhanced where possible by offsetting roof plans, eave heights and rooflines; the mass and scale of buildings respect the visual and physical relationship to adjacent buildings; and, provides an opportunity for variation and articulation in the scale and form of structures within a Planning Area.
- The proposed exceptions are design solutions that implement the intent of the Specific Plan, the objectives of the Community Core District and the adopted Design Guidelines.
- Granting of an exception will have a beneficial impact and does not adversely affect development.

3. Maximum floor area ratio - .5 for the Neighborhood D as a whole[20], however, the maximum on an individual parcel may exceed .5 FAR as long as the total floor area allocated to Neighborhood D (as specified in the Land Use Plan Statistical Analysis, Table 3-1) is not exceeded.
4. Maximum dwelling units – 25 dwelling units per acre for Neighborhood D as a whole[21], however the maximum on an individual parcel may exceed 25 dwelling units per acre as long as the total dwelling units allocated to Neighborhood D (as specified in the Land Use Plan Statistical Analysis, Table 3-1) is not exceeded, subject to Concept Plan approval.
5. Maximum site coverage - 100 percent less required setbacks and open space areas
6. Minimum building setbacks[22]
   a) Tustin Ranch Road - 30 feet

[20] Including public rights-of-way and easements, parks, high school site, etc.
[21] Including public rights-of-way and easements, parks, high school site, etc.
[22] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Building setbacks are measured from future rights-of-way. Non-conforming building and landscape setbacks will be permitted to remain where buildings are not in future right-of-way.

PLANNING 8 AREA

PLANNING 13 AREA

PLANNING 14 AREA

b) North Loop Road - 25 feet
c) Armstrong Avenue - 20 feet
d) South Loop Road - none
e) Barranca Parkway – 30 feet
f) Warner Avenue - 20 feet
g) Local public streets - none
h) Private streets or drives - none
i) Minimum distance between buildings - none
j) Adjacent to open space or public/institutional use - none

7. Landscape setbacks[17]
   a) Tustin Ranch Road - 30 feet
   b) North Loop Road - 25 feet
   c) Armstrong Avenue - 20 feet
   d) South Loop Road - none
   e) Local public streets - none
   f) Private streets or drives - none
   g) Warner Avenue - 20 feet
8. Landscaping
   a) Compliance with the City of Tustin Landscape and Irrigation Guidelines
   b) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan.
9. Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trail where applicable.
10. (Section Deleted)
11. Other General Development Regulations (refer to Section 3.11 as applicable)
12. Signage (refer to Section 3.12 as applicable)
13. Off-street parking (refer to Section 3.13 as applicable).
14. Alcoholic beverage sales (refer to Section 3.14 as applicable)

F. (Section Deleted)

G. Site Development Standards - Condominiums and Multiple Family Dwellings

1. Maximum dwelling units - 25 dwelling units per acre for Neighborhood D as a whole, however, the maximum on an individual parcel may exceed 25 dwelling units per acre as long as the total dwelling units allocated to Neighborhood D (as specified in the Land Use Plan Statistical Analysis, Table 3-1) is not exceeded.
2. Minimum lot area - none, refer to Section 3.6.2.J below
3. Maximum building height - 60 feet

PLANNING 8 AREA

PLANNING 13 AREA

PLANNING 14 AREA

4. Open space - 150 square feet per dwelling unit. Private attached ground level patios may be credited if open on three sides.
5. Minimum gross floor area per dwelling unit, excluding the garage
   a) Bachelor - 450 square feet
   b) 1 Bedroom - 550 square feet
   c) 1 Bedroom with den - 700 square feet
   d) 2 Bedrooms - 750 square feet
   e) 2 Bedrooms or more with den - 850 square feet
6. Minimum building setbacks[23]
   a) Tustin Ranch Road - 30 feet
   b) North Loop Road - 25 feet
   c) Armstrong Avenue - 20 feet
   d) Warner Avenue - 20 feet
   e) Local public street - 10 feet
   f) Private street or drive - 5 feet
   g) Rear yard - 10 feet
   h) Distances between accessory structures - 5 feet
   i) Distance between principal and accessory structures - 5 feet
7. Landscape setbacks[20]
   a) Tustin Ranch Road - 30 feet
   b) North Loop Road - 30 feet
   c) Armstrong Avenue - 20 feet
   d) Warner Avenue - 20 feet
8. Landscaping
   a) Compliance with the City of Tustin Landscape and Irrigation Guidelines
   b) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan
9. Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trails where applicable.
10. A corner triangular-shaped setback of 80 feet, measured from the intersection of the curb lines at North Loop Road and Tustin Ranch Road shall be provided for a primary community intersection treatment (see Section 2.17 for landscape guidelines).
11. A corner triangular-shaped setback of 60 feet, measured from the intersection of the curb lines at Warner Avenue and

[23] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Building setbacks are measured from future rights-of-way. Non-conforming building and landscape setbacks will be permitted to remain where buildings are not in future right-of-way.

PLANNING 8 AREA

PLANNING 13 AREA

PLANNING 14 AREA

Armstrong Avenue shall be provided for a secondary community intersection treatment (see Section 2.17 for landscape guidelines).

12. Other General Development Regulations (refer to Section 3.11 as applicable)
13. Signage (refer to Section 3.12 as applicable)
14. Off-street parking (refer to Section 3.13 as applicable)

H. (Section Deleted)

I. Special Development or Reuse Requirements

1. Concept plan approval shall be required for Planning Area 8, 13, and 14 prior to development (refer to Section 4.2.1 of this Specific Plan).
2. Horizontally mixed-use projects shall refer to Site Development Standards applicable to the use(s). Vertically mixed-use projects shall refer to the Site Development Standards for Non-residential Uses.
3. The baseline mix of uses for each Planning Area will be administered by the Non-Residential Land Use/Trip Budget procedure specified in Section 3.2.4. The purpose is to ensure that adequate circulation capacity is available to serve the proposed project. Up to 891 residential/dwelling units are also permitted within Neighborhood D. A minimum of 500 hotel rooms shall be developed in PA 13 and 14. This requirement shall be met through the development of at least one hotel project with a minimum of 250 rooms with the required balance of hotel rooms located in one or more hotel projects provided that each project shall have a minimum of 100 rooms.
4. Affordability – In the event dwelling units are proposed, the following minimum affordable housing production objectives are intended to reflect the intention of the City to create a redevelopment project area (Community Redevelopment Law, section 33000) and as needed to meet Regional Housing Allocation needs as identified in the Housing Element of the General Plan through the provisions of housing for households at very low, low and moderate income levels. Specific housing requirements for redevelopment and Housing Element compliance on a residential housing project will be established at the time of development project approval to ensure conformity with the Housing Element of the General Plan and other applicable provisions of California Law and to achieve the following:

PLANNING 8 AREA

PLANNING 13 AREA

PLANNING 14 AREA

a) The number of affordable housing units in Neighborhood D shall be 196, of which 53 must be at the very low income level, 53 at the low income level and 90 at the moderate income level. If future amendments to the plan occur at least 15% of additional units for initial occupancy by very low income to moderate income households for redevelopment, with 6% (or 40%) of units affordable to very low income households.

b) Restricted affordable housing units shall be reasonably dispersed and located and may be accomplished in attached projects only. The affordable units shall be compatible with the design and use of market rate units in appearance, use of materials, and finished quality. Restricted units shall be affordable for at least the minimum period of time required by state law, or longer if required by a construction or mortgage financing assistance program.

c) Prior to issuance of a certificate of use and occupancy, a developer shall enter into a legally binding agreement with the City of Tustin or its Redevelopment Agency, and agree to deed restrictions on targeted affordable housing units that are binding on property upon sale or transfer. Said agreements shall address the following:

1) Number of units by type, location, bedroom count

2) Standards for qualifying income and maximum rents or sales prices

3) Parties responsible for sales prices and incomes

d) (Section Deleted)

5. Tenure – Thirty (30) percent of the total number of units authorized within the City of Tustin portion of the Specific Plan are permitted for apartments.

6. Existing structures to be reused shall be brought into conformance with applicable provisions of the Uniform Building Code as amended, State of California Title 24 Access Compliance (handicapped provisions), and requirements of the Americans with Disabilities Act (ADA). The State Historical Building Code, as locally adopted, may be applied where applicable in the Planning Area.

7. Utility metering modifications and provision of independent utility services shall be committed to by agreement between the City of Tustin and those agencies receiving property in the

Community Core, prior to use and occupancy of existing buildings and new development, except for interim use.

PLANNING 8 AREA

PLANNING 13 AREA

PLANNING 14 AREA

8. A Memorandum of Agreement has been entered into between the State Historic Preservation Office, the Advisory Council on Historic Preservation, Department of Navy, County of Orange and City of Tustin. The Memorandum of Agreement dictates the process to be followed in determining any future reuse or demolition plans for the historic blimp hangar. See the Final EIS/EIR for the Disposal and Reuse of MCAS Tustin for a copy of the Memorandum of Agreement and specifics regarding the future reuse of demolition of the blimp hangar.

9. Prior to any interim or permanent reuse of buildings or property on a parcel, or prior to any new development on a parcel within the Planning Area, any agencies receiving property from the Department of Defense or Local Redevelopment Authority (LRA) shall be required to enter into an Agreement with the City of Tustin. The purpose of the Agreement is to: 1) identify the planning goals of an agency and the City and LRA; 2) identify the scope and schedule for short-range or long-range development plans for the property; 3) establish a process for meaningful consultation on development and operational issues of mutual concern; 4) identify roadway dedication or capital/infrastructure improvements that will be required for use and/or development, and Environmental Impact Report mitigation required by the agency receiving property; and 5) identify necessary procedures to implement the Agreement.

10. (Section Deleted)

J. Development or Reuse Guidelines

1. View windows into the Planning Area from Warner Avenue and Tustin Ranch Road should be incorporated into the site planning for individual projects.

2. Creative site planning is encouraged for this site due to its prominent location within the Specific Plan. Careful consideration of building site location, attention to views, relationships to surrounding uses and open spaces all need to be incorporated into site plans.

3. Demolition of structures may be required by Tustin to be undertaken under the following conditions: 1) where information determines the need for demolition to eliminate public health and safety risks, 2) to improve the appearance of the Planning Area, 3) to accommodate the completion of major

PLANNING 8 AREA

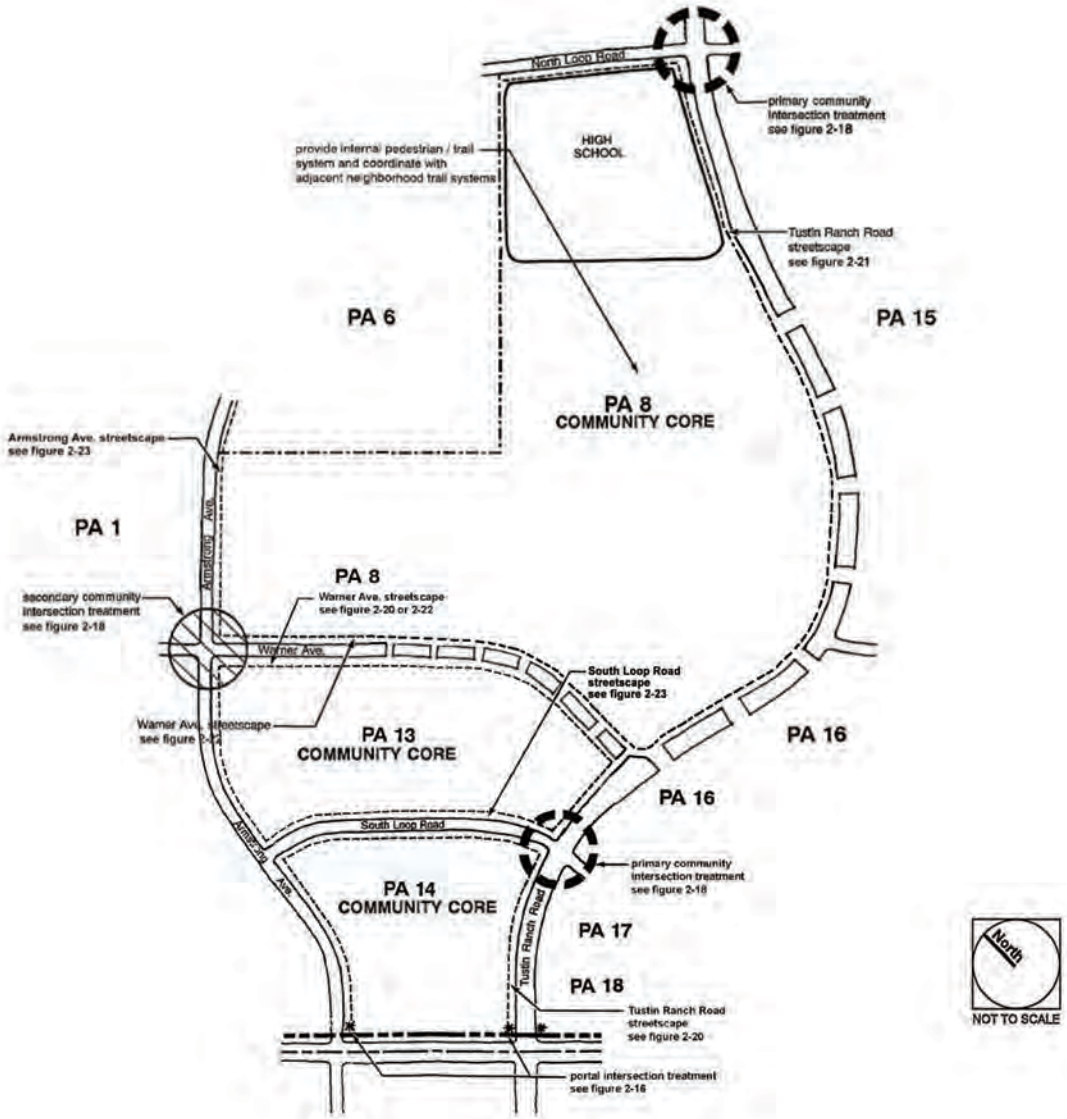
PLANNING 13 AREA

PLANNING 14 AREA

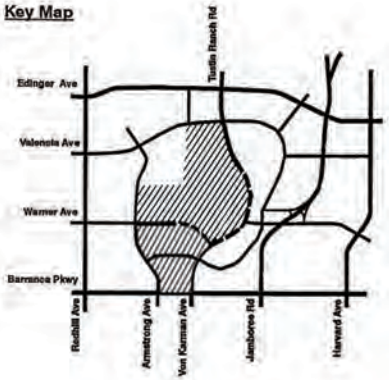
roadway improvements, and, 4) to properly implement the land use intent of this Planning Area, and where all requirements of subsection J.8 above have been met.

A summary of the key design guidelines for the Community Core is provided in Figure 3-6.

Neighborhood D



Key Map



3.7 NEIGHBORHOOD E

3.7.1 Introduction

Neighborhood E is comprised of Planning Areas 9, 10, 11, and 12, as shown on the Statistical Analysis (Table 3-2). Future uses within this neighborhood will primarily involve the development of new structures and facilities. The regulations and guidelines encourage a high quality business park development, where building orientation/site design, parking areas, pedestrian/bicycle paths, and access points are well coordinated between Planning Areas and relate well to adjacent uses. The regulations also address the need for a coordinated internal circulation system within the neighborhood.

3.7.2 (Section Deleted)

3.7.3 (Section Deleted)

3.7.4 Planning Areas 9, 10, 11 and 12 - Commercial Business

PLANNING 9 AREA

PLANNING 10 AREA

PLANNING 11 AREA

PLANNING 12 AREA

A. Permitted and Conditionally Permitted Uses

The following uses shall be permitted by right where the symbol "P" occurs or by conditional use where the symbol "C" occurs.

1. Offices:

• Corporate headquarters	P
• General offices for: advertising agency, economic consultant, insurance companies, escrow companies, interior decorator, real estate, public utilities, personnel agency, management consultant, collection agency	P
• Helipad	C
• Medical clinics	P
• Medical offices/healthcare centers	P
• Emergency care facility	C
• Professional offices for: architect, accountant, attorney, chiropractor, contractor, dentist, doctor, engineer, optometrist, land planner, and other similar professions	P

PLANNING 9 AREA

PLANNING 10 AREA

PLANNING 11 AREA

PLANNING 12 AREA

2. Retail commercial uses:

- Off-site Alcoholic beverage sales establishments, in accordance with Section 3.14. P
- Coffee houses/cafe P
- Delicatessen/cafeteria P
- General retail stores, including retail bakeries, books, gifts, stationery, florists, jewelry stores P
- Office supplies and equipment P
- Photography studio, laboratory P

3. Service commercial uses, including incidental retail sales:

- Automobile service station, in accordance with the Tustin City Code C
- Banks and financial institutions with drive-thru window C
- Banks and financial institutions without drive-thru window P
- Car Wash C
- Dry cleaners (Storefront) P
- Dry cleaners (plant on site) C
- General Service Commercial uses, including barber, beauty shops, tailor shops, locksmith, print shops, telephone answering service, travel agencies P
- Hotel P
- Extended Stay Hotels C
- On-site alcoholic beverage sales establishment including bars, taverns, cocktail lounges (when not an integral part of a restaurant), in accordance with Section 3.14. C
- Private clubs, lodge halls, union halls C
- Restaurant with drive thru C
- Restaurants, family, specialty and fast food without drive thru P
- Small animal hospitals or clinics C
- Surgicare centers P

4. Public/Institutional uses:

- Churches and other religious institutions C
- Nursery school or child care center C

5. Industrial uses:

- Advertising and publishing businesses P
- Blue printing, reproduction and copying services, photocopies, bookbinding, photoengraving and printing P

PLANNING 9 AREA

PLANNING 10 AREA

PLANNING 11 AREA

PLANNING 12 AREA

- Commercial library P
- Communications businesses P
- Industrial/commercial incubator (flexible) buildings P
- Instructional/vocational school P
- Light industrial manufacturing/assembly with accessory distribution P
- Research and development facilities (including laboratories, product development, and manufacturing) P
- Science laboratories P
- Simulation development uses P
- Software design uses P
- Technology exchange/transfer service P
- Utility building/facility C

6. Recreation

- Bowling alleys P
- Family Entertainment Centers P
- Sports facilities such as batting cages, tennis club, etc. P
- Health Clubs P
- Ice Skating Rinks/in-line or roller hockey P
- Parks, public or private P
- Private/non-profit cultural facilities such as art galleries, music halls, museums P
- Sports related research facility P
- Track facilities P
- Training centers P
- Video arcade P

B. Accessory Uses and Structures

Accessory uses and structures are permitted when customarily associated with and subordinate to a permitted use on the same site and would include:

- Caretaker residence
- Enclosed, screened outdoor storage
- Maintenance facilities and structures

C. Unlisted Uses

Those uses not specifically listed are subject to a determination by the Community Development Director as either permitted, permitted subject to a conditional use permit or prohibited consistent with the purpose of the land designation of this planning area and the Specific Plan. Decisions of the Director are appealable to the Planning Commission.

PLANNING 9 AREA

PLANNING 10 AREA

PLANNING 11 AREA

PLANNING 12 AREA

D. Development or Reuse Regulations

1. Minimum Site size - 20,000 square feet. Minimum building footprint size shall be 10,000 square feet and 1,000 square feet for freestanding retail commercial.
2. Maximum building height – 70 feet with the exception of freestanding retail commercial which shall be 45 feet.
3. Maximum floor area ratio – none. Development within Neighborhood E, inclusive of Planning Areas 9, 10, 11 and 12, may not exceed the total floor areas specified in Table 3-1, subject to conformance with the project trip budget allocation for the neighborhood
4. Minimum building setbacks[24]
   a) Red Hill Avenue - 40 feet
   b) Barranca Parkway - 30 feet
   c) Armstrong Avenue - 20 feet
   d) Warner Avenue – 20 feet
   e) Local public streets - 10 feet
   f) Private streets or drives - 10 feet
   g) Minimum distance between buildings - 10 feet
5. Landscape setbacks[25]
   a) Armstrong Avenue - 20 feet
   b) Red Hill Avenue - 30 feet
   c) Barranca Parkway - 30 feet
   d) Warner Avenue – 20 feet
6. Landscaping
   a) Compliance with the City of Tustin Landscape and Irrigation Guidelines
   b) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan.
7. Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trail where applicable.
8. A portal intersection treatment shall be provided at Warner Avenue and Red Hill Avenue; and Red Hill Avenue and Barranca Parkway (see Section 2.17 for landscape guidelines).
9. A corner triangular-shaped setback of 60 feet, measured from the intersection of the curb lines at Warner Avenue and Armstrong Avenue shall be provided for a secondary community entry treatment (see Section 2.17 for landscape guidelines).

[24] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Building setbacks are measured from future right-of-way. Non-conforming landscape and building setbacks will be permitted to remain to accommodate existing walls or buildings not in future right-of-way.

PLANNING 9 AREA

PLANNING 10 AREA

PLANNING 11 AREA

PLANNING 12 AREA

10. Other General Development Regulations (refer to Section 3.11 as applicable)
11. Signage (refer to Section 3.12 as applicable)
12. Off-street parking (refer to Section 3.13 as applicable)
13. Alcoholic beverage sales (refer to Section 3.14 as applicable)

E. Special Development Requirements

1. Concept plan approval shall be required for Planning Areas 9, 10, 11, and 12 prior to new development (refer to Section 4.2.1 of this Specific Plan).
2. The baseline mix of uses in each Planning Area will be administered by the Non-Residential Land Use/Trip Budget procedure specified in Section 3.2.4. The purpose is to ensure that adequate circulation capacity is available to serve the proposed project.
3. A Class I bikeway shall be provided along Barranca Parkway. See Section 2.6 for bikeways plan and design standards.
4. Existing structures to be reused shall be brought into conformance with applicable provisions of the Uniform Building Code as amended, State of California Title 24 Access Compliance (handicapped provisions), and requirements of the Americans with Disabilities Act (ADA).
5. Utility metering modifications and provision of independent utility services shall be committed to by agreement with the City of Tustin in the Planning Areas 9, 10, 11 or 12, prior to use and occupancy of existing buildings and new development, except for interim use. Said agreement shall identify required capital/infrastructure improvements and environmental impact report mitigations.
6. Refer to Section 3.11.24 for dedication requirements for Irvine Ranch Water District well sites and the Barranca Channel.

F. Development or Reuse Guidelines

1. The placement and design of plazas or other open space areas should take advantage of the view opportunities to Saddleback Mountain and significant on-site features, particularly from the intersection of Red Hill Avenue and Barranca Parkway.
2. Commercial uses are intended to provide support services to the office and industrial uses and are not intended to encourage auto-oriented, strip commercial development along Red Hill Avenue or Barranca Parkway.
3. Provisions for common vehicular access points and shared parking should be encouraged and coordinated with any development plans within Neighborhood E. Coordination with adjacent development plans should also be encouraged.

PLANNING 9 AREA

PLANNING 10 AREA

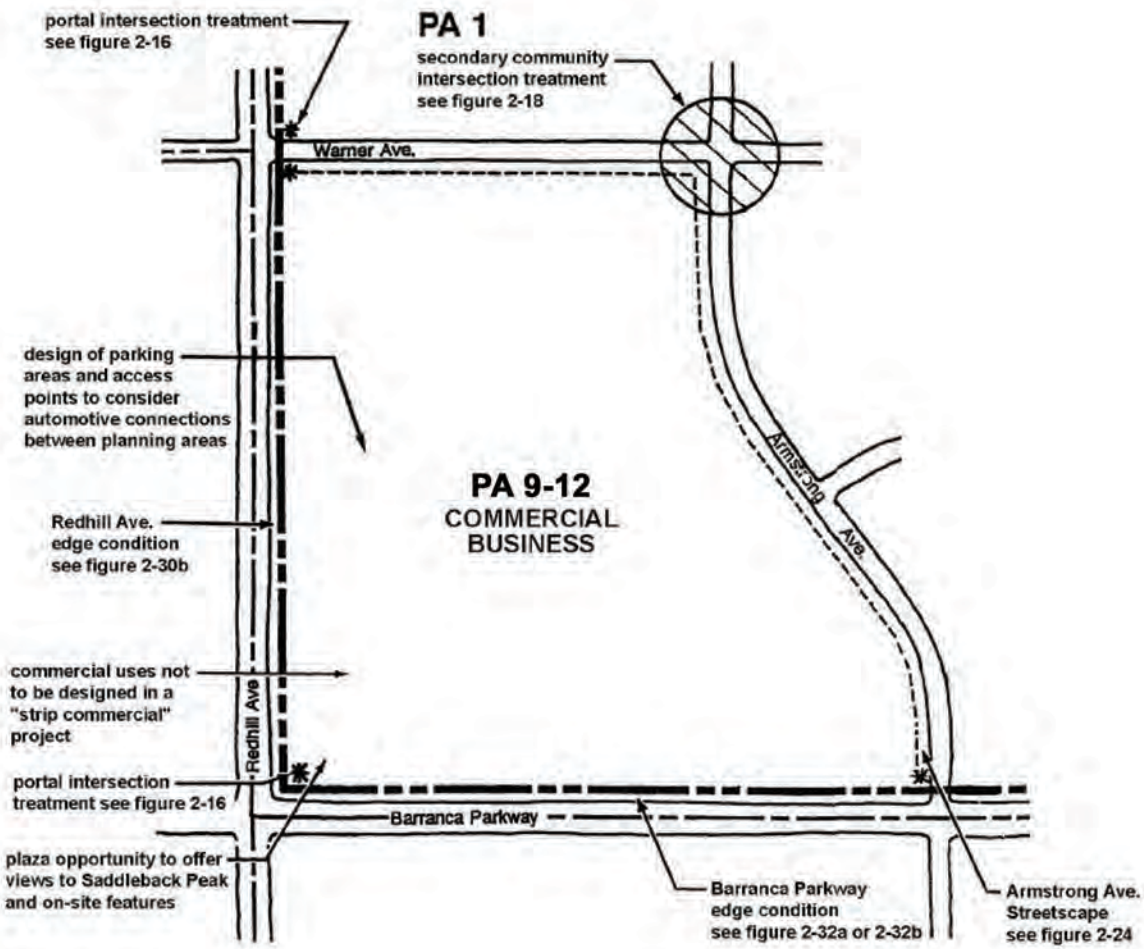
PLANNING 11 AREA

PLANNING 12 AREA

4. The existing buildings and surrounding site area in Planning Area 12 shall be aesthetically upgraded through architectural and landscape improvements, if proposed for reuse. Such improvements shall be completed prior to issuance of use and occupancy permits, except permits for interim uses. Such improvements may include, but are not limited to, the following:
   a) Upgraded window types and treatments (i.e., trim)
   b) Upgraded entries, including doorways, covered walkways, decorative paving
   c) Upgraded roofing materials and roof overhangs
   d) Screening of roof mounted equipment
   e) Extensive planting of trees and shrubs throughout the site, including parking areas and common open space areas
   f) Improved landscape design along building perimeters and entries
   g) Addition of pedestrian amenities including paths, benches, shade trees, trash receptacles, drinking fountains, and lighting
   h) Addition of bicycle facilities including bike racks
   i) Creation of signage program for building identification and directional signs
   j) Enhanced lighting scheme for building entrances, common areas, paths, and parking areas
   k) Removal or remodeling of monumentation
5. Demolition of structures may be required by Tustin to be undertaken under the following conditions: 1) where information determines the need for demolition to eliminate public health and safety risks, 2) to improve the appearance of the Planning Area, 3) to accommodate the completion of major roadway improvements, and 4) to properly implement the permanent land use intent of this Planning Area.

A summary of the key design guidelines for Planning Areas 9, 10, 11 and 12 is provided in Figure 3-7.

3.7.5 (Section Deleted)


portal intersection treatment see figure 2-16
PA 1
secondary community intersection treatment see figure 2-18
Warner Ave.
design of parking areas and access points to consider automotive connections between planning areas
PA 9-12
COMMERCIAL BUSINESS
Armstrong Ave.
Redhill Ave. edge condition see figure 2-30b
commercial uses not to be designed in a "strip commercial" project
Redhill Ave
portal intersection treatment see figure 2-16
Barranca Parkway
plaza opportunity to offer views to Saddleback Peak and on-site features
Barranca Parkway edge condition see figure 2-32a or 2-32b
Armstrong Ave. Streetscape see figure 2-24

Key Map
Tustin Ranch Rd
Edinger Ave
Valencia Ave
Warner Ave
Barranca Pkwy
Redhill Ave
Armstrong Ave
Von Karman Ave
Jamboree Rd
Harvard Ave

North

NOT TO SCALE

3.8 NEIGHBORHOOD F

3.8.1 Introduction

Neighborhood F is comprised of Planning Areas 16, 17, 18, and 19, as shown on the Statistical Analysis (Table 3-2). The neighborhood is intended to be a regionally-oriented commercial district and industrial district involving both new development and potential reuse of existing buildings and hangars. This area contains airfield operation facilities, aircraft maintenance uses, an Army Reserve Center, and a large vacant parcel at the corner of Barranca Parkway and Jamboree Road. The development regulations have been developed in response to issues at both the Neighborhood and Planning Area levels.

3.8.2 Planning Areas 16 and 17 - Commercial Business

A. Permitted and Conditionally Permitted Uses

The following uses shall be permitted by right where the symbol "P" occurs or by conditional use where the symbol "C" occurs.

PLANNING 16 AREA

PLANNING 17 AREA

1. Industrial and light manufacturing uses:

• Advertising and publishing businesses	P
• Blue printing, reproduction and copying services, photocopies, bookbinding, photoengraving and printing	P
• Chemical laboratories	P
• Commercial library	P
• Communications businesses	P
• Communications equipment center	P
• Data storage, retrieval, send-receive operations	P
• Electronic equipment testing and repair service	P
• Experimental/prototype assembly and testing facilities	P
• Industrial/commercial incubator (flexible) buildings	P
• Instructional/vocational school	P
• Light industrial uses, general (including manufacturing, assembly, and distribution)	P
• Mail order businesses	P
• Mini-warehouse	C
• Motion picture and recording studios	P
• Office furniture, equipment and sales	P
• Pharmaceutical products manufacturing/distribution	P
• Precision machine shop	C
• Research and development facilities (including laboratories, product development, and manufacturing)	P
• Science laboratories	P
• Simulation development uses	P
• Software design uses	P

PLANNING 16 AREA

PLANNING 17 AREA

• Technology exchange/transfer service	P
• Utility buildings and facilities	C
• Warehouse and sales outlet	P

2. Offices:

• General offices for: advertising agency, economic consultant, insurance companies, escrow companies, interior decorator, real estate, public utilities, personnel agency, management consultant, collection agency	P
• Medical clinics	P
• Medical offices/healthcare centers	P
• Professional offices for: architect, accountant, attorney, chiropractor, contractor, dentist, doctor, engineer, optometrist, land planner, and other similar professions	P

3. Public/Institutional uses:

• Government facilities	P

4. Retail commercial uses:

• Building material yards, secured	C
• Building supply	P
• Delicatessen/cafeteria	P
• Department store	P
• Home improvement store	P
• Nursery	P
• Office supplies and equipment	P
• Wholesale stores and storage within a building	P
• Other retail commercial uses identified as permitted in Section 3.8.3	P

5. Service commercial uses, including incidental retail sales:

• Banks and financial institutions	P
• Emergency care facility	P
• Outdoor storage, secured	C
• Photography studio, laboratory	P
• Print/reprographics shop	P
• Recreational vehicle and boat storage	C
• Restaurant, family, specialty, and fast food without drive thru	P
• Telephone answering services	P
• Other service commercial uses either conditionally permitted or permitted in Section 3.8.3	C/P

PLANNING 16 AREA

PLANNING 17 AREA

B. Accessory Uses and Structures

Accessory uses and structures are permitted when customarily associated with and subordinate to a permitted use on the same site and would include:

- Enclosed, screened outdoor storage
- Maintenance facilities and structures

C. Unlisted Uses

Those uses not specifically listed are subject to a determination by the Community Development director as either permitted, permitted subject to a conditional use permit or prohibited consistent with the purpose of the land designation of this planning area and the Specific Plan. Decisions of the Director are appealable to the Planning Commission.

D. Prohibited Uses

- Sexually oriented businesses

E. Site Development Standards

1. Minimum building site - 20,000 square feet
2. Maximum building height - 50 feet
3. Maximum floor area ratio - .50 FAR for office, .4 FAR for commercial uses, .4 FAR for industrial uses
4. Minimum building setbacks[25]
   a) Tustin Ranch Road - 30 feet
   b) Warner Avenue - 20 feet
   c) South Loop Road - 20 feet from edge of right-of-way
   d) Local public road - 10 feet
   e) Private street or drive - 10 feet
   f) Minimum distance between buildings - 10 feet
5. Landscape setbacks[26]
   a) Warner Avenue - 20 feet
   b) Tustin Ranch Road - 30 feet
   c) South Loop Road - 20 feet
6. Landscaping
   a) Areas not devoted to buildings, parking areas, hardscape, and roads, shall be landscaped.

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[25] Building setbacks are measured from future right-of-way. Non-conforming landscape and building setbacks will be permitted to remain to accommodate existing walls or buildings not in future right-of-way.

[26] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Non-conforming landscape and building setbacks will be permitted to remain to accommodate existing walls or buildings not in future right-of-way.

PLANNING 16 AREA

PLANNING 17 AREA

b) Compliance with the City of Tustin Landscape and Irrigation Guidelines

c) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan.

7. Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trail where applicable.
8. A corner triangular-shaped setback of 80 feet, measured from the intersection of curb lines at Tustin Ranch Road and South Loop Road shall be provided for a primary community entry treatment within Planning Areas 16 and 17 (see Section 2.17 for landscape guidelines).
9. A corner triangular-shaped setback of 60 feet, measured from the intersection of curb lines at Warner Avenue and South Loop shall be provided for a secondary community entry treatment (see Section 2.17 for landscape guidelines).
10. Other General Development Regulations (refer to Section 3.11 as applicable)
11. Signage (refer to Section 3.12 as applicable)
12. Off-street parking (refer to Section 3.13 as applicable)

F. Special Development or Reuse Requirements

1. Concept plan approval shall be required in Planning Areas 16 and 17 prior to new development (refer to Section 4.2.1 of this Specific Plan).
2. The baseline mix of uses in each Planning Area will be administered by the Non-Residential Land Use/Trip Budget procedure specified in Section 3.2.4. The purpose is to ensure that adequate circulation capacity is available to serve the proposed project.
3. Existing structures to be reused shall be brought into conformance with applicable provisions of the Uniform Building Code as amended, State of California Title 24 Access Compliance (handicapped provisions), and requirements of the Americans with Disabilities Act (ADA).
4. Utility metering modifications and/or provision of independent utility services shall be committed to by agreement between the City of Tustin and those parties receiving property in the Planning Areas 16 or 17, prior to use and occupancy of existing buildings and/or new development. Said agreement shall identify required capital/infrastructure improvements and environmental impact report mitigations.
5. If the final alignment for Tustin Ranch Road and Warner Avenue differs from the assumed alignments as described in Section 3.2, adjustments in acreage and development potential for Planning Area 16 and Planning Area 8 (Community Core)

PLANNING 16 AREA

shall be calculated in accordance with the provisions of Section 3.2.5. While the respective Planning Area boundaries may shift slightly, Tustin Ranch Road and Warner Avenue will remain the common boundary between Planning Area 16 and Planning Area 8.

PLANNING 17 AREA

G. Development or Reuse Guidelines

1. Existing buildings and surrounding site areas in Planning Areas 16 and 17 shall be aesthetically upgraded through architectural and landscape improvements, if proposed for reuse. Such improvements shall be completed prior to issuance of use and occupancy permits, except for interim use. Such improvements may include, but are not limited to, the following:
   a) Upgraded facade treatments, including the use of plaster, brick, stone, and/or other approved materials
   b) Upgraded window types and treatments (i.e., trim)
   c) Upgraded entries, including doorways, covered walkways, decorative paving
   d) Upgraded roofing materials and roof overhangs
   e) Screening of roof mounted equipment
   f) Extensive planting of trees and shrubs throughout the site, including parking areas and common open space areas
   g) Improved landscape design along building perimeters and entries
   h) Addition of pedestrian amenities including paths, benches, shade trees, trash receptacles, drinking fountains, and lighting
   i) Addition of bicycle facilities including bike racks
   j) Creation of signage program for building identification and directional signs
   k) Enhanced lighting scheme for building entrances, common areas, paths, and parking areas
2. Demolition of structures may be required by Tustin to be undertaken under the following conditions: 1) where information determines the need for demolition to eliminate public health and safety risks, 2) to improve the appearance of the Planning Area, 3) to accommodate the completion of major roadway improvements, and 4) to properly implement the permanent land use intent of this Planning Area.

PLANNING 16 AREA

3. Provision for common vehicular access points and shared parking should be encouraged and coordinated with any development plans within Planning Area 16. Within Planning Area 17, this coordination should also occur with adjacent Planning Area 19.

PLANNING 17 AREA

A summary of the key design guidelines for Planning Areas 16 and 17 is provided in Figure 3-8.

PLANNING
18
AREA

3.8.3 Planning Area 18 - Commercial

A. Permitted and Conditionally Permitted Uses

The following uses shall be permitted by right where the symbol "P" occurs or by conditional use where the symbol "C" occurs.

1. Retail commercial uses:

• Antique shop	P
• Apparel stores	P
• Appliance and hardware stores	P
• Books, gifts, and stationary stores	P
• Drug store, pharmacy	P
• Florist	P
• General retail stores	P
• Hobby shop	P
• Home improvement stores	P
• Household goods and services	P
• Jewelry stores	P
• Off-site alcoholic beverage sales	P
• Office supplies and equipment	P
• Pet stores, supplies, and grooming	P
• Photography studio, laboratory	P
• Shoe stores	P
• Sporting goods	P
• Variety store	P

2. Service commercial uses including incidental retail sales:

• On-site alcoholic beverage sales establishments including bars, taverns, cocktail lounges (when not an integral part of a restaurant)	C
• Car wash	C
• Coffee house/cafes	P
• Delicatessen/cafeteria	P
• Dry cleaners (commercial)	C
• Health club	C
• Locksmith	P
• Print/reprographic shop	P
• Restaurants, family, specialty, and fast-food without drive-thru	P
• Restaurants, with drive-thru	C
• Reverse vending recycling machines, in accordance with the Tustin City Code	P
• Tailor shop	P
• Travel agency	P

PLANNING
18
AREA

3. Public/Institutional uses:

- Government facilities - Army Reserve Center P

4. Office uses:

- General offices for: advertising agency, economic consultant, insurance companies, escrow companies, interior decorator, real estate, public utilities, personnel agency, management consultant, collection agency C
- Professional offices for: architect, accountant, attorney, chiropractor, contractor, dentist, doctor, engineer, optometrist, land planner, and other similar professions C

B. Accessory Uses and Structures

Accessory uses and structures are permitted when customarily associated with and subordinate to a permitted use on the same site and would include:

- Enclosed, screened outdoor storage
- Maintenance facilities and structures

C. Unlisted Uses

Those uses not specifically listed are subject to a determination by the Community Development director as either permitted, permitted subject to a conditional use permit or prohibited consistent with the purpose of the land designation of this planning area and the Specific Plan. Decisions of the Director are appealable to the Planning Commission.

D. Prohibited Uses

- Sexually oriented businesses

E. Site Development Standards

1. Minimum building site - 20,000 square feet
2. Maximum building height limit - 50 feet
3. Maximum floor area ratio - .35 FAR for commercial uses, .5 FAR for office uses, .35 for Army Reserve Center uses
4. Minimum building setbacks[27]
   a) Tustin Ranch Road - 30 feet
   b) Barranca Parkway - 30 feet
   c) Private street or drive - 10 feet

[27] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Building setbacks are measured from future right-of-way. Non-conforming landscape and building setbacks will be permitted to remain to accommodate existing walls or buildings not in future right-of-way.

PLANNING
18
AREA

d) Local public street - 10 feet
e) Minimum distance between buildings - 10 feet

5. Landscape setbacks[29]
   a) Tustin Ranch Road - 30 feet
   b) Barranca Parkway - 30 feet
6. Landscaping
   a) Compliance with the City of Tustin Landscape and Irrigation Guidelines
   b) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan.
7. Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trail where applicable.
8. A portal intersection treatment shall be provided at Tustin Ranch Road and Barranca Parkway (Refer to Section 3.11 as applicable).
9. Other General Development Regulations (refer to Section 3.11 as applicable)
10. Signage (refer to Section 3.12 as applicable)
11. Off-street parking (refer to Section 3.13 as applicable)
12. Alcoholic beverage sales (refer to Section 1.14 as applicable)

F. Special Development Requirements

1. Concept plan approval shall be required for Planning Area 18 prior to new development (refer to Section 4.2.1 of this Specific Plan).
2. A Class I bikeway shall be provided along the southern boundary of property within the landscape setback. See Section 2.6 for bikeways plan and design standards.
3. Utility metering modifications and provision of independent utility services shall be committed to by agreement between the City of Tustin and those agencies receiving or leasing property in PA 18 prior to use and occupancy of existing buildings and new development, except for interim uses.
4. Refer to Section 3.11.24 for dedication requirements for the Barranca Channel.

G. Development or Reuse Guidelines

1. Existing buildings and surrounding site area in Planning Area 18 should be aesthetically integrated with the Specific Plan area through architectural and landscape improvements, if proposed for reuse. Such improvements shall be completed prior to issuance of use and occupancy permits, except for interim use. Such improvements may include, but are not limited to, the following:
   a) Upgraded window types and treatments (i.e., trim)

PLANNING
18
AREA

b) Upgraded entries, including doorways, covered walkways, decorative paving
c) Upgraded roofing materials and roof overhangs
d) Screening of roof mounted equipment
e) Extensive planting of trees and shrubs throughout the site, including parking areas and common open space areas
f) Improved landscape design along building perimeters and entries
g) Upgraded signage
h) Enhanced lighting scheme for building entrances, common areas, paths, and parking areas

2. Demolition of structures may be required by Tustin to be undertaken under the following conditions: 1) where information determines the need for demolition to eliminate public health and safety risks, 2) to improve the appearance of the Planning Area, 3) to accommodate the completion of major roadway improvements, and 4) to properly implement the permanent land use intent of this Planning Area.

A summary of key design guidelines for Planning Area 18 is provided in Figure 3-8.

PLANNING
19
AREA

3.8.4 Planning Area 19 - Commercial

A. Permitted and Conditionally Permitted Uses

The following uses shall be permitted by right where the symbol "P" occurs or by conditional use where the symbol "C" occurs.

1. Retail commercial uses:

• Antique shop	P
• Apparel stores	P
• Appliance and hardware stores	P
• Art gallery	P
• Bakeries, retail only	P
• Books, gifts, and stationary stores	P
• Building supply	P
• Department stores	P
• Drug store, pharmacy	P
• Florist	P
• General retail stores	P
• Hobby shop	P
• Home improvement stores	P
• Household goods and services	P
• Jewelry stores	P
• Nursery	P
• Office supplies and equipment	P
• Off-site alcoholic beverage sales establishments, subject to the criteria in Section 3.14	P
• Pet stores, supplies, and grooming	P
• Photography studio, laboratory	P
• Retail businesses	P
• Shoe stores	P
• Specialty stores	P
• Sporting goods	P
• Supermarket, grocery stores	P
• Variety store	P
• Warehouse and sales outlet	P
• Wholesale stores and storage within a building	P

2. Service commercial uses, including incidental retail sales:

• Automobile accessories and service	P
• Automobile service station, in accordance with the Tustin City Code	C
• Banks and financial institutions without drive-thru windows	P
• Barber, beauty shops	P

PLANNING
19
AREA

• Car wash	C
• Coin-operated self-service laundromats	P
• Commercial recreation facilities	C
• Coffee house/cafes	P
• Delicatessen/cafeteria	P
• Dry cleaners (commercial)	C
• Emergency care facility	P
• Health club	C
• Locksmith	P
• Movie theaters	C
• On-site alcoholic beverage sales establishments including bars, taverns, cocktail lounges (when not an integral part of a restaurant), subject to the criteria in Section 3.14	C
• Print/reprographic shop	P
• Restaurants, family, specialty and fast-food without drive-thru	P
• Restaurants, with drive-thru	C
• Reverse vending recycling machines, in accordance with the Tustin City Code	P
• Tailor shop	P
• Theatres	P
• Telephone answering service	P
• Travel agency	P

3. Public/Institutional uses:

• Professional, instructional, motivational, vocational and/or seminar schools	C

4. Office uses:

• General offices for: advertising agency, economic consultant, insurance companies, escrow companies, interior decorator, real estate, public utilities, personnel agency, management consultant, collection agency	C
• Professional offices for: architect, accountant, attorney, chiropractor, contractor, dentist, doctor, engineer, optometrist, land planner, and other similar professions	C

B. Accessory Uses and Structures

Accessory uses and structures are permitted when customarily associated with and subordinate to a permitted use on the same site and would include:

PLANNING
19
AREA

- Enclosed, screened outdoor storage
- Maintenance facilities and structures

C. Unlisted Uses

Those uses not specifically listed are subject to a determination by the Community Development Director as either permitted, permitted subject to a conditional use permit or prohibited consistent with the purpose of the land designation of this planning area and the Specific Plan. Decisions of the Director are appealable to the Planning Commission.

D. Prohibited Uses

- Sexually oriented businesses

E. Site Development Standards

1. Minimum building site - 20,000 square feet
2. Maximum building height limit - 50 feet
3. Maximum floor area ratio - .40 FAR for commercial uses, .5 FAR for office uses
4. Minimum building setbacks[28]
   a) Jamboree - 30 feet
   b) Barranca Parkway - 30 feet
   c) South Loop Road - 10 feet
   d) Local public road - 10 feet
   e) Private street or drive - 10 feet
   f) Minimum distance between buildings - 10 feet
5. Landscape setbacks[30]
   a) Jamboree - 30 feet
   b) Barranca Parkway - 30 feet
   c) South Loop Road - 20 feet
6. Landscaping
   a) Compliance with the City of Tustin Landscape and Irrigation Guidelines
   b) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan.
7. Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trails where applicable.
8. A portal intersection treatment shall be provided at Jamboree Road and Barranca Parkway (see Section 2.17 for landscape guidelines).

[28] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Building setbacks are measured from future right-of-way. Non-conforming landscape and building setbacks will be permitted to remain to accommodate existing walls or buildings not in future right-of-way.

PLANNING
19
AREA

9. Other General Development Regulations (refer to Section 3.11 as applicable)
10. Signage (refer to Section 3.12 as applicable)
11. Off-street parking (refer to Section 3.13 as applicable)
12. Alcoholic beverage sales (refer to Section 3.14 as applicable)

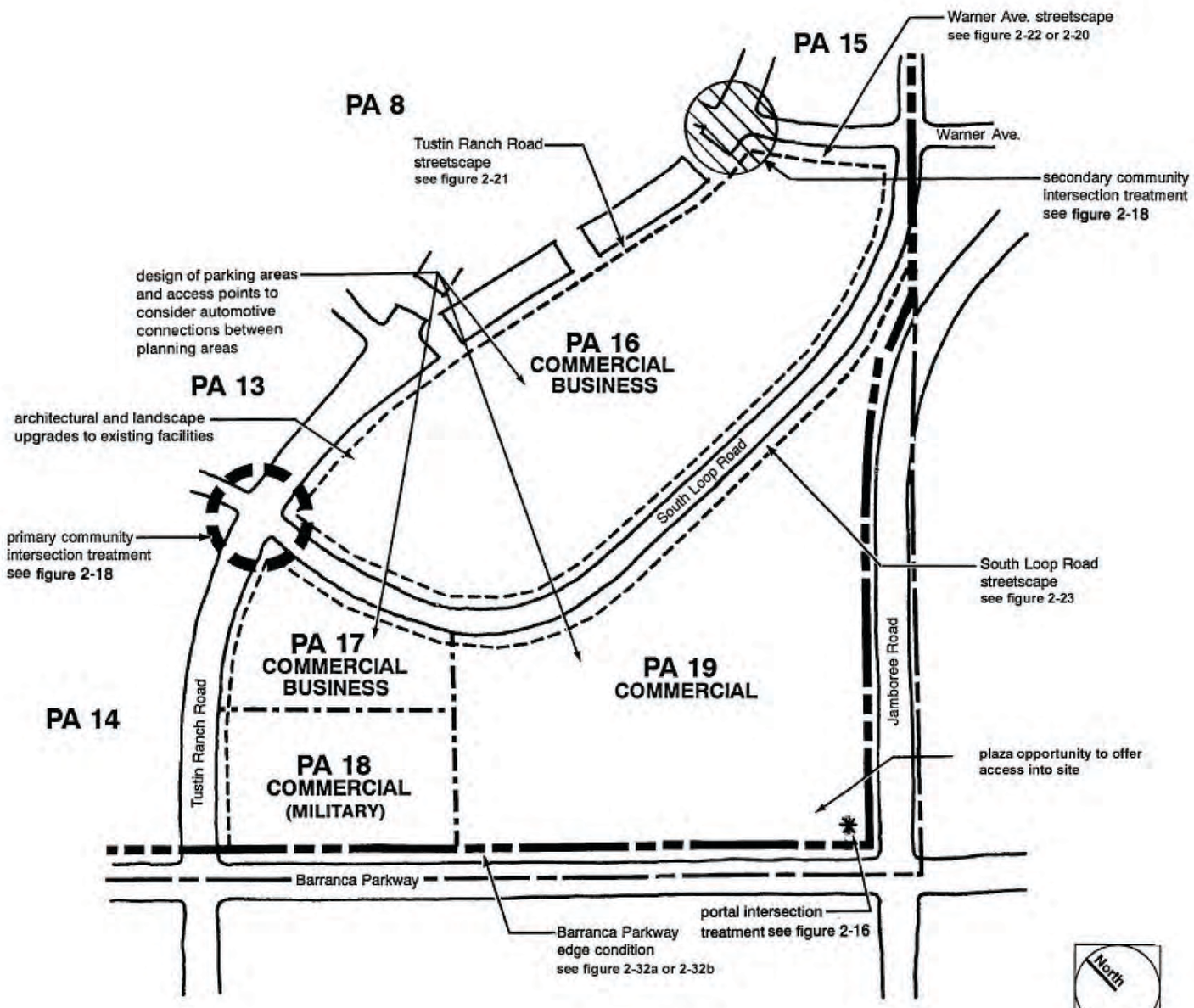
F. Special Development Requirements

1. Concept plan approval shall be required prior to development of Planning Area 19 (refer to Section 4.2.1 of this Specific Plan).
2. The baseline mix of uses will be administered by the Non-Residential Land Use/Trip Budget procedure specified in Section 3.2.4. The purpose is to ensure that adequate circulation capacity is available to serve the proposed project.
3. A Class I bikeway shall be provided along the southern boundary of property within the landscape setback. See Section 2.6 for bikeways plan and design standards.
4. Refer to Section 3.11.24 for dedication requirements for Irvine Ranch Water District wells.

G. Development or Reuse Guidelines

1. The placement and design of plazas or other open space areas should consider view opportunities into the project area and to other Specific Plan features, particularly from the intersection of Barranca Parkway and Jamboree Road.
2. Provisions for common vehicular access points and shared parking should be encouraged and coordinated with any development plans within the Planning Area and with adjacent Planning Area 17 where practicable.
3. Refer to Section 3.8.2 G.1 and 3.8.2 G.2 for additional requirements related to any reuse or demolition of structures which shall also be applicable to Planning Area 19.

A summary of the key design guidelines for Planning Area 19 is provided in Figure 3-8.


PA 15
Warner Ave. streetscape
see figure 2-22 or 2-20
PA 8
Tustin Ranch Road
streetscape
see figure 2-21
Warner Ave.
secondary community
intersection treatment
see figure 2-18
design of parking areas
and access points to
consider automotive
connections between
planning areas
PA 16
COMMERCIAL
BUSINESS
PA 13
architectural and landscape
upgrades to existing facilities
South Loop Road
primary community
intersection treatment
see figure 2-18
South Loop Road
streetscape
see figure 2-23
PA 17
COMMERCIAL
BUSINESS
PA 19
COMMERCIAL
Jamboree Road
PA 14
Tustin Ranch Road
PA 18
COMMERCIAL
(MILITARY)
plaza opportunity to offer
access into site
Barranca Parkway
portal intersection
treatment see figure 2-16
Barranca Parkway
edge condition
see figure 2-32a or 2-32b
North
NOT TO SCALE

Key Map
Tustin Ranch Rd
Edinger Ave
Valencia Ave
Warner Ave
Barranca Pkwy
Redhill Ave
Armstrong Ave
Von Karman Ave
Jamboree Rd
Harvard Ave

3.9 NEIGHBORHOOD G

3.9.1 Introduction

Neighborhood G includes a new planned residential development which incorporates school, park, open space, and related commercial uses. The neighborhood also includes a parcel adjacent to the Jamboree/Eastern Transportation Corridor interchange, designated Medium-High Density (PA 20). The area which previously included military housing is defined as a single Planning Area (PA 21), designated as Low Density residential. The southern portion of Planning Area 21 was originally located within the City of Irvine but has been annexed into the City of Tustin. The Residential Core designation (PA 15) is comprised of low density residential, medium density residential, medium high density residential, a commercial site, a senior convalescent care site, and open space. The medium high density residential in PA 15 will be generally located in close proximity to Edinger Avenue and the Tustin Metrolink Station. An elementary school site has been generally located in Planning Area 15, east of North Loop Road and adjacent to the Tustin/Irvine border, as shown on the Land Use Plan. In addition, two neighborhood parks and a recreation center are to be incorporated into the development, as generally shown on the Land Use Plan.. The subplanning areas are not site specific or shown on Figure 3-1 in order to allow for flexibility in future master planning. Residential, open space, park, school, and commercial sites will be identified with concept plan approval.

3.9.2 Planning Areas 15-A, 15-B, 15-C, 15-D, and 15-E (Residential Core)

PLANNING 15 AREA

The Development or Reuse Regulations for Planning Area 15 are defined for each land use category allowed, as shown on the Statistical Analysis (Table 3-2). The Planning Area-wide development requirements are identified below.

A. Permitted and Conditionally Permitted Uses

The following uses shall be permitted by right where the symbol "P" occurs or by conditional use permit where the symbol "C" occurs.

1. Residential uses:

- Condominiums and cooperatives P
- Multiple-family dwelling units (apartments) in accordance with tenure provisions in Section 3.9.2.I. below P
- Single-family attached dwelling units and duplexes P
- Single-family detached dwelling units P

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2. Public/Institutional uses:

• Churches and other religious institutions	C
• Community care facilities for six or fewer persons	P
• Convalescent hospital	C
• Family care home, foster home or group home, for six or fewer persons	P
• Private school	C
• Preschools	C
• Public school	P
• Public/private utility building facility	C
• Residential care facility for elderly, for six or fewer persons	P
• Residential care facility for elderly, for six or greater persons, including skilled nursing, congregate care, and assisting living facilities	C

3. Retail commercial uses:

• Off-site Alcoholic beverage sales establishments, subject to criteria in Section 3.14.	P
• Bakeries, retail	P
• General retail, including apparel stores, antiques, appliance and hardware, jewelry, books, drug store, gifts, stationery, florists, office supply	P
• Restaurants, family, specialty, and fast food without drive-thru	P
• Restaurants, with drive-thru	C
• Supermarkets, grocery stores	P
• Specialty stores	P

4. Service commercial uses, including incidental retail sales:

• Automobile service stations, in accordance with City code	C
• Automobile sales, rental or leasing	C
• Banks and financial institutions	P
• Car wash	C
• General service commercial uses, including barber, Beauty salons, tailor, locksmith, print shops, shoe stores travel agencies, dry cleaners (storefront), telephone answering service	P
• Commercial recreation facilities	C
• Health clubs	C

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• On-site alcoholic beverage sales establishments including bars, taverns, cocktail lounges (when not an integral part of a restaurant), subject to the criteria in Section 3.14.	C
• Small animal hospitals or clinics	C
• Utility building/facility	P

5. Recreation uses:

• Tennis facility	P
• Public and private parks, open space, and community facilities	P
• Recreational facilities, public and private	P

6. Offices:

• General offices for: advertising agency, economic consultant, insurance companies, escrow companies, interior decorator, real estate, public utilities, personnel agency, management consultant, collection agency	P
• Medical offices	P
• Professional offices for: architect, accountant, attorney, chiropractor, contractor, dentist, doctor, engineer, optometrist, land planner, and other similar professions	P

B. Accessory Uses and Structures

Accessory uses and structures are permitted when customarily associated with and subordinate to a permitted use on the same site and would include:

- Caretaker's residence
- Enclosed, screened outdoor storage
- Garages
- Home occupations subject to provisions of the City Code
- Large family day care for nine to 14 children on single family detached lots in accordance with the Tustin City Code
- Maintenance facilities and structures
- Patio covers/trellises
- Reverse vending machines in accordance with City code
- Small family day care for eight or fewer children
- Swimming pools, spas, jacuzzis
- Tennis courts, basketball courts and other multi-purpose courts, recreation and community buildings

C. Unlisted Uses

Those uses not specifically listed are subject to a determination by the Community Development Director as either permitted, permitted subject

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to a conditional use permit or prohibited consistent with the purpose of the land designation of this planning area and the Specific Plan. Decisions of the Director are appealable to the Planning Commission.

D. Prohibited Uses

- Sexually oriented businesses

E. Site Development Standards - Single Family Detached - Low Density Residential (LDR)

1. Maximum dwelling units - 7 dwelling units per acre
2. Minimum lot area - 3,000 square feet
3. Minimum lot width - 35 feet
4. Maximum building height - 35 feet
5. Maximum lot coverage - 70 percent of lot area. Covered areas shall include all areas under roof except trellis areas, roof overhangs, and covered porches outside the exterior wall.
6. Minimum building setbacks[29]
   a) Jamboree Road - 30 feet
   b) Edinger Avenue - 40 feet
   c) Tustin Ranch Road - 30 feet
   d) North Loop Road - 30 feet
   e) Warner Avenue - 20 feet
   f) East Connector - 10 feet
   g) Moffett Avenue - 10 feet
   h) Local public street - 10 feet
   i) Private street or drive - 5 feet
   j) Interior side yard - 3 feet minimum with aggregate requirement of 10 feet for both sides
   k) Rear yard - 10 feet
   l) Distance between accessory structures - 5 feet
   m) Distance between principal and accessory structures - 5 feet
7. Landscape setbacks[31]
   a) Jamboree Road - none
   b) Edinger Avenue - 30 feet, except portion of Planning Area adjacent to channel - no landscape setback required
   c) Tustin Ranch Road - 30 feet
   d) North Loop Road - 20 feet
   e) Warner Avenue - 20 feet
   f) East Connector - 20 feet
   g) Moffett Avenue - 20 feet
8. Landscaping

[29] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Building setbacks are measured from future rights-of-way.

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a) Compliance with the City of Tustin Landscape and Irrigation Guidelines
b) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan

9. Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trails where applicable. The facilities shall incorporate open space and provide for convenient bicycle and pedestrian access from the Planning Area to the Commuter Rail Station.
10. A corner triangular-shaped setback of 80 feet, measured from the intersection of the curb lines at Tustin Ranch Road and North Loop Road shall be provided for a primary community intersection treatment (see Section 2.17 for landscape guidelines).
11. A corner triangular-shaped setback of 60 feet, measured from the intersection of the curb lines at Warner Avenue and South Loop Road shall be provided for a secondary community intersection treatment (see Section 2.17 for landscape guidelines).
12. A portal intersection treatment shall be provided at East Connector and Edinger Avenue (refer to Section 3.11 as applicable).
13. Other General Development Regulations (refer to Section 3.11 as applicable).
14. Signage (refer to Section 3.12 as applicable).
15. Off-street parking (refer to Section 3.13 as applicable).

F. Site Development Standards - Single Family Detached (Carriage Way Units)—Medium Density Residential (MDR)

1. Maximum dwelling units - 15 dwelling units per acre
2. Minimum lot size - 3,000 square feet
3. Minimum lot width - 35 feet
4. Maximum building height - 35 feet
5. Maximum lot coverage - 70 percent less required setbacks and open space areas
6. Minimum building setbacks[30]
   a) Jamboree Road - 30 feet
   b) Edinger Avenue - 40 feet
   c) Tustin Ranch Road - 30 feet
   d) North Loop Road - 30 feet
   e) Warner Avenue - 20 feet
   f) East Connector - 10 feet
   g) Moffett Avenue - 10 feet

[30] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Building setbacks are measured from future right-of-way.

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h) Local public street - 10 feet
i) Private street or drive - 5 feet
j) Interior side yard - 3 feet minimum with aggregate requirement of 10 feet for both side yards
k) Rear yard - 3 feet for garage and 7 feet for living areas including living areas above garage
l) Building to building setback - 30 feet minimum, applicable to units fronting a paseo/open space
m) Distance between accessory structures - 5 feet
n) Distance between principal and accessory structures - 5 feet

7. Landscape setbacks[32]
   a) Jamboree Road - none
   b) Edinger Avenue - 30 feet, except portion of Planning Area adjacent to channel - no landscape setback required
   c) Tustin Ranch Road - 30 feet
   d) North Loop Road - 20 feet
   e) Warner Avenue - 20 feet
   f) East Connector - 20 feet
   g) Moffett Avenue - 20 feet
8. Landscaping
   a) Areas not devoted to buildings, parking areas, hardscape, and roads, shall be landscaped.
   b) Compliance with the City of Tustin Landscape and Irrigation Guidelines
   c) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan
9. Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trails where applicable. The facilities shall provide for convenient bicycle and pedestrian access from the Planning Area to the Tustin Commuter Rail Station.
10. A corner triangular-shaped setback of 80 feet, measured from the intersection of the curb lines at Tustin Ranch Road and North Loop Road shall be provided for a primary community intersection treatment (see Section 2.17 for landscape guidelines).
11. A corner triangular-shaped setback of 60 feet, measured from the intersection of the curb lines at Warner Avenue and South Loop Road shall be provided for a secondary community intersection treatment (see Section 2.17 for landscape guidelines). A portal intersection treatment shall be provided at East Connector and Edinger Avenue (refer to Section 3.11 as applicable).

12. Homes that side-on to a local road shall incorporate architectural enhancements on the side and front view of the unit, as seen from the local road.
13. End units - a minimum backup space of three (3) feet in addition to the width of the drive approach.
14. Other General Development Regulations (refer to Section 3.11 as applicable)
15. Signage (refer to Section 3.12 as applicable)
16. Off-street parking (refer to Section 3.13 as applicable)

G. Site Development Standards - Condominiums and Multiple Family Dwellings

1. Maximum dwelling units –
   Medium Density Residential (MDR): 15 dwelling units per acre
   Medium High Density Residential (MHDR): 25 dwelling units per acre
2. Minimum lot area - none, refer to Section 3.9.2.I. below
3. Maximum building height - Medium Density Residential (MDR): 40 feet, Medium High Density Residential (MHDR): 45 feet
4. Maximum lot coverage - 65 percent, less the required building and landscape setbacks
5. Common open space - 400 square feet per dwelling unit located within common, designated recreational areas. Private attached ground level patios may be credited if open on three sides. Areas not available for open space credit include all structures, streets, driveways, landscape setbacks, and parking lots.
6. Minimum gross floor area per dwelling unit, excluding the garage
   a) Bachelor - 450 square feet
   b) 1 Bedroom - 550 square feet
   c) 1 Bedroom with den - 700 square feet
   d) 2 Bedrooms - 750 square feet
   e) 2 Bedrooms or more with den - 850 square feet
7. Minimum building setback[31]
   a) Jamboree Road - 30 feet
   b) Edinger Avenue - 40 feet
   c) Tustin Ranch Road - 30 feet
   d) North Loop Road - 30 feet
   e) Warner Avenue - 20 feet
   f) East Connector - 10 feet
   g) Moffett Avenue - 10 feet

[31] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Building setbacks are measured from future right-of-way.

h) Local public street - 10 feet
i) Private street or drive - 5 feet
j) Interior side yard - 3 feet minimum with aggregate requirement of 10 feet for both sides
k) Rear yard - 10 feet
l) Distance between accessory structures - 5 feet
m) Distance between principal and accessory structures - 5 feet

8. Landscape setbacks[32]
   a) Jamboree Road - none
   b) Edinger Avenue - 30 feet, except portion of Planning Area adjacent to channel - no landscape setback required
   c) Tustin Ranch Road - 30 feet
   d) North Loop Road - 20 feet
   e) Warner Avenue - 20 feet
   f) East Connector - 20 feet
   g) Moffett Avenue - 20 feet

9. Landscaping
   a) Compliance with the City of Tustin Landscape and Irrigation Guidelines
   b) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan

10. Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trails where applicable. The facilities shall provide for convenient bicycle and pedestrian access from the Planning Area to the Tustin Commuter Rail Station.
11. A corner triangular-shaped setback of 80 feet, measured from the intersection of the curb lines at Tustin Ranch Road and North Loop Road shall be provided for a primary community intersection treatment (see Section 2.17 for landscape guidelines).
12. A corner triangular-shaped setback of 60 feet, measured from the intersection of the curb lines at Warner Avenue and South Loop Road shall be provided for a secondary community intersection treatment (see Section 2.17 for landscape guidelines).
13. A portal intersection treatment shall be provided at East Connector and Edinger Avenue (refer to Section 3.11 as applicable).

[32] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas.

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14. Other General Development Regulations (refer to Section 3.11 as applicable)
15. Signage (refer to Section 3.12 as applicable)
16. Off-street parking (refer to Section 3.13 as applicable)

H. Site Development Standards - Non Residential Uses

1. Minimum lot size - 10,000 square feet. Minimum building footprint size shall be 10,000 square feet and 1,000 square feet for freestanding retail commercial.
2. Maximum building height - 45feet
3. Maximum floor area ratio - .50 FAR for office uses, .6 FAR for commercial
4. Minimum building setbacks[33]
   a) Jamboree Road - 30 feet
   b) Edinger Avenue - 40 feet
   c) Tustin Ranch Road - 30 feet
   d) North Loop Road - 30 feet
   e) Warner Avenue - 20 feet
   f) East Connector - 10 feet
   g) Moffett Avenue - 10 feet
   h) Local public street - 10 feet
   i) Private street or drive - 5 feet
   j) Minimum distance between buildings - 10 feet
5. Landscape setbacks[34]
   a) Jamboree Road - none
   b) Edinger Avenue - 30 feet, except portion of Planning Area adjacent to channel - no landscape setback required
   c) Tustin Ranch Road - 30 feet
   d) North Loop Road - 20 feet
   e) Warner Avenue - 20 feet
   f) East Connector - 20 feet
   g) Moffett Avenue - 20 feet
6. Landscaping
   a) Compliance with the City of Tustin Landscape and Irrigation Guidelines
   b) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan
7. Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trails where applicable. The facilities shall provide for convenient bicycle and pedestrian

[33] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Building setbacks are measured from future right-of-way.

[34] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Building setbacks are measured from future right-of-way.

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access from the Planning Area to the Tustin Commuter Rail Station.

8. A corner-triangular shaped setback of 80 feet, measured from the intersection of the curb lines at Tustin Ranch Road and North Loop Road shall be provided for a primary community intersection treatment (see Section 2.17 for landscape guidelines).
9. A corner-triangular shaped setback of 60 feet, measured from the intersection of the curb lines at Warner Avenue and South Loop Road shall be provided for a secondary community intersection treatment (see Section 2.17 for landscape guidelines).
10. A portal intersection treatment shall be provided at East Connector and Edinger Avenue (refer to Section 3.11 as applicable).
11. Other General Development Regulations (refer to Section 3.11 as applicable)
12. Signage (refer to Section 3.12 as applicable)
13. Off-street parking (refer to Section 3.13 as applicable)
15. Alcoholic Beverage sales (refer to Section 3.14 as applicable)

I. Special Development Requirements

1. Concept plan approval shall be required for development in Planning Area 15 (refer to Section 4.2.1 of this Specific Plan).
2. Prior to any interim or permanent reuse of facilities or property on a parcel, or prior to any development on a parcel, any party receiving property from the Department of Defense or Local Redevelopment Authority (LRA) shall be required to enter into an agreement with the LRA. The purpose of the Agreement is to: 1) identify the planning goals of the Agency receiving property and the City or LRA for the site; 2) identify the scope and schedule for short range improvements and long range development plans for the property; 3) establish a process for meaningful consultation on development and operational issues of mutual concern; 4) identify capital infrastructure improvements, roadway dedications, and environmental impact report mitigation that will be required of the Agency receiving or leasing property; and 5) identify necessary procedures to implement the agreement.
3. Development in Planning Area 15 shall be protected from a 100-year storm in a manner consistent with the Flood Plan Management Ordinance and as approved by the City of Tustin Building Official.
4. Affordability - The following minimum affordable housing production objectives are intended to reflect the intention of the City to create a redevelopment project area (Community

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Redevelopment Law, section 33000) and as needed to meet Regional Housing Allocation needs as identified in the Housing Element of the General Plan through the provisions of housing for households at very low, low and moderate income levels. Specific housing requirements for redevelopment and Housing Element compliance may be established at the time of development approval to ensure conformity with the Housing Element of the General Plan and other applicable provisions of California Law and to achieve the following:

a) The number of affordable housing units in Planning Area 15 shall be 257, of which 73 must be very low income, 42 low income, and 142 moderate income level. If future amendments to the plan occur at least 15% of additional units for initial occupancy by very low income to moderate income households for redevelopment, with 6% (or 40%) of units affordable to very low income households shall be provided.

b) (Section Deleted)

c) Restricted affordable housing units shall be reasonably dispersed and located and may be accomplished in attached projects only. The affordable units shall be compatible with the design and use of market rate units in appearance, use of materials, and finished quality. Restricted units shall be affordable for at least the minimum period of time required by state law, or longer if required by a construction or mortgage financing assistance program.

d) Prior to issuance of a certificate of use and occupancy, a developer shall enter into a legally binding agreement with the City of Tustin or its Redevelopment Agency, and agree to deed restrictions on targeted affordable housing units that are binding on property upon sale or transfer. Said agreements shall address the following:

1) Number of units by type, location, bedroom count

2) Standards for qualifying income and maximum rents or sales prices

3) Parties responsible for sales prices and incomes

e) (Section Deleted)

5. Tenure - Thirty (30) percent of the total number of units authorized within the City of Tustin portion of the Specific Plan is permitted for apartments.

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6. (Section Deleted)
7. (Section Deleted)
8. Condominiums and multiple family developments may contain numerous lots, but shall be designated as a Development Unit on a tentative map. The minimum size for a development unit shall be 5 acres. Development Units which contain multiple products shall be comprehensively site planned.
9. (Section Deleted)
10. Refer to Section 3.11.24 for dedication requirements for the Santa Ana - Santa Fe Channel.
11. If the final alignment for Tustin Ranch Road and Warner Avenue differs from the assumed alignments as described in Section 3.2, adjustments in acreage and development potential for Planning Area 15 and Neighborhood D (Community Core) shall be calculated in accordance with the provisions of Section 3.2.5. While the respective Planning Area boundaries may shift slightly, Tustin Ranch Road and Warner Avenue will remain the common boundary between Planning Area 15 and Planning Area 8.

J. Development Guidelines

1. Shared parking opportunities shall be explored between the office and commercial uses.
2. Open Space design shall accommodate site drainage and wetland mitigation, as necessary.
3. Demolition of structures may be required by Tustin to be undertaken under the following conditions: 1) where information determines the need for demolition to eliminate public health and safety risks, 2) to improve the appearance of the Planning Area, 3) to accommodate the completion of major roadway improvements, and 4) to properly implement the permanent land use intent of this Planning Area.

A summary of the key design guidelines for Planning Area 15 is provided in Figure 3-9.

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3.9.3 Planning Area 20 - Medium-High Density Residential

A. Permitted and Conditionally Permitted Uses

The following uses shall be permitted by Right where the symbol "P" occurs or by conditional use where the symbol "C" occurs.

1. Residential uses:

- Condominiums and cooperatives P
- Patio homes C
- Single family detached and attached dwelling units P

2. Public/Institutional uses:

- Churches and other religious institutions C
- Nursery school or child care center C
- School, public P
- School, private C

3. Commercial Retail and Service uses C

B. Accessory Uses and Structures

Accessory uses and structures are permitted when customarily associated with and subordinate to a permitted use on the same site.

C. Unlisted Uses

Those uses not specifically listed are subject to a determination by the Community Development Director as either permitted, permitted subject to a conditional use permit or prohibited consistent with the purpose of the land designation of this planning area and the Specific Plan. Decisions of the Director are appealable to the Planning Commission.

D. Prohibited Uses

- Sexually oriented businesses

E. Site Development Standards - Single Family Detached

1. Maximum dwelling units - 7 dwelling units per acre
2. Minimum lot area - 3,000 square feet
3. Minimum lot width - 35 feet
4. Maximum building height - 35 feet
5. Maximum lot coverage - 50 percent of lot area. Covered areas shall include all areas under roof except trellis areas, roof overhangs, and covered porches outside the exterior wall.

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6. Minimum building setbacks[35]
   a) Edinger Avenue - 40 feet
   b) Harvard Avenue - 40 feet
   c) Local public street - 10 feet
   d) Private street or drive - 5 feet
   e) Interior side yard - 3 feet minimum with aggregate requirement of 10 feet for both sides
   f) Rear yard - 10 feet
   g) Distance between accessory structures - 5 feet
   h) Distance between principal and accessory structures - 5 feet
7. Landscape setbacks[39]
   a) Edinger Avenue - 30 feet
   b) Harvard Avenue - 30 feet
8. Landscaping
   a) Compliance with the City of Tustin Landscape and Irrigation Guidelines
   b) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan
9. Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trails where applicable.
10. Other General Development Regulations (refer to Section 3.11 as applicable)
11. Signage (refer to Section 3.12 as applicable)
12. Off-street parking (refer to Section 3.13 as applicable)

F. Site Development Standards - Single Family Attached

1. Maximum dwelling units - 15 dwelling units per acre
2. Minimum lot area per family unit - 3,000 square feet
3. Minimum lot width - no minimum
4. Maximum building height - 35 feet
5. Maximum lot coverage - 100 percent less required setbacks and open space areas
6. Common open space - 400 square feet per dwelling unit located within common, designated recreational areas. Private attached ground level patios may be credited if open on three sides. Areas not available for open space credit include all structures, streets, driveways, landscape setbacks, and parking lots.
7. Minimum gross floor area per dwelling unit, excluding the garage:
   a) Bachelor - 450 square feet

[35] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Building setbacks are measured from future right-of-way.

b) 1 Bedroom - 550 square feet
c) 1 Bedroom with den - 700 square feet
d) 2 Bedrooms - 750 square feet
e) 2 Bedrooms or more with den - 900 square feet

8. Minimum building setbacks[36]
   a) Edinger Avenue - 40 feet
   b) Harvard Avenue - 40 feet
   c) Local public street - 10 feet
   d) Private street or drive - 5 feet
   e) Interior side yard - 3 feet minimum with aggregate requirement of 10 feet for both sides
   f) Rear yard - 10 feet
   g) Distance between accessory structures - 5 feet
   h) Distance between principal and accessory structures - 5 feet
9. Landscape setbacks[40]
   a) Harvard Avenue - 30 feet
   b) Edinger Avenue - 30 feet
10. Landscaping
   a) Compliance with the City of Tustin Landscape and Irrigation Guidelines
   b) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan
11. Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trails where applicable.
12. Other General Development Regulations (refer to Section 3.11 as applicable)
13. Signage (refer to Section 3.12 as applicable)
14. Off-street parking (refer to Section 3.13 as applicable)

G. Site Development Standards - Condominiums and Multiple Family Dwellings

1. Maximum dwelling units - 25 dwelling units per acre.
2. Minimum development site - 10 acres
3. Maximum building height - 45 feet or three stories, except building height within 300 feet of Harvard shall not exceed 35 feet or two stories
4. Maximum lot coverage - 65 percent
5. Common open space - 400 square feet per dwelling unit located within common, designated recreational areas. Private attached ground level patios may be credited if open on three sides. Areas not available for open space credit include all

[36] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Building setbacks are measured from future right-of-way.

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structures, streets, driveways, landscape setbacks, and parking lots.

6. Minimum gross floor area per dwelling unit, excluding the garage
   a) Bachelor - 450 square feet
   b) 1 Bedroom - 550 square feet
   c) 1 Bedroom with den - 700 square feet
   d) 2 Bedrooms - 750 square feet
   e) 2 Bedrooms or more with den - 850 square feet
7. Minimum building setbacks[37]
   a) Edinger Avenue - 40 feet
   b) Harvard Avenue - 40 feet
   c) Local public street - 10 feet
   d) Private street or private drive - 5 feet
   e) Interior side yard - 3 feet minimum with aggregate requirement of 10 feet for both sides
   f) Rear yard - 10 feet
   g) Building to building - 10 feet for 1 story; 15 feet for 2 or more
   h) Distance between accessory structures - 5 feet
   i) Distance between principal and accessory structures - 5 feet
8. Landscape setback[41]
   a) Harvard Avenue - 30 feet
   b) Edinger Avenue - 30 feet
9. Landscaping
   a) Compliance with the City of Tustin Landscape and Irrigation Guidelines
   b) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan
10. Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trails where applicable.
11. Other General Development Regulations (refer to Section 3.11 as applicable)
12. Signage (refer to Section 3.12 as applicable)
13. Off-street parking (refer to Section 3.13 as applicable)

H. Site Development Standards - Patio Homes

1. Maximum dwelling units - 15 dwelling units per acre
2. Minimum lot area - none, refer to Section 3.9.3.J. below
3. Building site requirements - patio home subdivisions shall be designated as a development unit on a tentative map.

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[37] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Building setbacks are measured from future right-of-way.

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4. Maximum building height - 35 feet
5. Maximum lot coverage - 100 percent, less required building and landscape setbacks
6. Common open space - 400 square feet per dwelling unit located within common, designated recreational areas. A minimum of 150 square feet may be for private use if located on ground level and open on three sides. Areas not available for open space credit include all structures, streets, driveways, landscape setbacks, and parking lots.
7. Minimum gross floor area per dwelling unit, excluding the garage - 900 square feet
8. Maximum number of four bedroom units - 30 percent
9. Minimum building setbacks[38]
   a) Edinger Avenue - 40 feet
   b) Harvard Avenue - 40 feet
   c) Local public or private street - The minimum building setback shall be 10 feet from a public or private street. An attached or detached garage may be setback a minimum of 5 feet from a public or private street. If living areas are provided above garages, garage setbacks shall apply provided that no more than 75 percent of the units along the street frontage have living space over a garage with less than a 10 foot setback. All units located along both sides of a street segment shall be included when calculating the above 75 percent determination, regardless of whether they front, side, or rear load on that section of a street. A garage shall not be setback between 9 feet and 19 feet from the right-of-way line. Garages setback 9 feet or less shall be equipped with an automatic garage opener.
   d) Private drives and courts - The minimum building setback shall be 7 feet in a private court or on a private drive not located within a court. An attached or detached garage may be setback a minimum of 3 feet provided that no more than 50 percent of the length of the building frontage over the total length of the drive or court is setback less than 7 feet. In calculating the total length of the drive or court and the length of building frontage, the length of building and street frontage on both sides of the drive or court shall be used. If living areas are provided above garages, garage setback shall apply. The minimum 3 foot garage setback shall be increased where necessary to accommodate required sidewalks. A garage shall not be setback between 9 feet and 19 feet from the right-of-

[38] Building setbacks are measured for future right-of-way.

way line. Garages setback 9 feet or less shall be equipped with an automatic garage opener. A minimum distance of 40 feet shall be maintained between ground floor living areas on units across from each other in a court, on a drive, or on a shared driveway.

e) Minimum distance between buildings - The minimum horizontal distance between adjacent buildings shall be 10 feet. The minimum distance between buildings may be reduced to 6 feet for no more than a maximum length of 25 feet of a building elevation, provided that there are no windows on one elevation for that portion of the building elevation with less than a 10 foot setback. If living areas are provided above garages, garage setbacks shall apply.

f) Tract boundary - The minimum building setback from any tract boundary shall be 10 feet. If the tract boundary is adjacent to a park or other permanent open space, the minimum building setback shall be 5 feet.

g) Distance between accessory structures - 5 feet

h) Distance between principal and accessory structures - 5 feet

10. Landscape setbacks[39]
    a) Edinger Avenue - 30 feet
    b) Harvard Avenue - 30 feet
11. Landscaping
    a) Compliance with the City of Tustin Landscape and Irrigation Guidelines
    b) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan
12. Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trails where applicable.
13. Other General Development Regulations (refer to Section 3.11 as applicable)
14. Signage (refer to Section 3.12 as applicable)
15. Off-street parking (refer to Section 3.13 as applicable)

I. Site Development Standards - Retail and Service Uses

1. Maximum lot size - established by conditional use approval
2. Maximum building height - established by conditional use approval

[39] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Building setbacks are measured from future right-of-way.

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3. Maximum floor area ratio - .established by conditional use approval
4. Minimum building setbacks[40]
   a) Edinger Avenue - 40 feet
   b) Harvard Avenue - 40 feet
   c) Local public street - 10 feet
   d) Private street or private drive - 5 feet
   e) Minimum distance between buildings - 10 feet
5. Landscape setbacks[44]
   a) Harvard Avenue - 30 feet
   b) Edinger Avenue - 30 feet
6. Landscaping
   a) Compliance with the City of Tustin Landscape and Irrigation Guidelines
   b) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan
7. Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trails where applicable.
8. Other General Development Regulations (refer to Section 3.11 as applicable)
9. Signage (refer to Section 3.12 as applicable)
10. Off-street parking (refer to Section 3.13 as applicable)

J. Special Development Requirements

1. Concept plan approval shall be required for development in Planning Area 20, pursuant to Section 4.2.1 of this Specific Plan.
2. The baseline mix of uses for Planning Area 20 is 99 percent Residential and 1 percent Commercial, which will be administered by the Non-Residential Land Use/Trip Budget procedure specified in Section 3.2.4. The purpose is to ensure that adequate circulation capacity is available to serve the proposed project.
3. Development in Planning Area 20 shall be protected from a 100-year storm in a manner consistent with the Flood Plain Management Ordinance and as approved by the City of Tustin Building Official.
4. Affordability – The following minimum affordable housing production objectives are intended to reflect the intention of the City to create a redevelopment project area (Community Redevelopment Law, section 33000) and as needed to meet Regional Housing Allocation needs as identified in the

[40] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Building setbacks are measured from future right-of-way.

Housing Element of the General Plan through the provisions of housing for households at very low, low and moderate income levels. Specific housing requirements may be established at the time of development approval to ensure conformity with the Housing Element of the General Plan and other applicable provisions of California Law and to achieve the following:

a) At least 15% of units for initial occupancy by very low income to moderate income households for redevelopment, with 6% (or 40%) of units affordable to very low income households.

b) At least 22 additional units for occupancy by moderate income households.

c) Restricted affordable housing units shall be reasonably dispersed throughout the project and shall be compatible with the design and use of market rate units in appearance, use of materials, and finished quality. Restricted units shall be affordable for at least the minimum period of time required by state law, or longer if required by a construction or mortgage financing assistance program.

d) Prior to issuance of a certificate of use and occupancy, a developer shall enter into a legally binding agreement with the City of Tustin or its Redevelopment Agency, and agree to deed restrictions on targeted affordable housing units that are binding on property upon sale or transfer. Said agreements shall address the following:

1) Number of units by type, location, bedroom count
2) Standards for qualifying income and maximum rents or sales prices
3) Parties responsible for sales prices and incomes

5. Tenure - Development in Planning Area 20 shall be intended for ownership sale and tenure.

K. Development Guidelines

1. Site planning should "stair step" building massing and density, with lower densities along Harvard stepping up in building massing and density as development occurs further into the site.
2. Due to the site's close proximity to the railroad tracks, Edinger Avenue, and the Eastern Transportation Corridor, appropriate noise attenuation measures will need to be implemented.
3. Any commercial uses should be oriented in the vicinity of Edinger, at the intersection of Edinger and Harvard. Careful planning and integration of any commercial use with adjacent uses will also be necessary in order to mitigate against any undesirable impacts to the residents.

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A summary of key the design guidelines for Planning Area 20 is provided in Figure 3-9.

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3.9.4 Planning Area 21 - Low Density Residential

A. Permitted and Conditionally Permitted Uses

The following uses shall be permitted by right where the symbol "P" occurs or by conditional use where the symbol "C" occurs.

1. Residential uses:

• Condominiums and cooperatives	P
• Multiple-family dwelling units (apartments) in accordance with tenure provisions in Section 3.9.4.I	C
• Patio homes	C
• Single-family attached dwelling units and duplexes	P
• Single-family detached dwelling units	P
• Single family detached carriage way units	P
• Transitional housing (maximum of 12 units)	P

2. Public/Institutional uses:

• Community care facilities for six or fewer persons	P
• Family care facility for elderly for six or fewer persons	P
• Large family day care for seven to twelve children on single family detached lots in accordance with the Tustin City Code	P
• Residential care facility for elderly, for six or fewer persons	P
• Small family day care for less than seven children on single family detached lots	P

B. Accessory Uses and Structures

Accessory uses and structures are permitted when customarily associated with and subordinate to a permitted use on the same site and would include:

- Carports
- Garages
- Home occupations subject to provisions of the Tustin City Code
- Patio covers/trellises
- Swimming pools, spas, jacuzzis
- Tennis courts, basketball courts and other multi-purpose courts, recreation and community buildings

C. Unlisted Uses

Those uses not specifically listed are subject to a determination by the Community Development Director as either permitted, permitted

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subject to a conditional use permit or prohibited consistent with the purpose of the land designation of this planning area and the Specific Plan. Decisions of the Director are appealable to the Planning Commission.

D. Site Development Standards - (Reuse Plan Disposition Parcel 36 Only)

1. Maximum dwelling units – 7.0 dwelling units per gross acre average (150 units maximum)
2. Minimum lot area – 2,400 square feet
3. Minimum lot width – no minimum
4. Maximum building height – 40 feet
5. Minimum site landscaping – 30 percent. Minimum site landscaping shall apply to attached residential and may include sidewalks and paseo/bikeway paths within the project area.
6. Minimum building setbacks from[1,41]
   a) Harvard Avenue – 42 feet
   b) Warner Avenue – 42 feet
   c) Local Street (Private or Public) – 10 feet minimum, 15 feet average
   d) Private Drives – 10 feet[2]
   e) Interior side yard adjacent to residential use[3] – 10 feet
   f) Interior side yard adjacent to non-residential use – 10 feet
   g) Interior rear yard adjacent to residential use[3] – 10 feet
   h) Interior rear yard adjacent to non-residential use – 10 feet
   i) Southern California Edison Easement – 100 feet
   j) Building to building – 10 feet
   k) Distance between accessory structures - 5 feet
   l) Distance between principal and accessory structures - 5 feet
7. Landscaping
   a) Areas not devoted to buildings, parking areas, hardscape, and roads, shall be landscaped.
   b) Compliance with the City of Tustin Landscape and Irrigation Guidelines
   c) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan
8. Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trails where applicable.
9. Other General Development Regulations (refer to Section 3.11 as applicable)
10. Signage (refer to Section 3.12 as applicable)
11. Off-street parking (refer to Section 3.13 as applicable)

[41] Non-conforming building and landscape setbacks will be permitted to remain where existing buildings and structures are not in future right-of-way.

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Notes for Section 3.9.4.D:

1. Building setbacks are measured from the curb face corresponding to the ultimate right-of-way.
2. The following garage and carport setbacks requirements shall apply: 3 foot minimum setback from the travelway. If a living area is provided above a garage, the living area shall be setback a minimum of 7 feet from the travelway. The travelway is the portion of the roadway for the movement of vehicles, exclusive of shoulders, curb sections and auxiliary lanes.
3. Ten (10) feet plus 2 feet for every 5 feet in height over 30 feet.

E. Site Development Standards - (Reuse Plan Disposition Parcels 34 and 35) Single Family Detached

1. Maximum dwelling units – 7 dwelling units per acre
2. Minimum lot area – 3,000 square feet
3. Minimum lot width – 35 feet
4. Maximum building height – 35 feet
5. Maximum lot coverage – 50 percent of lot area. Covered areas shall include all areas under roof except trellis areas, roof overhangs, and covered porches outside the exterior wall.
6. Minimum building setbacks[42]
   a) Harvard Avenue – 42 feet
   b) Edinger Avenue – 40 feet
   c) Moffett Avenue – 10 feet
   d) Local public street – 10 feet
   e) Private street or private drive – 5 feet
   f) Interior side yard – 3 feet minimum with aggregate requirement of 10 feet for both side yards
   g) Rear yard – 10 feet
   h) Distance between accessory structures - 5 feet
   i) Distance between principal and accessory structures - 5 feet
7. Landscape setbacks[45]
   a) Edinger Avenue – 30 feet
   b) Harvard Avenue – 30 feet
   c) Moffett Avenue – 20 feet
8. Landscaping
   a) Areas not devoted to buildings, parking areas, hardscape, and roads, shall be landscaped.
   b) Compliance with the City of Tustin Landscape and Irrigation Guidelines
   c) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan

[42] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Building setbacks are measured from future right-of-way. Non-conforming building and landscape setbacks will be permitted to remain where existing buildings and structures are not in future right-of-way.

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9. Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trails where applicable.
10. Other General Development Regulations (refer to Section 3.11 as applicable)
11. Signage (refer to Section 3.12 as applicable)
12. Off-street parking (refer to Section 3.13 as applicable)

F. Site Development Standards – (Reuse Plan Disposition Parcels 34 and 35) Single Family Detached – Carriage Way Units

Definition: A type of single family detached product that is located on a minimum thirty-six (36) foot wide paved private street with a ten (10) foot parkway on both sides of the paved portions of the street with a garage that is located to the rear of the residence and takes access from a rear two-way alley that is a minimum of twenty-four (24) feet wide.

1. Maximum dwelling units – 7 dwelling units per acre
2. Minimum lot area – 3,000 square feet
3. Minimum lot width – 35 feet
4. Maximum building height – 35 feet
5. Maximum lot coverage – 50 percent of lot area. Covered areas shall include all areas under roof except trellis areas, roof overhangs, and covered porches outside the exterior wall.
6. Minimum building setbacks[50]
   a) Harvard Avenue – 42 feet
   b) Edinger Avenue – 40 feet
   c) Moffett Avenue – 10 feet
   d) Local public street – 10 feet
   e) Private street or private drive – 5 feet (front yard)
   f) Interior side yard – 3 feet minimum with aggregate requirement of 10 feet for both side yards
   g) Rear yard – 3 feet for garage and 7 feet for living areas including living areas above garage
7. Landscape setbacks[45]
   a) Edinger Avenue – 30 feet
   b) Harvard Avenue – 30 feet
   c) Moffett Avenue – 20 feet
8. Landscaping
   a) Areas not devoted to buildings, parking areas, hardscape, and roads, shall be landscaped.
   b) Compliance with the City of Tustin Landscape and Irrigation Guidelines
   c) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan

9. Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trails where applicable.
10. Guest parking – one hundred (100) percent of guest parking may be provided parallel to the travel way on a public or private street with a minimum paved width of thirty-six (36) feet. If there is no opportunity to provide guest parking in front of a home, then guest parking shall be provided within approximately 150 feet from the front door of the unit.
11. Other General Development Regulations (refer to Section 3.11 as applicable)
12. Signage (refer to Section 3.12 as applicable)
13. Off-street parking (refer to Section 3.13 as applicable to Single Family Detached)

G. Site Development Standards - (Reuse Plan Disposition Parcels 34 and 35) Single Family Attached

1. Maximum dwelling units - 7 dwelling units per acre
2. Minimum lot area per family unit - 3,000 square feet
3. Minimum lot area per development project - 10 acres
4. Minimum lot width - no minimum
5. Maximum building height - 40 feet
6. Maximum lot coverage - 100 percent less required setbacks and open space areas
7. Common open space - 400 square feet per dwelling unit located within common, designated recreational areas. Private attached ground level patios may be credited if open on three sides. Areas not available for open space credit include all structures, streets, driveways, landscape setbacks, and parking lots.
8. Private outdoor open space - minimum private outdoor open space shall be increased to 400 square feet for existing units.
9. Minimum gross floor area per dwelling unit, excluding the garage
   a) Bachelor - 450 square feet
   b) 1 Bedroom - 550 square feet
   c) 1 Bedroom with den - 700 square feet
   d) 2 Bedrooms - 750 square feet
   e) 2 Bedrooms or more with den - 900 square feet
10. Minimum building setbacks[43]
    a) Harvard Avenue - 42 feet
    b) Edinger Avenue - 40 feet
    c) Moffett Avenue - 10 feet

[43] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Landscape setbacks may be reduced to accommodate existing walls or buildings. Building setbacks are measured from future right-of-way.

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d) Local public street - 10 feet
e) Private street or private drive - 5 feet
f) Interior side yard - 3 feet
g) Rear yard - 10 feet
h) Distances between principal structures - 10 feet
i) Distances between accessory structures - 5 feet
j) Distance between principal and accessory structures - 5 feet

11. Landscape setbacks [46]
    a) Edinger Avenue - 30 feet
    b) Harvard Avenue - 30 feet
    c) Moffett Avenue - 20 feet
12. Landscaping
    a) Areas not devoted to buildings, parking areas, hardscape, and roads, shall be landscaped.
    b) Compliance with the City of Tustin Landscape and Irrigation Guidelines
    c) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan
13. Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trails where applicable.
14. Other General Development Regulations (refer to Section 3.11 as applicable)
15. Signage (refer to Section 3.12 as applicable)
16. Off-street parking (refer to Section 3.13 as applicable)

H. Site Development Standards - (Reuse Plan Disposition Parcels 34 and 35) Condominiums and Multiple Family Dwellings

1. Maximum dwelling units - 7 dwelling units per acre
2. Minimum development unit per product type - 8 acres
3. Maximum building height - 40 feet
4. Maximum lot coverage - 65 percent, less the required building and landscape setbacks
5. Common open space - 400 square feet per dwelling unit located within common, designated recreational areas. Private attached ground level patios may be credited if open on three sides. Areas not available for open space credit include all structures, streets, driveways, landscape setbacks, and parking lots.
6. Minimum gross floor area per dwelling unit, excluding the garage
    a) Bachelor - 450 square feet
    b) 1 Bedroom - 550 square feet
    c) 1 Bedroom with den - 700 square feet
    d) 2 Bedrooms - 750 square feet

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e) 2 Bedrooms or more with den - 850 square feet

7. Minimum building setbacks[44]
   a) Harvard Avenue - 42 feet
   b) Edinger Avenue - 40 feet
   c) Moffett Avenue - 10 feet
   d) Local public street - 10 feet
   e) Private street or private drive - 5 feet
   f) Interior side yard - 3 feet
   g) Rear yard - 10 feet
   h) Distances between principal structures - 10 feet
   i) Distances between accessory structures - 5 feet
   j) Distance between principal and accessory structures - 5 feet
8. Landscape setbacks[45]
   a) Edinger Avenue - 40 feet
   b) Harvard Avenue - 30 feet
   c) Moffett Avenue - 20 feet
9. Landscaping
   a) Areas not devoted to buildings, parking areas, hardscape, and roads, shall be landscaped.
   b) Compliance with the City of Tustin Landscape and Irrigation Guidelines
   c) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan
10. Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trails where applicable.
11. Other General Development Regulations (refer to Section 3.11 as applicable)
12. Signage (refer to Section 3.12 as applicable)
13. Off-street parking (refer to Section 3.13 as applicable)

I. Site Development Standards - (Reuse Plan Disposition Parcels 34 and 35) Patio Homes

1. Maximum dwelling units - 7 dwelling units per acre
2. Minimum lot area - none, refer to Section 3.9.4.I below
3. Building site requirements - patio home subdivisions shall be designated as a development unit on a tentative map.
4. Maximum building height - 35 feet

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44 Building setbacks are measured from future right-of-way. Nonconforming building and landscape setbacks will be permitted to remain where existing buildings and structures are not in future right-of-way.

45 Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Landscape setbacks may be reduced to accommodate existing walls or buildings. Building setbacks are measured from future right-of-way.

5. Maximum lot coverage - 100 percent, less required building and landscape setbacks
6. Common open space - 400 square feet per dwelling unit located within common, designated recreational areas. A minimum of 150 square feet may be for private use if located on ground level and open on three sides. Areas not available for open space credit include all structures, streets, driveways, landscape setbacks, and parking lots.
7. Minimum gross floor area per dwelling unit, excluding the garage - 900 square feet
8. Maximum number of four bedroom units - 30 percent
9. Minimum building setbacks[48]
   a) Harvard Avenue - 42 feet
   b) Edinger Avenue - 40 feet
   c) Moffett Avenue - 10 feet
   d) Local public or private street - The minimum building setback shall be 10 feet from a public or private street. An attached or detached garage may be setback a minimum of 5 feet from a public or private street. If living areas are provided above garages, garage setbacks shall apply provided that no more than 75 percent of the units along the street frontage have living space over a garage with less than a 10 foot setback. All units located along both sides of a street segment shall be included when calculating the above 75 percent determination, regardless of whether they front, side, or rear load on that section of a street. A garage shall not be setback between 9 feet and 19 feet from the right-of-way line. Garages setback 9 feet or less shall be equipped with an automatic garage opener.
   e) Private drives and courts - The minimum building setback shall be 7 feet in a private court or on a private drive not located within a court. An attached or detached garage may be setback a minimum of 3 feet provided that no more than 50 percent of the length of the building frontage over the total length of the drive or court is setback less than 7 feet. In calculating the total length of the drive or court and the length of building frontage, the length of building and street frontage on both sides of the drive or court shall be used. If living areas are provided above garages, garage setback shall apply. The minimum 3 foot garage setback shall be increased where necessary to accommodate required sidewalks. A garage shall not be setback between 9 feet and 19 feet from the right-of-way line. Garages setback 9 feet or less shall be equipped with an automatic garage opener. A minimum distance of

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40 feet shall be maintained between ground floor living areas on units across from each other in a court, on a drive, or on a shared driveway.

f) Minimum distance between buildings - The minimum horizontal distance between adjacent buildings shall be 10 feet. The minimum distance between buildings may be reduced to 6 feet for no more than a maximum length of 25 feet of a building elevation, provided that there are no windows on one elevation for that portion of the building elevation with less than a 10 foot setback. If living areas are provided above garages, garage setbacks shall apply.

g) Tract boundary - The minimum building setback from any tract boundary shall be 10 feet. If the tract boundary is adjacent to a park or other permanent open space, the minimum building setback shall be 5 feet.

h) Distance between accessory structures - 5 feet

i) Distance between principal and accessory structures - 5 feet

10. Landscape setbacks[46]
    a) Harvard Avenue - 30 feet
    b) Edinger Avenue - 30 feet
    c) Moffett Avenue - 20 feet
11. Landscaping
    a) Compliance with the City of Tustin Landscape and Irrigation Guidelines
    b) Compliance with the Landscape Design Guidelines in Section 2.17 of this Specific Plan
12. Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trails where applicable. The facilities shall incorporate vistas into the golf course where possible and provide for convenient bicycle and pedestrian access from the Planning Area to the Tustin Commuter Rail Station.
13. Other General Development Regulations (refer to Section 3.11 as applicable)
14. Signage (refer to Section 3.12 as applicable)
15. Off-street parking (refer to Section 3.13 as applicable)

J. Special Development or Reuse Requirements

1. Concept plan approval shall be required for development in Planning Area 21 (refer to Section 4.2.1 of this Specific Plan).

[46] Landscape setbacks are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Landscape setbacks may be reduced to accommodate existing walls or buildings.

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2. Prior to any interim or permanent reuse of facilities or property on a parcel, or prior to any development on a parcel, any party receiving property from the Department of Defense or Local Redevelopment Authority (LRA) shall be required to enter into an agreement with the LRA. The purpose of the Agreement is to: 1) identify the planning goals of the Agency receiving property and the City or LRA for the site; 2) identify the scope and schedule for short range improvements and long range development plans for the property; 3) establish a process for meaningful consultation on development and operational issues of mutual concern; 4) identify capital infrastructure improvements, roadway dedications, and environmental impact report mitigation that will be required of the Agency receiving or leasing property; and 5) identify necessary procedures to implement the agreement.
3. Affordability - the following minimum affordable housing production objectives are intended to reflect the intention of the City of Tustin to create a redevelopment project area (Community Redevelopment Law, section 33000) and as needed to meet Regional Housing Allocation needs as identified in the Housing Element of the Tustin General Plan through the provision of housing for households at very low, low, and moderate incomes levels. Specific housing requirements will be established for specific sites at the time of development project approval to ensure uniformity with the Housing Element of the General Plan and other applicable provisions of California Law and to achieve the following:
   a) Disposition Parcel 36 only:
      Prior to issuance of a certificate of use and occupancy, the developer shall enter into a legally binding agreement with the City of Irvine to provide in Planning Area 22 the affordable housing units that would have been required on Disposition Parcel 36 pursuant to the City of Irvine Affordable Housing Implementation Procedure (Chapter 2-3 of the Irvine Zoning Code), and agree to deed restrictions on targeted affordable housing units that are binding on property upon sale or transfer. Said agreements shall address the following:
      1) Number of units by type, location, bedroom count
      2) Standards for qualifying income and maximum rents or sales prices
      3) Parties responsible for sales prices and incomes

      If the required affordable housing units are not provided in Planning Area 22, then the developer shall comply with general affordability requirements applicable to

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Disposition Parcels 34 and 35, and the following number of affordable units shall be provided:

1) At least 9 units for initial occupancy by very low income level households
2) At least 7 units for initial occupancy by low income level households
3) At least 7 units for occupancy by moderate income level households

b) Reuse Plan Disposition Parcels 34 and 35:

1) At least 15% of units for initial occupancy by very low income to moderate income households for redevelopment with 6% (or 40%) of these units affordable to very low income households. Developer compliance with the Homeless Accommodation Plan described in Section 2.3.6 and 2.4 shall be required.
2) At least 10 additional units for initial occupancy by low income level households.
3) At least 20 additional units for initial occupancy by moderate income level households.
4) Restricted affordable housing units shall be reasonably dispersed throughout a project and shall be compatible with the design and use of market rate units in appearance, use of materials, and finished quality. Restricted units shall be affordable for at least the minimum period required by state law, or longer if required by a construction or mortgage financing assistance program.
5) Prior to issuance of a certificate of use and occupancy, a developer shall enter into a legally binding agreement with the City of Tustin, its Redevelopment Agency, and agree to deed restrictions on targeted affordable housing units that are binding on property upon sale or transfer. Said agreements shall address the following:
   a) Number of units by type, location, bedroom count
   b) Standards for qualifying income and maximum rents or sales prices
   c) Parties responsible for sales prices and incomes
6) The City of Tustin reserves the right to negotiate transfer of a developer's obligation pursuant to this section off-site as a credit for affordable units which cannot be reasonably feasible to provide on-site which shall be at the City's sole and absolute discretion. To ensure comparable equivalent value

of an off-site option or exchange for not providing on-site affordable units, a financial affordability gap analysis will be conducted by the City, at developer's cost, to compare the value of the off-site option and the affordability gap cost of providing on-site affordable housing.

4. Tenure - Reuse/development of Planning Area 21 shall be encouraged to be ownership tenure. Development of apartments is a discretionary action requiring approval of a conditional use permit.

5. Existing structures to be reused shall be brought into conformance with applicable provisions of the Uniform Building Code, as amended by the City's of Tustin or Irvine (as applicable), State of California Title 24 Access Compliance (handicapped provisions), and requirements of the Americans with Disabilities Act (ADA).

6. Utility metering modifications and provision of independent utility services shall be committed to by agreement between the City of Tustin and those agencies receiving property in Planning Area 21 prior to use and occupancy of existing buildings and new development.

K. Development or Reuse Guidelines

1. Wall and streetscape upgrades along Harvard Avenue should be designed to create greater compatibility with Village 38 theme walls and streetscape on the east side of Harvard Avenue. A combination of walls, landscaping, and berms may be utilized to achieve required noise standards in both Tustin and Irvine.

2. Existing housing units shall be aesthetically upgraded through architectural and landscape improvements to appear consistent in quality with private market housing in the surrounding neighborhoods of Tustin and Irvine, in the event of reuse. Such improvements shall be completed prior to issuance of use and occupancy permits. The improvements may include, but are not limited to, the following:

   a) Upgraded facade treatments, including use of plaster, wood siding, brick, stone, and other approved materials
   b) Upgraded window types and treatments (i.e., trim)
   c) Upgraded roofing materials and extension of roof overhangs
   d) Updated color scheme for buildings and walls
   e) Enlargement and enhancement of private patios and balconies

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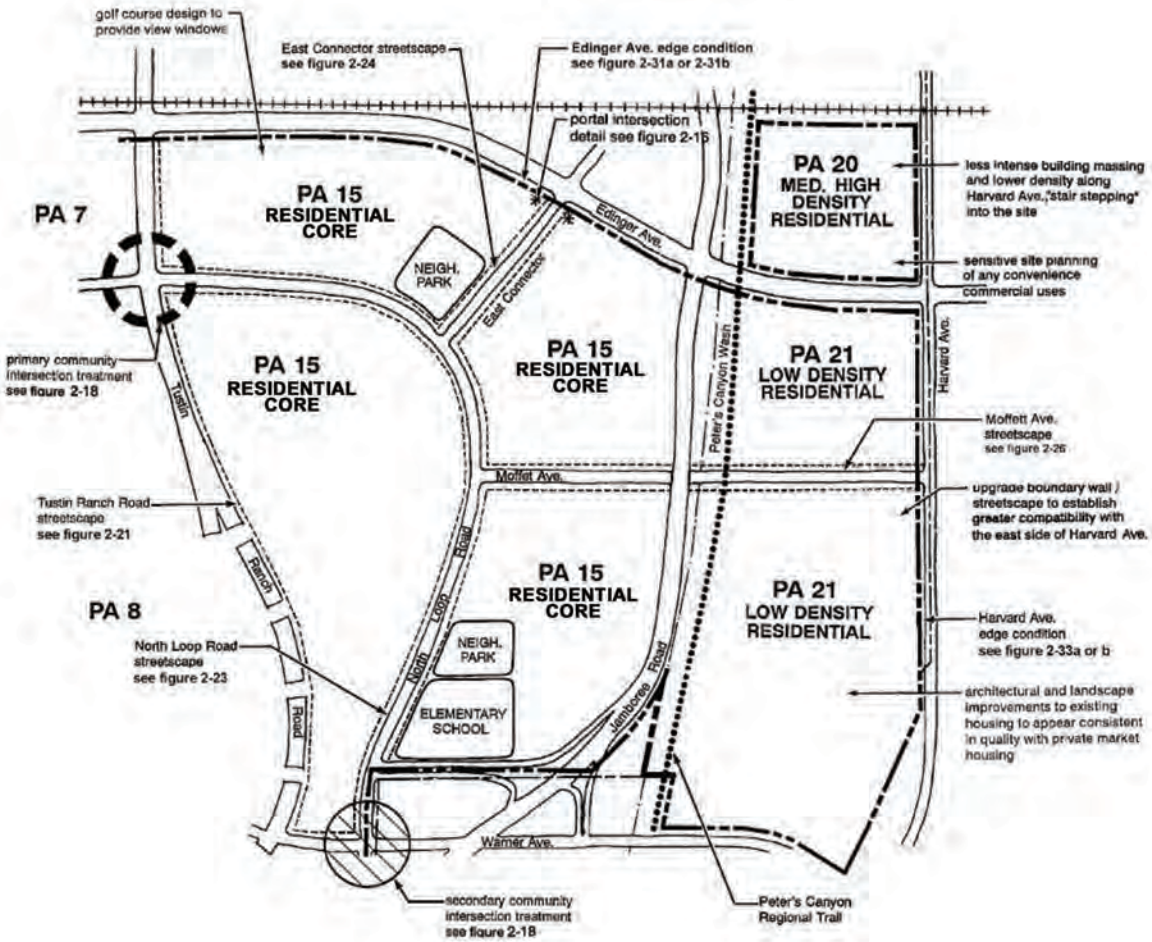
f) Upgraded appearance of unit entrances, including doorways, walkways, decorative paving
g) Improved landscape design of front yards and common areas
h) Consistent landscape treatment along local roads
i) Extensive planting of trees and shrubs throughout the site
j) Decorative treatment of all exposed site walls
k) Upgraded driveways
l) Decorative paving and other hardscape amenities for pedestrian paths in common areas
m) Improvements to common recreational areas including provision of shelters, lighting, and refurbishing of facilities
n) Creation of project entryways through signage and landscape design
o) Upgraded and consistent signage, including project identification, addressing, and directional signs
p) Enhance lighting scheme for units, common areas, paths, and parking areas
q) Application of defensible space techniques in landscaping and lighting

3. Demolition of structures may be required by Tustin to be undertaken under the following conditions: 1) where information determines the need for demolition to eliminate public health and safety risks, 2) to improve the appearance of the Planning Area, 3) to accommodate the completion of major roadway improvements, and 4) to properly implement the permanent land use intent of this Planning Area.

A summary of the key design guidelines for Planning Area 21 is provided in Figure 3-9.


golf course design to provide view windows
East Connector streetscape see figure 2-24
Edinger Ave. edge condition see figure 2-31a or 2-31b
portal intersection detail see figure 2-15
PA 7
PA 15 RESIDENTIAL CORE
NEIGH. PARK
Edinger Ave.
East Connector
PA 20 MED. HIGH DENSITY RESIDENTIAL
less intense building massing and lower density along Harvard Ave.,"stair stepping" into the site
sensitive site planning of any convenience commercial uses
primary community intersection treatment see figure 2-18
PA 15 RESIDENTIAL CORE
PA 15 RESIDENTIAL CORE
Peter's Canyon Wash
PA 21 LOW DENSITY RESIDENTIAL
Harvard Ave.
Moffett Ave. streetscape see figure 2-26
Moffett Ave.
Tustin
Tustin Ranch Road streetscape see figure 2-21
upgrade boundary wall / streetscape to establish greater compatibility with the east side of Harvard Ave.
Ranch
Road
PA 8
North Loop Road
PA 15 RESIDENTIAL CORE
PA 21 LOW DENSITY RESIDENTIAL
Harvard Ave. edge condition see figure 2-33a or b
North Loop Road streetscape see figure 2-23
NEIGH. PARK
ELEMENTARY SCHOOL
Jamboree Road
architectural and landscape improvements to existing housing to appear consistent in quality with private market housing
Road
Warner Ave.
secondary community intersection treatment see figure 2-18
Peter's Canyon Regional Trail

Key Map
Edinger Ave
Valencia Ave
Warner Ave
Barranca Pkwy
Tustin Ranch Rd
Redhill Ave
Armstrong Ave
Von Karman Ave
Jamboree Rd
Harvard Ave

North

NOT TO SCALE

3.10 NEIGHBORHOOD H

3.10.1 Introduction

Neighborhood H is located entirely within the City of Irvine and is comprised of a single Planning Area, PA 22, as shown on the Statistical Analysis (Table 3-2). The Planning Area contains a total of 402 dwelling units on approximately 48.3 acres known as Marble Mountain Park. The area was developed in five phases from 1984 to 1990, and contains four-plex, six-plex, and eight-plex buildings. The condition of the units ranges from good to excellent as indicated in the MCAS Tustin Family and Bachelor Housing Report prepared by the City of Tustin in March 1994. The report identifies minor corrections necessary to meet building and safety code requirements. However, the units lack the architectural details and landscaping details generally found in private market housing.

The remaining 28 acres are currently vacant and will contain a minimum 20 acre elementary school (ES-8) and an approximate eight (8) acre neighborhood park. The regulations for new development, should the existing housing be replaced by new residential units, is consistent with the City of Irvine's Medium Density Residential Zoning Category (Section V.E-329.2.5). Furthermore, the Planning Area will also be required to comply with applicable requirements of Irvine's Planning Area 38, Westpark II.

3.10.2 Planning Area 22

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AREA

A. Permitted and Conditionally Permitted Uses

Permitted and conditionally permitted uses for Irvine Planning Area 38 Zoning shall be applicable (Section V.E. 838.2).

B. Accessory Uses and Structures

Accessory uses for Irvine Planning Area 38 Zoning shall be applicable (Section V.E. 838.2).

C. Unlisted Uses

Refer to applicable City of Irvine Zoning Code provisions.

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D. Site Development Standards

Applicable site development standards from Irvine Planning Area 38 Zoning shall apply (Section V.E. 838.2). However, the total number of dwelling units within the Planning Area shall not exceed 402 units.

E. Special Development or Reuse Requirements

1. Concept plan approval shall be required for development in Planning Area 22 (refer to Section 4.2.1 of this Specific Plan).
2. Prior to any interim or permanent reuse of facilities or property on a parcel, or prior to any development on a parcel, any party receiving property from the Department of Defense or Local Redevelopment Authority (LRA) shall be required to enter into an agreement with the LRA. The purpose of the Agreement is to: 1) identify the planning goals of the Agency receiving property and the City or LRA for the site; 2) identify the scope and schedule for short range improvements and long range development plans for the property; 3) establish a process for meaningful consultation on development and operational issues of mutual concern; 4) identify capital infrastructure improvements, roadway dedications, and environmental impact report mitigation that will be required of the Agency receiving or leasing property; and 5) identify necessary procedures to implement the agreement.
3. Affordability - the following minimum affordable housing production objectives are intended to implement the Housing Element of the Irvine General Plan through the provision of housing for households at very low, low, and moderate incomes levels. Specific housing requirements will be established for specific sites at the time of development project approval to ensure that any reuse/development of Planning Area 22 achieves the following:
   a) At least 24 units for initial occupancy by very low income level households - within the very low category, at least 14 units shall be for transitionary housing
   b) At least 18 units for initial occupancy by low income level households
   c) At least 18 units for occupancy by moderate income level households
   d) Restricted affordable housing units shall be reasonably dispersed throughout the project and shall be compatible with the design and use of market rate units in appearance, use of materials, and finished quality. Restricted units shall be affordable for at least the minimum period required by state law or longer is

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required by a construction or mortgage financing assistance program.

e) Prior to issuance of a certificate of use and occupancy, a developer shall enter into a legally binding agreement with the City of Tustin Redevelopment Agency and/or the City of Irvine, as applicable, and agree to deed restrictions on targeted affordable housing units that are binding on property upon sale or transfer. Said agreements shall address the following:

1) Number of units by type, location, bedroom count

f) Standards for qualifying income and maximum rents or sales prices

g) Parties responsible for sales prices and incomes

4. Tenure - Reuse/development of Planning Area 22 shall be encouraged to be ownership tenure. Development of apartments is a discretionary action requiring approval of a conditional use permit. Consideration of a conditional use permit should include the City's preference for ownership tenure, and in any event, no more than 25 percent of the total number of units permitted within the Irvine portion of the Specific Plan area may be approved for apartments.
5. Existing structures to be reused shall be brought into conformance with the Uniform Building Code, as locally amended, State of California Title 24 Access Compliance (handicapped provisions), and requirements of the Americans with Disabilities Act (ADA).
6. Utility metering modifications and provision of independent utility services shall be committed to by agreement between the City of Tustin and Irvine as applicable, and those agencies receiving property in Planning Area 22, prior to use and occupancy of existing buildings and new development.

F. Development or Reuse Guidelines

1. Wall and streetscape upgrades along Harvard Avenue should be designed to create greater compatibility with Village 38 theme walls and streetscape on the east side of Harvard Avenue. A combination of walls, landscaping, and berms may be utilized to achieve required noise standards in Irvine.
2. Existing housing units shall be aesthetically upgraded through architectural and landscape improvements to appear consistent in quality with private market housing in the surrounding neighborhoods of Tustin and Irvine. Such improvements shall be completed prior to issuance of use and occupancy permits. The improvements may include, but are not limited to, the following:

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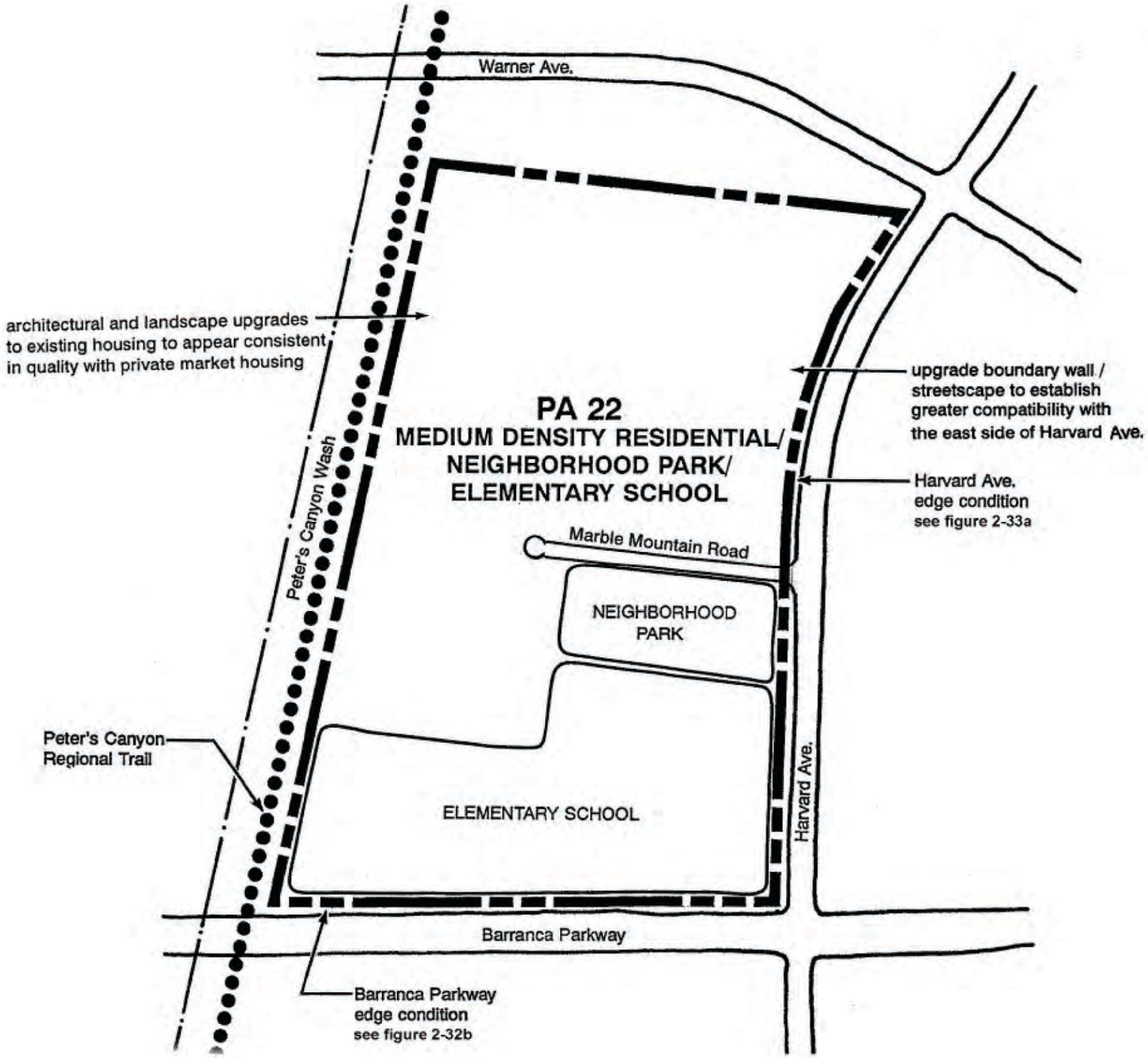
a) Upgraded facade treatments, including use of plaster, wood siding, brick, stone, and other approved materials
b) Upgraded window types and treatments (i.e., trim)
c) Upgraded roofing materials and extension of roof overhangs
d) Updated color scheme for buildings and walls
e) Enlargement and enhancement of private patios and balconies
f) Upgraded appearance of unit entrances, including doorways, walkways, decorative paving
g) Improved landscape design of front yards and common areas
h) Consistent landscape treatment along local roads
i) Extensive planting of trees and shrubs throughout the site
j) Decorative treatment of all exposed site walls
k) Upgraded driveways
l) Decorative paving and other hardscape amenities for pedestrian paths in common areas
m) Improvements to common recreational areas including provision of shelters, lighting, and refurbishing of facilities
n) Creation of project entryways through signage and landscape design
o) Upgraded and consistent signage, including project identification, addressing, and directional signs
p) Enhance lighting scheme for units, common areas, paths, and parking areas
q) Application of defensible space techniques in landscaping and lighting

3. Demolition of structures shall be considered or undertaken under the following conditions: 1) where information determines the need for demolition to eliminate public health and safety risks, 2) to improve the appearance of the Planning Area, 3) to accommodate the completion of major roadway improvements, and 4) to properly implement the permanent land use intent of this Planning Area.

A summary of the key design guidelines for Planning Area 22 is provided in Figure 3-10.


Warner Ave.
architectural and landscape upgrades to existing housing to appear consistent in quality with private market housing
PA 22
MEDIUM DENSITY RESIDENTIAL/
NEIGHBORHOOD PARK/
ELEMENTARY SCHOOL
upgrade boundary wall / streetscape to establish greater compatibility with the east side of Harvard Ave.
Harvard Ave. edge condition see figure 2-33a
Peter's Canyon Wash
Marble Mountain Road
NEIGHBORHOOD PARK
Peter's Canyon Regional Trail
ELEMENTARY SCHOOL
Harvard Ave.
Barranca Parkway
Barranca Parkway edge condition see figure 2-32b

Key Map
Edinger Ave
Valencia Ave
Warner Ave
Barranca Pkwy
Tustin Ranch Rd
Redhill Ave
Armstrong Ave
Von Karman Ave
Jamboree Rd
Harvard Ave

North
NOT TO SCALE

3.11 GENERAL DEVELOPMENT REGULATIONS

The following general regulations shall apply to new development and the reuse of existing structures and facilities, unless specific exceptions are described elsewhere in the Specific Plan.

3.11.1 Access

Every structure or use shall have frontage upon a public street or permanent means of access to a public street by way of a public or private street or easement, or recorded reciprocal access agreement. See below for further circulation standards.

3.11.2 Antennae and Satellite Dish Standards

All provisions of the Tustin City Code and Irvine City Code, as applicable, shall apply.

3.11.3 Encroachments Into Required Setbacks

- The following are allowed to encroach no more than 4 feet into required setbacks subject to compliance with the Uniform Building Code:
  - Architectural features
  - Eaves
  - Fireplaces
  - Mechanical equipment
  - Steps and staircases (open)
- Covered patio trellis, or canopies, unenclosed on at least two sides, may encroach into the required side or rear yard setback provided they do not cover more than 50 percent of the private yard or open space area on a residential property and comply with the Uniform Building Code related to distance requirements between adjacent structures.
- Location of swimming pools and/or a spa shall conform with applicable City regulations.

3.11.4 Enforcement of EIS/EIR Mitigation Measures

Recent amendments to Section 21081.6 of the Public Resources Code, as applicable, shall apply. The amendments provide that measures to mitigate or avoid significant effects on the environment shall be fully enforceable through permit conditions, agreements, or other measures. The EIS/EIR mitigation measures are contained in the EIS/EIR for the project.

3.11.5 Fences and Walls

All provisions of the Tustin and Irvine City Code, where applicable, shall apply to the construction of walls, fences, and hedges in the Specific Plan, with the exception that maximum established heights within the City of Tustin may be exceeded when higher walls are required as noise mitigation (acoustical barriers) based on City Noise Ordinance, subject to Community Development Department approval. Any planter, fence, or wall within the streetside setback may not exceed 3.5 feet in height. Fences and walls shall also be designed to not restrict vehicular sight distance and visibility at roadway intersections per City of Tustin and Irvine standards, as applicable.

The use of barbed wire, electrified fence, or razor wire fence in conjunction with any fence, wall, roof, or hedge within any land use designation is prohibited, unless required by any law or regulation of the City of Tustin or Irvine, federal government, or agency thereof, as applicable.

3.11.6 Financing Program

Prior to recordation of the first final map in a planning area, the subdivider shall enter into an agreement with the City to participate in a financing program for required infrastructure. The agreement shall provide for granting of credit to the subdivider for a certificate of occupancy, improvements required, or a condition of approval on this project to the extent that the cost of such improvements may be included in any such financing program.

3.11.7 Fumes, Odors, Vapors, Gases and Other Forms of Air Pollution

If any use which produces orders, toxic gases, or noxious matter in such quantities as may be readily detectable at any point outside the property lines of the premises, and/or may become a public nuisance or hazard, the use shall be modified to prevent such emissions. Emissions shall be in compliance with the South Coast Air Quality Management District standards.

3.11.8 Grading

All earthwork shall be conducted in accordance with the City of Tustin Grading Ordinance and manual, and grading requirements within the City of Irvine. Grading permits shall consider consistency with the urban design concept. Compliance with National Pollutant Discharge Elimination System (NPDES) regulations related to storm drain runoff from construction sites as implemented in the City of Tustin and Irvine shall be required.

3.11.9 Hazardous Materials

To ensure that the use, handling, storage, and transportation of hazardous materials comply with the California Government Code and Health and Safety Code, all provisions of the Tustin and Irvine Hazardous Materials Codes and Fire Codes shall apply.

3.11.10 Height Determinations

Building height shall be determined from the finished grade within five (5) feet of the structure to the highest point of the structure, excluding chimneys and vents.

3.11.11 Interim Use Provisions

Interim uses shall be permitted in all Planning Areas subject to the requirements and evaluation criteria specified in Chapter 4, Section 4.2.6. In addition to the provisions in Section 4.2.6, the following list of potential Interim Uses shall be used as a guide for determining whether or not a proposed interim use shall be allowed.

- Agricultural uses of the same or similar characteristics as practiced at the time of base closure determination, exclusively within Planning Areas 5, 7, 8, 11, 14 and 15.
- Commercial uses
- Driver's training, excluding speed events
- Educational uses
- Emergency staging and supply areas and related services
- Equipment and vehicle storage, with proper screening
- Facilities for special recreation and craft activities
- Indoor/outdoor sales facilities providing for periodic events such as swap meets and auctions
- Industrial uses other than permitted uses, conducted in an existing building
- Long term site toxic clean-up facilities, equipment and operations
- Nursery stocking, storage and wholesaling
- Office uses
- Other uses determined by the Community Development Director to be similar in character and impact to the categories specified in this Section and to the permitted and conditional uses identified for each Planning Area. Any use determination decisions in the City of Irvine shall comply with applicable provisions of the Irvine Zoning Code.

- Special fund raising event facilities which support periodic or temporary events (e.g., education fairs, community fairs, custom/ antique auto shows, etc.)

3.11.12 Landscaping/Screening

- In all land use designations, all landscaping shall conform to the landscape guidelines contained in this Plan or, in the case of questions not covered in the Specific Plan, the City of Tustin Landscape and Irrigation Guidelines or Irvine guidelines, as applicable.
- All commonly owned property and landscape setback areas exclusive of structural improvements shall be landscaped and maintained in a weed free condition with a combination of trees, shrubs and ground cover. Landscaping shall be provided with automatic irrigation systems, in accordance with the City of Tustin Landscape and Irrigation Guidelines or Irvine guidelines, as applicable.
- An opaque screen consisting of one or a combination of berms, masonry walls and landscaping integrated into an aesthetic pattern shall be installed along site boundaries where residential uses abut arterial or secondary highways, with the aggregate height of berms and walls not to exceed six (6) feet, eight (8) inches, or higher as may be required and approved to mitigate noise impacts. Screening shall also be installed along commercial or commercial/business site boundaries which immediately abut areas designated for residential uses. The type of appropriate screening will be determined during site plan review.
- Screening shall be installed along all parking areas abutting streets. The screening shall be a minimum height of thirty-six (36) inches.
- Screening shall consist of one or any combination of the following components:
  - Walls, including retaining walls - a wall shall consist of concrete, stone, brick, tile or similar type of masonry material.
  - Berms - a berm shall be constructed of earthen materials and shall be landscaped according to an approved plan.
  - Evergreen or deciduous trees or shrubs consistent with the landscape guidelines contained in the Specific Plan.
- All property landscaping shall be properly maintained in a healthy, weed free condition.
- Landscaping/screening at intersections shall be designed in such a manner as to not restrict vehicular sight distance in accordance with current City of Tustin and Irvine standards/guidelines, as applicable.

3.11.13 Lighting

All lighting shall be designed and located to confine direct rays and glare to the boundaries of a parcel. No lighting shall blink, flash, or be of unusually high intensity or brightness. Security lighting shall be provided as required by the Uniform Security Code.

3.11.14 Maintenance and Completion of Open Space, Amenities, Landscaping, and Manufactured Slopes

No lot or dwelling unit in a development shall be sold or a Certificate of Occupancy issued, unless a corporation, homeowner's association, assessment district or other approved entity has been legally formed with the right to assess all those properties which are jointly owned or benefited to operate and maintain all of the mutually available features of the development including, but not limited to, open space, amenities, landscaping or slope maintenance landscaping, private streets, and utilities. Conditions, Covenants, and Restrictions (CC&R's) shall be developed and recorded for said development subject to the review and approval of the applicable City Attorney. The recorded CC&R's shall permit the enforcement by the applicable City, if required. No lot or dwelling unit shall be sold unless all approved and required open space, amenities, landscaping, or other improvements, or approved phases thereof, have been completed or completion is assured by a development agreement or financing guarantee method approved by the City of Tustin of City of Irvine, as applicable.

3.11.15 Mechanical Equipment

Compressors, air conditioning units, vents, exhausts, or similar mechanical equipment located outside a building shall comply with the following:

- All such equipment shall be screened from view from any abutting street, highway or adjacent use. Screening shall be an integral part of the overall architectural design of the project. The top of any screening shall be a minimum of six inches above the top of any mechanical equipment.
- All mechanical equipment shall be maintained in a clean and proper condition to prevent breakdown that might release noxious or toxic materials or create excessive noise, and to avoid accumulation of litter, filth and materials which would be noxious or unsafe.

3.11.16 Noise Control

Plans for noise attenuation of residential units located near arterial highways and railroad rights-of-way, which ensure that interior and exterior noise levels do not exceed state requirements and local City of Tustin and Irvine noise ordinances, as applicable, shall be submitted for

review and approval prior to building permits being issued to accommodate reuse and/or subdivision approval for residential development, whichever occurs first.

All uses shall be subject to provisions of the City of Tustin or City of Irvine noise ordinance, as applicable.

3.11.17 Outside Storage

All uses shall be conducted within a completely enclosed building, except for off-street parking, loading, approved temporary uses, any outdoor dining space specifically permitted in conjunction with eating establishments, and approved nursery accessory uses. Minor ancillary outdoor storage (service vehicle parking, materials storage, or limited equipment assembly associated with a permitted use) may be located outside a building in certain Planning Areas as an accessory use conditional use, provided that there is solid screening and there are no negative noise or aesthetic impacts on adjacent properties.

3.11.18 Park Provisions

Requirements and standards contained in the City of Tustin subdivision ordinance will be utilized in reviewing public or private park proposals per park in-lieu fee obligations.

The area of the Specific Plan within the City of Irvine will be subject to the requirements and standards of the City of Irvine's Local Park Code.

3.11.19 Refuse Collection Areas

All outdoor refuse collection facilities shall be screened visually from streets and highways. Collection areas shall be shielded from view in all directions, either within a building or within a solid masonry wall of sufficient height to conceal materials temporarily accumulated for collection. The enclosure shall be designed to complement the main building materials. Adequate facilities and containers shall be provided to accomplish refuse recycling and handling of toxic materials, including source-separated materials as may be required by city ordinance. Innovative designs of storage, handling and transfer equipment are encouraged to achieve maximum recycling levels.

3.11.20 Roof Mounted Solar Collector Panels

Roof mounted solar collector panels shall be flush surface mounted where possible and painted to match roof surface color. Where panels cannot effectively perform if flush mounted, justification in the form of efficiency calculations may be submitted to the City of Tustin or Irvine for consideration of alternative mounting configurations.

3.11.21 Streets and Highways

- All streets and highways shall conform to street and highway standards detailed in this Specific Plan. However, existing local streets and roadways on the base that do not meet the standards detailed in this Specific Plan, may be permitted to remain as private streets, subject to the review and approval of the City Engineer.
- Portions of any lot within any future right-of-way shown in this Specific Plan shall not be occupied by new structures, other than those encroachments normally permitted in rights-of-way. Such encroachments are defined in the General Regulations section. All other required setbacks, yards, and open spaces shall be calculated on the basis of established or future rights-of-way. Future right-of-way lines shall be considered to be lot lines for purposes of determining such setbacks, yards and open spaces.
- Dedication of right-of-way shown in the Specific Plan shall be required as determined necessary by the City Engineer or as a condition of approval of any development.
- Access points to individual development sites shall be subject to acceptance by the City Engineer.
- Access onto major arterials, due to their regional significance coupled with high traffic volumes and speeds will of necessity warrant a higher degree of access restrictions than would be applied to lower level arterial roadways.
- Installation of curbs, gutters, bikeways, sidewalks, street paving, street lighting, and street trees shall be subject to the provisions of the Tustin City Code. Installation shall be provided by a developer and/or costs shall be assigned to each development lot or parcel in accordance with a cost-benefit formula determined by the City Engineer, or otherwise determined as a result of a negotiated Development Agreement.
- All street and highway design will be in accordance with the City of Tustin and City of Irvine design standards, where applicable; however, deviations consistent with the Specific Plan design character and intent may be proposed and approved during subsequent design or development review by the respective jurisdiction.
- On-street parking shall be prohibited along all arterial and local collector streets within the Specific Plan area
- Advanced Transportation Technology shall be accommodated to the extent practicable, and any applications shall be documented.

3.11.22 Temporary Uses

Temporary uses shall be regulated pursuant to the Tustin City Code and Irvine City Code, as applicable.

3.11.23 Trellis

Refer to applicable provisions of Subsection 3.11.3.

3.11.24 Utilities

- All utility lines serving a new development, with the exception of interim uses, shall be placed underground by the developer in accordance with the city's policies for locating utilities underground.
- Existing utility lines shall also be placed underground with development, where feasible and as required by the City of Tustin or Irvine, as applicable.
- No structures shall be permitted to be developed over active pipelines, abandoned lines, or utility easements, except where approved by the City Engineer.
- All utility line and connection costs to the backbone infrastructure/utility system (water supply, sanitary sewer facilities, reclaimed water supply, storm drainage and other utilities) needed to serve individual projects shall be the responsibility of the new user/owner, or as otherwise determined as a result of a negotiated development agreement or lease.
- All water supply, sanitary sewer facilities, reclaimed water supply, storm drainage and other facilities shall be provided in accordance with adopted master plans of the respective service providers. Costs shall be assigned to each development lot or parcel in accordance with a cost-benefit formula established by the LRA, based on estimated engineering construction costs, or as otherwise determined as a result of a negotiated development agreement.
- Dedication and delineation of five IRWD water well sites as described in Section 2.9 will be required along Barranca Parkway including any necessary maintenance, pipeline and access easements subject to approval of the LRA as to their location and design and IRWD abandonment and release of property and easement rights along Red Hill Avenue. It is anticipated that these well sites would impact Planning Areas 11, 12, 14 and 19 and shall be defined in conjunction with any new development within each of these Planning Areas.
- An offer to dedicate 20 feet of additional right-of-way for the Barranca channel to OCFCD shall be made with said terms subject to approval of the LRA prior to any new development on parcels

adjacent to the Barranca Channel in Planning Areas 11, 12, 14, and 18.

- An offer to dedicate 25 feet of additional right-of-way for the Santa Ana channel to OCFCD shall be made with said terms subject to approval of the LRA prior to any new development on parcels adjacent to the channel in Planning Area 15.

3.11.25 Vibration

No vibration associated with any use shall be permitted which is discernable beyond the boundary line of the property, unless the vibration does not negatively impact an adjacent property.

3.12 SIGNAGE

This section establishes regulations and guidelines for project identification signage throughout the Specific Plan area. The intent is to achieve a visually coordinated and appealing signage system that provides identity to the site and promotes effective identification for the range of uses within the Specific Plan. Specific Plan area signage/monumentation will occur at key designated thematic intersections as shown in the Community Structure Plan (Figure 2-15). Signs identifying arrival to the City of Tustin may occur within the public right-of-way in locations shown on Figure 2-5.

3.12.1 General Provisions

A. All signs in the City of Tustin shall conform to the provisions contained in the Tustin Sign Code, unless otherwise contained in this section. Whenever the regulations contained herein conflict with the regulations of the Tustin Sign Code, the Specific Plan regulations shall take precedence. Signs in the City of Irvine shall conform with the Irvine Sign Code.

B. A sign permit shall be applied for and received from the Department of Community Development prior to constructing, erecting, altering, replacing, moving, or painting any sign, except for signs exempt from a permit according to the Sign Code. Permit applications shall be accompanied by information as required for a standard sign plan or master sign plan, pursuant to the Sign Code.

C. A master sign plan is required for new development or reuse projects within the Specific Plan area involving multi-use sites and multi-tenant centers or buildings. A master sign plan is also required for the Residential Core (PA 15). The purpose of a master sign plan is to encourage coordinated and quality sign design on sites where a large number of signs will occur. In addition, the master sign plan

should include on-premises directional/information signs to facilitate smooth internal circulation.

D. After approval of a master sign plan, no sign shall be constructed, erected, altered, replaced, moved, or painted unless the sign conforms to the master sign plan. The master sign plan shall designate a person or firm as the primary liaison with the City for the purpose of requesting approval of the master sign plan and for submitting sign permit requests in conformance with the approved master plan.

E. A master sign plan may establish more restrictive sign standards than those contained in the Tustin Sign Code. Conversely, a master sign plan may deviate from the standards upon submittal and approval of a Conditional Use Permit.

3.12.2 Review Criteria (City of Tustin)

A. Signs shall be consistent throughout a project site by incorporation of common design elements including use of materials, letter style, colors (not more than three, excluding black and white per individual sign), illumination, sign type, and sign shape. Sign design and coloring are subject to the City's design review procedures.

B. Signs shall be compatible with and complement the architectural design and colors of the buildings intended to be identified, through the use of materials, colors, sign layout, and sign placement.

C. Signs shall be designed to direct/inform both pedestrians and motorists.

D. Signs shall not be placed in a manner that will obstruct or inhibit sight distance or visibility for the motorist.

E. Signs shall contain only that information which is necessary to identify the businesses or uses of the property on which the sign is located. Identification of product, trade and service information is permitted and considered supplemental provided it is subordinate to business identification. Supplemental signs shall be considered subordinate if no more than twenty-five (25) percent of the total allowable sign area is used for this purpose.

F. Signs shall not dominate the view of a site or building, nor obscure or eliminate the view of existing signs.

G. New signs in existing developments shall be designed in accordance with the established master sign plan for the building or center where the sign is to be located. If no such plan exists, then new signs shall be designed to be harmonious with other existing signs on the property and/or the architectural theme and design features of the building(s).

H. Freestanding signs may be located in required setback areas provided that the following criteria are met:

1. The location is not within a required visual clearance area for traffic or other purposes as identified by the City Engineer; and
2. The location will not cause negative light and glare impacts on adjacent uses, if the sign is lighted.

I. Master sign plans shall be reviewed for conformance with the following criteria, in addition to the criteria listed above:

1. Sign plan shall reflect a common theme through the use of materials, letter styles, colors, illumination, sign type, and sign shape.
2. Sign plan shall be compatible with and reflect the special qualities of the architecture of the buildings on the site in both daytime and nighttime conditions.

3.13 OFF-STREET PARKING

Off-street parking in the City of Tustin shall conform to the provisions of the Specific Plan or the Tustin City Code when not addressed in this section. Whenever the regulations contained herein conflict with the Tustin City Code, Specific Plan regulations shall take precedence. Off-street parking in the City of Irvine shall be governed by the Irvine Parking Ordinance.

3.13.1 General Regulations

A. **New Uses:** Off-street parking shall be provided for any new building constructed and for any new use established; for any additional or enlargement of an existing building or use; and for any change in the occupancy of any building or the manner in which any use is conducted that would result in additional parking spaces being required.

B. **Joint Use of Parking Areas:** Parking required by this section for any building or use shall not be considered as providing parking for any other building or use, except where a joint parking facility has been authorized by the Planning Commission.

Parking facilities may be used jointly for uses with significantly different peak hours of operation. Requests for shared parking must meet the following requirements:

1. A parking study shall be submitted by the applicant demonstrating that no substantial conflict will exist in the peak hours of parking demand for the uses for which joint use is proposed. The methodology to be utilized in preparing the

study shall be either the Urban Land Institute's shared parking study or methodologies promulgated by the Institute of Transportation Engineers (ITE).

2. The number of parking stalls which may be credited against the requirements for the structures or uses involved shall not exceed the number of stalls reasonably anticipated to be available during differing hours of operation.

3. Parking spaces designated for joint use shall be located so that they will adequately serve the use for which they are intended.

4. A written and recorded agreement shall be drawn to the satisfaction of the City Attorney and the Director of Community Development and executed by all parties concerned assuring the continued availability of the number of stalls designated for joint use and availability of reciprocal access easements

C. Transportation Demand Management Plans (TDM): Transportation management plans shall be prepared when and if required by the City's TDM Ordinance or by the Air Quality Management District. Where required for all new or expanded projects, the trip reduction/TDM program and annual monitoring data shall be submitted to the City Traffic Engineer for review and compliance evaluation. Compliance and enforcement provisions of the City's TDM Ordinance shall apply.

D. Fraction of Parking Spaces: Where the application of the off-street parking requirements results in a fractional number of spaces required, then the fraction shall be rounded to the next higher whole number.

E. Location of Parking Spaces: All required off-street parking spaces shall be located on the same lot as the use to be served unless otherwise approved by the Director of Community Development Department. If required parking is approved off-site, the following requirements shall be met:

1. The off-site parking shall be located so that it will adequately serve the use for which it is intended. In making this determination, the following factors shall be considered:

   a) Proximity of the off-site parking facilities;

   b) Ease of pedestrian access to the off-site parking facilities; and

   c) The type of use the off-site parking facilities are intended to serve, i.e., off-site parking may not be appropriate for high turnover uses such as retail.

2. A written and recorded agreement shall be drawn to the satisfaction of the City Attorney and the Community Development Director and executed by all parties concerned assuring the continued reservation and availability of the off-site parking facilities for the use they are intended to serve.

F. Restricting the Use of Parking Spaces: All required parking spaces shall be made available permanently for vehicle parking for employees working at the premises for which parking is required, and customers and guests having lawful reason to be at the premises for which such parking is required. In the absence of prior approval from the Community Development Department, it is unlawful for any owner, lessee, tenant or any person having control of the operation of any premises for which parking is required to prevent, prohibit or restrict authorized persons from using parking.

G. Gates: Gates which limit or control access to parking areas require special consideration, as their design can significantly impact the parking demand and usage and the vehicular circulation on a site. Gates shall be designed in accordance with City standards and guidelines, and shall require approval through the Design Review process. The applicant shall submit to the City a plan addressing the following issues:

1. Type and operation of the gate including location of visitor call box.
2. Adequacy of vehicle stacking area at gate including vehicle turn-around area.
3. Effect of gate on parking usage and distribution on-site.
4. Effect of gate on parking for surrounding or adjacent areas.
5. Effect of gate on street operations at the entrances to the gated street.

H. Disabled Access Parking: The number of parking spaces for the disabled shall be as required by the Uniform Building Code and state handicapped parking requirements. All parking spaces for the disabled shall be located as close as is practical to the entrance(s) to the use they are intended to serve, and oriented so that a user of the disabled parking space does not have to go past the rear of automotive parking spaces in order to reach the building's main entrance.

I. Maintenance: All required off-street parking spaces shall be available permanently and marked and maintained permanently for such use. Off-street parking areas shall not be used for the sale, display or repair or motor vehicles or the storage of materials or other goods and services. Any repair or restriping of parking areas

shall not change the configuration, size or location of parking spaces and landscaping unless approved by the Community Development Department.

J. Parking Stall Dimensions and Parking Lot Design: Except as otherwise provided herein, parking space dimensions, compact car accommodations, and parking lot design shall be provided in accordance with the parking standards and guidelines on file in the City of Tustin or Irvine Community Development Department, as applicable.

The following parking standards shall be provided:

1. Within Planning Areas 7 through 15:

   - An enclosed garage parking space clear and unobstructed inside dimension shall be not less than 10 feet by 20 feet. All other standard spaces shall be not less than 9 feet by 18 feet, except that a parking space abutting a solid wall within a parking structure shall be not less than 10'-6" by 18 feet. A two (2) foot overhang area over low level landscaping shall be permitted.

   - The minimum width of any two-way drive aisle serving a parking space shall be not less than 24 feet. When parking spaces are located within a parking structure, any supporting column shall be set back two (2) feet from the drive aisle as measured from the centerline of the column.

   - Up to 20% of the parking spaces required for non-residential use may be designed and designated for compact cars. A compact parking space shall be not less than 8 feet by 16 feet. A two (2) foot overhang area over low level landscaping shall be permitted. Compact spaces may not be used to satisfy any portion of the required number of covered/assigned spaces or guest spaces for residential developments.

   - Where authorized in Table 3-4, an enclosed tandem garage space clear and unobstructed inside dimension shall be not less than 10 feet by 40 feet. Where located in an open parking structure, a tandem space clear and unobstructed dimension shall be not less than 9 feet by 36 feet.

2. For all other Planning Areas:

Each parking space shall be a rectangular area 9 feet by 20 feet. A 2½ foot overhang area over low level landscaping shall be permitted. Parking accommodations for compact cars may be provided with such designated spaces being not less than 8 feet by 17 feet. Up to 20 percent of the required parking spaces of the site may be designated for compact cars, upon the approval of the Community Development Director.

K. Parking Requirements: The requirement for any uses not listed in Sections 3.13.2, 3.13.3, and 3.13.4 shall be determined by the Community Development Director on the basis of the requirements for similar uses.

3.13.2 Residential Off-Street Parking Requirements

Table 3-4 defines the off-street parking requirements for residential uses in the City of Tustin portion of the Specific Plan area. Refer to the Irvine Parking Ordinance for applicable standards within the City of Irvine.

TABLE 3-4
RESIDENTIAL OFF-STREET PARKING REQUIREMENTS
(ALL REUSE PLAN DISPOSITION PARCELS EXCEPT PARCEL 36)

Housing Type	*Number of Spaces Required*	*Covered/Assigned Spaces per Unit*[1]	*Number of Unassigned Guest Spaces* [2]
Detached Single-Family	2.0	2 Garage	.5 per unit
Attached Single-Family			
Studio	1.0	1 Garage	.25 per unit
1 Bedroom	1.5	1 Garage	.25 per unit
2 Bedroom	2.0	2 Garage	.25 per unit
3 Bedroom	2.0	2 Garage	.25 per unit
4 Bedroom	2.5	2 Garage	.25 per unit
Condominium and Multiple-Family Units			
Studio	1.0	1 Garage or carport	.25 per unit
1 Bedroom	1.5	1 Garage or carport	.25 per unit
2 Bedroom	2.0	2 Garage or carport	.25 per unit
3 Bedroom	2.0	2 Garage or carport	.25 per unit
4 Bedroom	2.5	2 Garage or carport	.25 per unit
Patio Homes	2.0	2 Garage	0.5 per unit

[1] Not more than 20 percent of a Building Site's attached residential units within Neighborhood G, and all attached residential units within Neighborhood D may utilize tandem spaces to satisfy the requirement for covered parking.

[2] Guest spaces required may be fulfilled with on-street parking on private streets, except where adjoining a publicly accessible park with the approval of the Community Development Director.

RESIDENTIAL OFF-STREET PARKING REQUIREMENTS
(REUSE PLAN DISPOSITION PARCEL 36 ONLY)

Housing Type	*Number of Spaces Required*	*Covered/Assigned Spaces per Unit*	*Number of Unassigned Guest Spaces*
Detached Single-Family[1]			
1 Bedroom	2.0	2 Garage	Public/Private
2 Bedroom	2.0	2 Garage	Street frontage[2]
3 Bedroom	2.0	2 Garage	
4 or more Bedroom	3.0	2 Garage	
Attached Development, Ownership[3]			
Studio			
1 Bedroom	1.0	1 Covered	.7 spaces/unit if
2 or more Bedroom	1.5	1 Covered	garages
	2.0	1 Covered	.4 spaces/unit if carports

[1] Resident spaces may be tandem.
[2] If on-street parking is not permitted or is restricted on the unit's street frontage, then 1 visitor parking space shall be required for each affected unit. This visitor space shall be located not more than 100 feet from the unit's street frontage. This space cannot be tandem.
[3] On-street parking may count toward fulfilling visitor parking requirements if on a private street. Tandem parking may not count toward fulfilling visitor parking requirements.

3.13.3 Commercial Shopping Center Off-Street Parking Requirements

Table 3-5 defines the off-street parking requirements for the commercial centers in the Specific Plan.

TABLE 3-5
COMMERCIAL SHOPPING CENTER
OFF-STREET PARKING REQUIREMENTS

Planning Area/Use Type	*Parking Spaces per Square Foot of Gross Floor Area*
PA 7 Village Services	1 space/225 square feet
PA 9 Commercial	1 space/225 square feet
PA 18 Commercial	1 space/200 square feet
PA 19 Commercial	1 space/225 square feet

3.13.4 Reduction in Parking Requirements for Mixed Use Projects in a Portion of the Community Core

A. Objectives. Shared parking is a desired City objective in the mixed use portion of the Community Core, south of Warner Avenue within Planning Areas 13 and 14. As such, it will have a variety of benefits including but not limited to:

- Creating community and a sense of place in the Community Core;
- Reducing costs of developing and maintaining surface and structured parking areas;
- Attracting businesses to the area;
- Reducing the amount of surface parking would mean less impermeable surface which would result in more space for vegetation and other natural landscape features that would reduce storm water runoff to storm drains;
- Increasing communication and coordination between individual businesses, among business districts and within larger districts. By necessity, the shared parking approach will bring people together to consider how they can meet mutual needs.

B. Authorized Parking Reduction. During the design review process, the Community Development Department shall conditionally approve a 20% reduction in parking for certain non-residential development within the mixed use portion of the Community Core within Planning Areas 13 and 14, subject to compliance with all assumptions contained in Subsection 3.13.4.C and the requirements contained in Subsection 3.13.4.D. The parking reduction shall be

based on the parking demand analysis completed for anticipated development of this area as described in the Tustin Legacy Community Core Mixed Use Development – Phases I & II Shared Parking Study dated January 2006 ("Community Core Shared Parking Study"), as may be amended subject to review and approval by the Public Works Department.

The parking reductions authorized under this Subsection 3.13.4 shall not limit nor preclude use of the shared parking provisions allowed under Subsection 3.13.1. C., Joint Use of Parking Areas.

C. Assumptions

1. Parking provided for residential units and residential guests will not be available for shared uses and shall be reserved for residents and guests only. Residential parking spaces shall not be included in any authorized parking reduction pursuant to this Subsection 3.13.4.
2. No reduction of parking shall be taken for patrons using multiple facilities (i.e., captive ratio).
3. The demand ratios for the weekday and weekend parking are based on recommendations and data collected by Urban Land Institute (ULI) and Shared Parking Guidelines prepared by ITE (Institute of Transportation Engineers).

D. Requirements. The Community Development Department shall only conditionally approve a 20% reduction in parking provided that the following findings and/or conditions are met:

1. A determination of consistency with the general mix of land uses shall be made, based upon the anticipated development programming used in the Community Core Shared Parking Study, on file at the Community Development Department.
2. The minimum number of parking spaces against which the 20% parking reduction may be applied shall be determined based on the number of parking spaces that would otherwise be required for each land use separately as identified in Section 3.13.5.
3. Shared parking spaces shall be so located so they will adequately serve the uses for which they are intended.
4. If privately owned parking is to serve two or more separate properties, a written and recorded agreement between property owners approved by the City Attorney and Community Development Department shall be executed between property owners or properties guaranteeing access to, use of, and management of designated spaces.

5. With a design review submittal, a shared parking plan shall be submitted including the following:
   a. A site plan of parking spaces included for shared parking and their proximity to land uses that they will serve;
   b. A signage plan that directs drivers to the most convenient parking areas for each particular use or group of uses
   c. A pedestrian circulation plan that shows connections and walkways between parking areas and land uses.
   d. A safety and security plan that addresses lighting and maintenance of the parking.
6. For any future changes in land uses that would increase the parking demand as identified in the Community Core Shared Parking Study where a 20% parking reduction has been taken, an applicant shall be required to provide an update of the parking documentation when requested.
7. As requested by the City, an applicant or parties to a parking reduction shall provide follow-up documentation such as parking occupancy counts within a defined time period (e.g. 2 years or sooner if a parking shortage issue is perceived) after project completion to validate shared parking results.

3.13.5 Off-Street Parking Requirements for Non-Residential Uses (Located Independently)

The off-street parking requirements for non-residential uses that are not located in the commercial shopping centers identified in Table 3-6 or in a mixed use setting as identified in Section 3.13.4, shall be subject to the following requirements:

TABLE 3-6 NON-RESIDENTIAL OFF-STREET PARKING REQUIREMENTS	
Use Type	***Parking Spaces per Square Foot of Gross Floor Area***
Auditoriums, theaters, sports arenas, stadiums	1 space/3 seats or 1 for every 35 square feet of gross floor area where there are no fixed seats
Auto Repair	1 space/400 square feet of gross floor area
Auto Sales	1 space/400 square feet of gross floor area
Auto Service Station	2 spaces plus 4 for each service bay
Auto washing and cleaning establishments, except self-service	2.5 spaces/washing stall
Banks, commercial	1 space/250 square feet of gross floor area
Barbershops or beauty parlors	1 space/200 square feet
Bowling lanes and billiard halls	5 spaces/alley plus 2 for each billiard table plus required parking for other use on the site
Churches, temples and other places of assembly not specified elsewhere	1 space/3 fixed seats within the main auditorium or for every 35 square feet of seating area within the main auditorium where there are no fixed seats; 18 lineal inches of bench shall be considered a fixed seat
Clubs, lodge halls, union headquarters	1 space/75 square feet of gross floor area
Convalescent and nursing homes, homes for the aged, rest homes, children's homes, sanitariums, emergency shelter, group transitional housing	1 space/4 beds
Dance halls	1 space/7 square feet of dance floor area, plus 1 space/35 square feet of additional gross floor area
Day nurseries, including pre-schools and nursery schools	1 space/employee and teacher plus 1 for each 5 children (12 for each 10 children if adequate drop-off facilities are provided)
Dry cleaners	1 space/250 square feet of gross floor area
Handball/racquetball/tennis facility	1.5 spaces/court plus the spaces required for additional uses on the site
Health clubs and spas	1 space /150 square feet of gross floor area. (For the purposes of this subsection, swimming pool area shall be counted as floor area)
Hotel/motel/extended stay hotel	1 space/guest unit, plus 2 spaces for resident manager or owner, plus requirements for related commercial uses, plus 1 space for each 50 square feet of gross floor area for assembly or conference rooms.
Laundromats	1 space/3 machines or 1 space/250 square feet of gross floor area, whichever is greater
Libraries	1 space/300 square feet of gross floor area
Lumber yards, retail nurseries	1 space/250 square feet of gross floor area for retail sales, plus 1 for each 1,000 square feet of open area devoted to display and storage
Manufacturing, assembly	1 space/500 square feet of gross floor area, but not less than 2 spaces/3 employees. If there is more than 1 shift, the number of employees on the largest shift shall be used.
Model home sales complex	3 spaces/model home plan, plus 1 for each salesperson

TABLE 3-6 NON-RESIDENTIAL OFF-STREET PARKING REQUIREMENTS	
Use Type	***Parking Spaces per Square Foot of Gross Floor Area***
Offices a. General and administrative b. Medical clinics or offices; dental clinics or offices c. Professional, other than medical or dental d. Veterinary hospitals and clinics	 1 space/250 square feet of gross floor area 6 spaces/1,000 square feet of gross floor area 1 space/250 square feet of gross floor area 1 space/180 square feet of gross floor area
Other light industrial uses	1 space/500 square feet of gross floor area
Public utility facilities including, but not limited to, electric, gas, water, telephone and telegraph facilities not having business offices on the property	1 space/every 2 employees in the largest shift, plus 1 for each such use regardless of building space or number of employees
Research and development	1 space/250 square feet of gross floor area for all office use and 1 space/500 square feet of gross floor area for manufacture or assembly (but not less than 2 spaces/ 3 employees on maximum shift)
Restaurants, including fast food	1 space/100 square feet, plus minimum 7 car stacking space for drive-thru
Retail stores, general, except as otherwise specified herein	1 space/200 square feet of gross floor area
Retail stores, furniture and appliances	1 space/500 square feet of gross floor area
Savings and loan offices, other financial institutions	1 space/250 square feet of gross floor area
Schools a. Elementary and middle schools b. Colleges, universities and institutions of higher learning, parochial and private c. Senior high schools, public, parochial and private d. Trade schools, business colleges and commercial schools	 2 spaces/classroom 1 space/every 3 students, plus 1 space/every 2 members of the faculty and employees or alternative parking requirements pursuant to a parking study prepared by a professional engineer 1 space/every member of the faculty and each employee, plus 1 for every 6 students regularly enrolled 1 space/every 3 student capacity of each classroom plus 1 for each faculty member or employee
Service businesses, general, unless otherwise specified herein	1 space/250 square feet of gross floor area
Skating rinks, ice or roller	1 space/100 square feet of gross floor area, plus the spaces for additional uses
Storage yards in connection with contractor's business	6 spaces which shall be separated from the enclosed storage area

TABLE 3-6 NON-RESIDENTIAL OFF-STREET PARKING REQUIREMENTS	
Use Type	***Parking Spaces per Square Foot of Gross Floor Area***
Supermarkets, grocery stores, convenience stores	1 space/200 square feet of gross floor area
Swimming pools, commercial	1 space/500 square feet of gross enclosed area, plus the spaces required for additional uses on the site
Warehouses, storage buildings or structures used exclusively for storage purposes	1 space/1,000 square feet of gross floor area for the first 20,000 square feet. 1 space for each 2,000 square feet for the second 20,000 square feet. 1 space for each 4,000 square feet in excess of 40,000 square feet, plus space for other uses. If there is more than one shift, the number of employees on the largest shift shall be used in determining parking requirements.
Wholesale establishments and warehouses not used exclusively for storage	1 space/1,000 square feet of gross floor area, less that area devoted to office or sales, plus 1 for each 250 square feet of sales area

3.13.6 Off-Street Loading Requirements

All buildings containing commercial, office, research and development, or industrial type uses, shall contain a minimum number of loading spaces[47] as shown in Table 3-7. Loading spaces shall have safe and adequate means of ingress and egress for trucks to and from a public street or alley. The size, location, and design treatment of loading spaces shall be subject to design review approval.

TABLE 3-7
OFF-STREET LOADING REQUIREMENTS

Total Square Footage/Gross Floor Area	*Number of Loading Spaces Required*
Research and Development/Industrial Uses	
5,000 to 19,999 square feet	1
20,000 to 39,999 square feet	2
40,000 to 79,999 square feet	3
80,000 square feet and over	4 plus 1 space for each additional 50,000 square feet
Office Buildings	
Less than 50,000 square feet	1
50,000 to 100,000 square feet	2
100,000 square feet and over	3
Other Permitted Uses:	
5,000 to 15,000 square feet	1
15,000 to 45,000 square feet	2
45,000 square feet and over	3

3.14 ALCOHOL BEVERAGE SALES

3.14.1 Introduction

This section establishes regulations for alcoholic beverage sales establishments for the Specific Plan area. The intent is to establish standards for on-site and off-site alcohol beverage sales establishments to promote and protect the public health, safety and general welfare, and preserve and enhance the quality of the City relating to establishments selling alcoholic beverages for on- and off-site consumption. Alcohol beverage sales may require a conditional use permit, if so identified in the Permitted and Conditionally Permitted Uses standards of the Neighborhood/Planning Area in which the establishment is located.

[47] An off-street space or berth used for the loading or unloading of commercial vehicles.

3.14.2 Standards

A. All Alcoholic Beverage Sales Establishments (On-Site and Off-Site).

1. Applicants shall obtain the appropriate license from the State Department of Alcoholic Beverage Control for the type of alcoholic sales authorized for the site. A copy of the license shall be provided to the City.
2. Approved uses shall operate in accordance with all applicable State, County and Tustin City Codes. Where a Conditional Use Permit is required, any violations of the regulations of the Department of Alcoholic Beverage Control as they pertain to the subject location may result in the revocation of that Conditional Use Permit, as provided for in the Tustin City Code.
3. No loitering signs shall be placed near the entrance(s) on the outside of the premises or in other specified locations where alcoholic beverages are sold.
4. All litter shall be removed from the exterior areas around the premises including adjacent public sidewalk areas, and parking areas, no less frequently than once each day that the business is open.
5. Business operations shall be conducted in a manner that does not create a public or private nuisance. Any such nuisance must be abated immediately upon notice by the City of Tustin.

B. On-Site Alcohol Beverage Sales Establishments.

1. With the exception of restaurants, on-site alcoholic beverage sales establishments within Planning Area 15 are subject to the following minimum distance requirements as measured from the closest exterior wall of the on-site establishment to the property line of any of the following sensitive uses. On-site alcoholic beverage sales establishments in all other planning areas in which they are permitted or conditionally permitted are not subject to distance requirements.
   a) 300 feet from any residentially zoned or used property.
   b) 500 feet from any other existing on-site sales establishment, except for a restaurant.
   c) 300 feet from any church, place of worship, public or private school, playground, clinic, hospital, or health care facility.
2. All alcohol shall be consumed on-site with the exception of the provisions stated in the Business and Professions Code Section

23396.5 and 23401 or when associated with an authorized off-site alcoholic beverage sales establishment.

3. Any cocktail lounge or bar area within a restaurant shall function as a food and beverage service bar.
4. Operating hours of all outright permitted on-site alcoholic beverage sales establishments shall be no later than 1:30 a.m., unless an extension is approved by the Director of Community Development. Operating hours of all conditionally permitted on-site alcoholic beverage sales establishments shall be determined by the Planning Commission, Zoning Administrator, or Director of Community Development, as applicable.
5. The sale of alcoholic beverages within a restaurant establishment shall be limited to the hours when food is available. Service of food menu items shall be available during all business hours.

C. Off-Site Alcohol Beverage Sales Establishments.

1. Off-site alcoholic beverage sales establishments within Planning Area 15 are subject to the following minimum distance requirements as measured from the closest exterior wall of the off-site establishment to the property line of any of the following sensitive uses. Off-site alcoholic beverage sales establishments in all other planning areas in which they are permitted are not subject to distance requirements:
   a) 100 feet from any residentially zoned or used property.
   b) 300 feet from any church, place of worship, public or private school, playground, clinic, hospital, or health care facility.
2. No alcoholic beverages shall be consumed on the premises of the licensed off-site alcoholic beverage sales establishment, with the exception of authorized microbreweries/wine tasting establishments.
3. No display, sale or distribution of alcoholic beverages shall be made from an ice tub, barrel or similar container.
4. For establishments selling alcoholic beverages and gasoline, no signs advertising alcoholic beverages may be visible from the exterior of the building or on gasoline pumps or islands.
5. Display of alcoholic beverages for sale shall be located at least 25 feet from the location of any video arcade game, virtual reality or coin/token operated games.
6. Operating hours shall be no later than 12:00 a.m., unless an extension is approved by the Director of Community Development.

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4. Specific Plan Administration

4.1 RESPONSIBILITY

The Community Development Director shall be responsible for the administration and enforcement of provisions of this Specific Plan, including: processing assistance, interpretations of provisions, management of the Specific Plan's phasing program and Non-Residential Land Use/Trip Budget, approval of temporary and interim uses, specification of conditions of approval, site plan and design review to determine compliance with the Specific Plan, consideration of Minor Adjustments, and authorization of certificates of use and occupancy for both new development and reuse.

The Planning Commission and Zoning Administrator, as defined by the applicable City Code, shall be responsible for approving Variances and Conditional Use Permits; recommending parcel maps and subdivision maps to the City Council; recommending Specific Plan amendments to the City Council; and acting on appeals from decisions by the Community Development Director or Zoning Administrator.

The applicable City Council shall be responsible for adopting amendments to the Specific Plan; approving subdivision maps; certifying EIRs, when required; and acting on appeals from decisions by the Planning Commission.

4.1.1 Appeal

Any Decision of the Community Development Director or Zoning Administrator may be appealed to the Planning Commission or, if involving a design review application within a redevelopment project area, the Redevelopment Agency. Any decision by the Planning Commission may be appealed to the City Council.

An appeal may be initiated by any interested party in accordance with appeal procedures in the respective City of Tustin or City of Irvine Municipal Code, as applicable.

4.1.2 Interpretations

If ambiguity arises concerning the meaning or appropriate application of provisions of this Specific Plan, the Community Development Director shall make the appropriate determination. In so doing, the Director shall consider the following factors and document applicable findings accordingly:

A. The case is similar to previous interpretation of similar provisions;

B. The interpretation responds satisfactorily to the vision, intent and purpose of the Specific Plan;

C. The resulting project is consistent with the General Plan;

D. The decision constitutes a sound precedent for other similar situations; and

E. The interpretation does not alter the policy intent of the Specific Plan.

Determinations of Interpretation shall be maintained in an administrative file accessible to the public and accumulated to document the administrative record of Specific Plan implementation. Upon subsequent amendment to the Specific Plan, the administrative record shall reflect the impact of the amendment.

4.2 DEVELOPMENT PROCESSING

The following processing procedures shall be followed for development and reuse within the Specific Plan.

4.2.1 Subdivisions

All divisions of land shall be processed in accordance with the Tustin City Code or the Irvine City Code, as applicable regarding subdivision and parcelization of land, and the state Subdivision Map Act. Three types of subdivisions may occur within the Specific Plan area:

1. Conveyance Map: ("Sector A map") A map that subdivides the property for conveyance or financing purposes only and will not of itself be a grant of vesting or development rights.

2. Master Map: ("Sector B-map") A subdivision map that divides a larger parcel into additional parcels (development units) and that will facilitate conveyance of property by a master developer or other subdivider to vertical merchant builders or other parties.

3. Builder Map: ("Sector C-map") A subdivision map that divides a parcel (development unit) into additional parcels.

4.2.2 Concept Plans

A. Purpose and Application

City of Tustin

A concept plan shall be prepared and submitted or updated for Zoning Administrator approval concurrent with the submission of a new development proposal, reuse project, or Sector B level map. A concept plan is required for each individual Planning Area, except Planning Area 2 (Community Park), and for the following subplanning areas: PA 1-A, PA 1-C, and PA 1-I, regardless of whether subdivision approvals are being requested or required. Concept Plans may be processed concurrently with a Sector B map or with a site plan and design review where a Sector B map is not necessary, as addressed in Section 4.2.1.

The purpose of the concept plan is to document and insure that:

1. The necessary linkages are provided between the development project and the Planning Area/Neighborhood in which it is located;

2. The integrity of the Specific Plan and purpose and intent of each Neighborhood is maintained; and

3. Applicable considerations of City requirements other than those spelled out in this Specific Plan are identified and satisfied.

B. Scope

Information to be submitted within a concept plan shall include the following:

1. The location and acreages by proposed land uses, including the amount of non-residential square footages and estimated number of dwelling units within the Planning Area; identification of proposed sub-parcels (development units or sites); accommodation for schools, parks and other private and public open spaces where applicable; and identification of the distribution of affordable housing units by subparcel (development unit or site) as required for each planning area.

2. Identification of buildings to be renovated and buildings to be removed, including a schedule for renovation and/or demolition.

3. An overall external and internal access plan including an analysis of Tustin Legacy Backbone Infrastructure and Local Infrastructure, and circulation improvements required. This analysis shall address phasing of necessary improvements and any assignment of non-residential Land Use-Trips to individual parcels (development sites).

4. Design program for the Planning Area that demonstrates consistency with the applicable community structure plan or urban design guidelines established for the planning area. Individual building design is not required at the concept plan level.

5. A concept landscape and hardscape plan, streetscape design, parkway and edge treatments, and buffering/screening of remaining interim uses, if applicable.

6. Conceptual utility connection plans and overall drainage plan required for development and phasing of major Tustin Legacy Backbone Infrastructure, Local Infrastructure, other major improvements; and

7. Other information as deemed necessary by the Community Development Director.

C. Review Criteria

The following criteria shall be considered prior to final action on a concept plan:

1. Continuity and adequacy of all circulation systems, such as roads, access points, trails, pedestrian ways, and other infrastructure systems needed to serve the project;

2. Continuity and design quality of architecture and renovations proposed, as well as landscape and hardscape theme and treatments;

3. Satisfactory response to the urban design features specified in Chapter 2 and under each Planning Area in Chapter 3;

4. Conformity with the Non-Residential Land Use/Trip Budget, including authorized adjustments; and

5. Compliance with other Specific Plan provisions.

4.2.3 Subdivisions

Unless otherwise addressed in this Chapter 4, all divisions of land shall be processed in accordance with the Tustin City Code or the Irvine City Codes, as applicable regarding subdivision and parcelization of land and the state Subdivision Map Act.

4.2.4 Site Plan and Design Review

Following or concurrently with submittal and approval of a concept plan, individual development and reuse projects shall require site plan and design review as required by the Tustin City Code and Department of Community Development.

Site Plan and Design Review projects shall be submitted to the Community Development Department on application forms provided by that Department.

4.2.5 Variances and Conditional Use Permits

All applications shall be processed in accordance with the Tustin City Code or the Irvine City Code, as applicable.

4.2.6 Minor Modifications

Minor modifications consist of: 1) limited deviations from specified site development standards; 2) refinements in Specific Plan language which increase clarity and do not change the Specific Plan policy intent; and 3) correction of conflicting or confusing language or inadvertent errors in the originally approved plan and which do not change the Specific Plan policy intent. Requests for minor modifications shall be processed in accordance with the Tustin City Code, unless otherwise addressed in Subsection 4.2.5, Responsibility or the Irvine City Code, as applicable.

Within the City of Tustin, minor modifications may be requested for the following:

A. Building site area decrease - up to 5 percent;
B. Building/landscape setback decrease - up to 10 percent;
C. Height of fence or wall increase - up to 20 percent;
D. Projections into required setbacks increase - up to 10 percent;
E. Building height increase - up to 10 percent;
F. Reduction in off street parking spaces for non-residential uses - up to 10 percent;
G. Decrease in distance between buildings - up to 10 percent; and
H. Modifications of previously required conditions.

4.2.7 Interim Use Permits

A. Definition of Interim Use

The purpose for which a parcel of land or a structure is or may be intended, designed, arranged, constructed, erected, occupied, leased, maintained, altered, moved and/or enlarged for a limited period of time in excess of six months and not to exceed 5 years from the date of the interim lease, in lieu of a permanent use in accordance with this Specific Plan[51].

[51] Note that a temporary use is for a period of less than six months.

B. Purpose

An interim use contributes to the continued productivity of the land even though it is not intended to be permanently part of the development pattern. Some interim uses are a continuation of uses similar to existing uses at the time of plan adoption and will eventually phase out. Others may be established in the future to respond to certain site conditions (e.g., toxic clean up), offset operations and maintenance costs, capture worthwhile market opportunities, or allow for an incremental transition to a permanent use.

C. Requirements:

1. Authority - The City and Federal authority under which the interim use operates must be documented as part of the approval records (if different from or in addition to the general authority contained in the Specific Plan).

2. Time Limit - Establishment of an interim use shall be accompanied by a time limit (which may be extended) or a description of the circumstances under which it is intended to be replaced by a permanent use.

3. Clean Up - Adequate provisions shall be included in the approval of any interim use so that the property will either be returned to its original condition or that it will otherwise be discontinued in such a way that there is no impediment to subsequent use of the property in accordance with this Specific Plan.

4. Bonding - Sufficient bonding or security shall be in place to assure that all obligations of maintenance and discontinuance of the interim use can be met.

5. Existing Uses - Existing uses which are not identified as permanent uses under this Specific Plan may continue until they are replaced by a permanent use or superseded by approval of another interim use. Existing interim uses shall be subject to requirements of this Specific Plan and provisions of the Tustin City Code or Irvine City Code, as applicable, regarding protection of the public health, safety and welfare where not superseded by the Federal Government. This may require improvements not now in place on the part of interim uses as surrounding uses develop.

6. Compatibility - Interim uses shall be designed to transition with adjacent permanent uses and related improvements. Where this cannot be achieved sufficiently by design, appropriate screens or buffers shall be employed.

7. Compliance - Any interim use shall be monitored pursuant to conditions of approval to insure that conditions are being satisfied and maintenance of grounds and structures continue to satisfy prescribed standards.

8. Administration - Other provisions of the Specific Plan Administration regulations (Chapter 4.0) may be applied as necessary through interim use agreements or conditions of approval in order to achieve the purpose, intent, and integrity of the Specific Plan.

D. Evaluation Criteria

The following criteria will be used by the City in determining whether an interim use proposed for establishment or continuation is consistent with the intent and provisions of this Specific Plan. The Community Development Director shall approve, conditionally approve, or deny an interim use based on the following criteria:

1. Final Use(s) - Does not jeopardize establishment of permanent use(s), toxic cleanup, or development of supporting infrastructure (roads, utilities, etc.) planned on the parcel on which the interim use is proposed.

2. Traffic Capacity - Has no effect on the Non-Residential Land Use Trip Budget (as defined in Section 3.2.4) since said interim use has no greater traffic impact than uses on the base prior to the closure date, and would not preclude permanent uses during the term of the interim use.

3. Benefit - Provides for some direct benefit to the eventual reuse development (e.g., allows time for toxic clean up; generates revenue flow; allows time for improvements to be completed, etc.).

4. Design - Does not impede installation of community design features (e.g., community landscape and streetscape elements).

5. Financial Commitments - Avoids long term financial commitments related to the interim use which cannot serve the

ultimate use equally well (e.g., road improvements, water lines, etc.).

6. Improvements - Does not entail expensive or extensive physical improvements which would hinder the transition from interim to permanent use.
7. Maintenance - Provides for interim caretaking and maintenance of the property so that limited military and/or community resources are required.
8. Services - Pays all costs of public services and utilities provided.
9. Speed of Transition - Allows for conversion to ultimate use with minimal delay.

4.2.8 Specific Plan Amendment

A Specific Plan Amendment may be initiated by the City Council, the Planning Commission, Community Development Department or, upon proper application, by a property owner or owner's designated agent, or potential property purchaser within the City of Tustin or Irvine, as applicable. An amendment is required if any of the following applies:

A. A proposed change in property within a Planning Area from one land use designation to another;

B. New regulations imposed on property not currently imposed;

C. Removal or modification of regulations on property currently imposed;

D. Modification of the Trip Budget Tracking System to increase the maximum ADT allowed in the Specific Plan.

An amendment to this Specific Plan shall be initiated and processed in the same manner as set forth in the City of Tustin or City of Irvine Municipal Code, as applicable, for amending the City Zoning Ordinance.

4.2.9 Development Agreement

To strengthen the public planning process, encourage private participation in comprehensive planning, and reduce the economic risk of development, the Legislature of the State of California adopted the "Development Agreement Statute," Section 65864, et seq. of the Government Code. The Development Agreement Statute authorizes the City to enter into an agreement with any person having a legal or equitable interest in real property and to provide for development of such property and to establish certain development rights therein. Pursuant to the authorization set forth in the Development Agreement Statute, the City has enacted procedures for entering into development agreements which are contained in Tustin City Code Sections 9600 to 9619.

The processing and approval of Development Agreements is intended to augment and further the purposes and intent of the General Plan, Specific Plan and Final

EIS/EIR and will ensure the orderly implementation of infrastructure and additional development in accordance with the General Plan, MCAS Tustin Specific Plan, and Final Program EIR/EIS for the Reuse and Disposal of the Former MCAS Tustin and Addendum (the "Final EIS/EIR"). Further, Development Agreements will establish a schedule of performance for future development including obligations and phasing triggering mechanisms that ensure that adequate local and Tustin Legacy Backbone Infrastructure Program improvements are in place to support anticipated development in accordance with the Phasing Plan identified in the MCAS Tustin Specific Plan and Final EIS/EIR and Addendum, and any Tustin City Code requirements.

Accordingly, prior to issuance of any permits or approval of any entitlements within the Specific Plan area, all private development shall first obtain a Development Agreement in accordance with Section 65864 et seq. of the Government Code and Sections 9600 to 9619 of the Tustin City Code.

4.2.10 General Notes

A. Where required, approval from the South Coast Air Quality Management District or successory agency(ies) shall be obtained for any devices or processes responding to mandated actions. The City of Tustin or Irvine, as applicable, will assist in this process to the extent possible.

B. Whenever the regulations contained in this Specific Plan conflict with the regulations of the Tustin City Code or Irvine's Codes, as applicable, the provisions of this Specific Plan shall take precedence. The Tustin City Code or Irvine Codes, as applicable, shall apply regarding any standard or regulation not covered by this plan.

4.2.11 Severability

If any section, subsection, subdivision, sentence, clause, phrase, exhibit, table or portion of this Specific Plan is found to be invalid or unconstitutional by a court having jurisdiction, such a decision shall not invalidate the remaining portions in whole or in part of the Specific Plan.

4.3 ENFORCEMENT

The regulatory portions of this Specific Plan have been adopted by Ordinance and therefore are subject to penalty provisions of the Tustin or Irvine City Codes, as applicable. Specifically, violations of land use development standards shall be subject to penalty and citation procedures of each city's Code, in addition to either City's authority to seek civil litigation in a court of law.

Concept plan, site plan, design review, subdivision map, variance, conditional use permit, minor adjustments, or building permit conditions imposed pursuant to this Specific Plan shall also be subject to penalty provisions and citation procedures of the Tustin and Irvine City Codes.

4.4 PHASING PLAN

4.4.1 Introduction

The Phasing Plan provides an organizational framework to facilitate development of the Plan area while assuring provision of infrastructure necessary to support the planned development. This framework reflects the fact that each component of the infrastructure has its own threshold for accommodating additional development toward buildout of the Plan. The Phasing Plan establishes the level of development that may be accommodated in association with provision of certain infrastructure facilities.

While the joint EIS/EIR identifies all necessary infrastructure and environmental mitigation necessary to support the project, this Phasing Plan includes relevant triggering mechanisms which will identify timing for certain key infrastructure needs only. Where applicable, reference will be made to trigger points and mitigation measures identified in the joint EIS/EIR for the project which may be updated or refined by subsequent environmental review.

4.4.2 Anticipated Development Scheduling

Table 4-1, Anticipated Development Schedule, indicates the approximate anticipated development timing within the project area. The two primary factors influencing the anticipated schedule of development are: 1) future market demand forecasted for uses on the site; and 2) the complexity and timing of environmental clean up efforts. Based on these factors, development buildout of the Specific Plan can be expected over a 25+ year time frame.

TABLE 4-1
ANTICIPATED DEVELOPMENT SCHEDULING BY FISCAL YEAR

	Y E A R					
LAND USES	***Through 2005***	***2006-2010***	***2011-2015***	***2016-2020***	***2020+***	***TOTAL***
RESIDENTIAL (in DU or SF)						
Low Density	212	1,418	0	0	0	1,630
Medium Density	21	1,375	116	0	0	1,512
Medium-High Density	376	192	0	0	0	568
Community Core		891	0	0	0	891
Transitional Housing	0	133,294	0	0	0	133,294
Subtotal du	**609**	**3,876**	**116**	**0**	**0**	**4,601**
sf	**0**	**133,294**	**0**	**0**	**0**	**133,294**
COMMERCIAL/BUSINESS (in SF)						
Commercial/Business	0	1,200,949	836,516	0	0	2,037,465
Commercial	0	672,566	0	0	40,846	713,412
Village Services	0	248,292	0	0	0	248,292
Community Core	0	1,112,107	2,496,678	1,148,494	0	4,757,279
Residential Core	0	309,276	157,361			466,637
Subtotal sf	**0**	**3,543,190**	**3,490,555**	**1,148,494**	**40,846**	**8,223,085**

TABLE 4-1 ANTICIPATED DEVELOPMENT SCHEDULING BY FISCAL YEAR						
	YEAR					
LAND USES	Through 2005	2006-2010	2011-2015	2016-2020	2020+	TOTAL
INSTITUTIONAL/RECREATIONAL (in SF)						
Education Village	13,949	1,157,030	241,672	0	0	1,412,651
Community Park	0	40,531	0	0	0	40,531
Urban Regional Park	0	574,992	0	0	0	574,992
Subtotal sf	**13,949**	**1,772,553**	**241,672**	**0**	**0**	**2,028,174**
GRAND TOTAL du	**609**	**3,876**	**116**	**0**	**0**	**4,601**
sf	**13,949**	**5,449,037**	**3,732,227**	**1,148,494**	**40,846**	**10,384,553**
Source: City of Tustin.						

Where adequate infrastructure is in place and supports anticipated development, this Phasing Plan would enable earlier response to positive market conditions and result in more rapid buildout of the Specific Plan. Where a proposed development project is not supported by existing infrastructure, conditions of approval shall be established to ensure that appropriate infrastructure is constructed in accordance with this Phasing Plan, or the joint EIS/EIR, as applicable.

Certain phasing triggering mechanisms that relate to the anticipated development schedule in Table 4-1 apply to all development anticipated within the Specific Plan area except for interim uses or leases and certain reuse development as defined in the Specific Plan or in the joint EIS/EIR.

4.4.3 Phasing Requirements

Facilities included in the Phasing Plan are primarily transportation related and include: bikeways/trails and community and neighborhood parks. Domestic (potable) water, reclaimed (non-potable) water, sanitary sewers, storm drains, and utilities, which include electricity, natural gas, telephones and cable television are not discussed in great detail in this Phasing Plan. While the phasing of these services and facilities are assumed to be commensurate with development, the local jurisdictions within the project area generally do not have jurisdiction over the implementation of such facilities. Facilities discussed and not discussed in this Phasing Plan have associated with them certain requirements for which more detailed information is available in the joint EIS/EIR.

Table 4-2, Phasing Plan Requirements, presents these facilities, describes their scope, identifies the triggering mechanism which causes implementation requirements to be imposed. It is important to note that many of the linear systems are closely related to the backbone arterial highway system phasing to reduce construction costs. If a portion of a linear system is accelerated for any reason, impacts on cost should be carefully evaluated.

TABLE 4-2 PHASING PLAN REQUIREMENTS		
Facility	***General Scope***	***General Triggering Mechanism***
Circulation	1) On-site arterial highways, intersections and Tustin Ranch Road/Edinger Avenue interchange; 2) Off-site arterial highway, intersection improvements; 3) Selected Advanced Transportation Management System (ATMs) facilities.	When cumulative development and associated average daily trips reach ADT development thresholds based on the land use/trip budget presented in the FEIS/EIR or as modified by the FEIS/EIR Addendum or any subsequent amendment.
Bikeways/Trails	1) Class 1 Bikeway along Peters Canyon Channel; 2) On-site Class II Bikeway System.	1) When Peters Canyon Channel is improved 2) When backbone arterial highways are constructed.
Domestic (Potable) Water	1) Existing housing water distribution lines; 2) New backbone water mains; 3) Abandoned/relocated wells	1) Upon determination by IRWD regarding acceptability of the lines. 2) When backbone arterial highways are constructed; 3) Upon determination by the City and consultation with IRWD.
Reclaimed (Non-Potable) Water	1) New backbone water lines; 2) Existing and new well sites.	1) When backbone arterials highways are constructed; 2) Upon completion of negotiations by City, IRWD or developer(s) regarding exchange of well sites.
Sanitary Sewer	1) Existing housing sewer conveyance lines; 2) New backbone sewer mains.	1) Upon determination by the IRWD regarding acceptability of the lines; 2) When backbone arterial highways are constructed.
Storm Drain	1) Backbone storm drain systems; 2) Regional flood control channel improvements; 3) Retention basins; 4) Flood plain mitigation.	1) Generally in conjunction with arterial highway construction. Armstrong/ Barranca channel improvements upon determination of acceptability as part of development plans. 2) Any project generated Barranca Channel improvements in conjunction with development as needed or determined by the applicable jurisdiction and in consultation with OCFCD; any necessary project generated Peters Canyon Channel and Santa Ana/Santa Fe channel improvements in conjunction with development as needed or determined by the applicable jurisdiction and in consultation with OCFCD. 3) As necessary as interim or permanent design in review of development plans. 4) Filing of flood zone map with FEMA prior to any construction.
Electricity	Backbone electric distribution lines.	When backbone arterial highways are constructed.
Natural Gas	Backbone gas distribution lines.	When backbone arterial highways are constructed.
Telephone	Backbone telephone lines.	When backbone arterial highways are constructed.
Cable Television	Backbone cable television distribution lines; fiber optic cables.	When backbone arterial highways are constructed.

TABLE 4-2 PHASING PLAN REQUIREMENTS		
Facility	***General Scope***	***General Triggering Mechanism***
Parks	1) Regional park; 2) Community park (24 acre); 3) Community Park (46 acre), neighborhood parks and private parks; 4) Neighborhood park in Irvine.	1) Site can be used upon transfer to County; improvements will occur per agreement with City of Tustin; 2) Site can be used upon transfer to City; upgrading will occur upon receipt of adequate funding including park development fees; 3) When adequate park development fees are received, subject to development conditions, development agreements and funding availability as applicable; 4) When adequate funding has been secured from assessment district funding; tax-increment or developer-negotiation.
In addition to applicable sections of this Phasing Plan, the provisions of the joint Final EIS/EIR will apply.		

4.4.4 Circulation Improvements

Circulation improvements associated with the project are specifically identified in the joint EIS/EIR. On-site circulation improvements within the Project area are generally summarized in Table 4-3.

TABLE 4-3 ON-SITE ARTERIAL CIRCULATION IMPROVEMENTS			
	Limits		
Road	***From***	***To***	***Classification***
Barranca Parkway	Peters Canyon Channel	Harvard Avenue	Major Arterial
Edinger Avenue	East of Red Hill Avenue	West of Jamboree Road	Major Arterial
Red Hill Avenue	Barranca Parkway	North of Valencia Avenue	Major Arterial
Tustin Ranch Road (including interchange)	Edinger Avenue	Barranca Parkway	Major Arterial
Warner Avenue	Red Hill Avenue	North Loop Road	Major Arterial
Harvard Avenue	Barranca Parkway	Edinger Avenue	Primary Arterial
Warner Avenue	North Loop Road	Jamboree Road	Primary Arterial
A Street[1]	South Loop Road	Tustin Ranch Road	Secondary Arterial
Armstrong Avenue	North Loop Road	Barranca Parkway	Secondary Arterial
Carnegie Avenue[1]	Red Hill Avenue	Armstrong Avenue	Secondary Arterial
East Connector	Edinger Avenue	North Loop Road	Secondary Arterial
Harvard Avenue	South of OCTA/SCRRA Railroad	Edinger Avenue	Secondary Arterial
Legacy Road[1]	Warner Avenue	North Loop Road	Secondary Arterial
North Loop Road	Valencia Avenue	Warner Avenue	Secondary Arterial
Park Avenue[1]	South Loop Road	Tustin Ranch Road	Secondary Arterial
South Loop Road	Tustin Ranch Road	Warner Avenue	Secondary Arterial
South Loop Road	Park Avenue	Armstrong Avenue	Secondary Arterial
West Connector	Edinger Avenue	North Loop Road	Secondary Arterial
Bell Avenue	Red Hill Avenue	Armstrong Avenue	Secondary Arterial
Aston Street[1]	Carnegie Avenue	Barranca Parkway	Local Collector Street
Moffett Drive	North Loop Road	Harvard Avenue	Local Collector Street
Sweet Shade	Harvard Avenue	--	Local Collector Street

TABLE 4-3 ***ON-SITE ARTERIAL CIRCULATION IMPROVEMENTS***			
	Limits		
Road	***From***	***To***	***Classification***
Landsdowne Road	North Loop Road	- -	Local Street
Severyns Road	North Loop Road	--	Local Street
[1] New Improvement			

Requirements for off-site circulation improvements are discussed in the joint EIS/EIR. They generally consist of partial improvements to existing roadways and intersections. Improvement costs for most of them are proportionately shared with other projects. The fair share approach attempts to define a nexus between the improvement and ultimate facility user.

Off-site improvements will be funded by the project and may be potentially supported by other funding mechanisms including, but are not limited to: in lieu gas taxes; Measure M funds; funds from the cities of Tustin, Irvine, and Santa Ana and the County of Orange; developer contributions; assessment district funding; or other similar financing mechanisms. Additional outside sources such as state or federal funds may also be used.

As shown in Table 4-4, ADT Development Thresholds, average daily traffic (ADT) volume thresholds have been defined for each phase of development. These volumes establish the level of development for which certificates of occupancy or building permits can be released or issued. Once the cumulative total ADT is reached, circulation improvements must be initiated to allow subsequent development unless noted otherwise in this section.

TABLE 4-4 ***ON-SITE ADT DEVELOPMENT THRESHOLDS***		
ADT Added	***(Cumulative)***	***Roads Added[1]***
27,000	(27,000)	Armstrong Avenue – North Loop Road to Warner Avenue[2]
		Barranca Parkway –Tustin Ranch Road to Jamboree Road
		Edinger Avenue – along project frontage between Red Hill Avenue and Jamboree Road (completed)
		Harvard Avenue – Barranca Parkway to just south of OCTA/SCRRA railroad
		Landsdowne Road
		Marble Mountain Road (completed as "Sweet Shade")[2]
		North Loop Road – Red Hill Avenue to West Connector
		Severyns Road[2]
		West Connector

TABLE 4-4 ON-SITE ADT DEVELOPMENT THRESHOLDS		
ADT Added	***(Cumulative)***	***Roads Added[1]***
82,800	(109,800)	East Connector
		Moffett Drive
		North Loop Road – West Connector to Moffett Drive
		Red Hill Avenue/Carnegie Avenue Intersection (East Leg to Linear Park)
		South Loop Road – Warner Avenue to Tustin Ranch Road[2]
		Tustin Ranch Road – Edinger Avenue to Barranca Parkway[2]
		Warner Avenue – Red Hill Avenue to Jamboree Road[2]
26,900	(136,700)	A Street – South Loop Road to Tustin Ranch Road[2]
		Armstrong Avenue – Warner Avenue to Barranca Parkway
		Carnegie Avenue – Linear Park to Armstrong Avenue becoming South Loop Road[2]
		Legacy Road – North Loop Road to Tustin Ranch Road[2]
		North Loop Road – Moffett Drive to Warner Avenue
		Park Avenue – South Loop Road to Tustin Ranch Road[2]
		South Loop Road – Armstrong Avenue to Tustin Ranch Road via Park Avenue[2]
39,500	(176,200)	Legacy Road – Warner Avenue to Tustin Ranch Road[2]
40,200	(216,400)	Aston Street – Carnegie Avenue to Barranca Parkway[2]
10,000	(226,400)	Bell Avenue – Red Hill Avenue to Armstrong Avenue[2]

[1] Roadway shall be constructed prior to the issuance of certificates of occupancy for this phase.
[2] Changes to original FEIS/EIR.

There are certain planning areas that can be released without the need to initiate significant on-site or off-site Specific Plan infrastructure improvements as noted above and in the Joint EIS/EIR. However, these areas shall still bear a proportionate share of roadway infrastructure costs within the Plan and off-site. There areas are as follows:

- The Medium-High Density Residential (MHDR) Land Use area located at the northeast corner of Edinger Avenue and Jamboree Road.

- The residential area located between Peters Canyon Channel and Harvard Avenue north of Moffett Avenue.

- The Elementary School (ES) and the Neighborhood Park (NP) sites located at the northwest corner of Barranca Parkway and Harvard Avenue.

- The residential areas located between Peters Canyon Channel and Harvard Avenue south of Moffett Avenue.

In addition to exemptions to the cumulative ADT thresholds shown in the previous table, interim uses and leases which do not result in greater ADT levels than were generated at MCAS Tustin prior to closure may be

authorized pursuant to the provisions of Section 3.11.11 of the Plan. If phasing and the resulting cumulative ADTs are not consistent with the development thresholds identified in Table 4.4, a supplemental traffic study would be completed.

Service providers for off-site arterial highway circulation improvements are determined by jurisdictional boundaries: the cities of Tustin, Irvine, and Santa Ana for their jurisdictions, respectively; and the County of Orange for improvements in unincorporated territory. The Transportation Corridor Agencies are responsible for the Eastern Transportation Corridor. CalTrans is responsible for freeway ramp improvements. All providers work closely with the Orange County Transportation Authority to implement the Countywide Master Plan of Arterial Highways.

4.4.5 Recreational Bikeways

Additional bikeways beyond the existing system consists of one regional bikeway (Class I) and several Class II on-road bikeways. The Class I Bikeway along Peters Canyon Channel will be completed in connection with completion of channel improvements. Red Hill Avenue Bikeway improvements will be completed in conjunction with its future widening.

The on-road bikeways within the boundaries of the project area are planned in conjunction with the internal arterial highway network. Consequently, phasing will generally conform to the phasing for highway segments with which they are associated and relate to development within geographic sectors of the project.

The service provider for each recreational bikeway is the local jurisdiction within which it is located, except for the Peters Canyon Class I Bikeway, for which the County of Orange is responsible. Funding for planned trail improvements along Peters Canyon Channel will be on a fair share basis between the City of Tustin, Irvine and the County of Orange. Both the Cities of Tustin and Irvine, however, will not be providing funding for any riding and hiking trail improvements, concentrating instead on biking and pedestrian trails. Barranca Trail improvements will be funded by the project through a likely combination of developer contributions, assessments and federal funds or other financing mechanisms. Improvements to Red Hill Avenue would be completed on a fair share basis in conjunction with completion of future widening to Red Hill Avenue.

4.4.6 Domestic (Potable) Water

To the maximum extent possible, the backbone water line system is anticipated to be phased along with the internal arterial highway

construction program, since both are designed to serve geographic areas is they develop. If any highways in which domestic water lines are to be located are actually built before their scheduled phase it will be recommended that water lines be installed at that time. In such cases, the line may be capped until connection is needed. In order to avoid costly roadway excavation, it is recommended that installation and capping of the Valencia North Loop Road line between Armstrong Avenue and the West Connector will take place in Phase I, with actual connection occurring during Phase II. The service provider for domestic water is the Irvine Ranch Water District.

4.4.7 Reclaimed (Non-Potable) Water

To the maximum extent possible, the backbone water line system for reclaimed water will be coordinated with arterial highway construction. If any highways in which reclaimed water lines are to be located are actually built before their scheduled phase, it is recommended that water lines be installed at that time. In such cases, the line may be capped until connection is needed.

Four potential well sites generally located in the southerly portion of the project will be the subject of subsequent negotiation, the results of which shall guide any conditions associated with well locations/relocations. The service provider for reclaimed water is the Irvine Ranch Water District.

4.4.8 Sanitary Sewer

To the maximum extent possible, the backbone sanitary sewer system will be coordinated with the arterial highway construction. If any highways in which sanitary sewer lines are to be located are actually built before their scheduled phase, it will be recommended that the sewer line must be installed at that time. In such cases, the line may be capped until connection is needed.

In order to avoid costly roadway excavation, it is recommended that installation and capping of the Valencia North Loop Road line between Armstrong Avenue and the West Connector will take place in Phase I. The anticipated service provider for sanitary sewers is the Irvine Ranch Water District.

4.4.9 Storm Drain

The storm drain system will be constructed in phases generally in conjunction with arterial highway construction which provide maximum flood protection for existing and planned development and keep

improvement costs to a minimum. While retention and/or detention basins may be useful in augmenting channel construction, that option will not be defined until subsequent studies are completed.

On-site drainage improvements will be funded by the project through a likely combination of developer contributions, assessments or other financing mechanisms. Peter's Canyon Channel improvements and improvements to the Santa Ana - Santa Fe Channel and Barranca Channel improvements will be satisfied as identified on Table 4-2 and in the Joint EIS/EIR.

The service provider for regional flood control channels is the Orange County Flood Control District. The cities of Tustin and Irvine would be responsible for on-site drainage facilities within their respective jurisdictions with consultation with OCFCD.

4.4.10 Electricity

To the extent possible, backbone electrical distribution lines will be installed underground at the same time as the on-site arterial highways are constructed to serve phased development.

4.4.11 Natural Gas

To the maximum extent possible, the backbone natural gas distribution lines will be installed underground at the same time as the on-site arterial highways are constructed to serve phased development.

4.4.12 Telephone

To the maximum extent possible, backbone telephone lines will be installed underground at the same time as the on-site arterial highways are constructed to serve phased development. Fiber optic facilities are highly encouraged in conjunction with standard telephone lines.

4.4.13 Cable Television

To the maximum extent possible, backbone cable television lines will be installed underground at the same time as the on-site arterial highways are constructed to serve phased development.

4.4.14 Parks

Community and neighborhood park development by the City of Tustin will be a function of when adequate park development fees or other

financing mechanisms are secured. Since Irvine does not have a park development fee, they will develop the proposed neighborhood park when funding mechanisms are secured. The County of Orange will be responsible for regional park development and will develop the park based on agreements they enter into with the City of Tustin.

5. Plan Implementation Strategy

5.1 PURPOSE

This implementation strategy chapter is intended to provide guidance for the successful transition of MCAS, Tustin from military to civilian uses.

5.2 MANAGEMENT/ORGANIZATIONAL FRAMEWORK

In order to ensure implementation of the MCAS Tustin Specific Plan/Reuse Plan, specific entities or staff positions associated with the local governmental entities of the City of Tustin and Irvine will need to be identified with district management, marketing, financing and operational responsibilities.

During planning phases of reuse efforts for MCAS, Tustin, the City of Tustin has been the Local Redevelopment Authority. However, as we proceed to implementation, an effective organizational framework to guide the redevelopment, marketing and management of property disposition will be necessary. The framework must recognize that approximately 95 acres of the approximately 1,585 surplus acres at MCAS, Tustin are located within the incorporated jurisdictional boundaries of the City of Irvine, who will retain land use entitlement and police powers over that portion of the base in their city. However, there also needs to be a recognition that portions of the base within Irvine will require utility connections and service as well as access through portions of the base within the City of Tustin. This will necessitate close

coordination in subsequent detailed planning, engineering, marketing and disposal of property.

Any organizational framework must be designed to consider internal governmental relationships and external private sector relationships. The designated Local Redevelopment Authority (LRA) for purposes of implementation must be capable of carrying out a full array of development responsibilities, including infrastructure financing, marketing, leasing, property disposition and asset management.

While the ultimate responsibilities of an implementing LRA have not been fully defined, it appears that the organizational framework best suited for implementation activities in Tustin would be the Tustin Community Redevelopment Agency and/or Tustin Public Financing Authority. Should the City of Tustin decide to create a Redevelopment Area for that portion of the former MCAS Tustin within its jurisdiction, it is recommended that a Redevelopment Project Area be established The Project Area would be created consistent with legal requirements of California Community Redevelopment Law. The Tustin Community Redevelopment Agency is already in place and has an existing Agency Board of Directors.

Through the Redevelopment Agency mechanism, existing Community Redevelopment Law provides the latitude for the Agency to undertake the kinds of activities necessary to make redevelopment work for the base including a broad range of powers, including but not limited to: financing, property acquisition, structural demolition and site preparation, property disposition, public improvements and facilities installation, property disposition, property rehabilitation and development, and activities related to necessary improving or preserving the supply of affordable housing. In addition, the existing Agency would also be eligible as a recipient of any economic development conveyance application approved by the Department of the Navy or Department of Defense.

The LRA entity would be intended to supplement, not override, the activities and responsibilities of those agencies that will be an active part of the reuse of MCAS, Tustin including the complete range of municipal services including operational and maintenance costs which will be borne by each jurisdiction upon final transfer of property.

The implementation of a long range development plan will require an ongoing management effort by the LRA. It can range from a relatively passive involvement-whereby the LRA project staff consist of one or two staff that draw on existing expertise of City departments and who utilize a master developer to oversee all development activities-to a very active role in which the LRA creates the internal staffing necessary to coordinate the

orderly disposition of individual parcels to private users and or developers. As parts of the base are obtained through an economic development conveyance, the scale, rather than necessarily the scope of activities required by the management entity are likely to increase.

While the ultimate responsibilities of a management entity have yet to be determined, it would be anticipated that the LRA would consider the feasibility of certain options such as:

- Utilization of a primary developer to oversee and take responsibility for the development of the site(s), either as an active developer or through the hiring of subdevelopers or subcontractors to complete the specialized phases of the project;
- Creation of an internal development solicitation and implementation process, including issues of staffing and skill requirements;
- Utilization of a development advisor who would be responsible for contracting out the development and construction management of the entire base or portions of the base to one or more developers; and
- Other alternatives that may be deemed appropriate.

Based on the above, the appropriate role for the LRA or a private developer or advisor in the MCAS, Tustin reuse process can be established including, any role in tenant recruitment, development oversight and financing of private improvements and public infrastructure for both interim leases and long term development, and property management.

The LRA will need to seek assistance in creating disposition schedules, drafting requests for development proposals for land being sold or put up for long term leases, establishing evaluation criteria for responses, performing due diligence on prospective developers, and other tasks when dealing with anticipated real estate assets from the base. An approach will need to be developed which maximizes the benefits of the reuse process.

The LRA's responsibilities will cover a broad range of issues similar to that of developing a small community. The magnitude of these efforts will require close involvement of the LRA. Table 5-1 is a summary of specific implementation tasks which should be undertaken during the next 5 years. Where appropriate, a more thorough discussion of certain tasks follows.

TABLE 5-1
IMPLEMENTATION TASKS

Tasks	*Responsibility*	*Timeframe*						
		1997	*1998*	*1999*	*2000*	*2001*	*2002*	*Beyond*
MANAGEMENT/ORGANIZATIONAL ACTIONS								
▪ Task Force Recommends Reuse Plan to HUD and Navy	LRA							
▪ Final EIS/EIR Completed	LRA/Marine Corps/Navy					X		
▪ Reuse Plan Adopted	Tustin/Irvine							
▪ Adopt Specific Plan	Tustin/Irvine						X	
▪ Amend General Plan (as needed)	Tustin/Irvine					X		
▪ ROD Published	Navy					X		
▪ Evaluate Alternatives and Determine Management Approach and Necessary Support for Implementation • Budget • Interim Use Program • Long Term Development Plan • Interim and long term marketing • Interim and management of project tasks • Financing	LRA	---------	---------	---------	--------	------X	----X	
▪ Create Redevelopment Project Area	LRA	----X	---------	---X---	--X----	--------	-X------	----X
PROPERTY MAINTENANCE								
▪ Explore Feasibility of Cooperative Agreement or Caretaker Agreements	LRA/Marine Corps/Navy	----X	----X--	---X---	--X	----X--	----X	
▪ Determine Initial and On-Going Maintenance Levels, Timeframes and Funding	Marine Corps/Navy/LRA	---------	----X--	---X---	--X	-------	----X	
▪ Determine Government Furnished Property Available for Maintenance	Marine Corps/Navy	---------	----X--	---X---	--X----	--------	----X	
▪ If agreed, prepare and solicit RFP for Cooperative Agreement Services	LRA	---------	----X--	--------	--X----	--------	----X	
▪ If Agreed and Feasible, Negotiate Cooperative Agreement	LRA/Marine Corps/Navy	---------	----X--	---X---	--X----	---X		
▪ Transfer of Installation Maintenance Responsibilities	Marine Corps/Navy/Navy		X----	---X	----X--	---X--	----X	
PROPERTY CONVEYANCES								
▪ Public Conveyances								
• ROD	Marine Corps/Navy					---X		
• Fost(s)		X---	-------	---------	---------	--------	-----X---	--X
• Clean Parcel	Marine Corps/Navy	------	-----X	---------	---------	--------	-----X	
• Terms/Conditions of Transfers	Marine Corps/Navy	X---	-------	------X	---------	--------	----X	
• Transfers	Marine Corps/Navy	X--	-------	------X	---------	--------	----X	

TABLE 5-1
IMPLEMENTATION TASKS

Tasks	***Responsibility***	***Timeframe***						
		1997	***1998***	***1999***	***2000***	***2001***	***2002***	***Beyond***
▪ Economic Development Conveyance	Marine Corps/Navy							
• Business Development Plan Preparation	LRA	--X------	----X--	--X				
• Reuse Plan Adopted	LRA							
• Application Preparation	LRA	X--------	----X--	--X				
• Application Submittal to DON	LRA		X---	---X				
• Negotiate Payment Terms/Conditions	LRA/Navy/Marine Corps	X--X	X---	---X---	--X	--X----	----X	
• ROD	Marine Corps/Navy				X---	--X		
• Clean-up	Navy/Marine Corps	------	-------	-----X-	---------	---------	--------X	
• Fost(s)	Navy/Marine Corps	X---	-------	-------	---------	--------	---X-----	---X
• Transfers	Navy/Marine Corps	X---	-------	-------	-------	--------	----X----	---X
▪ Public Bid Sale	Navy/Marine Corps							
• Appraisals	Navy/Marine Corps	X---	-------	-------	-----X	--------	----X	
• Market Property	Navy/Marine Corps		X-----	-------	-------	--------	----X	
• Solicit Offers	Navy/Marine Corps		X-----	-------	------	--------	----X	
• Conclude Agreements	Navy/Marine Corps		X-----	-------	-------	--------	----X	
• Clean Parcel	Navy/Marine Corps	------	-------	-----X	--------	--------	----X	
• Fost(s)		X----	---------	---------	---------	--------	----X	
• Sell/Transfer	Navy/Marine Corps	X-----	---------	---------	---------	--------	----X	
▪ Personal Property	Navy/Marine Corps							
• Inventory of Property	Marine Corps/ Navy/LRA	---------	-----X					
• Determination of Need for Reuse	LRA/Navy/ Marine Corps	---------	-----X-	--X				
• Consultation	LRA/Navy/ Marine Corps	---------	---------	----X--	--X			
• Public Conveyance/ Economic Conveyance Determined		X--------	---------	----X--	--------	---X---	----X	
• ROD		X------	---------	--------	--------	---X---	---X	
• Transfer to LRA/Public Agencies	Navy/Marine Corps				-----X	--------	----X	
MARKETING								
▪ Develop Master Marketing Plan	LRA		X-----	---X---	---X			
▪ Adopt Prospect Handling and Screening Process	LRA	-------	--X----	---X---	---X			
▪ Coordinate with Regional/State Marketing Programs	LRA	--------	---------	---------	---------	--------	----------	
▪ Develop Brochure and Marketing Materials	LRA		----X--	---------	---X---	---X---	----X----	---X
▪ Develop and Identify Incentive Program	LRA	X	----X--	---------	---X---	---X---	-----X---	---X
▪ Establish Brokerage Relationships	LRA			----X--	---------	--------	----------	

TABLE 5-1
IMPLEMENTATION TASKS

Tasks	***Responsibility***	***Timeframe***						
		1997	***1998***	***1999***	***2000***	***2001***	***2002***	***Beyond***
DEVELOPMENT ACTIONS								
▪ Prepare Interim Use Plan • Evaluate Site for Appropriate Interim Uses and Improvement Costs	LRA	----X	----X--	----X	--------	--------	---X	
• Determine Lease Rates		X---	---------	--X----	--------	--------	---X	
• Fosl		---------	---------	-----X-	-----X-	---------	-----X	
• Prepare Property for Market ♦ Infrastructure Needed ♦ Building/Grounds Preparation ♦ Provisions for Tenant Access/Security	LRA/Navy/Marine Corps	---------	---------	---------	---------	--------	----------	---X
• Define Structure for Efficient Lease Negotiations and Approval Process	LRA/Navy/Marine Corps	X---	-------	---X---	---X---	---X--	----X	
• Create Standard Contracts, Type Authorized Tenant Improvements, etc.	LRA/Navy/ Marine Corps	X	---------	----X--	---X---	---X--	----X	
• Establish Property Management	LRA		X------	---X---	----X--	---X--	----X	
▪ Long Term Development Plan								
• Monitor Environmental Clean-up	LRA/RAB/Navy/ Marine Corps	---------	---------	---------	---------	---------	----------	--X
• Determine Environmental and Demolition Issues Affecting Site Delivery	LRA/Navy/ Marine Corps	---------	---------	---------	---------	---------	----------	--X
• Establish Critical Path for Property Development	LRA	X-------	------X	---X---	---X---	---X--	----X	
• Determine/Manage Studies Needed to Implement Plan (examples follow)	LRA	X-----	---------	--------	--------	-------	---------	---X
♦ Utility Provision Agreements/Easements		---------	---------	----X--	---X---	---X---	----X	
♦ Surveys		---------	---------	---------	---------	---------	----X---	----X
♦ Parcelization Plan or Master Subdivision Plan		X-----	---------	----X--	---X---	---X--	----X	
♦ Programmatic Agreements on Historical Resources	Marine Corps/Navy Property Transferees	---X	---------	----X--	---X			
• Develop Strategy for Construction and Completion of Phased Infrastructure	LRA	--X--	----X--	----X--	-X----	--------	----X	
• Develop Packages for Sales/Ground Leases	LRA	X------	---------	---X--	--------	--------	----X	

TABLE 5-1
IMPLEMENTATION TASKS

Tasks	***Responsibility***	***Timeframe***						
		1997	***1998***	***1999***	***2000***	***2001***	***2002***	***Beyond***
FINANCING								
▪ Submit Grant Applications to:	LRA							
• California Trade and Commerce		X	X---	X---	X--	--------	X----	
• OEA		X		X				
• EDA			X---	--------	X--	--------	----	
• HUD		X	X---	X---	X--	--------	X	
▪ Apply for California Military Base Enterprise Zone	LRA	---X						
▪ Undertake a Comprehensive Financing Feasibility Analysis for Implementation of:	LRA	X-----	----X---	--------	--------	--------	----X	
• Developer Fee Programs				X---	---X---	--------	--X	
• Tax Exempt Financing				X---	---X---	--------	--X	
• Other Public Improvement and Facility Financing Programs				X---	---X---	--------	--X	
▪ Explore Other Venture Capital Opportunities		X-----	----X--	---------	---X---	--------	--X-----	--X

In addition to the responsibilities noted above, it will be critical to develop an annual and long-term operating budget for the LRA. The budget will allow staff to identify in more detail the capital investments needed, assess funding requirements, and prioritize marketing efforts. A strategy will also be needed to identify start-up funds needed for the LRA.

5.3 PROPERTY MAINTENANCE/COOPERATIVE AGREEMENT/CARETAKER SERVICES

When a military base is closed and its active duty mission concluded, the Department of Defense and more specifically the Marine Corps will still have an obligation to provide a certain minimum level of maintenance for the remaining buildings and infrastructure on the base until all buildings and property have been transferred to the LRA or other private or public sector owners. At this point of closure, the base is said to revert to Caretaker Status. A Caretaker Site Office (CSO) is then established on base. The CSO is under the control of the base's Officer in Charge (OIC). The OIC's charge is to administer both the ongoing environmental remediation efforts, and the Caretaker contract. The contract of caretaker services provides funding for certain specified levels of maintenance on buildings, utility systems, as well as the roads and sewer networks. These caretaker services are funded out of BRAC funds and act as a budget for basic property maintenance services until the land and buildings are transferred. The intent is to ensure that buildings with a potential reuse are properly maintained, and important utility services are protected in order to maximize their reuse potential.

The standard avenue that most military departments have taken to provide for caretaker services is to assemble contract documents, put the project out for bids and then award the contract to the lowest responsive bid. In the past few years, however, the Department of Defense has identified an alternative approach whereby a "Cooperative Agreement" is reached between the military service and the LRA. Instead of setting up a contractual (and often adversarial) relationship between a third party company, it would seem more preferable to use available funding to help train the LRA to maintain the base's buildings and infrastructure. This approach not only keeps military dollars in the local community instead of being passed to a distant contractor, but it also invests the LRA in the decision making process about where and how the limited Caretaker dollars can best be spent. It is hoped that the end result is a mutually beneficial approach whereby cost effective caretaker services are provided to the military, and those same military dollars can work double duty by paying people in the local community to gain valuable experience and knowledge in the maintenance of the closed military base.

Specifically relating to MCAS, Tustin, it is recommended that the LRA explore the feasibility of either a Cooperative Agreement between the Marine Corps and Navy and the LRA or an actual caretaker contract for certain services with the LRA. The intention is that by continuing the high level of mutual respect for one another's interests and the cooperative

spirit that has exemplified the relationship between the LRA, Marine Corps and the Navy, real savings will result. While the LRA would like to move forward with the Marine Corps and Navy to discuss either negotiation on a Cooperative Agreement or caretaker contract, the changing time schedule for realignment of military operations has fluctuated dramatically based on funding issues. Prior to such deliberation, initial and on-going maintenance levels must first be established in consultation with the LRA as well as development of a timeline for initial and transitionary maintenance levels and funding.

5.4 PROPERTY CONVEYANCES

After completion of the EIS/EIR and supporting documentation, the Navy is responsible for making final disposal decision and will issue a disposal Record of Decision (ROD). Once these decisions are made, the reuse process enters the implementation phase. This includes conveyance of installation property. Available methods for conveyance will include:

- Public conveyances
- Homeless assistance conveyances
- Economic development conveyances to the LRA for job creation. Depending on the circumstances, this conveyance may be at discounted price.
- Negotiated sales
- Advertised public sales

For properties with on-going clean-up efforts, leases may need to be used to achieve prompt reuse. Prior to leases, however, remedial actions necessary for removal of contamination must be put in place and operating successfully.

Since the public benefit conveyance process can require a significant amount of time to complete, it is recommended that this process begin as soon as possible. Although public benefit transfers may not take place prior to issuance of a ROD, the Navy may grant an interim lease for that period until the transfer process is completed. This would provide a number of public agencies with the ability to begin establishing their presence at the base prior to the official closure date and also offset caretaking and maintenance costs to the military.

5.5 ECONOMIC DEVELOPMENT CONVEYANCE

The LRA is extremely interested in pursuing an Economic Development Conveyance (EDC) over portions of the base to facilitate job creation and rapid property transfers. If property is conveyed to the LRA through an economic development conveyance, the LRA will have maximum control over its reuse. There are several advantages to the economic development conveyance option. The LRA will have complete control over the rehabilitation, redevelopment and disposition of the property. Problems associated with land assembly, inconsistent development and inappropriate tenants can be avoided.

However, the economic development conveyance would impose interim maintenance costs on the LRA. While additional control may benefit the long-term marketing of the base, the LRA cannot afford the added control if it implies significant short-term cost impacts. Two principals must prevail in any EDC relationship with the Navy:

- Resources must be greater than any costs.
- An agreement must work for all parties if redevelopment is to work.

The LRA has submitted to the Navy an EDC application that includes a detailed Business and Development Plan that requests conveyance of property at MCAS, Tustin.

5.6 PERSONAL PROPERTY

The Marine Corps has been unable to provide the community an inventory of personal property at the former base. The LRA has identified personal property it believes necessary to support the objectives of the reuse plan. While it is expected that on going discussions and consultation will occur, the LRA will strive to ensure that every reasonable effort is made to obtain available personal property needed to implement the redevelopment plan and to ensure that buildings can be fully functional. It is anticipated that personal property necessary for the effective implementation of the Reuse Plan and approved for transfer by the military will be conveyed to the LRA as part of an Economic Development Conveyance. Although consultations and negotiations are not yet completed, the LRA has identified that certain buildings should be left with certain personal property to enhance their building values and speed reuse (as annotated in Table 5-2).

TABLE 5-2
REQUESTED PERSONAL PROPERTY

Land Use Designation	***Intended Recipient/Use***	***Building/Facility No.***	***General Description of Type of Personal Property Requested***
Learning Village	LRA for South Orange County Community College District/Educational Facilities	2, 3, 4, 5, 26, 77, 86, 76, 88, 132, 134, 159, 160, 165, 166, 167, 168, 172, 177, 184, 189, 191, 192, 193, 194, 209, 213, 218, 225, 227, 236, 238, 239, 245, 246, 249, 254, 258, 278, 279, 300, 303, 306, 505, 506, 524, 526, 538, 539, 549, 550, 561, 563, 573, 574, 594, 602, 603	Office equipment (desks, conference tables, chairs, computers, business machines, etc.), housing items (bed, dressers, portable closets, linens, refrigerators, stoves, food warmers, pots, pans, utensils, tables, chairs, etc.), recreational equipment (weights, treadmills, rowing machines, etc.), service items (barbers chairs/ equipment, cash registers, stock and display shelving, freezers/ refrigerators, etc), maintenance equipment (housekeeping, groundskeeping equipment), and other items to support reuse activities.
	LRA for County of Orange/Children's Shelter (Emergency Housing)	1, 42	Office equipment, medical equipment, housing and furniture items, kitchen equipment, landscape/ maintenance equipment, and other items to support reuse activities.
	City of Tustin (LRA)/Child Care Facilities	547, 199	Office equipment, industrial equipment, kitchen equipment, furniture items, landscape/maintenance equipment, and other items to support reuse activities.
Urban Regional Park	LRA for County of Orange/Regional Park	19, 20A, 20B, 21, 27, 28, 28A, 29, 30, 35, 35A, 40A, 71A-J, 90, 92, 103, 106, 161, 169, 170, 171, 178, 179, 183, 201, 203, 207, 210, 226, 234, 242, 247, 248, 257, 259, 260, 261, 262, 263, 264, 502, 503, 504, 511, 512, 513, 523, 533, 564, 576, 577, 578, 579, 580,	Office equipment (shelving units, filing cabinets, furniture, computers, printers, audio visual equipment, fans, etc.), kitchen equipment, weight training equipment, landscaping/maintenance equipment (lawn mowers, etc.), hand/power tools (drill press, table saw, lathe, compressor, battery charger, etc.), fire fighting equipment (fire engine, extinguisher, etc.), communication items (satellite dish, intercom, etc.), warehouse pallets and freestanding shelving, and other items to support reuse activities.
	LRA for County of Orange/Sheriff's Training Facility	11, 12, 13, 49, 185, 173, 230, 240, 253, 509	Office equipment, kitchen equipment, maintenance equipment, weight training equipment, and other items to support reuse activities.
Community Park	City of Tustin (LRA)/Community Park	93, 106, 128, 142, 143, 144, 145, 146, 148, 162, 163, 164, 202, 208, 216, 221, 222, 256, C3, C4	Office equipment, kitchen equipment, landscaping/maintenance equipment, and other items to support reuse activities, housing items (bed, dressers, portable closets, linens, refrigerators, stoves, food warmers, pots, pans, utensils, tables, chairs, etc.),
Neighborhood Park	City of Tustin (LRA)/Neighborhood Parks	23E	Furniture items, kitchen equipment, communication devices, and other items to support reuse activities.
Elementary School	LRA for Tustin Unified School District/K-6 Instruction	Command Office Housing	Office equipment, furniture items, landscaping/ maintenance equipment, kitchen equipment, and other items to support reuse activities.

TABLE 5-2 REQUESTED PERSONAL PROPERTY			
Land Use Designation	***Intended Recipient/Use***	***Building/Facility No.***	***General Description of Type of Personal Property Requested***
Commercial Business	LRA/Economic Development Purposes/Business Attraction	180, 181, 182, 195, 196, 197, 197, 198, 205, 212, 219, 220, 229, 231, 241, 244, 250, 251, 252, 255, 269, 273, 508, 517, 520, 525,528, 529, 530, 535, 536, 537, 543, 544, 545, 546, 551, 552, 555, 558, 559, 560, 565, 566, 568, 570, 581, 582, 583, 591, 593, 597, 598, 599, 600, 610, 611,	Office equipment, furniture items, landscaping/ maintenance equipment, kitchen equipment, and other items to support reuse activities.
Commercial	LRA/Economic Development Purposes/Business Attraction	531, 532, 571, 572, 601	Office equipment, furniture items, landscaping/ maintenance equipment, kitchen equipment, and other items to support reuse activities.
Village Services	LRA/Economic Development Purposes/Business Attraction	None	None
Community Core	LRA/Economic Development Purposes/Business Attraction	29, 29A, 40B, 149, 174, 175, 187, 204, 233, 265, 266, 507, 514, 515, 534, 562, 569, 584, 587, 589, 592, 604, 607, 608, 609, 3000T	Industrial equipment, office equipment, furniture items, landscaping/maintenance equipment, kitchen equipment, and other items to support reuse activities.
Low Density Residential	LRA/Residential Uses	3002T, 6798	Office equipment, furniture items, communication devices, and other items to support reuse activities.
Medium Density Residential	LRA/Residential Uses	47, 53, 66, 89, 98, 268, 575, 6857,	Industrial equipment, office equipment, furniture items, kitchen equipment, landscaping/maintenance equipment, and other items to support reuse activities.
	LRA for Irvine Temporary Housing (14 units)/Homeless Accommodations	3003T	Office equipment, furniture items, communication devices.
Transitional-Emergency Housing	LRA for Orange County Rescue Mission/Homeless Accommodations	553, 554, 557	Housing items (furniture, beds, dressers, portable closets, linens, etc.), office equipment, landscape/ maintenance equipment, and other equipment to support reuse activities.
Golf Village	LRA/Economic Development Purposes/Business Attraction	23A, 23B, 23C, 23D, 23F, 39, 186, 540, 567, 590, 596, 605, 606, 6168	Office equipment, kitchen equipment, landscape/ maintenance equipment, and other equipment to support reuse activities.

5.7 MARKETING

5.7.1 Marketing Strategy

The key objectives in any marketing strategy for the LRA should be primarily to create those development activities that meet community needs, have a market ready demand, and have job creation potential. To maximize MCAS, Tustin's competitive position in the marketplace, the appeal of the site as a mixed-use, master planned development which will include a wide range of uses, supporting services, recreational activities and amenities should be emphasized. The site's central Orange County location, with direct and easy access to land and air transportation facilities, should also be stressed.

The marketing effort must be a strategic one, specifying target markets and identifying concrete objectives. It requires a strong implementation component to reach the target market and the defined goals. Marketing techniques will need to focus on achieving the goals of the reuse plan, creating jobs, and attracting viable businesses.

Any marketing plan must be long-range in its scope, recognizing the different development options for the various components of the base, but include short-term objectives such as taking advantage of appropriate interim uses. Portions of the base will be available immediately upon closure and the marketing plan must be prepared to find users and developers for these areas while meeting the long range goals of the reuse plan. Other areas, due to the toxic clean-up schedule or the need for more extensive infrastructure, may not be marketed for permanent uses until later.

Certain areas of the site may require a "master developer" approach to ensure individual developments will have the quality that can only come from overall coordination and control. Other facilities will require upgrading and maintenance work in order to make them more attractive to civilian reuse. In particular, existing family housing areas offer an almost immediate opportunity for rehabilitation and can be marketed as affordable housing.

A detailed marketing strategy should be developed to create a plan and recruitment goal for the marketing effort. A number of key elements should be included in an effective strategy:

- An organizational structure with marketing and response capability to search out and follow-up on leads and to ensure that commitments to developers and users are met. This will require development and identification of budgeting, personnel and relationships.

- Identification of specific strengths of the site including physical location, business climate, transportation facilities, school system, recreational amenities, etc.

- Determination of target markets which will be most advantageous in providing job-creating businesses, industries and other types of businesses and development projects for the site. This involves the review of market conditions—present and future—the determination of competitive products, and setting land values and leasing rates.

- Cooperative leveraging of resources and contracts with other associations and trade groups.

5.7.2 Marketing Campaign

In conjunction with the marketing strategy, a specific marketing and advertising campaign needs to be developed. Responsibilities of the LRA in regards to the marketing effort include: overall management, management of participating entities, database creation and maintenance, and creation of advertising and marketing materials. A typical program might include:

A. Development of marketing materials for disseminating information including:

1. A professionally designed sales brochure;

2. A technical package that will provide supplementary inventory information and description of facilities;

3. Basic print media advertising photos, a logo, art work, etc. for use in print media advertising the MCAS, Tustin facilities in various economic development targeted trade group publications. Versions of ads with and without photos should be developed.

4. A video that highlights the base as an economic development resource, conveying the ultimate design and function of the site to prospective tenants.

5. A newsletter detailing LRA activity either by contributing a column to the community Redevelopment newsletter, local newspapers or by developing its own periodic newsletter to be mailed out to current prospects, corporate location offices and other interested parties.

6. The possible development of an on-base marketing center.

7. The creation of a "web" page to provide up-to-date information on development and leasing opportunities and highlights of new development or reuse activities.

B. Contacts and Mailings to Trade and Professional Groups/ Associations

Trade groups undertake efforts to aid their members. These efforts include providing membership lists, notifying members of site availability, and forwarding pertinent, useful information to members.

To effectively use trade and professional groups/associations networks, the LRA would:

1. Screen and prioritize relevant target industries.

2. Compile a database of associations, including names, addresses, contact persons, and telephone numbers.

3. Telephone the appropriate contact with the group to explain the purpose, facilities, and opportunities and to request assistance.

4. Follow-up as appropriate; minimum should be a letter regardless of receptivity, and may possibly also include brochures, maps and a marketing package.

5. As appropriate, conduct direct marketing contacts to association members.

6. Participate as a member of relevant economic development associations, specifically the National Association of Installation Developers (NAID).

7. Participate as an exhibitor at trade shows of target industry groups to expose MCAS, Tustin economic advantages and available facilities.

C. Print Media Campaign

Print media can be a somewhat helpful means of cultivating leads and inquiries from non-local firms. This campaign might include traditional industrial facility/economic development and consumer oriented publications where it is found to be effective. To use print media, the LRA should:

1. Develop a list of the best publications for advertising and conduct initial screening based on their value in meeting the marketing goals. Take advantage of the experience of others, with respect to coverage, cost, and response, or perhaps engage marketing consultant.

2. Contact advertising offices of the selected publications about cost, publication schedule, types of reader response mechanisms, and plans for "special issues" that would be appropriate to advertise "successes" in base reuse and tenant attraction at MCAS, Tustin.

3. Take advantage of non-cost advertising. Identify when publications schedule features on particular states, regions or issues and will accept short articles for inclusion in the publication. Write and submit favorable articles for publication.

D. Direct Response Contacts and Mailings

This element consists of traditional marketing, both as a response to inquiries generated directly by the LRA, as well as cultivating prospects from other sources.

E. Cooperative Marketing Efforts

1. The LRA should move aggressively to integrate its marketing strategy, efforts, materials and information with the California Trade and Commerce Agency.

2. Contacts should be established with other regional, statewide and national economic development entities, such as the Small Business Administration, the U.S. Department of Commerce, the Los Angeles Area Chamber of Commerce and the Orange County Economic Development Consortium. Each of these organizations should be provided with maps, descriptions, an inventory of facilities, and the LRA's economic development incentives.

3. Explore the use of electronic data dissemination. The LRA should definitely participate in EDA's "PARCELS" and also explore other internet opportunities.

4. Explore the availability of funds or cooperative advertising programs available to leverage the LRA's resources.

F. Economic Development Incentive Programs

The LRA, working in conjunction with the cities of Tustin and Irvine, should develop and identify incentive programs which can be used to attract new prospective tenants to the base. The City of Tustin has received approval for MCAS Tustin designation as a Local Agency Military Base Recovery Area (LAMBRA) by the State of California. Similar to State Enterprise Zone designation, LAMBRA designation provides significant tax credits and other incentives to businesses which locate to and redevelop the closing base property. Any air emission credits maintained at the site should also be used in attracting industries. Since the base is in a non-attainment area, certain businesses are required to obtain air emission reduction credits that have a corresponding dollar value.

G. Use of the Commercial Brokerage Community

The LRA should explore the procedures to be used in listing property at the base with the brokerage community and in enlisting the brokerage community to support its efforts.

5.8 FINANCING

In order to make the site attractive to developer and tenants, significant infrastructure improvements will be required to accommodate new development. Total backbone costs for MCAS Tustin which does not include local parcel-serving infrastructure is estimated to be approximately 140 million dollars.

The pace of development will respond to market conditions and the effectiveness of the marketing program. As described in the previous Chapter, the installation of infrastructure will be phased to correspond to the anticipated pace of development. However, the infrastructure phasing strategy will be continually updated to reflect the availability of funding for infrastructure improvements and general market conditions.

Any financing strategy will be controlled by:

- Ability of early phases of development to use existing infrastructure prior to the funding of new or reconstructed infrastructure;
- Ability of infrastructure to be phased so public and private land uses can financially support planned improvements;
- Ability to apply lease, sale and conventional development fees and special tax revenues (such as Public Improvement Act of 1913 or 1915, and Community Facility Act financing) to the infrastructure program;
- Ability to obtain cash advances from developers that will develop later in the program;
- Timing of funding from redevelopment tax increment revenues to fund a portion of project costs;
- Ability of MCAS Tustin to receive state and federal funding (such as an EDA grant to be used for infrastructure improvements and economic development purposes) in a timely manner; and
- Timing of toxic remediation of affected parcels by the federal government.
- As a result of these factors, the financing objectives of the implementation strategy should be to:
- Encourage Interim leasing and initiate development and early use of the property to begin generating lease, fee, special tax, and tax increment revenue without significant infrastructure costs;
- Phase infrastructure in manageable and fundable increments;
- Leverage revenue from state, federal, and other non-development sources; and
- Establish contractual and funding commitments from public agencies receiving property.

As the LRA continues to refine its Business and Development Plan, a more detailed financing strategy for development and infrastructure and program administration will be developed.

6. Appendices

A. GENERAL PLAN CONSISTENCY

The Marine Corps Air Station (MCAS) Tustin Specific Plan/Reuse Plan is consistent with and supportive of the goals and policies of the City of Tustin and Irvine General Plans, as amended to reflect conversion from a military to a civilian use. A discussion of the relationship of this Specific Plan to each of the General Plan elements follows.

1. Land Use Element

The Tustin Land Use Element consists of thirteen goals which provide the framework for land use planning and decision-making within the City of Tustin. The major goals that directly relate to the Specific Plan are presented below:

- 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, which maintain a healthy, diversified economy adequate to provide future City services.

- 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.

- 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.

- Promote expansion of the City's economic base and diversification of economic activity.

The Specific Plan accommodates a range of land uses that will provide a healthy balance of market driven, private sector uses along with a wide range of public serving uses. A variety of housing opportunities, employment, educational and community support uses will complement surrounding uses and strengthen the economic base of the area. The location and mix of uses within the Plan area are intended to minimize noise, traffic, air quality, and other potential environmental impacts.

The Plan includes the community facilities and infrastructure necessary to support the planned uses. Furthermore, the Plan provides critical links in certain facilities including the local and regional transportation system and trails.

Design guidelines and development standards within the Plan address the aesthetic integration of uses within the site and with surrounding uses. The focus is to integrate anticipated land uses with existing facilities, and provide for architectural, landscape, streetscape, and site design enhancements to improve the character of the site. Furthermore, the Plan is divided into Neighborhoods, which will have their own characteristics and set of functions to perform within the Plan.

Uses with the best revenue generation potential will be developed in the early phases of development. The Plan anticipates the future by promoting uses and institutions that will accommodate and attract 21st century jobs and technologies.

The Land Use Element of the City of Irvine General Plan consists of six land use planning goals. These goals are similar to those of the Tustin Land Use Element in that they seek to balance land uses, provide compatible land uses, and promote economic prosperity. Irvine's Urban Design Element seeks to provide a visually attractive, efficiently organized and identifiable city. The Public Facilities Element also looks to provide a full range of necessary public facilities and services. The Specific Plan is consistent with these Irvine General Plan Elements based on the above discussion of the Plan's provisions and intent.

2. Circulation Element

The Tustin Circulation Element is designed to provide a safe, efficient and adequate circulation system that will provide adequate capacity for future land uses in the City of Tustin. The following goals relate to the Specific Plan:

- 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.

- Increase the use of non-motorized modes of transportation.

- Provide for well-designed and convenient parking facilities.

The Specific Plan supports two levels of roadway in terms of circulation system function. Roadways of regional significance will cross the Plan area to serve thru-traffic as well as project generated traffic. The local internal roadway system will connect and serve the land uses in the Plan area itself.

The Plan incorporates a non-residential land use/trip budget tracking system to manage the forecasted vehicular trips generated by the proposed land use mix. The purpose of the tracking system is to ensure that development can be accommodated within the planned roadway capacity of on-site and off-site roadway systems.

Pedestrian and bicycle uses are believed to serve as a significant mode of transportation. Bikeways and pedestrian paths will connect with existing local and regional facilities surrounding the area, as well as provide a comprehensive internal system.

The project shall provide sufficient off-street parking for any new buildings constructed and for any new use established; for any addition or enlargement of an existing building or use; and for any change in the occupancy of any building or a manner in which any use is conducted that would require additional parking spaces. Joint use of parking facilities may be authorized by the Planning Commission for uses with significantly different peak hours of operation.

The City of Irvine's Circulation Element establishes similar goals such as providing a balanced transportation system that will accommodate projected local and regional needs and providing pedestrian and bicycle systems that will encourage non-motorized modes of transportation. The Specific Plan is consistent with the Irvine Circulation Element based on the above discussion of the Plan's provisions and intent.

3. Conservation, Open Space, and Recreation Element

The Tustin Conservation, Open Space, and Recreation Element addresses issues and opportunities to conserve the City of Tustin's sensitive lands and to enhance the open space within the city. The following goals relate to the Specific Plan:

- Reduce air pollution through proper land use, transportation and energy use planning.
- Protect water quality and conserve water supply.
- Encourage the development and maintenance of a balanced system of public and private parks, recreation facilities, and open space that serves the needs of existing and future residents in the City of Tustin.
- Maintain and enhance the City's unique culturally and historically significant building sites or features.

The Specific Plan contains a mixture of uses that will enable people to live and work on the site. This mixture of uses will allow occupants to meet a significant part of their daily needs within the site. The Plan will also concentrate on the proper placement of buildings, roads and services in order to provide convenient connections between uses, convenient access for motorists and pedestrians, and necessary buffering or screening of certain activities or uses.

The Recreational Bikeway/Trail Concept Plan will provide an opportunity to complete vital links necessary for a comprehensive regional system as well as improve the local system. The pedestrian and bike facilities are intended to serve as a significant means of transportation throughout the area.

Four existing Irvine Regional Water District (IRWD) abandoned wells are located along the western edge of the base. IRWD has an interest in abandoning and relocating these wells. The base's internal reclaimed water system ties into the Barranca Parkway pipeline at Jamboree Road and extends north towards Edinger Avenue. The line is military property. IRWD recommends the abandonment of the existing reclaimed water mains and providing service connections to developments from a new backbone system. IRWD has expressed interest in giving up ownership of existing well properties on the northwest side of the site at Red Hill Avenue in exchange for new well sites near the site's northern border.

Numerous public parks, private recreation facilities, and trails are called for in the Plan to serve the residents. Three neighborhood parks, a community park, and a regional park are included in the Plan. The neighborhood parks are intended to serve existing and planned residential areas while the community and regional parks are intended to serve the larger community. These parks and recreation facilities will be made pedestrian-friendly due to their close proximity to residential uses.

The northern blimp hangar, which is on the National Register of Historic Places, may be preserved as part of the Urban Regional Park if financially

feasible. The hangar will set the theme for the park and will be a landmark of the Specific Plan area.

The City of Irvine's Conservation, Open Space and Recreation Element addresses the development and maintenance of a network of recreational areas as well as the maintenance of historical resources as part of the City's land use pattern. The Energy Element of the Irvine General Plan sets the goal of conserving energy by maximizing energy efficiency through land use and transportation planning. The Cultural Resources Element strives to ensure the proper disposition of historical and cultural. The Parks and Recreation Element calls for the provision of parks and recreational opportunities. The Specific Plan is consistent with these Irvine General Plan Elements based on the previous discussion of the Plan's purpose and intent.

4. Public Safety

The Tustin Public Safety Element is intended to identify natural and man-made hazards and establish policy to minimize the exposure of Tustin residents to these hazards. The following goal of the Tustin Public Safety Element relates to the Specific Plan:

- Reduce the risk to the community's inhabitants from exposure to hazardous materials and wastes.

MCAS Tustin has been a user of hazardous materials and there have been numerous documented spills and leaks on the site. The military has created a team to organize and implement the Base Closure and Realignment Act Clean Up Plan. All provisions of the Tustin and Irvine Hazardous Materials Codes and Fire Codes shall apply to any use, handling, storage, and transportation of hazardous materials.

The City of Irvine General Plan includes a Safety Element as that which identifies natural and man-made hazards. The Safety Element also seeks to identify actions that the City, in concert with other jurisdictions, must take to reduce the probability of a hazard occurrence. Also, Irvine's Waste Management Element calls for the efficient disposal of refuse and solid waste material without deteriorating the environment. These are similar to the above stated City of Tustin General Plan goals and are consistent with the Specific Plan.

5. Noise

The purpose of the Tustin Noise Element is to develop strategies to reduce excessive noise resulting from mobile sources such as traffic, aircraft, rail, and stationary sources such as construction activity, music and air

conditioners. The following goal of the Tustin Noise Element relates to the Specific Plan:

- Use noise control measures to reduce the impact from transportation noise sources.

Plans for noise attenuation of residential units located near arterial highways and railroad rights-of-way, which will ensure that interior and exterior noise levels do not exceed state requirements and local city noise ordinances, shall be submitted for review and approval prior to building permits being issued to accommodate reuse and/or subdivision approval for residential development, whichever occurs first.

The Noise Element of the City of Irvine General Plan also seeks to ensure that City residents are not exposed to high levels of mobile noise and hopes to achieve maximum efficiency in noise abatement efforts. The above discussion provides a basis for consistency with the Specific Plan.

6. Growth Management

The Tustin Growth Management Element intends to ensure that there is an adequate traffic circulation system to support the growth and development of the city. The goals of the Growth Management Element that apply to the Specific Plan are:

- Ensure adequate transportation facilities are provided for existing and future inhabitants of the City.

- Strive to develop and maintain a balance between jobs and housing in Tustin.

The Specific Plan provides for two levels of roadways in terms of circulation system function. The first in the hierarchy are roadways of regional significance which cut across the Plan area. These roads will serve thru-traffic as well as project generated traffic. The second type of roadway will be an internal roadway system that will connect and serve the land uses in the Plan area. Together these roadways are designed to serve the internal circulation and external accessibility needs of future land uses.

The Plan is expected to generate approximately 23,400 permanent jobs at buildout, which will improve the jobs/housing balance within the City. Furthermore, the mix of uses will enable people to live, work, shop, recreate, and attend community college classes within the Plan area.

The City of Irvine's Growth Management Element also strives to ensure that the City is able to provide an adequate circulation system. The

Specific Plan is consistent with the Irvine Growth Management Element based on the above discussion of this goal.

7. Housing

The purpose of the Tustin Housing Element is to identify the housing programs aimed at meeting the identified housing needs of the City's population. The City of Tustin has identified the following goals in the Housing Element, all of which have a relationship to the Specific Plan:

- Provide an adequate supply of housing to meet the City's need for a variety of housing types to meet the diverse socio-economic needs of all community residents.
- Ensure equal housing opportunities for all existing and future City residents regardless of race, religion, ethnicity, sex, age, martial status of household composition.
- Increase the percentage of ownership housing to ensure a reasonable balance of rental and owner-occupied housing within the City.
- Preserve the existing supply of affordable housing in the City.
- 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 City-wide, and elimination of dilapidated units which endanger the health, safety and well-being of occupants.
- Ensure that new housing is sensitive to the existing natural and built environment.

A variety of low density, medium density, and medium-high density residential uses are included in the Specific Plan/Reuse Plan to accommodate the diverse socio-economic needs within the community. The low and medium density developments are oriented toward ownership tenure while the medium-high density development is more closely oriented toward rental tenure. Apartment development is limited in most of the Planning Areas to a maximum of twenty-five percent (25%) to ensure a reasonable balance of rental and owner-occupied housing within the City. Housing accommodation for low- and very-low income families will be dispersed and integrated in all of the neighborhoods throughout the Specific Plan/Reuse Plan to ensure equitable housing opportunity.

In an effort to rehabilitate existing housing and neighborhoods within Tustin and Irvine, the Specific Plan area contains existing military housing developments that may be retained and converted for civilian use. Specific architectural enhancements, site improvements, and utility modifications are identified in the Plan which will are necessary to upgrade the units to market-rate standards.

The Specific Plan/Reuse Plan also recommends a "Homeless Accommodation Plan" which identifies the needs of the homeless within the communities of Tustin and Irvine, how those needs will be addressed, and makes recommendations on how the Navy should convey property and who might be authorized Homeless Service Providers. The Plan, as outlined, focuses on the concept of establishing a "continuum of care" as promulgated by the Secretary of Housing and Urban Development (HUD). In developing the Plan, special consideration was given to recommendations regarding accommodating housing for the homeless, both emergency shelter and transitional housing, in existing barracks and housing areas. Such units located in existing single-family or attached housing areas should be required to be reasonable dispersed throughout a project and to be compatible in design with adjacent market rate units. The intent is to minimize the distinction between "homeless accommodation projects" and traditional ownership/ rental housing, thereby allowing for fuller integration into the neighborhoods.

In addition to the use of specific Homeless Service Providers to respond to specific homeless population needs, the Plan also focuses on developing private sector opportunities to contribute to the overall continuum of care by requiring the dedication of affordable housing units. Affordability categories are specifically outlined and will be more clearly established at the time of project approvals to ensure conformity with the City's most current Housing Element objectives.

The Housing Element of the City of Irvine General Plan establishes goals similar to those of the Tustin General Plan. These include: encouraging a variety of housing types for all economic segments and for special housing populations; ensuring open housing practices and accessibility to housing; and preserving and increasing affordable opportunities in the existing housing stock. The Specific Plan is consistent with these goals based on the above discussion of the Plan's provisions and intent.

B. PUBLIC BENEFIT CONVEYANCE REQUESTS

In considering all public conveyance requests, the Housing and State and Local Screening Sub-Committee considered and made recommendations to the Base Closure Task Force for a number of applications based upon their application's ability to meet one or more of the evaluation criteria approved by the Task Force and described within the application packet itself. In making its final determinations, the Base Closure Task Force either approved, approved as modified or denied these applications. Applications which were approved or approved as modified are described within the MCAS Tustin Reuse Plan, along with any required conditions of approval. Final Task Force reasons for denial or modification of a request for property conveyance are described below.

1. Homeless Provider Applications Denied

1. California Paralyzed Veterans - The California Paralyzed Veterans (CPV) requested 100 family units of permanent housing for homeless disabled veterans and non-veterans. Although no specific site for this request was identified, it was assumed by the LRA that the proposal was to locate the 100 units within the installation's existing family housing areas.

   The Task Force denied the application for reasons which included:

   - Not all required application information was submitted. More specifically, no organizational chart or detailed assessment of need was provided; no locations or properties for the program were identified; details of the proposed management plan were missing; state and federal grant funding levels were not clearly defined.

   - CPV did not demonstrate an adequate enough financial status, adequate enough sources of funding nor an adequate ability to finance the proposal in that the proposed project relies upon receipt of future rents and does not clearly indicate a reliable alternate source of funding.

   - The proposal did not fulfill a critical need gap identified in Tustin or Irvine's Consolidated Plans, nor would it serve specific local community needs in that no estimate of the homeless population to be served is indicated, no description of Tustin/Irvine needs and the application did

not indicate whether similar programs already exist in the community.

- The proposal did not balance the economic and community development needs of the community in that if approved, the project would constitute an estimated $150,000 annual impact upon the community through property tax and potential redevelopment tax increment losses. In addition, the proposal identified ongoing costs which were unrealistically expected to be borne by the City of Tustin. With the Fiscal Impacts in the early years of the Reuse Plan expected to be significant to the local community, transfers of significant portions of the base off the tax roll would create even more severe impacts and impede reuse efforts.

- CPV had no demonstrated experience in owning or operating similar programs or facilities, no clear link to other service providers and the proposal was inconsistent with Task Force policy direction to provide a continuum of care at the site (provision of housing only with no clear links to training, services, education, etc. at or near the base).

- It was felt that the proposed program could be accomplished by other means other than property transfer in that other more qualified and experienced applicants had requested property for homeless purposes at MCAS Tustin. These and other existing homeless housing opportunities within the communities could accommodate the clientele served by CPV.

2. Jamboree Housing Corporation - Jamboree Housing Corporation submitted a proposal to provide transitional housing, affordable rental housing, market rate rental and for-sale housing for 600 family units within the installation's existing family housing areas (274 Dwelling Units Northwest Area, 326 Dwelling Units Southeast Area).

   The Task Force denied the request for reasons which included:

   - Not all required application information was provided. More specifically, no tax returns were submitted; a description of what expansion of services would be needed to accomplish the proposal; no breakdown of

funding available to implement the request was provided; no authorization to acquire property was submitted.

- There is an adequate supply of "for rent" properties particularly in Tustin at rents which meet low income requirements. Therefore, the request for housing in Tustin was felt to not fulfill a critical need gap in Tustin's Consolidated Plan as the proposal did not deal with Tustin needs. Also, both Irvine and Tustin General Plans have policies discouraging any concentration of homeless housing. With this in mind, the unit count proposed was viewed as an over concentration of affordable units.

- The program concept and approach was inconsistent with Task Force policy direction which favored ownership of existing housing and desire to want to see a major portion of housing to return to the tax roll to offset the significant infrastructure needs of the Reuse Plan.

- There was no clear link to other service providers which was inconsistent with Task Force policy direction to provide a continuum of care (provision of housing only with no clear links to training, services, education, etc. at or near the base). The applicant only indicated a desire to identify and utilize County-wide programs to support the proposed program. As such, no clear link to on-base or community based Continuum of Care programs was offered by the applicant.

- The applicant provided no clear description within their proposal that demonstrated experience in transitional housing or experience with much smaller programs. Also, the proposal suggested the use of a subcontractor (Solari Enterprises) but presented no information on their abilities or experience.

- They did not balance the proposal against economic and other community development needs of the community in that the project would constitute an estimated $450,000 annual impact to the community due to lost property tax and potential redevelopment tax increment revenues. With the Fiscal Impacts in the early years of the Reuse Plan expected to be significant to the local community, transfers of significant portions of the base off the tax roll would create even more severe impacts and impede reuse efforts.

- The program can be accomplished by other means rather than property transfer. It was felt that the provision of affordable units could be accommodated in the Reuse Plan without the need to take these units off the tax roll including public/private partnerships, negotiated sale with deed restrictions guaranteeing a certain number of units being retained as affordable, the use of an economic development conveyance by the LRA, etc.

3. Orange County Housing Corporation - The Orange County Housing Corporation submitted a proposal requesting 30 family units to be located somewhere within the installation's existing family housing areas for use as "Bridge" housing for families.

   The Task Force denied the request for reasons which included:

   - Not all required application information was submitted. More specifically, a detailed narrative description of the proposed use was not provided; there were no specific sites identified; there were no specifics regarding experience with ownership provided; there was no clear explanation of the proposed program benefit, target clientele to be served, how the program was to accomplish the goal of eliminating hopelessness, etc.; and, there was no explanation of how a contracted administrator would accommodate conveyance of additional facilities.

   - The applicant did not demonstrate an adequate enough financial stability, adequate enough sources of funding and presented a limited ability to finance the proposal in that no surplus funds exist according to submitted audits for the two previous years, and no new revenue sources were identified in the information provided.

   - The request for rental housing units was found to not fulfill a critical need gap in Tustin's Consolidated Plan. There is adequate supply of "for rent" properties particularly in Tustin at rents which meet low-income requirements.

   - The proposal did not serve specific community needs as participation in the proposed housing opportunity was described to be from throughout Orange County.

- There was no clear link to other service providers which is inconsistent with Task Force policy direction to provide a continuum of care (proposed provision of housing only with no clear links to training, services, education, etc. at or near the base).

- The program concept and approach for acquiring these units for rental housing would not meet community and Task Force expectations that future affordable owner-occupied housing return to the tax roll.

- The program can be accomplished by other means rather than property transfer and taking units off the tax roll, including private/public partnerships, negotiated sale with deed restrictions guaranteeing a certain number of units being retained as affordable, the use of an Economic Development Conveyance by the LRA, etc.

4. SBC Community Homeless Coalition - SBC submitted an application which proposed that 22 family units within the installation's existing Northeast housing area be used for transitional housing for families.

   The Task Force denied the proposal for reasons which include:

   - Not all required application information was submitted. More specifically, no listing of principal officers in the organization was provided; there was no organizational chart or administrative procedures provided; there was no assessment of local homeless need to be met by the program provided; there was no discussion of how the proposal is consistent with reuse plan, and there was no explanation or justification of the need for facilities identified for conveyance, etc.

   - The applicant did not demonstrate an adequate enough financial status, adequate enough sources of funding nor ability to finance the proposal in that the proposal relied upon grants, rental income and donations, none of which could be guaranteed with any certainty.

   - The applicant did not demonstrate adequate experience in providing and/or operating similar programs in their proposal in that they had only incorporated recently (August 11, 1995).

- The proposal had no clear link to other service providers which resulted in its being considered inconsistent with Task Force policy direction to provide a continuum of care (proposed provision of housing only with no clear links to training, services, education, etc. at or near the base).

- No upgrade of existing units was proposed which would create a negative impact on the surrounding community.

5. Veterans Charities of Orange County - The Veterans Charities of Orange County submitted an application which proposed that 192 barracks units be used to accommodate transitional housing for single men and women.

   The Task Force denied the proposal for reasons which include:

   - Not all required application information was submitted. More specifically, the applicant did not submit all of the required financial information; no tax returns were provided; no marketing strategy was provided; and, no schedule for completion and financing of all improvements was provided.

   - The applicant did not demonstrate an adequate enough financial status, adequate enough sources of funding nor ability to finance the proposal in that the submitted project proforma shows that a positive cash flow for the project would not happen until the 12th year of the project. According to their submitted financial statement, the charity has ended 1994 and 1995 with a positive cash flow of only $15,953 and $34,937 respectively. No funding source was identified to fund the $370,680 rehabilitation costs associated with the proposal, although it was assumed that the charity would attempt to secure a loan for this purpose.

   - The strength of any link to other service providers was vague in the proposal. More specifically, the program promotes the provision of homeless vocational training and educational services internally and does not provide links to other planned or existing continuum of care opportunities within the community or at MCAS Tustin.

   - It represented a competing request with another agency better able to provide the service proposed.

6. Society of St. Vincent de Paul - The Society of St. Vincent de Paul submitted an application which proposed that a Food Distribution Center be located within an existing 66,000 sq. ft. warehouse building at the installation.

   The Task Force denied the proposal for reasons which include:

   - The proposal (food distribution) did not fill a critical need gap identified in Tustin or Irvine's Consolidated Plan, nor would the proposal serve existing or planned homeless food distribution needs that weren't currently being filled by the existing food distribution center located in the City of Orange. In addition, the proposed program was intended to replace this existing service.

   - The program is a duplication of available support services at another location (similar facilities are leased by the applicant within the City of Orange).

   - It did not balance the economic and other needs of the community as it appeared that there would have been a negative impact on the property's ability to generate needed tax revenue resulting in the annual loss to the community of approximately $52,400 in redevelopment tax increment and $16,500 annually in interim lease payments for use of an existing building at the site. With the Fiscal Impacts in the early years of the Reuse Plan expected to be significant to the local community, transfers of significant portions of the base off the tax roll would create even more severe impacts and impede reuse efforts.

7. Orange County Development Council - The Orange County Development Council submitted an application which proposed that a Food Bank be located within an existing helicopter hangar on the installation near Warner Avenue and Red Hill Avenue.

   The Task Force denied the proposal for reasons which include:

   - The proposal (food distribution) did not fill a critical need gap identified in Tustin or Irvine's Consolidated Plan, nor would the proposal serve existing or planned homeless food distribution needs that weren't currently being filled by the existing food distribution center located in the City of Garden Grove. In addition, the proposed program was intended to replace this existing service.

- The program is a duplication of available support services at another location (similar facilities are leased by the applicant within the City of Garden Grove).

- It did not balance the economic and other needs of the community as it appeared that there would have been a negative impact on the property's ability to generate needed tax revenue resulting in the annual loss to the community of approximately $52,400 in redevelopment tax increment and $16,500 annually in interim lease payments for use of an existing building at the site. With the Fiscal Impacts in the early years of the Reuse Plan expected to be significant to the local community, transfers of significant portions of the base off the tax roll would create even more severe impacts and impede reuse efforts.

2. Homeless Provider Applications Modified

1. Human Options (DOVE Housing) - Dove Housing originally proposed to provide 20 emergency transitional housing opportunities for homeless families distributed within various portions of the installation's existing family housing (10 dwelling units in the base's Northeast (N/E) Housing Area, 10 dwelling units in the base's Southeast (S/E) Housing Area). However, due to the type of multi-family unit (apartment-style) configuration currently existing within the neighborhood, the Task Force approved Dove's use of six units to be accommodated in one 6-plex. Dove Housing is experienced in owning and operating similar facilities, especially emergency shelter programs elsewhere in the County. The proposal to serve homeless families would fill a homeless need "gap" in the continuum of care approach identified by the community. The proposed program would promote coordination with support service providers, school districts, etc., and encourages linkages with job training, employment and education opportunities provided within the proposed reuse plan and community at large. The Task Force approved the request as modified with conditions identified within the MCAS Tustin Reuse Plan.

2. Families Forward (formerly Irvine Temporary Housing) - Families Forward originally requested 13 transitional housing opportunities for homeless families in the installation's Southeast family housing area. However, due to the type of multi-family unit (apartment-style) configuration currently existing within the neighborhood the Task Force approved their use of 14 units to be located in one 6-plex, and two 4-plexes due

to existing unit configuration within that area. Units are to be dispersed in the Southeast Housing Area at MCAS Tustin (City of Irvine). Irvine housing currently owns and operates several similar facilities in the City of Irvine. The organization is fiscally and organizationally sound and has shown that they are capable of operating these additional facilities at this time. Although not currently anticipated to be linked to service opportunities proposed for MCAS Tustin, Families Forward's program does provide educational, housing and vocational training opportunities to clients to ensure that the cycle of hopelessness can be permanently ended and participants provided the tools to once again become contributing members of the community. Also, the proposal would fill a need "gap" identified by the City of Irvine's Consolidated Plan, assisting that community in their continuum of care approach. The Task Force approved the request as modified with conditions identified within the MCAS Tustin Reuse Plan.

3. Orange Coast Interfaith Shelter - Orange Coast Interfaith Shelter (OCIS) originally proposed to provide six family units of transitional housing located within the installation's Southeast Housing Area which could be located in one 6-plex. However, the Task Force approved the use of all six units within the Northeast Housing Area due to the Task Force's desire to avoid the possibility of over-concentration of homeless accommodation within the S/E housing area. All units would be two bedroom units. OCIS owns and operates similar facilities in the region and was found to be organizationally and fiscally proven to be sound, competent and capable of operating the proposal. The provision of transitional housing to homeless families would fill an identified need gap in the community's continuum of care approach as identified within its HUD approved Consolidated Plan. Also, the program envisions linkages with education, job training, employment and other services intended to break the cycle of hopelessness and poverty. The Task Force approved the request as modified with conditions identified within the MCAS Tustin Reuse Plan.

4. Salvation Army - The Salvation Army proposed to operate an emergency/transitional housing shelter consisting of 24 or 26 existing family housing units in the Northeast and Southeast Housing Areas currently existing at MCAS Tustin. In addition, the Salvation Army requested transfer of one 96 unit barracks structure.

The Task Force denied the request for transfer of the 96 unit barracks structure because the request included only one of the two buildings located on the site chosen by the Task Force for this purpose; the proposal would have posed possible problems as two operators would be forced to share facilities, parking, and property; two programs at the site might be incompatible; and, another qualified applicant had submitted a proposal which would utilize both structures in a concerted fashion to provide identical homeless services thus avoiding the possibility of conflict with another organization.

The Task Force approved the use of 24 family housing units within the Northeast Housing area only to avoid the possibility of over-concentration of homeless accommodation within the Southeast area. It is estimated that their proposal alone would accommodate approximately 50% of the unsheltered homeless identified in the Tustin and Irvine Communities. The Salvation Army operates other similar programs in the County. The proposal would provide emergency/transitional housing to homeless families filling an identified need "gap" in the continuum of care approach. The Salvation Army is proven to be organizationally and financially capable of providing the service proposed. The Task Force approved this portion of the request as modified above with conditions identified within the MCAS Tustin Reuse Plan.

3. State and Local Agency Applications Denied

1. California Department of Education - The California Department of Education submitted an application which proposed that a Food Distribution Center be located within an existing 66,000 sq. ft. warehouse building at the installation:

   The Task Force denied the proposal for reasons which include:

   - The proposal (food distribution) did not fill a critical need gap identified in Tustin or Irvine's Consolidated Plan, nor would the proposal serve existing or planned homeless food distribution needs that weren't currently being filled by the existing food distribution center located in Los Angeles County. In addition, the proposed program was intended to replace this existing service.

- The program is a duplication of available support services currently provided from another location (similar facilities are leased by the applicant within the County of Los Angeles).

- It did not balance the economic and other needs of the community as it appeared that there would have been a negative impact on the property's ability to generate needed tax revenue resulting in the annual loss to the community of approximately $52,400 in tax increment and $16,500 annually in interim lease payments for use of an existing building at the site. With the Fiscal Impacts in the early years of the Reuse Plan expected to be significant to the local community, transfers of significant portions of the base off the tax roll would create even more severe impacts and impede reuse efforts.

2. California Baptist College - The California Baptist College submitted an application which proposed that a small evening college facility be provided for use in educating service personnel and families who may be displaced by the closure of MCAS Tustin or MCAS El Toro. While a specific location was not identified by the applicant, the LRA believed that the most appropriate location for such a service was the Education Village[1] identified within the community's approved Land Use Plan.

   The Task Force denied the proposal for reasons which include:

   - There are existing federal programs to provide the proposed service to displaced military personnel and their families.

   - Approval of the request would have introduced numerous property owner interests in the Education Village which might create problems administering the property, access, parking, property maintenance, etc., which could eventually negatively impact the community.

   - Due to the size of the proposal (only a 1,300 square foot space was requested), the request could be fulfilled through means other than a property transfer. Therefore, it was suggested that the applicant work with South Orange County Community College District in the Education

[1] Previously referred to as the Learning Village.

Village if the proposed program were found to be beneficial to the needs of the proposed Education Village.

3. Chapman University - Chapman University also submitted an application which proposed that a small building be provided for use in offering night courses to members of the community. While the specific location was not identified by the applicant, the LRA believed that the most appropriate location for such a service was the Education Village[2] identified within the community's approved Land Use Plan.

   The Task Force denied the proposal for reasons which include:

   - Due to the size of the proposal (only a 10,000-15,000 square foot space was requested), the request could be fulfilled through means other than a property transfer. Therefore, it was suggested that the applicant work with South Orange County Community College District in the Education Village if the proposed program were found to be beneficial to the needs of the proposed Education Village.

   - Approval of the request would have introduced numerous property owner interests in the Education Village which might create problems administering the property, access, parking, property maintenance, etc., which could eventually negatively impact the community.

4. Rancho Santiago Community College District - Rancho Santiago Community College District (Rancho) was the originator of the "Education Village" concept and was instrumental in its being included in the approved Land Use Plan. Their application requested transfer of 116 Acres for this purpose. However, the Education Village[3] is located within the South Orange County Community College District. As such, Rancho has no legal authority to own property located within another community college district. Consequently, the Task Force directed Rancho to work with South Orange County Community College District through a JPA or MOU for joint use of the Education Village.

5. Santa Ana Unified School District - Santa Ana Unified School District (Santa Ana Unified) submitted an application requesting the transfer of 75 acres of base property for use as a high

[2] Previously referred to as the Learning Village.
[3] Previously referred to as the Learning Village.

school. Santa Ana Unified's district boundaries include only the small southwesterly corner of the base. The approved Land Use Plan identified a variety of commercial, light industrial and recreational uses within that district. No residential uses would be allowed within Santa Ana Unified's district boundaries. Consequently, no student generation impacts to the district would directly result from the future development of the base as limited by the Reuse/Specific Plan for MCAS Tustin.

The Task Force denied the request for reasons which include:

- The proposal was inconsistent with Task Force policy direction on the preferred Reuse Plan and it was inconsistent with the proposed Reuse Plan in that the site location requested had previously been identified for reuse in support of commercial, commercial recreational, business and light industrial uses (which is reflective of uses currently existing in locations surrounding the proposed site).

- The site requested by the SAUSD is one of the most valuable land areas at MCAS, Tustin with important reuse and job creation potential which would be affected by the proposed transfer of 75 acres. The base is already overburdened by numerous public benefit requests. The City of Tustin currently has integrated into its Reuse Plan a significant number of other anticipated public benefit conveyances. Given the incredibly high infrastructure costs required for the base to be reused, any additional public property transfers may seriously harm the community's ability to fund these improvements.

- The proposal does not balance the economic and other needs of the community as it appeared that there would have been a negative impact on the property's ability to generate needed tax revenue resulting in the annual loss to the community of approximately $1,223,000 in tax increment and $11,500 annually in interim lease payments for use of an existing building at the site. With the Fiscal Impacts in the early years of the Reuse Plan expected to be significant to the local community, transfers of significant portions of the base off the tax roll would create even more severe impacts and impede reuse efforts.

- There are no residential uses proposed by the City's Reuse Plan within the SAUSD District boundary at MCAS, Tustin. Therefore, no students would be directly generated

which would create an impact on SAUSD facilities. In fact, the closest residential area to the proposed site at MCAS, Tustin is approximately one and one-half to two miles away. The Tustin Unified School District (TUSD) and Irvine Unified School District (IUSD) requests for conveyance were supported by the Tustin Base Closure Task Force because proposed residential uses are within both District boundaries at MCAS, Tustin. Since the residential uses will impact TUSD and IUSD facilities, those conveyances are appropriate.

- SAUSD will have under California law the ability to adopt a School Facilities' Fee program within their district boundaries at the base of approximately $.28 a square foot for all new construction. With over a million square feet of commercial and industrial space possible for development within the SAUSD boundaries based on the proposed Reuse Plan, SAUSD would see school facility revenue in excess of $280,000 from proposed development on the base in addition to actual property tax revenue. Additionally, California law also provides that SAUSD could acquire property within the City of Santa Ana to meet their needs, serving the immediate residential neighborhoods of Santa Ana.

- The requested 75-acre site is not the most suitable site for a school given its adjacency to two major arterial highways, its location within City of Tustin General Plan roadway Noise Impact Areas that will exceed 65 dba's, and the immediate interface with proposed industrial uses. In addition, the subject site will be impacted physically by the proposed widening of Red Hill Avenue which will require at least 20 feet of additional right-of-way dedication along Red Hill Avenue (the westerly portion of the requested SAUSD site) and extension of Warner Avenue which will require at least 100-120 feet of right-of-way dedication (the northerly portion of the requested 75-acre site).

6. Native American Indian Cultural Center - The Native American Indian Cultural Center submitted an application requesting transfer of approximately 130 acres of base property for use in creating a four-year university program for Native-American students.

The LRA responded to the application informing the Native American Indian Cultural Center that the application did not meet the requirements set forth within the application packet for submittal of a Notice of Interest in MCAS Tustin property. A representative of the Cultural Center later informed LRA staff that they would not pursue acquisition of base property but would attempt to work with South Orange Community College District within the approved Education Village[4] concept (discussed above). However, the Task Force did consider their early request and denied it for reasons which include:

- The application was incomplete. The applicant was informed of this in writing and later informed staff of their intent to not pursue property at the installation. No resubmittal or additional materials were ever received from the organization demonstrating a desire to pursue this initial interest.

- The request did not demonstrate adequate financial status and ability to finance the proposal in that the programs proposed were to be funded with federal grant funds which had not yet been secured, nor were they committed by the federal government to the purpose proposed; there was no demonstrated experience in providing/operating similar programs/facilities identified within the application.

- Also, the proposed program was duplicating services proposed by South Orange Community College District.

7. City of Irvine - The City of Irvine submitted an application requesting approximately 5.8 acres immediately to the west and adjacent to the existing Jamboree Blvd. right-of-way. The request was to support the future development of a rapid transit corridor which was purported to be a critical regional link for Orange County Transit Authority (OCTA) rapid transit and commuter alternatives being explored for the region.

   The Task Force denied the request for reasons which include:

   - Anticipated costs for the proposed rail system is $31 million dollars a mile with no identified funding source for this cost. There is a $125 million dollar match required of the City of Irvine for which there is currently no funding source.

[4] Previously referred to as the Learning Village.

- A large portion of the right-of-way requested is within the City of Tustin and is inconsistent with the preferred Reuse Plan and incompatible with surrounding planned uses including: Residential Core (including support commercial), commercial/industrial and retail/commercial. There is no City of Irvine owned right-of-way at either end of the request to enable its future use for the proposed purpose.

- Mr. Dave Elbaum at OCTA has indicated to Tustin that the OCTA has no regional right-of-way needs at or near MCAS Tustin. No OCTA services are proposed to be provided at the proposed location now or in the future.

- The proposal is inconsistent with the City of Irvine's current General Plan, Circulation Element, and Master Plan of Arterial Highways diagram which shows the proposed transit line along Harvard Avenue in the City of Irvine. Irvine has reserved Harvard for this purpose.

- It did not balance the economic and other needs of the community as it appeared that there would have been a negative impact on the property's ability to generate needed tax revenue resulting in the annual loss to the community of approximately $187,825 in tax increment and eliminates approximately 63,336 of buildable commercial square feet and up to 49 residential dwelling units in the proposed Residential Core. With the Fiscal Impacts in the early years of the Reuse Plan expected to be significant to the local community, transfers of significant portions of the base off the tax roll would create even more severe impacts and impede reuse efforts.

8. Irvine Ranch Water District - The Irvine Ranch Water District (IRWD) submitted an application requesting the conveyance of 4 replacement well sites and 1 existing well site comprising approximately 3 acres of land at the installation. Currently, the IRWD owns 4 existing well sites along Red Hill Avenue. Through discussions between the LRA and the IRWD, a commitment was made to accommodate IRWD needs in a manner which would be compatible with future development of the Reuse/Specific Plan at the sites requested. Formal transfer to the IRWD prior to the receipt of development plans was perceived as problematic by the LRA since future development should incorporate the proposed well sites into their site design to ensure screening, access, etc.

The Task Force denied the proposal for reasons which include:

- The proposal was potentially inconsistent with the preferred Reuse Plan and incompatible with surrounding planned uses,
- It would be better for design, screening, site location, etc. to be integrated at the time of site development through a right-of-way dedication process.
- It did not balance the economic and other needs of the community as it appeared that there would have been a negative impact on the property's ability to generate needed tax revenue. With the Fiscal Impacts in the early years of the Reuse Plan expected to be significant to the local community, transfers of significant portions of the base off the tax roll would create even more severe impacts and impede reuse efforts.

4. State and Local Agency Applications Modified

1. Tustin Unified School District - Tustin Unified School District (TUSD) originally requested two 10 acre elementary schools, a 20 acre middle school site and a 50 acre high school. After LRA discussions with TUSD, TUSD reduced and modified their request to include only the two 10 acre elementary school sites and a 40 acre high school site to serve the larger Tustin community needs. Some residential development is proposed within the proposed Reuse Plan which would directly impact the TUSD.

   The Task Force approved TUSD's request. However, the LRA had identified concerns regarding timing and financing of the proposed school uses and did not believe the burden for school construction to serve larger community needs should be borne by the MCAS, Tustin project. Consequently, it was the direction of the Task Force that an EDC transfer of the property occur to the LRA with subsequent LRA transfer to TUSD once adequate funds have been programmed for design and construction of each facility by TUSD. As an alternate to an EDC transfer, the LRA could also pursue an educational conveyance. The Task Force approved the request as modified with conditions identified within the MCAS Tustin Reuse Plan.

2. City of Irvine - The City of Irvine proposed to acquire approximately eight acres of vacant land located within the installation's Southeast Housing Area for use as a community

park as well as necessary roadway access to the park on Marble Mountain. The requested park would help serve identified community recreation needs of nearby housing areas within and adjacent to MCAS Tustin. Included in the application for public conveyance, Irvine also requested transfer of a 72-foot wide Marble Mountain right-of-way needed to secure public use of the existing right-of-way accessing the existing housing area, the proposed community park and K-8 elementary school proposed by the Irvine Unified School District (noted above). The LRA recommended that the land transfer for public access to the park (Marble Mountain Road) be limited to the existing 60-foot wide right-of-way and the eight acre park. It was felt that any additional right-of-way could be obtained upon development of site design, with possible dedications taken at that time to accommodate the necessary right-of-way requirements. The Task Force approved the request as modified with conditions identified within the MCAS Tustin Reuse Plan.

3. County of Orange Animal Control and Shelter - The County of Orange Animal Shelter (County) submitted a request for 4 acres of base property for use in assisting the relocation of the County's existing Animal Shelter currently located at the Orangewood site in the City of Orange. The proposal was to locate the site within an area of the base which had been planned for commercial and industrial uses. The LRA originally recommended that the proposal be denied as inconsistent with the Reuse Plan and cited that there were other more compatible sites in the area.

   At the request of the County, the Task Force permitted the application to be modified so that the proposed Animal Control Shelter could be integrated within the County's proposed Urban Regional Park site (discussed below). This suggestion was viewed by the Task Force as a more compatible site location. Consequently, the proposal was approved as modified with specific conditions identified within the MCAS Tustin Reuse Plan.

4. County of Orange Environmental Management Agency - The County of Orange Environmental Management Agency (County) submitted an application for an 88 acre Urban Regional Park. The boundaries of the proposed regional park would include preservation of the northerly historic blimp hangar for reuse in support of a range of recreational activities and events, if feasible. The County proposed to operate support ancillary commercial concession activities in the hangar to

offset maintenance costs. In addition, the park is in close proximity to the City of Tustin's proposed 25 acre community park and is situated to support the recreational needs of an adjacent TUSD high school, the Community College proposal within the Education Village[5], and existing and planned residential development on and off MCAS, Tustin. The City of Tustin City Council has formally adopted a resolution (Res. No. 94-20) supporting the County's submission of an Urban Park proposal to the federal Department of Interior. The proposal would provide a valuable recreation and open space opportunity, potentially preserve a National Register recognized historic blimp hangar, and would be consistent with the proposed Reuse Plan.

The Task Force approved a transfer of a modified request of 84.5 acres of property for this purpose due to the need to accommodate the TUSD's proposal for an adjacent high school. The Task Force approved the request as modified with conditions identified within the MCAS Tustin Reuse Plan.

5. County of Orange Flood Control District - The County of Orange Flood Control District requested approximately 7.15 acres of base land for use in supporting or expanding existing flood control and trail facilities. First, the Orange County Flood Control District (OCFCD) submitted a proposal to acquire three existing flood control easements located on MCAS Tustin Property as follows:

   - an approximate 50 foot wide existing flood control easement for Barranca Channel
   - an approximate 50 foot wide existing flood control easement for the Santa Ana/Santa Fe Channel
   - an approximate 170-180 existing flood control easement for Peters Canyon Channel

   The County also requested an approximate 20 foot wide strip for future improvements to Barranca Channel, a 25 foot wide strip for the Santa Ana-Santa Fe Channel and an approximate 40 foot wide strip for the Peters Canyon Channel.

   The Task Force supported transfer of all existing easements for all channels and the additional 40 foot right-of-way for the Peters Canyon Channel for widening and to support multi-use

[5] Previously referred to as the Learning Village.

of the channel for a major regional recreational trail. The additional right-of-way 20 and 25 feet right for the Barranca and Santa Ana/Santa Fe channel were not approved because they were not based on quantifiable design information. Rather than approving this portion of the conveyance request, the LRA is intending to include in the Plan the requirement that an offer to dedicate be required for the Barranca and Santa Ana/Santa Fe Channel for flood control purposes in the event said right-of-way is needed. This will ensure that negative economic impacts on the Plan are minimized.

The Task Force approved the request as modified with conditions identified within the MCAS Tustin Reuse Plan. Additional right-of-way for Santa Ana Channel and Barranca will be required as dedication in Reuse Plan

C. PRELIMINARY BUILDING CONDITION SURVEY

PRELIMINARY BUILDING CONDITION SURVEY							
Bldg. No.	***Existing Use***	***Year Built***	***Total Area (SF)***	***Condition***	***Proposed Disposition***	***Possible Interim Use***	***Ultimate Use***
1	MEDICAL/DENTAL CLINIC	1943	11,210	FAIR	DEMO	YES	CHILDREN'S SHELTER
2	STATION SUPPORT	1943	12,660	FAIR	REUSE	YES	EDUCATION VILLAGE
3	AUDITORIUM	1943	5,700	FAIR	REUSE	YES	EDUCATION VILLAGE
4	STATION HEADQUARTERS	1943	13,253	FAIR	***TBD***	YES	EDUCATION VILLAGE
5	ADMINISTRATION	1943	22,466	FAIR	***TBD***	YES	EDUCATION VILLAGE
11	SEWAGE PUMP STATION (ABAND)	-	-	POOR	DEMO	NO	LAW ENFORCEMENT TRAINING FACILITY
12	SUBSTATION #1	1942	1,500	FAIR	DEMO	NO	LAW ENFORCEMENT TRAINING FACILITY
13	COMBINED FIRE/RESCUE	1942	3,325	FAIR	DEMO	NO	RESIDENTIAL
16	ADMINISTRATION	1942	7,900	FAIR	DEMO	NO	RESIDENTIAL
17	MAINTENANCE SHOP	1942	6,077	FAIR	DEMO	NO	RESIDENTIAL
19	NIGHT VISION GOGGLES LAB	1942	2,208	FAIR	DEMO	NO	REGIONAL PARK
20A	WAREHOUSE	1943	13,536	FAIR	***TBD***	YES	REGIONAL PARK
20B	WAREHOUSE	1943	13,121	FAIR	***TBD***	YES	REGIONAL PARK
21	WAREHOUSE	1942	543	POOR	DEMO	NO	REGIONAL PARK
23A	BUNKER	1942	1,370	POOR	DEMO	NO	RESIDENTIAL CORE
23B	BUNKER	1942	1,370	POOR	DEMO	NO	RESIDENTIAL CORE
23C	BUNKER	1942	1,370	POOR	DEMO	NO	RESIDENTIAL CORE
23D	BUNKER	1942	1,270	POOR	DEMO	NO	RESIDENTIAL CORE
23E	BUNKER	1942	206	POOR	DEMO	NO	NEIGHBORHOOD PARK
23F	BUNKER	1942	2,520	POOR	DEMO	NO	RESIDENTIAL CORE
26	CHAPEL	1945	3,803	FAIR	***TBD***	YES	EDUCATION VILLAGE
27	STAND-BY GENERATOR	1942	3,242	POOR	DEMO	NO	REGIONAL PARK
28	HANGAR	1942	308,228	FAIR	TBD	YES	REGIONAL PARK
28A	STORAGE	1942	941	POOR	TBD	YES	REGIONAL PARK
29	HANGAR	1943	298,188	FAIR	TBD	YES	COMMUNITY CORE
29A	STORAGE	1942	941	POOR	TBD	YES	COMMUNITY CORE
30	GEMD/TSSA	1942	4,666	POOR	DEMO	NO	REGIONAL PARK
35	STAFF NCO CLUB	1943	6,802	FAIR	***TBD***	YES	REGIONAL PARK
35A	STORAGE	1943	1,311	FAIR	DEMO	YES	REGIONAL PARK
39	WIND DIRECTION INDICATOR	-	-	POOR	DEMO	NO	RESIDENTIAL CORE
40A	STORAGE	1942	233	POOR	DEMO	NO	REGIONAL PARK
40B	STORAGE	1942	233	POOR	DEMO	NO	COMMERCIAL BUSINESS
41	STORAGE	1942	2,712	POOR	DEMO	NO	RESIDENTIAL
42	ADMINISTRATION	1944	11,238	FAIR	DEMO	NO	CHILDREN'S SHELTER
47	ADMINISTRATION	1942	5,381	FAIR	DEMO	NO	RESIDENTIAL
47T	SHOP WAREHOUSE/SHED	1990		POOR	DEMO	NO	RESIDENTIAL
49	FIREHOUSE ANNEX	1942	1,800	POOR	DEMO	NO	LAW ENFORCEMENT TRAINING FACILITY
53	MOTOR TRANSPORT FACILITY	1942	1,970	POOR	DEMO	NO	RESIDENTIAL
66	PUBLIC WORKS SHOP	1944	3,663	POOR	DEMO	NO	RESIDENTIAL
71A	WAREHOUSE	1945	1,650	POOR	DEMO	NO	REGIONAL PARK
71B	WAREHOUSE	1945	1,650	POOR	DEMO	NO	REGIONAL PARK
71C	WAREHOUSE	1945	1,650	POOR	DEMO	NO	REGIONAL PARK

PRELIMINARY BUILDING CONDITION SURVEY							
Bldg. No.	*Existing Use*	*Year Built*	*Total Area (SF)*	*Condition*	*Proposed Disposition*	*Possible Interim Use*	*Ultimate Use*
71D	WAREHOUSE	1945	1,650	POOR	DEMO	NO	REGIONAL PARK
71E	WAREHOUSE	1945	1,650	POOR	DEMO	NO	REGIONAL PARK
71F	WAREHOUSE	1945	1,650	POOR	DEMO	NO	REGIONAL PARK
71G	WAREHOUSE	1945	1,650	POOR	DEMO	NO	REGIONAL PARK
71H	WAREHOUSE	1945	1,650	POOR	DEMO	NO	REGIONAL PARK
71I	WAREHOUSE	1945	1,650	POOR	DEMO	NO	REGIONAL PARK
71J	WAREHOUSE	1945	1,650	POOR	DEMO	NO	REGIONAL PARK
77	FLAGPOLE	-	-	FAIR	REUSE	YES	EDUCATION VILLAGE
86	BACHELOR ENLISTED QUARTERS	1953	14,531	FAIR	REUSE	YES	EDUCATION VILLAGE
87	PHYSICAL FITNESS CENTER	1953	14,388	FAIR	REUSE	YES	EDUCATION VILLAGE
88	RELIGIOUS EDUCATION	1953	14,388	FAIR	REUSE	YES	EDUCATION VILLAGE
89	WAREHOUSE	1953	7,575	FAIR	DEMO	NO	RESIDENTIAL
90	WAREHOUSE	1953	10,600	FAIR	TBD	YES	REGIONAL PARK
92	ADMINISTRATION	1942	420	FAIR	DEMO	NO	REGIONAL PARK
93	BACHELOR OFFICERS QUARTERS	1953	15,172	FAIR	DEMO	YES	COMMUNITY PARK
98	PAINT BOOTH (DECOMMISSIONED)	1954	552	POOR	DEMO	NO	RESIDENTIAL
103	TRAINING/CLASSROOM	1958	2,856	POOR	DEMO	NO	REGIONAL PARK
106	SELF SERVICE CAR WASH (DECOM)	1954	924	POOR	DEMO	NO	REGIONAL PARK
128	SOFTBALL DIAMOND #1	-	-	FAIR	REUSE	YES	COMMUNITY PARK
131	FOOTBALL FIELD	-	-	FAIR	REUSE	YES	COMMUNITY PARK
132	BACHELOR ENLISTED QUARTERS	1961	30,636	FAIR	REUSE	YES	EDUCATION VILLAGE
134	ADMINISTRATION	1961	30,636	FAIR	REUSE	YES	EDUCATION VILLAGE
142	PICNIC SHELTER	1960	3,072	POOR	DEMO	NO	COMMUNITY PARK
143	BARBECUE PIT	-	-	POOR	DEMO	NO	COMMUNITY PARK
144	VOLLEYBALL COURT	-	-	FAIR	REUSE	YES	COMMUNITY PARK
145	BASKETBALL COURT	-	-	GOOD	REUSE	YES	COMMUNITY PARK
146	BARBECUE HUT	-	-	POOR	DEMO	NO	COMMUNITY PARK
148	SOCCER FIELD	-	-	FAIR	REUSE	YES	COMMUNITY PARK
149	VEHICLE GREASE RACK	1963	517	POOR	DEMO	NO	COMMUNITY CORE
150	RACQUETBALL COURT	1963	-	POOR	DEMO	NO	COMMUNITY PARK
159	BOWLING CENTER	1963	5,640	FAIR	REUSE	YES	EDUCATION VILLAGE
160	BASKETBALL/VOLLEYBALL COURT	-	-	GOOD	REUSE	YES	EDUCATION VILLAGE
161	APPLIED INSTRUCTION	1964	13,980	FAIR	REUSE	YES	REGIONAL PARK
162	PUBLIC TOILET	1965	245	FAIR	DEMO	NO	COMMUNITY PARK
163	PUBLIC TOILET	1965	245	FAIR	DEMO	NO	COMMUNITY PARK
164	SWIMMING POOL	-	-	FAIR	DEMO	NO	COMMUNITY PARK
165	CONVENIENCE FOOD STORE	1965	7,520	FAIR	REUSE	YES	EDUCATION VILLAGE
166	RETAIL STORE	1966	9,600	FAIR	REUSE	YES	EDUCATION VILLAGE
167	CAFETERIA	1966	1,800	FAIR	REUSE	YES	EDUCATION VILLAGE
168	SERVICE OUTLETS	1966	3,200	FAIR	REUSE	YES	EDUCATION VILLAGE
169	AIRCRAFT READY FUEL STORAGE	1966	203,644	POOR	DEMO	NO	REGIONAL PARK
170	AIRCRAFT READY FUEL STORAGE	1966	203,756	POOR	DEMO	NO	REGIONAL PARK

PRELIMINARY BUILDING CONDITION SURVEY							
Bldg. No.	*Existing Use*	*Year Built*	*Total Area (SF)*	*Condition*	*Proposed Disposition*	*Possible Interim Use*	*Ultimate Use*
171	AIRCRAFT OPERATIONS FACILITY	1965	8,048	POOR	DEMO	NO	REGIONAL PARK
172	BULK FUEL	1966	2,520	POOR	DEMO	NO	EDUCATION VILLAGE
173	APPLIED INSTRUCTION	1966	26,000	FAIR	REUSE	YES	REGIONAL PARK
174	WELDING SHOP	1967	1,240	FAIR	DEMO	NO	COMMUNITY CORE
175	PARTS STORAGE	1967	384	POOR	DEMO	NO	COMMUNITY CORE
176	EAF/EOD ADMINISTRATION	1967	9,760	FAIR	DEMO	YES	COMMERCIAL
177	BACHELOR ENLISTED QUARTERS	1968	23,052	FAIR	REUSE	YES	EDUCATION VILLAGE
178	LINE MAINTENANCE SHACK	1967	1,400	POOR	DEMO	NO	REGIONAL PARK
179	LINE MAINTENANCE SHACK	1967	1,050	POOR	DEMO	NO	REGIONAL PARK
180	LINE MAINTENANCE SHACK	1967	1,050	POOR	DEMO	NO	COMMERCIAL BUSINESS
181	LINE MAINTENANCE SHACK	1967	1,400	POOR	DEMO	NO	COMMERCIAL BUSINESS
182	LINE MAINTENANCE SHACK	1967	1,050	POOR	DEMO	NO	COMMERCIAL BUSINESS
183	COMBINED FIRE/RESCUE STATION	1968	6,827	FAIR	TBD	YES	REGIONAL PARK
184	ENLISTED MESS HALL	1969	22,007	GOOD	REUSE	YES	EDUCATION VILLAGE
185	AUTOMOTIVE HOBBY SHOP	1969	5,808	FAIR	TBD	YES	EDUCATION VILLAGE
186	VEHICLE MAINTENANCE SHOP	1970	10,765	FAIR	DEMO	NO	RESIDENTIAL CORE
187	PAINT & BLASTING SHOP (DECOM)	1970	1,200	FAIR	DEMO	NO	COMMUNITY CORE
189	FLOWER SHOP	1969	1,080	FAIR	TBD	YES	EDUCATION VILLAGE
190	HANGAR	1970	42,818	GOOD	TBD	YES	COMMERCIAL BUSINESS
191	ACFT DIRECT FUELING STATION	-	-	POOR	DEMO	NO	EDUCATION VILLAGE
192	ACFT DIRECT FUELING STATION	-	-	POOR	DEMO	NO	EDUCATION VILLAGE
193	ACFT DIRECT FUELING STATION	-	-	POOR	DEMO	NO	EDUCATION VILLAGE
194	DAY TANK ACFT FUEL STORAGE	-	-	POOR	DEMO	NO	EDUCATION VILLAGE
195	ACFT DIRECT FUELING STATION	-	-	POOR	DEMO	NO	COMMERCIAL BUSINESS
196	ACFT DIRECT FUELING STATION	-	-	POOR	DEMO	NO	COMMERCIAL BUSINESS
197	ACFT DIRECT FUELING STATION	-	-	POOR	DEMO	NO	COMMERCIAL BUSINESS
198	DAY TANK ACFT FUEL STORAGE	-	-	POOR	DEMO	NO	COMMERCIAL BUSINESS
199	CHILD CARE CENTER	1970	5,853	FAIR	REUSE	YES	CHILD CARE CENTERS
201	STORAGE	1971	960	POOR	DEMO	NO	REGIONAL PARK
202	TENNIS COURTS	1971	-	GOOD	REUSE	YES	COMMUNITY PARK
203	SEWAGE PUMP STATION	-	-	POOR	DEMO	NO	REGIONAL PARK
204	SEWAGE PUMP STATION	-	-	FAIR	DEMO	YES	COMMUNITY CORE
205	SEWAGE PUMP STATION	-	-	FAIR	DEMO	YES	COMMERCIAL BUSINESS

PRELIMINARY BUILDING CONDITION SURVEY							
Bldg. No.	***Existing Use***	***Year Built***	***Total Area (SF)***	***Condition***	***Proposed Disposition***	***Possible Interim Use***	***Ultimate Use***
207	LINE MAINTENANCE SHACK	1971	1,920	POOR	DEMO	NO	REGIONAL PARK
208	SOFTBALL FIELD #2	-	-	FAIR	REUSE	YES	COMMUNITY PARK
209	OUTDOOR HELICOPTER MONUMENT	-	-	POOR	DEMO	NO	EDUCATION VILLAGE
210	FUEL PUMP STATION	-	-	POOR	DEMO	NO	REGIONAL PARK
212	ELEC/COMM MAINTENANCE SHOP	1972	3,700	FAIR	TBD	YES	COMMERCIAL BUSINESS
213	BACHELOR ENLISTED QUARTERS	1973	35,424	GOOD	REUSE	YES	EDUCATION VILLAGE
216	INDOOR HANDBALL COURTS	1974	1,722	POOR	DEMO	NO	COMMUNITY PARK
218	ENLISTED CLUB	1976	10,384	FAIR	REUSE	YES	EDUCATION VILLAGE
219	EQUIPMENT STORAGE	1976	384	POOR	DEMO	NO	COMMERCIAL BUSINESS
220	ENGINE TEST CELL ADMINISTRATION	1981	675	GOOD	TBD	YES	COMMERCIAL BUSINESS
221	PHYSICAL FITNESS CENTER	1977	4,200	FAIR	TBD	YES	COMMUNITY PARK
222	AUTO SERVICE CENTER	1974	4,680	POOR	DEMO	NO	COMMUNITY PARK
225	MAIN GATE HOUSE	1980	24	POOR	DEMO	NO	EDUCATION VILLAGE
226	FLIGHT SIMULATOR	1980	9,620	GOOD	REUSE	YES	REGIONAL PARK
227	BACHELOR ENLISTED QUARTERS	1981	48,960	GOOD	REUSE	YES	EDUCATION VILLAGE
228	ISSUE WAREHOUSE	1980	3,150	FAIR	DEMO	NO	RESIDENTIAL
229	ACFT WASHRACK	1960	755	POOR	DEMO	NO	COMMERCIAL BUSINESS
230	ACFT WASHRACK	1968	1,642	POOR	DEMO	NO	EDUCATION VILLAGE
231	ENGINE TEST CELL PAD	1968	4,022	GOOD	REUSE	YES	COMMERCIAL BUSINESS
233	VEHICLE WASHRACK	1968	960	POOR	DEMO	NO	COMMUNITY CORE
234	VEHICLE WASHRACK	1968	800	POOR	DEMO	NO	REGIONAL PARK
236	TRANSFORMER PAD	-	-	FAIR	TBD	YES	EDUCATION VILLAGE
237	TRANSFORMER PAD	-	-	FAIR	TBD	YES	COMMERCIAL
238	TRANSFORMER PAD	-	-	FAIR	TBD	YES	EDUCATION VILLAGE
239	TRANSFORMER PAD	-	-	FAIR	REUSE	YES	EDUCATION VILLAGE
240	TRANSFORMER PAD	-	-	FAIR	TBD	YES	LAW ENFORCEMENT TRAINING FACILITY
241	TRANSFORMER PAD	-	-	FAIR	REUSE	YES	COMMERCIAL BUSINESS
242	TRANSFORMER PAD	-	-	FAIR	TBD	YES	REGIONAL PARK
244	FLIGHT LINE SHACK	1981	1,000	POOR	DEMO	NO	COMMERCIAL BUSINESS
245	BACHELOR ENLISTED QUARTERS	1984	47,370	GOOD	REUSE	YES	EDUCATION VILLAGE
246	BACHELOR ENLISTED QUARTERS	1984	47,370	GOOD	REUSE	YES	EDUCATION VILLAGE
247	POL TESTING LAB ADMINISTRATION	1982	600	GOOD	REUSE	YES	REGIONAL PARK
248	HAZ WASTE TRANSFER FACILITY	1982	1,118	POOR	DEMO	NO	REGIONAL PARK
249	HEATING PLANT BLDG	1984	768	GOOD	REUSE	YES	EDUCATION VILLAGE
250	WAREHOUSE	1984	66,976	GOOD	REUSE	YES	COMMERCIAL BUSINESS

PRELIMINARY BUILDING CONDITION SURVEY							
Bldg. No.	*Existing Use*	*Year Built*	*Total Area (SF)*	*Condition*	*Proposed Disposition*	*Possible Interim Use*	*Ultimate Use*
251	GROUND SUPPORT EQUIP SHOP	1984	13,770	GOOD	REUSE	YES	COMMERCIAL BUSINESS
252	GROUND SUPPORT EQUIP SHED	1984	10,755	GOOD	REUSE	YES	COMMERCIAL BUSINESS
253	APPLIED INSTRUCTION	1984	3,972	GOOD	REUSE	YES	REGIONAL PARK
254	REFUELER ADMINISTRATION	1984	700	POOR	DEMO	NO	EDUCATION VILLAGE
255	REFUELER ADMINISTRATION	1984	700	POOR	DEMO	NO	COMMERCIAL BUSINESS
256	FLAGPOLE	1983	0	FAIR	REUSE	YES	COMMUNITY PARK
257	RECREATION PICNIC SHELTER	1983	748	GOOD	REUSE	YES	REGIONAL PARK
258	NAVY RELIEF PAPER COLLECTION	1982	117	POOR	DEMO	NO	EDUCATION VILLAGE
259	STORAGE	1984	1,025	POOR	DEMO	NO	REGIONAL PARK
260	LINE MAINTENANCE SHELTER	1984	1,000	POOR	DEMO	NO	REGIONAL PARK
261	LINE MAINTENANCE SHELTER	1984	1,000	POOR	DEMO	NO	REGIONAL PARK
262	HAZARDOUS/FLAM LOCKER	1984	300	POOR	DEMO	NO	REGIONAL PARK
263	HAZARDOUS/FLAM LOCKER	1984	300	POOR	DEMO	NO	REGIONAL PARK
264	HAZARDOUS/FLAM LOCKER	1984	300	POOR	DEMO	NO	REGIONAL PARK
265	HAZARDOUS/FLAM LOCKER	1984	300	POOR	DEMO	NO	COMMUNITY CORE
266	HAZARDOUS/FLAM LOCKER	1984	300	POOR	DEMO	NO	COMMUNITY CORE
267	HAZARDOUS/FLAM LOCKER	1984	150	POOR	DEMO	NO	COMMERCIAL
268	FILLING STATION	-	-	POOR	DEMO	NO	RESIDENTIAL
269	GSE LOADING RAMP	-	-	FAIR	DEMO	NO	COMMERCIAL BUSINESS
273	ENGINE TEST CELL	1987	2,974	GOOD	REUSE	YES	COMMERCIAL BUSINESS
278	BASKETBALL COURT #1	-	-	GOOD	REUSE	YES	EDUCATION VILLAGE
279	VOLLEYBALL COURT #1	-	-	GOOD	REUSE	YES	EDUCATION VILLAGE
300	MAG-16 HEADQUARTERS	1943	21,170	FAIR	REUSE	YES	EDUCATION VILLAGE
303	GENERAL STORAGE SHED		1,610	POOR	DEMO	NO	EDUCATION VILLAGE
306	HAZARDOUS/FLAM STORAGE	1949	100	POOR	DEMO	NO	EDUCATION VILLAGE
502	BASEBALL FIELD	-	-	FAIR	REUSE	YES	REGIONAL PARK
503	SOCCER/PARADE FIELD	-	-	FAIR	REUSE	YES	REGIONAL PARK
504	BASEBALL FIELD	-	-	FAIR	REUSE	YES	REGIONAL PARK
505	TELEPHONE SWITCHING CENTER		240	POOR	REUSE	YES	EDUCATION VILLAGE
506	GENERATOR/TRANSFORMER BLDG	1985	360	GOOD	REUSE	YES	EDUCATION VILLAGE
507	VEHICLE WASHRACK BLDG	1985	228	POOR	DEMO	NO	COMMUNITY CORE
508	AIRCRAFT WASHRACK BLDG	1985	684	POOR	DEMO	NO	COMMERCIAL BUSINESS
509	AIRCRAFT WASHRACK BLDG	1985	684	POOR	DEMO	NO	EDUCATION VILLAGE

PRELIMINARY BUILDING CONDITION SURVEY							
Bldg. No.	*Existing Use*	*Year Built*	*Total Area (SF)*	*Condition*	*Proposed Disposition*	*Possible Interim Use*	*Ultimate Use*
511	STORAGE SHED	1986	1,800	POOR	DEMO	NO	REGIONAL PARK
512	STORAGE SHED	1986	1,800	POOR	DEMO	NO	REGIONAL PARK
513	STORAGE SHED	1986	1,800	POOR	DEMO	NO	REGIONAL PARK
514	STORAGE SHED	1986	1,800	POOR	DEMO	NO	COMMUNITY CORE
514T	CONTRACTOR TRAILER				RELOCATE/ DEMO	NO	EDUCATION VILLAGE
515	STORAGE SHED	1986	1,800	POOR	DEMO	NO	COMMUNITY CORE
516	POLICE STATION	1986	1,551	GOOD	DEMO	NO	TRANSITIONAL/EMERG HSG
517	AIRCRAFT WASHRACK	1985	-	POOR	DEMO	NO	COMMERCIAL BUSINESS
520	HANGAR	1989	63,289	GOOD	REUSE	YES	COMMERCIAL BUSINESS
523	APPLIED INSTRUCTION	1987	23,330	GOOD	REUSE	YES	REGIONAL PARK
524	HANGAR	1987	45,959	GOOD	REUSE	YES	EDUCATION VILLAGE
525	HANGAR	1987	45,959	GOOD	DEMO	YES	COMMERCIAL RECREATION
526	UTILITY BUILDING SHED	1987	1,672	FAIR	REUSE	YES	EDUCATION VILLAGE
527	FLIGHT LINE SHELTER	1987	2,000	POOR	DEMO	NO	COMMERCIAL
528	ADMINISTRATION BUILDING	1988	4,935	GOOD	REUSE	YES	COMMERCIAL BUSINESS
529	SUPPLY BUILDING	1988	15,000	GOOD	REUSE	YES	COMMERCIAL BUSINESS
530	COMMUNICATIONS/ MAINT BLDG	1988	5,029	GOOD	REUSE	YES	COMMERCIAL BUSINESS
531	WEATHER ANNEX	1988	800	FAIR	DEMO	NO	COMMERCIAL
532	GENERATOR BUILDING	1988	192	FAIR	DEMO	NO	COMMERCIAL
533	ARMORY	1988	5,363	GOOD	REUSE	YES	REGIONAL PARK
534	CRASH CREW BURN PIT	1988	-	GOOD	DEMO	NO	COMMUNITY CORE
535	AIRCRAFT WASHRACK	1988	-	POOR	DEMO	NO	COMMERCIAL RECREATION
536	WASHRACK UTILITY BUILDING	1988	672	FAIR	DEMO	NO	COMMERCIAL RECREATION
537	ENGINE MAINTENANCE SHOP	1988	35,717	GOOD	DEMO	YES	COMMERCIAL BUSINESS
538	BACHELOR ENLISTED QUARTERS	1989	53,240	GOOD	REUSE	YES	EDUCATION VILLAGE
539	BACHELOR ENLISTED QUARTERS	1989	53,240	GOOD	REUSE	YES	EDUCATION VILLAGE
540	HAZARDOUS WASTE STORAGE TANK	-	-	FAIR	DEMO	NO	RESIDENTIAL CORE
541	PUMP STATION #1	-	-	FAIR	DEMO	NO	COMMERCIAL BUSINESS
542	PUMP STATION #2	-	-	FAIR	DEMO	NO	COMMERCIAL BUSINESS
543	ACFT RINSE FACILITY	1988	-	POOR	DEMO	NO	COMMERCIAL BUSINESS
544	RESTROOM FACILITY	1989	2,005	GOOD	DEMO	NO	COMMERCIAL BUSINESS
545	SENTRY BOOTH	1989	91	POOR	DEMO	NO	COMMERCIAL BUSINESS
546	ELECTRICAL/STORAGE ROOM	1989	1,755	GOOD	REUSE	YES	COMMERCIAL BUSINESS
547	CHILD CARE CENTER	1990	13,120	GOOD	REUSE	YES	CHILD CARE CENTERS

PRELIMINARY BUILDING CONDITION SURVEY							
Bldg. No.	*Existing Use*	*Year Built*	*Total Area (SF)*	*Condition*	*Proposed Disposition*	*Possible Interim Use*	*Ultimate Use*
549	MECHANICAL ROOM	1989	933	GOOD	REUSE	YES	EDUCATION VILLAGE
550	TRANSFORMER PAD	-	-	FAIR	REUSE	YES	EDUCATION VILLAGE
551	WASHRACK BUILDING	1989	1,000	POOR	DEMO	NO	COMMERCIAL BUSINESS
552	TRANSFORMER PAD	-	-	FAIR	REUSE	YES	COMMERCIAL BUSINESS
553	BACHELOR ENLISTED QUARTERS	1991	40,332	GOOD	REUSE	YES	TRANSITIONAL/EMER HSG
554	BACHELOR ENLISTED QUARTERS	1991	40,332	GOOD	REUSE	YES	TRANSITIONAL/EMER HSG
555	MECHANICAL BUILDING	1990	-	GOOD	REUSE	YES	COMMERCIAL BUSINESS
556	HAZARDOUS/FLAM STORAGE	1990	3,840	GOOD	DEMO	NO	COMMERCIAL
557	MECHANICAL BUILDING	1991	1,400	GOOD	REUSE	YES	TRANSITIONAL/EMER HSG
558	FUEL ISLAND	-	-	POOR	DEMO	NO	COMMERCIAL BUSINESS
559	LOADING RAMP	-	-	FAIR	DEMO	YES	COMMERCIAL BUSINESS
560	VEHICLE WASHRACK	1990	1,089	POOR	DEMO	NO	COMMERCIAL BUSINESS
561	MECHANICAL BUILDING	1989	933	FAIR	REUSE	YES	EDUCATION VILLAGE
562	WAREHOUSE		2,363	POOR	DEMO	NO	COMMUNITY CORE
563	SEWER METER VAULT	-	-	FAIR	REUSE	NO	EDUCATION VILLAGE
564	HAZARDOUS/FLAM STORAGE	-	-	POOR	DEMO	NO	REGIONAL PARK
565	TACTICAL VAN PAD COMPLEX	-	-	GOOD	DEMO	NO	COMMERCIAL BUSINESS
566	LUBE RACK	1988	1,760	POOR	DEMO	NO	COMMERCIAL BUSINESS
567	HAZARDOUS WASTE STORAGE PAD	1990	2,400	POOR	DEMO	NO	RESIDENTIAL CORE
568	IMA COMPLEX	1991	19,680	GOOD	DEMO	YES	COMMERCIAL BUSINESS
569	FPN-63 PAR SITE	1991	700	POOR	DEMO	NO	COMMUNITY CORE
570	HAZARDOUS WASTE STORAGE	-	-	POOR	DEMO	NO	COMMERCIAL BUSINESS
571	HAZARDOUS WASTE STORAGE	-	-	POOR	DEMO	NO	COMMERCIAL
572	HAZARDOUS WASTE STORAGE	-	-	POOR	DEMO	NO	COMMERCIAL
573	HAZARDOUS WASTE STORAGE	-	-	POOR	DEMO	NO	EDUCATION VILLAGE
574	HAZARDOUS WASTE STORAGE	-	-	POOR	DEMO	NO	EDUCATION VILLAGE
575	HAZARDOUS WASTE STORAGE	-	-	POOR	DEMO	NO	RESIDENTIAL
576	HAZARDOUS WASTE STORAGE	-	-	POOR	DEMO	NO	REGIONAL PARK
577	HAZARDOUS WASTE STORAGE	-	-	POOR	DEMO	NO	REGIONAL PARK
578	HAZARDOUS WASTE STORAGE	-	-	POOR	DEMO	NO	REGIONAL PARK

PRELIMINARY BUILDING CONDITION SURVEY							
Bldg. No.	*Existing Use*	*Year Built*	*Total Area (SF)*	*Condition*	*Proposed Disposition*	*Possible Interim Use*	*Ultimate Use*
579	HAZARDOUS WASTE STORAGE	-	-	POOR	DEMO	NO	REGIONAL PARK
580	HAZARDOUS WASTE STORAGE	-	-	POOR	DEMO	NO	REGIONAL PARK
581	HAZARDOUS WASTE STORAGE	-	-	POOR	DEMO	NO	COMMERCIAL BUSINESS
582	HAZARDOUS WASTE STORAGE	-	-	POOR	DEMO	NO	COMMERCIAL BUSINESS
583	HAZARDOUS WASTE STORAGE	-	-	POOR	DEMO	NO	COMMERCIAL BUSINESS
584	HAZARDOUS WASTE STORAGE	-	-	POOR	DEMO	NO	COMMUNITY CORE
585	HAZARDOUS WASTE STORAGE	-	-	POOR	DEMO	NO	COMMERCIAL BUSINESS
586	HAZARDOUS WASTE STORAGE	-	-	POOR	DEMO	NO	COMMERCIAL BUSINESS
587	HAZARDOUS WASTE STORAGE	-	-	POOR	DEMO	NO	COMMUNITY CORE
588	HAZARDOUS WASTE STORAGE	-	-	POOR	DEMO	NO	COMMERCIAL BUSINESS
589	HAZARDOUS WASTE STORAGE	-	-	POOR	DEMO	NO	COMMUNITY CORE
590	HAZARDOUS WASTE STORAGE	-	-	POOR	DEMO	NO	RESIDENTIAL CORE
591	HAZARDOUS WASTE STORAGE	-	-	POOR	DEMO	NO	COMMERCIAL BUSINESS
592	GENERATOR PAD	1991	180	POOR	DEMO	NO	COMMUNITY CORE
593	SEWER LIFT STATION	-	-	FAIR	DEMO	YES	COMMERCIAL BUSINESS
594	PICNIC SHELTER	1991	312	FAIR	REUSE	YES	EDUCATION VILLAGE
595	SEWER LIFT STATION	-	-	FAIR	DEMO	YES	COMMERCIAL BUSINESS
596	HAZARDOUS/FLAM MAT'L LOCKER	1992	200	POOR	DEMO	NO	RESIDENTIAL CORE
597	HAZARDOUS/FLAM MAT'L LOCKER	1992	100	POOR	DEMO	NO	COMMERCIAL BUSINESS
598	HAZARDOUS/FLAM MAT'L LOCKER	1992	200	POOR	DEMO	NO	COMMERCIAL BUSINESS
599	HAZARDOUS/FLAM MAT'L LOCKER	1992	100	POOR	DEMO	NO	COMMERCIAL BUSINESS
600	HAZARDOUS/FLAM MAT'L LOCKER	1992	400	POOR	DEMO	NO	COMMERCIAL BUSINESS
601	HAZARDOUS/FLAM MAT'L LOCKER	1992	100	POOR	DEMO	NO	COMMERCIAL
602	HAZARDOUS/FLAM MAT'L LOCKER	1992	100	POOR	DEMO	NO	EDUCATION VILLAGE
603	TRANSFORMER PAD	-	-	FAIR	REUSE	YES	EDUCATION VILLAGE
604	AN/GMQ-13 TRANSMITTER	-	-	POOR	DEMO	YES	COMMUNITY CORE
605	AN/GMQ-13 RECEIVER	-	-	POOR	DEMO	YES	RESIDENTIAL CORE
606	AN/FPN-63 MTI-REFLECTOR	-	-	POOR	DEMO	YES	RESIDENTIAL CORE
607	AN/UMQ-29	-	-	POOR	DEMO	YES	COMMUNITY CORE

PRELIMINARY BUILDING CONDITION SURVEY							
Bldg. No.	***Existing Use***	***Year Built***	***Total Area (SF)***	***Condition***	***Proposed Disposition***	***Possible Interim Use***	***Ultimate Use***
608	AN/GMQ-10 TRANSMITTER	-	-	POOR	DEMO	YES	COMMUNITY CORE
609	AN/GMQ-10 RECEIVER	-	-	POOR	DEMO	YES	COMMUNITY CORE
610	GENERATOR WASHRACK	-	-	POOR	DEMO	NO	COMMERCIAL BUSINESS
611	HAZARDOUS MATERIAL STORAGE	-	-	POOR	DEMO	NO	COMMERCIAL BUSINESS
3000T	FREST ADMIN/CLASSROOM	?	10,800	POOR	DEMO	NO	COMMUNITY CORE
3002T	GUARD SHACK	-	-	POOR	DEMO	NO	RESIDENTIAL
3003T	GUARD SHACK	1992	25	POOR	DEMO	NO	RESIDENTIAL
3005T	EQUIPMENT SHED	1990	225	POOR	DEMO	NO	RESIDENTIAL
6168	SEWAGE PUMP STATION	-	-	FAIR	DEMO	YES	RESIDENTIAL CORE
6169	SEWAGE PUMP STATION	-	-	FAIR	DEMO	YES	COMMERCIAL
6480	SEWAGE PUMP STATION	-	-	FAIR	DEMO	YES	RESIDENTIAL
6798	SEWAGE PUMP STATION	-	-	FAIR	DEMO	YES	RESIDENTIAL
6857	SEWAGE PUMP STATION	-	-	FAIR	DEMO	YES	RESIDENTIAL
A	OFFICERS QUARTERS	1946	2,800	POOR	DEMO	NO	ELEMENTARY SCHOOL
B	OFFICERS QUARTERS	1946	2,200	POOR	DEMO	NO	ELEMENTARY SCHOOL
C	VIP QUARTERS	1946	972	FAIR	DEMO	NO	ELEMENTARY SCHOOL
C3	YOUTH CENTER	1943	6,552	POOR	DEMO	NO	COMMUNITY PARK
C4	OFFICERS CLUB	1943	7,548	FAIR	REUSE	YES	COMMUNITY PARK

LIST OF ACRONYMS

ABAND	ABANDONED	HAZ	HAZARDOUS
ACFT	AIRCRAFT	IMA	INTERMEDIATE MAINTENANCE ACTIVITY
ADMIN	ADMINISTRATION	LAB	LABORATORY
BLDG	BUILDING	MAG	MARINE AIR GROUP
COMM	COMMUNICATIONS	MAT'L	MATERIAL
COT	CITY OF TUSTIN	MWR	MORALE WELFARE, & RECREATION
DECOM	DECOMMISSIONED	NCO	NON-COMMISSIONED OFFICER
DOE	DEPARTMENT OF EDUCATION	OC	ORANGE COUNTY
ELEC	ELECTRONICS	TBD	TO BE DETERMINED
EQUIP	EQUIPMENT	FAC	FACILITY
FLAM	FLAMMABLE	GSE	GROUND SUPPORT EQUIPMENT

D. DEFINITIONS

Words, phrases and terms not specifically defined herein shall be as defined in the Tustin City Code.

Acres, Gross. An estimated allocation of land area within a Planning Area, measured from the edge of the adjacent arterial roadways and/or the boundary of the Planning Area (as shown on the Land Use Planning Areas map).

Acres, Net. An estimated allocation of land area within a Planning Area, based on gross acreage reduced for internal circulation (local roads) within a Planning Area.

Alcohol Beverage Sales Establishments. Alcohol beverage sales establishments are comprised of on-site and off-site establishments. Alcohol is either sold for consumption on the premises (on-site) or sold for consumption off the premises (off-site). The following definitions are grouped under on-site or off-site sales establishments.

Alcohol Beverage Sales Establishment – On-Site. An on-site sales establishment provides for the sale of alcoholic beverages for consumption on the premises. On-Site Sales Establishments may include the following:

1. Amusement Resort: includes arcades, theaters, auditoriums, social halls and indoor/outdoor recreation facilities, including billiard/pool halls and bowling alleys where the service of alcoholic beverages to patrons for on-site consumption, is not an ancillary use to a full-service restaurant.

2. Club: An establishment with table and/or bar seating that serves alcoholic beverages to patrons for on-site consumption, which is not an ancillary use to a full-service restaurant. If food service is offered, the gross receipts of alcohol sales exceed the gross receipts of food sales. Club establishments may include bars, nightclubs, and membership organizations.

3. Restaurant: A retail establishment that sells food and beverages prepared on the site for on-site consumption. Seating shall be designed and used for and must possess the necessary utensils, table service, and condiment dispensers with which to serve meals to the public. The gross annual sales of food shall exceed the sales of alcohol. A restaurant may have ancillary uses such as a lounge, microbrewery/wine tasting, billiard/pool tables, video games, public

dancing, and live entertainment pursuant to City requirements, which are ancillary to the restaurant use.

Alcohol Beverage Sales Establishment – Off-Site. An off-site sales establishment provides for the sale of alcoholic beverages for consumption off the premises. Off-Site Sales Establishments may include the following:

1. Food Market Store, less than 10,000 square feet in size, where alcoholic beverages are sold primarily for off-site consumption.. A Food Market Store is a retail establishment where food, beverages, household and personal items, or any combination thereof, are sold. .

2. Microbrewery/Wine Tasting Establishment. An establishment that includes beverage production of beer and/or wine and may include a tasting facility and sales of beer and/or wine in original, unopened containers for consumption off the premises where sold. The establishment shall not include the sale of alcoholic beverages for on-site consumption with the exception of sampling the product within a tasting facility or on-site consumption in conjunction with a restaurant.

3. Specialty Store: A market or retail establishment that offers a combination of unique foods and alcoholic beverages not commonly found in food market stores or other retail stores. The establishment may include a tasting facility as a primary use or as an ancillary use to the purchase of alcohol for off-site consumption.

Baseline Mix of Uses. An assumed mix of non-residential uses for each neighborhood, which establish a baseline capacity of average daily trips for each neighborhood.

Building Setbacks. Building setback distances are measured from future rights-of-way. Non-conforming building setbacks will be permitted to remain to accommodate existing buildings not in future rights-of-way.

Children's Intermediate Care Shelter. A 60-bed emergency shelter for abused, neglected children.

Concept Plan. A type of plan required concurrent with submission of a new development proposal, reuse project, or subdivision used to document and insure that the necessary linkages are provided between the development project and the Planning Area/Neighborhood in which it is located, the integrity of the Specific Plan and purpose and intent of each Neighborhood is maintained, and applicable considerations of City requirements are identified and satisfied.

Development Unit. Consists of all building sites, their private open space, common recreation and open space areas, and public and/or private streets serving the project. A development unit may contain multiple products, at an average density not to exceed maximum densities for each applicable land use designation (i.e. low density, medium density, and medium high density).

Dwelling Units, Existing. The existing military family housing units within the MCAS Tustin boundary.

Dwelling Units per Acre. The maximum density per gross acre at which dwelling units may be calculated. This overall density may not be exceeded even by a fraction.

Dwelling Units, Potential. The maximum number of new dwelling units, based on the density per gross acre for the Planning Area.

Dwelling Units, Total. The maximum number of existing and potential dwelling units allocated to each Planning Area (where applicable).

Floor Area Ratio (F.A.R.). The gross floor area of all buildings within a Planning Area divided by the net acreage of the Planning Area.

Existing Floor Area. The square footage of existing buildings within the MCAS Tustin boundary.

Extended Stay Hotels. A facility that offers transient lodging accommodations to the general public, targeted to the business or leisure traveler who is planning to stay for a prolonged period of time, typically a week or more, but less than 30 days. An extended stay facility may contain lobbies, conference rooms, meeting rooms, child play areas, recreational facilities, or dining areas for the intended use of the guests. The lodging accommodations may be guest rooms or suites, provided with or without meals or kitchen facilities (i.e., range cooktop, microwave or conventional oven, refrigerator, and sink). The rooms or suites may be located in one structure or a group of attached or detached structures. Ingress and egress to and from rooms and suites shall be made through an inside corridor, public lobby or reception area which is supervised by hotel staff.

Floor Area, Potential. The potential square footage of new development within each Planning Area, assuming the square footage devoted to existing structure remains.

Floor Area, Total. The total square footage of non-residential development derived by multiplying the floor area ratio by the net acreage.

Household Income Level, Low. Fifty to eighty percent of the County median income level.

Household Income Level, Moderate. Eighty to one-hundred twenty percent of the County median income level.

Household Income Level, Very Low. Zero to fifty percent of the County median income level.

Interim Use. The purpose for which a parcel of land or a structure is or may be intended, designed, arranged, constructed, erected, occupied, leased, maintained, altered, moved and/or enlarged for a limited period of time in excess of six months and not to exceed 5 years from the date of the interim lease, in lieu of a permanent use in accordance with this Specific Plan.

Landscape Setbacks. Landscape setback distances are measured from the back of the curb and are a combination of parkway, sidewalk, and planting areas. Non-conforming landscape setbacks will be permitted to remain to accommodate existing walls not in future right-of-way.

Law Enforcement Training Facility. An educational facility including classroom training, office space, obstacle course, gym, locker and shower facilities, canine training, indoor pistol range, laser village and weapons storage to be located within the proposed Urban Regional Park site.

Mixed Use, Horizontal. Two or more primary uses in a single development project in which uses are arranged in separate structures throughout the development site.

Mixed Use, Vertical. Two or more primary uses contained within a single structure in which uses occupy different floors of the structure.

Planning Area (PA). The smallest regulatory unit for the application of development regulations.

Reuse. The conversion of buildings and/or facilities from a military use to a civilian use upon closure of the base. All reuses shall be in conformance with the Tustin City Code.

Single Room Occupancy Hotel. A single room residential unit, typically 250 to 500 square feet, with a sink and closet, which may require the occupant to share a communal bathroom, shower, and/or kitchen.

Surgicare Center. A medical office or clinic facility serving patients which may provide inpatient surgical procedures and may accommodate five or fewer overnight patients.

Tenure. The ownership status of residential property (i.e., rental or owner-occupied).

Transitional/Emergency Housing Land Use Designation. Reuse of two existing barracks and accompanying parking areas for immediate and short-term housing and supplemental services that will assist the homeless in the transition to self-sufficiency.