



RED HILL AVENUE SPECIFIC PLAN

Draft | July 2018

Appendices

7 APPENDICES

A

EXISTING CONDITIONS

Red Hill Avenue Specific Plan

Existing Conditions



April 2017

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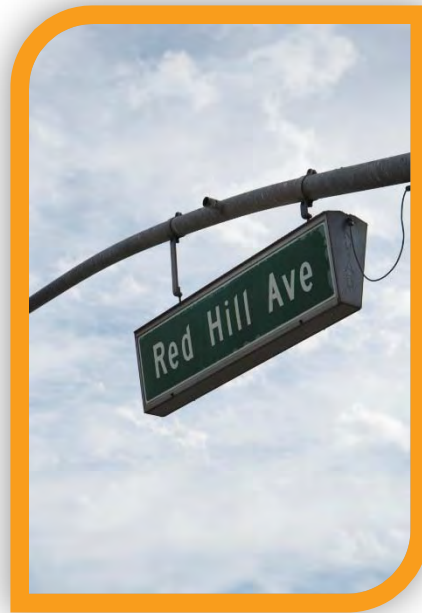
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1. Introduction

Project Description

The City of Tustin is embarking on a major planning effort along Red Hill Avenue as recent development interests have spurred the City's desire in developing a comprehensive plan to guide future development in the area. This portion of Red Hill Avenue provides a key gateway into the City due to its proximity to a major regional freeway and existing retail centers and buildings in the area need revitalization and repair. **Figure 1.1, Specific Plan Project Area** illustrates the Tustin Red Hill Avenue Specific Plan boundaries. The Specific Plan establishes a policy and regulatory framework to create an economically vibrant and sustainable environment that complements the character and desires of Tustin residents. The Specific Plan seeks to:



- Create a mixed-use, multi-modal environment;
- Provide an attractive gateway to the community;
- Enhance the pedestrian scale and function of the built environment;
- Promote sustainability principles in design and development;
- Establish a complementary mix of land uses, public spaces and outdoor activities;
- Provide better functionality and connectivity with adjacent neighborhoods;
- Provide family-oriented community spaces and activities;
- Support and enhance economic development;
- Support future regional transportation and transit planning objectives;
- Reinforce the character of the Tustin community;
- Enhance the streetscape and public realm; and
- Look at opportunities to set this area apart as a unique, organic, branded area.

The Specific Plan will establish an effective and implementable policy and regulatory mechanism that introduces a complementary mix of land uses including residential, retail, public space, and commercial that capitalizes on the area's current land use, transportation, and infrastructure opportunities.

Existing Conditions Report Purpose & Outline

The Existing Conditions Report provides a “snapshot” of existing conditions and opportunities and constraints in the Specific Plan area. This report is intended as a working document that establishes baseline information for the project area and gives guidance for project decisions. The report is organized in the following Chapters:

1. Introduction
2. Demographics and Employment
3. Land Use and Zoning
4. Mobility and Parking
5. Infrastructure
6. Urban Form and Streetscape
7. Opportunities and Constraints Map

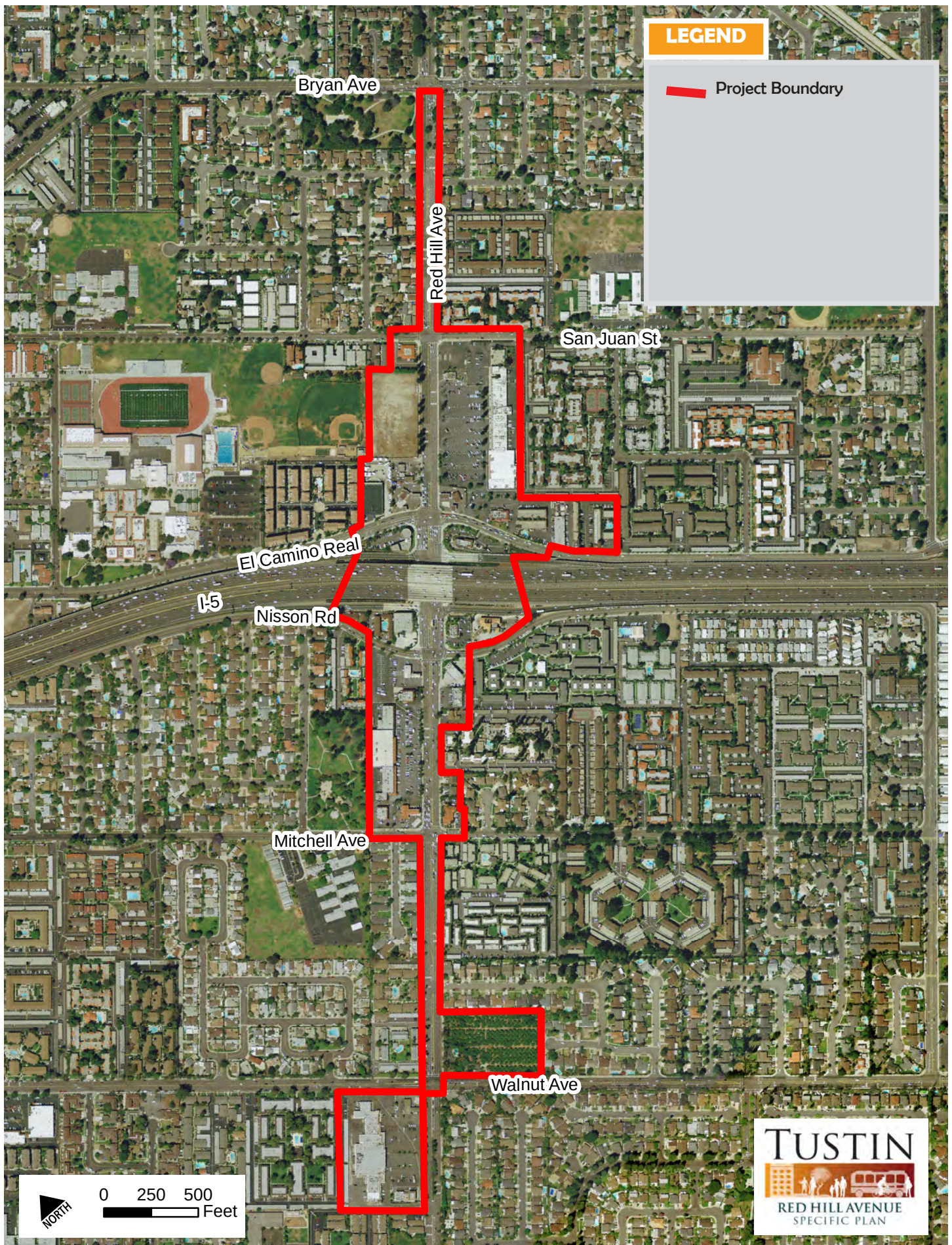


Figure 1.1: Red Hill Avenue Specific Plan Project Area

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2. Demographics & Employment

The following discussion provides an overview of the demographics and employment patterns in the City of Tustin. Please refer to the ***Tustin Red Hill Avenue Retail Plan, March 2017*** prepared by Kosmont Companies under separate cover, which is the source for the following information.

Demographics

In 2015, there was a population of 80,796 residents and approximately 26,400 households living in the City of Tustin. From 2010 to 2015, the City's population increased by 8.2 percent. By comparison the population of Orange County increased by 3.8 percent from 2010 to 2015. Average household size in Tustin was 3.04 persons per household in 2015.

Approximately 41 percent of residents in Tustin identify as Hispanic. The percentage of Hispanic residents in the City has increased from 34.34 percent in 2000 to 40.6 percent in 2015. The median age in the City is lower than the County and the state at 33.4 years old. The median household income in the project area is \$75,011, compared to \$77,676 in the county. **Table 2-1, Population and Income 2015.**



Typical Retail Center within the Study Area

Table 2-1: Population and Income 2015

	City of Tustin	County of Orange
Population	80,796	3,124,130
Households	26,374	1,026,508
Average Household Size	3.04	3.00
Median Age	33.4	36.9
% Hispanic Origin	40.6%	34.8%
Per Capita Income	\$33,672	\$35,179
Median Household Income	\$75,011	\$77,676
Average Household Income	\$102,356	\$106,158
2015-2020 Annual Growth Rate		
Population	1.05%	0.82%
Median Household Income	2.53%	2.36%

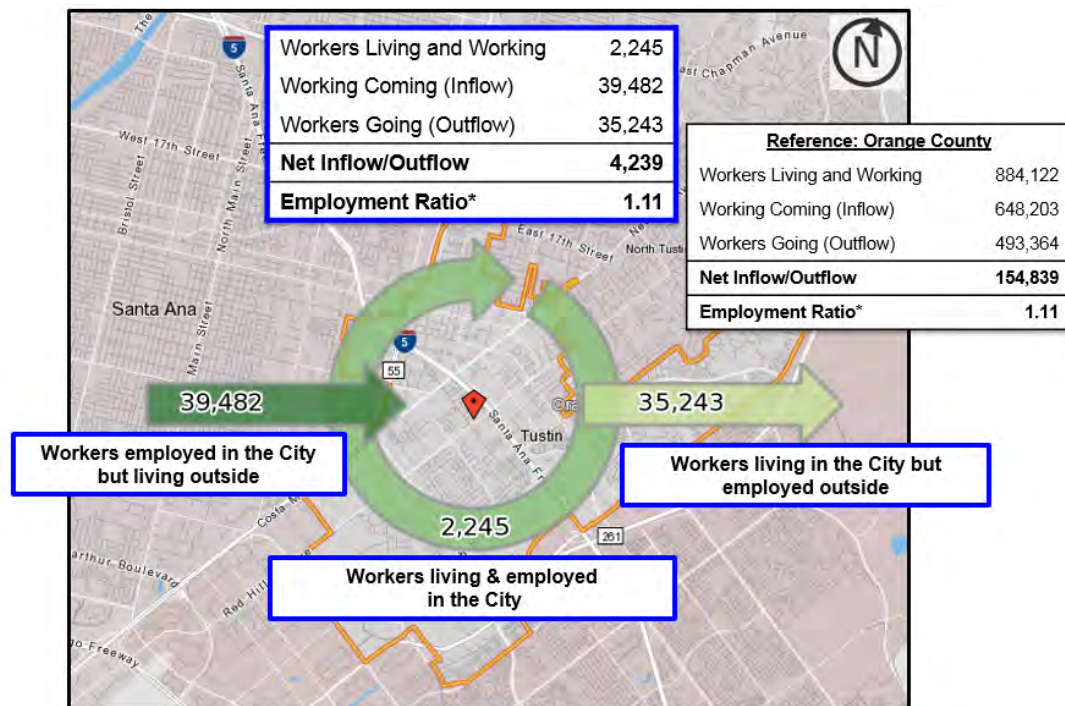
Source: Kosmont Tustin Red Hill Corridor Retail Plan, March 2017

Employment and Commute Patterns

The unemployment rate in Tustin for April 2016 was 3.6 percent, which is lower than the County's unemployment rate of 3.9 percent (Kosmont, 2017). The top job categories within the City include retail trade; professional, scientific, and technical services; and hotel accommodation and food services.

Approximately 35,243 workers, or 44 percent of Tustin residents work outside of the City and approximately six percent of the working population who live in Tustin also work in the City (Kosmont, 2017). **Figure 2.1, Worker Inflow/Outflow**, illustrates the count and characteristics of worker flow into and out of Tustin and shows that Tustin has a net inflow of workers, consistent with Orange County as a whole.

Figure 2.1, Worker Inflow/Outflow (Kosmont, 2017)



*Employment Ratio= People employed within the City (living and working in the City + those who come into the City for work)/Employed population of City (living and working in City + workers who live in the City, but work outside of the City)

Summary of Existing Conditions

- Relatively young, diverse population.
- Average household size comparable to the County of Orange and slightly higher than the State average.
- Lower unemployment rate compared to the State and slightly less than Orange County with most workers employed in retail trade; professional, scientific, and technical services; and hotel accommodation and food services.
- Many residents are employed in Irvine, Santa Ana, Tustin, Anaheim, Los Angeles, and other cities, however the City has a net inflow of jobs, consistent with the County as a whole.

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3. Land Use & Zoning

General Plan Land Use

The Tustin General Plan Land Use Map shows a mix of commercial and professional office land use designations within the project area. As shown in **Table 3-1, General Plan Land Use Designations within the Red Hill Avenue Specific Plan**, the Community Commercial (CC) land use designation accounts for the highest percentage of acreage within the project area. As shown in **Figure 3.1, General Plan Land Use**, commercial land use designations are located along the entire length of Red Hill Avenue within the project area.

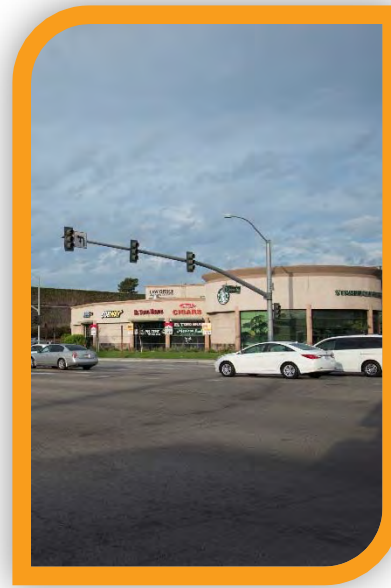


Table 3-1: General Plan Land Use Designations within the Red Hill Avenue Specific Plan

Land Use	Acres	Percentage
Community Commercial (CC)	36.05	90.8%
Planned Community Commercial/Business (PCCB)	2.86	7.2%
Professional Office (PO)	0.78	2.0%
TOTAL	39.69	100%

Zoning Districts

Zoning districts in the project area consists mainly of commercial and professional office zones. As shown in **Table 3-2, Zoning Districts within the Red Hill Avenue Specific Plan**, Retail Commercial (C1), and Central Commercial (C2) zones account for the highest percentage of acreage within the project area. As shown in **Figure 3.2, Zoning Districts**, commercial zones are located along the entire length of Red Hill Avenue within the project area.

Table 3-2: Zoning Districts within the Red Hill Specific Plan

Zoning District	Acres	Percentage
Retail Commercial (C1)	16.51	41.6%
Central Commercial (C2)	17.0	42.8%
Commercial General (CG)	5.40	13.6%
Professional (PR)	0.78	2.0%
TOTAL	39.69	100%

Existing Land Use – Study Area

Existing (on-the-ground) land uses include a mix of low intensity commercial and retail and office uses in an auto-oriented setting. There are currently non-conforming uses along Nisson Road with multi-family residential uses located on parcels zoned for commercial uses, and two single-family homes north of Mitchell Avenue on parcels zoned for professional office uses. In addition, an existing home and agricultural operation are present near the southern boundary of the study area; this parcel is zoned for community commercial uses.

Existing land uses are shown on **Figure 3.3, Existing Land Use**. Based on land use analysis, the study area contains approximately 296,446 square feet of non-residential uses and 21 dwelling units.

The property located at 14462 Red Hill includes a structure constructed in 1915. As part of the City's Historic Resources Survey, the building was evaluated and identified as a significant resource (Status Code 3S – eligible for the National Register) due to its architecture and association with early Tustin residents. Any physical change to this building would require environmental analysis and review.

Adjacent Land Use

Northern Area

Land uses adjacent to the study area north of Interstate 5 are characterized by high density residential uses (a mixture of attached single family and multifamily units) and the Tustin High School. General Plan and Zoning Designations are as follows:

North: Low Density Residential (LDR) and Park, zoned R1, P & I and PD

South: Interstate 5 and the southern portion of the study area

East: High Density Residential (HDR), zoned R2, R3, R4 and PD

West: High Density Residential (HDR), zoned R3, and Tustin High School, zoned P&I

Southern Area

Land uses adjacent to the study area south of Interstate 5 are characterized by a mixture of medium, low, and high density residential uses and Frontier Park. General Plan and Zoning Designations are as follows:

North: Interstate 5 and the northern portion of the study area

South: Planned Community (PCR) and High Density Residential (HDR), zoned PC RES, R3 and R4.

East: High Density Residential (HDR), pockets of Low Density Residential (LDR) and a planned community area (PCR), zoned R1, R3, R4, and PCR.

West: High Density Residential (HDR) Medium Density Residential (MDR), zoned R-2, R3, R4, and R2 and Frontier Park, zoned P&I

Summary of Existing Conditions

- Commercial and retail uses are concentrated along Red Hill Avenue south of San Juan Street.
- There are currently non-conforming uses along Nisson Road with multi-family residential uses located on parcels zoned for commercial uses and two single family dwelling units along Red Hill north of Mitchell Avenue.
- Future changes to structures of historical significance will require environmental review.

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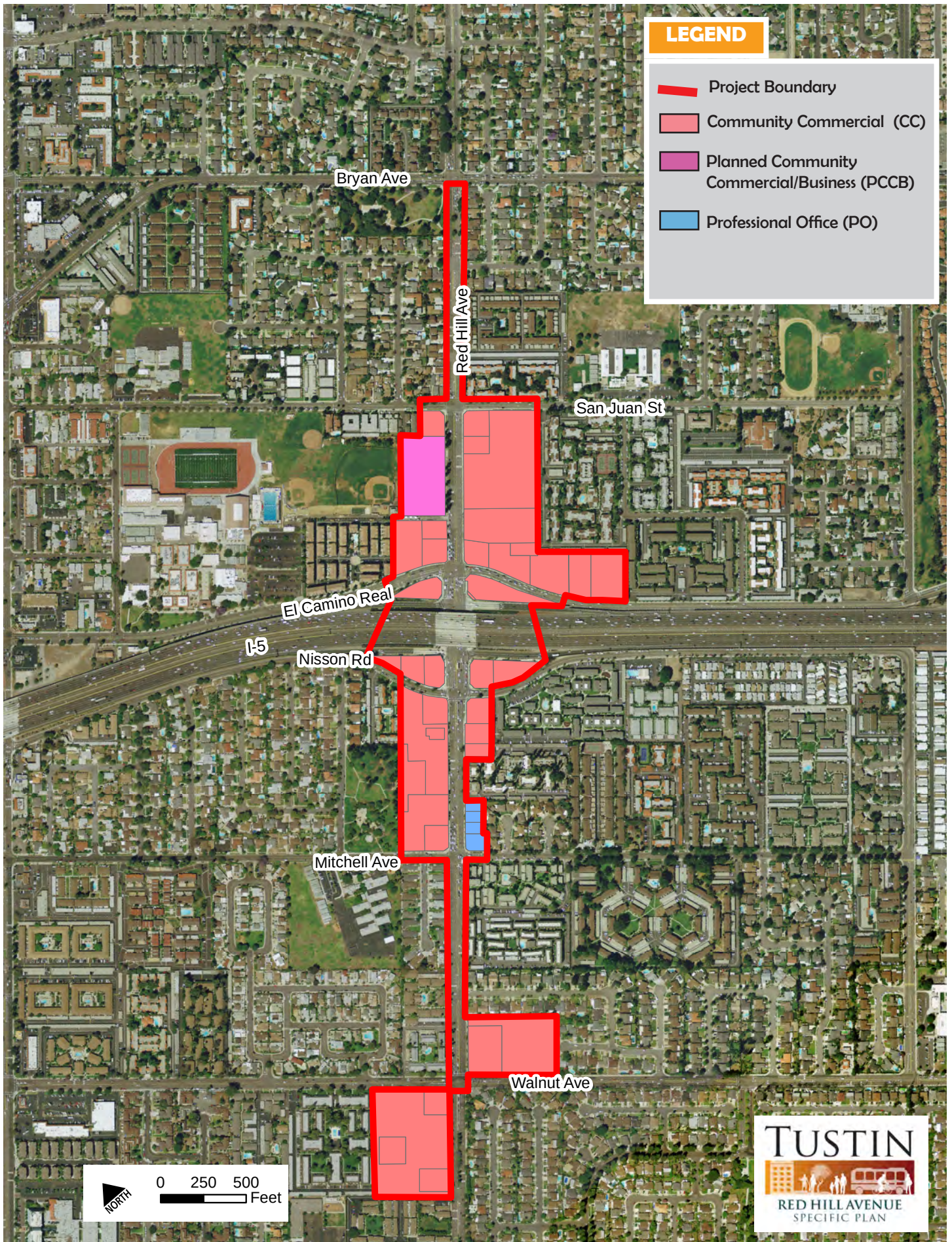


Figure 3.1: General Plan Land Use

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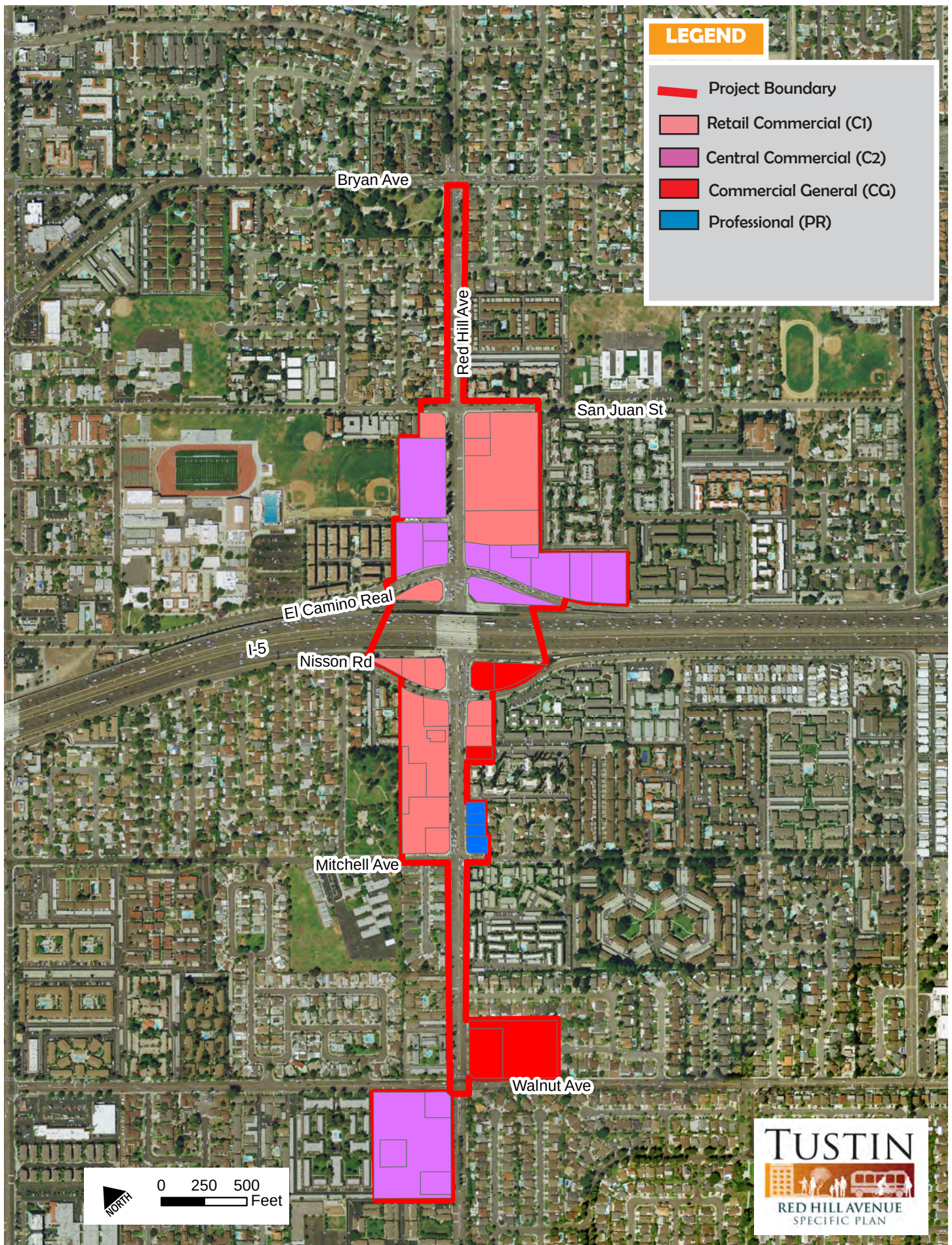


Figure 3.2: Zoning Districts

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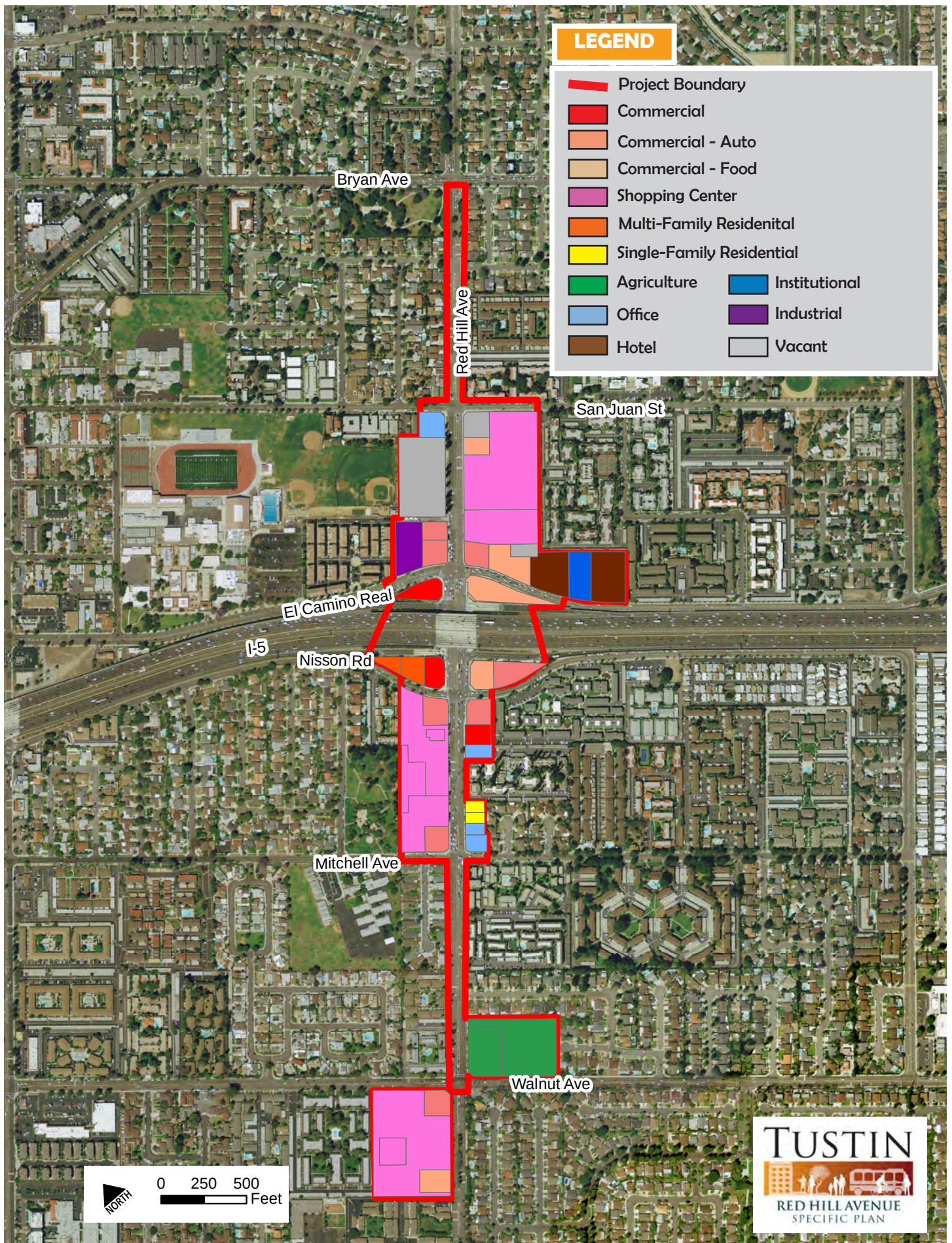


Figure 3.3: Existing Land Use

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4. Mobility & Parking

Existing Roadways

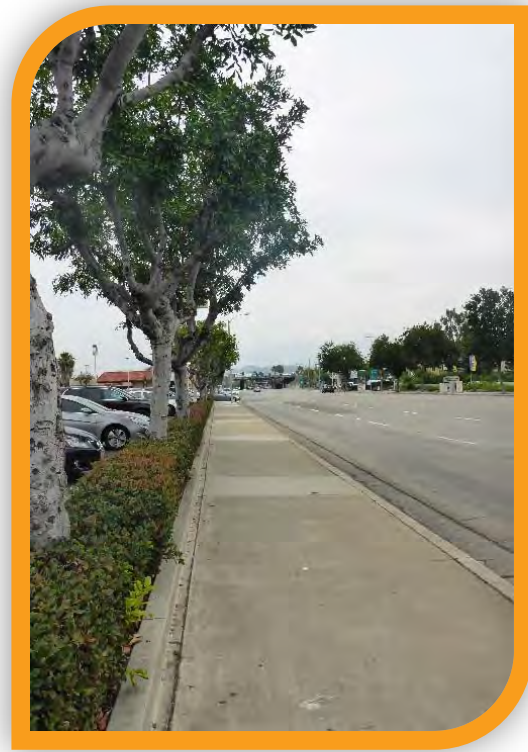
The project area roadways are shown on **Figure 4.1, Existing Roadways and Intersections**. They consist of Red Hill Avenue, which is oriented in the northeast-to-southwest direction; and six roadways that cross Red Hill Avenue in the northwest-to-southeast direction: Bryan Avenue, San Juan Street, El Camino Real, Nissan Road, Mitchell Avenue, and Walnut Avenue. The intersections of each of these streets within the project area signalized. Interstate 5 bisects the study area. A brief description of each of the roadways is provided below.

Red Hill Avenue – Red Hill Avenue is a six-lane divided roadway, with three travel lanes in each direction and a center two-way left-turn lane. Within the project area, Red Hill Avenue provides access to the Interstate 5 (I-5) Freeway via a tight diamond interchange, and carries approximately 21,400-26,300 vehicles per day (vpd). The posted speed limit along Red Hill Avenue is 40 miles per hour. Red Hill Avenue is designated as a 6-Lane Major Arterial on the Arterial Highway Plan of the City of Tustin's General Plan. A 6-Lane Major roadway would provide 3 travel lanes in each direction with a raised center median within 120 feet of right-of-way per the Tustin General Plan.

The portion of Red Hill Avenue from El Camino Real to San Juan Street was included in the Red Hill Avenue Streetscape and Median Feasibility Study – El Camino Real to Bryan Avenue (Tait & Associates, Inc., September 10, 2012). The following additional engineering details about Red Hill Avenue within the project area are taken from that study:

The existing street right-of-way along Red Hill Avenue is essentially 100 feet wide (50 feet on each side of the street centerline), with 84 feet of pavement and 8-foot parkways; however, the section on the west side of Red Hill Avenue, from 300 feet north of El Camino Real to San Juan Street, has a half-width right-of-way width of 60 feet, which is the ultimate half-width right-of-way for Red Hill Avenue.

The street parkways include sidewalks ranging in width from 4 feet to 9 feet. Portions of the parkway areas include landscaping and street trees. The parkway on the east side of Red Hill Avenue includes overhead power, telephone, and cable-TV wires; and street lights on wooden poles. No above-ground utilities are present on the west side of the roadway.



Typical roadway edge condition

Bryan Avenue – Bryan Avenue is a four-lane divided roadway with a two-way left turn lane at the intersection of Red Hill Avenue. The intersection with Red Hill Avenue is signalized. Bryan Avenue is designated as a Secondary Arterial in the City’s General Plan. A Secondary would provide 2 travel lanes in each direction within 80 feet of right-of-way; or may include Class II bicycle lanes, within 92 feet of right-of-way. This roadway borders the study area to the north but is not a part of the study area itself.

San Juan Street – San Juan Street is a local two-lane undivided roadway which provides local access to adjacent residential and school uses. Its intersection with Red Hill Avenue is signalized. San Juan Street carries between 2,600 and 3,100 vpd near Red Hill Avenue. The posted speed limit along San Juan Street is 30 miles per hour, with a 25-mph school zone, east of Red Hill Avenue. The Tustin High School campus is immediately adjacent to the western border of the project area.

El Camino Real – El Camino Real is a four-lane divided roadway with a two-way left-turn lane northwest of Red Hill Avenue, and a two-lane divided roadway with a two-way left-turn lane southeast of Red Hill Avenue. The street has a 56 foot right of way east of Red Hill with a paved surface that varies from 36-40 feet. West of Red Hill the street has a wider right of way of 80 feet and a paved width of 64 feet. Its intersection with Red Hill Avenue is signalized. The posted speed limit along El Camino Real is 40 miles per hour. El Camino Real carries between 9,400 and 14,900 vpd near Red Hill Avenue. El Camino Real is designated as a Secondary Arterial on the Arterial Highway Plan in the City’s General Plan. A Secondary would provide 2 travel lanes in each direction within 80 feet of right-of-way; or may include Class II bicycle lanes, within 92 feet of right-of-way. The eastbound approach of El Camino Real and Red Hill Avenue is posted with the following turn restrictions: “No Turn on Red, 7 – 9 am and 4 – 6 pm weekdays”.

Nisson Road – Nisson Road is a two-lane undivided roadway which provides local access to adjacent residential and business parcels. Its intersection with Red Hill Avenue is signalized. Nisson Road carries between 4,300 and 5,700 vpd near Red Hill Avenue. The posted speed limit along Nisson Road is 35 miles per hour. The westbound approach of Nisson Road at Red Hill Avenue is posted with the following turn restriction: “No Turn on Red, 7 – 9 AM, 4 – 6 PM Weekdays”.

Mitchell Avenue – Mitchell Avenue is a two-lane undivided roadway, which provides local access to adjacent residential and business parcels. Its intersection with Red Hill Avenue is signalized. Mitchell Avenue carries between 4,900 and 6,500 vpd near Red Hill Avenue. The posted speed limit along Mitchell Avenue is 30 miles per hour, with a 25-mph school zone west of Red Hill. The Tustin High School campus is immediately adjacent to the western border of the project area.

Walnut Avenue – Walnut Avenue is a four-lane divided roadway with a two-way left turn lane at the intersection of Red Hill Avenue. The intersection with Red Hill Avenue is signalized. Walnut Avenue is designated as a Primary Arterial in the City’s General Plan. A Primary would provide two

travel lanes in each direction within 100 feet of right-of-way. This roadway is located at the southern edge of the project area.

Interstate 5 – Interstate 5 bisects the project area adjacent to the intersection of Red Hill Avenue/Nisson Road and Red Hill Avenue/El Camino Real. Northbound and southbound on- and off-ramps are present in a diamond-style interchange configuration. The ramps are located at signalized intersections. The Interstate right-of-way is owned by the State of California.

Intersections

The following intersections are major intersections within the project area shown on **Figure 4.1, Existing Roadways and Intersections**.

- Red Hill Avenue at San Juan Street (Signalized)
- Red Hill Avenue at El Camino Real (Signalized)
- Red Hill Avenue at I-5 NB Ramps (Signalized)
- Red Hill Avenue at I-5 SB Ramps (Signalized)
- Red Hill Avenue at Nisson Road (Signalized)
- Red Hill Avenue at Mitchell Avenue (Signalized)
- Red Hill Avenue at Bryan Avenue (Signalized)
- Red Hill Avenue at Walnut Avenue (Signalized)

Intersection spacing along Red Hill Avenue can affect the flow of traffic and requires signal timing and coordination. The distance between each of the signalized intersections (measured centerline to centerline along Red Hill Avenue) are shown on **Table 4-1, Distance between Major Intersections**. The close spacing of intersections (less than 300 feet) between Nisson Road and El Camino Real poses queuing and signal timing challenges, particularly during the peak hours.

Table 4-1: Distance between Major Intersections

Intersections	Distance
Mitchell Avenue to Nisson Road	950 feet
Nisson Road to I-5 Southbound Ramps	240 feet
I-5 Southbound Ramps to I-5 Northbound Ramps	260 feet
I-5 Northbound Ramps to El Camino Real	220 feet
El Camino Real to San Juan Street	955 feet
Walnut Avenue to Mitchell Avenue	1,320 feet
San Juan Street to Bryan Avenue	1,325 feet

Accident History

The City of Tustin provided accident data along Red Hill Avenue, between Bryan Avenue and Walnut Avenue, from January 1, 2014 to May 16, 2016. A summary of the accident data is provided on **Table 4-2, Summary of Accident Data, Red Hill Avenue (Bryan Avenue to Walnut Avenue)**. There was a total of 85 accidents in the 2-1/2-year reporting period, with roughly half

being property damage only (PDO), and the other half involving injury (I). There were no fatality accidents during the reported period. The area within the project area with the most accidents was the stretch of Red Hill Avenue between El Camino Real and the I-5 Southbound Ramps, where 36 of the 85 accidents occurred.

**Table 4-2: Summary of Accident Data, Red Hill Avenue
(Bryan Avenue to Walnut Avenue)**

	2014			2015			2016			2014-2016		
Location ¹	PDO	I	Total	PDO	I	Total	PDO	I	Total	PDO	I	Total
Bryan Avenue	2	1	3	1	1	2	1	0	1	4	2	6
Lance Drive	0	0	0	0	1	1	0	0	0	0	1	1
San Juan Street	2	1	3	0	5	5	1	0	1	3	6	9
El Camino Real	3	1	4	4	7	11	2	0	2	9	8	17
I-5 NB Ramp	2	3	5	0	4	4	2	1	3	4	8	12
I-5 SB Ramp	2	0	2	3	0	3	0	2	2	5	2	7
Nisson Road	2	1	3	1	0	1	3	1	4	6	2	8
Mitchell Ave.	2	3	5	0	5	5	0	1	1	2	9	11
Walnut Ave.	3	1	4	2	5	7	1	2	3	6	8	14
TOTAL	18	11	29	11	28	39	10	7	17	39	46	85

¹Location of crashes which occurred at or near the intersection

PDO= Property Damage Only

I= Injury

Parking

On-street parking is prohibited along the entire length of Red Hill Avenue throughout the project area, with “No Stopping Entire Block” signage. Parking is also prohibited on El Camino Real on either side of Red Hill Avenue with “No Stopping Anytime” signage. On-street parking is also prohibited by painted red curbs along portions of some roadways within the project area as shown on **Figure 4.2, Existing Parking Facilities**.

On-street parking is generally allowed along San Juan Street, Nisson Road, and Mitchell Avenue, with the following specific, signed restrictions primarily related to street sweeping:

- Nisson Road: No Parking 7 AM to 11 AM Monday (Street Sweeping) on the roadway’s western reach and the southern edge of the eastern reach, and 7 AM to 11AM Wednesdays on the northern edge of the roadway’s eastern reach (also for street sweeping). In addition, on Nisson Road’s eastern reach, commercial vehicles over 3 tons are limited to 2-hour parking.

- Mitchell Avenue: No Parking 4 AM to 7 AM Monday (Street Sweeping)

Private off-street parking for local businesses within the project area is provided in surface parking lots, as shown on **Figure 4.2, Existing Parking Facilities**.



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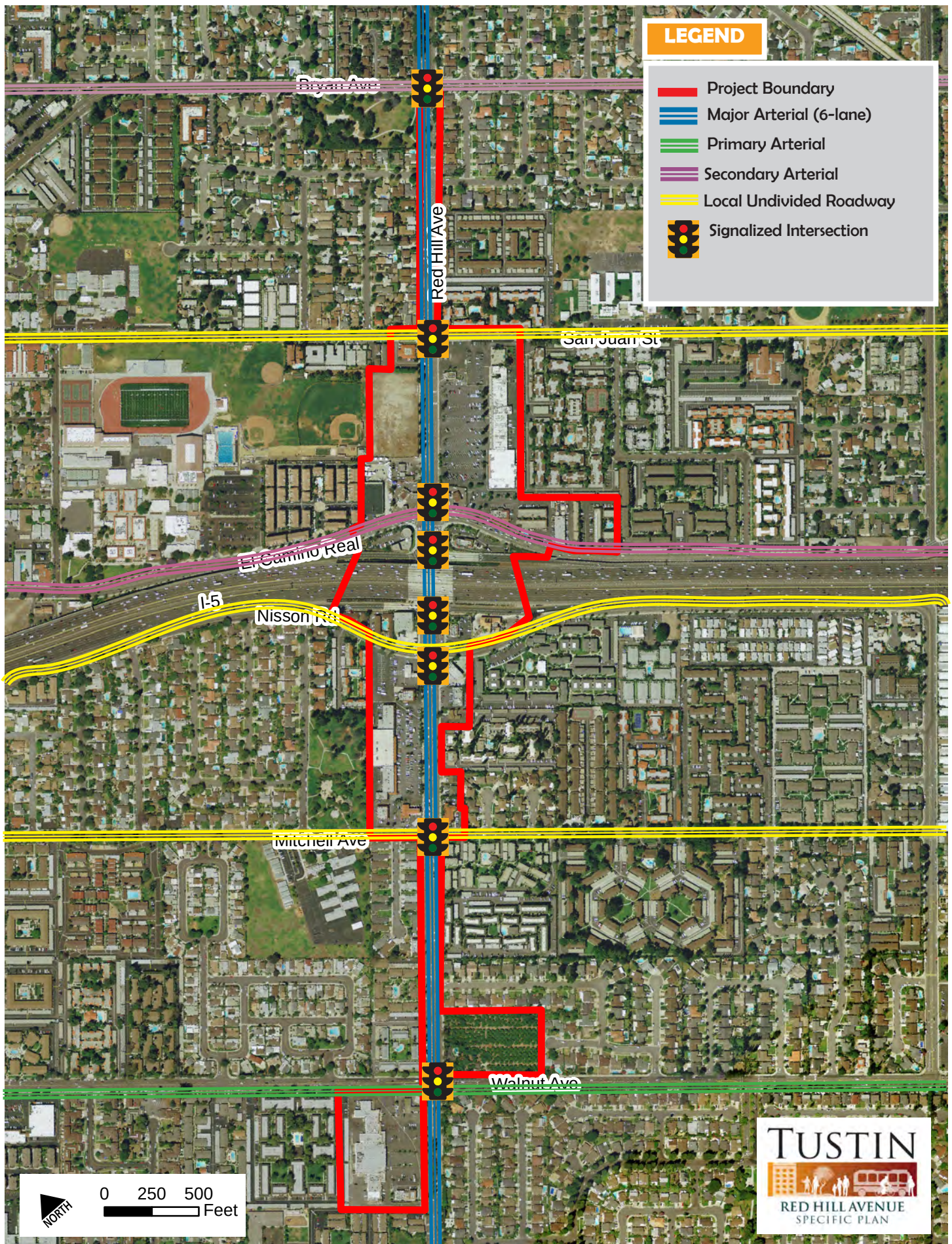


Figure 4.1: Existing Roadways and Intersections

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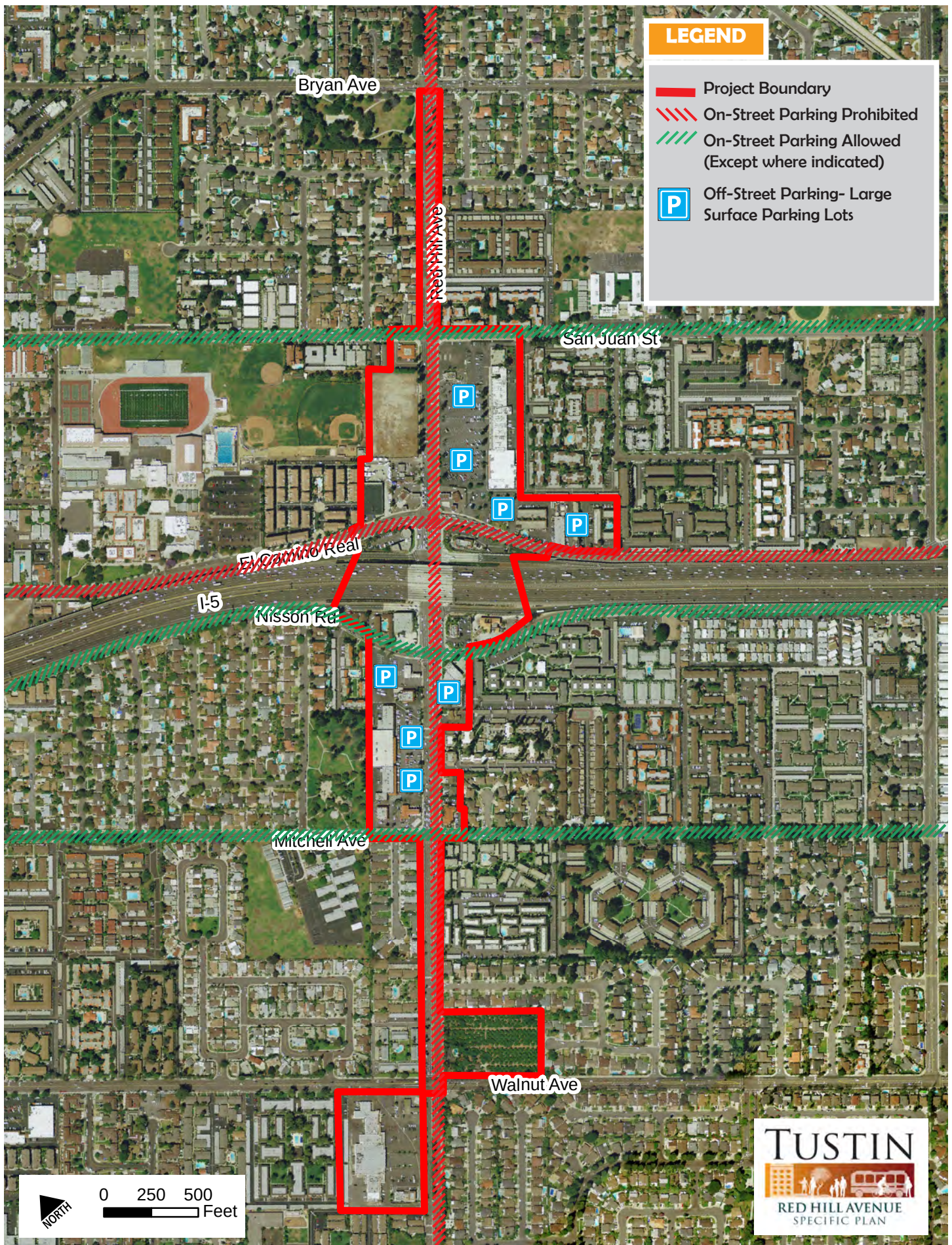


Figure 4.2: Existing Parking Facilities

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Public Transportation

The Orange County Transportation Authority (OCTA) operates local public transit service throughout Orange County, including the City of Tustin and through the project area. Route 71 currently serves the project area, as shown on **Figure 4.3, Public Transportation Facilities**.

Route 71 operates between Newport Beach and Yorba Linda, travelling along Red Hill Avenue, El Camino Real, Newport Avenue, and First Street in the City of Tustin. Service is provided every day with an approximate headway¹ of 50 minutes during the weekdays and 60 minutes during the weekends and holidays.

Within the project area, bus stops are provided on Red Hill Avenue, north and south of Mitchell Avenue; on the north side of Red Hill Avenue, south of Nisson Road; and on both sides of El Camino Real, west of Red Hill Avenue.

Bicycle Facilities

Within the project area, the only existing bicycle facility is a Class II bike lane (a striped, on-street bicycle lane adjacent to the travel lane) on Red Hill Avenue (in both directions), between El Camino Real and Nisson Road. The City of Tustin Master Bikeway Plan shows the entire extent of Red Hill Avenue within the City limits as a designated or a potential Class II bikeway.

Pedestrian Facilities

Existing pedestrian facilities within the project area are shown on **Figure 4.4, Bicycle and Pedestrian Facilities**. Sidewalks are located along all roadways within the project area. Crosswalks are located across some or all legs of each of the signalized intersections within the project area, as indicated on **Table 4-3, Crosswalk Provisions**, below.

There are no unsignalized crosswalks across Red Hill Avenue within the project area.

Table 4-3: Crosswalk Provisions

Intersection	Intersection Leg			
	North	South	West	East
Red Hill Avenue at Bryan Avenue	Y	Y	Y	Y
Red Hill Avenue at San Juan Street	Y	N	Y	Y
Red Hill Avenue at El Camino Real	Y	N	Y	Y
Red Hill Avenue at I-5 NB Ramps	N	N	Y	Y
Red Hill Avenue at I-5 SB Ramps	N	N	Y	Y
Red Hill Avenue at Nisson Road	N	Y	Y	Y
Red Hill Avenue at Mitchell Avenue	Y	Y	Y	Y
Red Hill Avenue at Walnut Avenue	Y	Y	Y	Y

¹ Headway is a measurement of time between vehicles in a transit system.

Summary of Existing Conditions

- The intersections of each of the major streets within the project area are signalized.
- Intersection spacing along Red Hill Avenue can affect the flow of traffic and requires signal timing and coordination. The close spacing of intersections (less than 300 feet) between Nisson Road and El Camino Real poses queuing and signal timing challenges, particularly during the peak hours.
- The area within the project area with the most accidents was the stretch of Red Hill Avenue between El Camino Real and the I-5 Southbound Ramps, where 36 of the 71 accidents occurred.
- On-street parking is prohibited along the entire length of Red Hill Avenue throughout the project area, with “No Stopping Entire Block” signage. Parking is also prohibited on El Camino Real on either side of Red Hill Avenue with “No Stopping Anytime” signage.
- On-street parking is generally allowed along San Juan Street, Nisson Road, and Mitchell Avenue.
- Within the project area, bus stops are provided on Red Hill Avenue, north and south of Mitchell Avenue; on the north side of Red Hill Avenue, south of Nisson Road; and on both sides of El Camino Real, west of Red Hill Avenue.
- Within the project area, the only existing bicycle facility is a Class II bike lane (a striped, on-street bicycle lane adjacent to the travel lane) on Red Hill Avenue (in both directions), between El Camino Real and Nisson Road.
- Sidewalks are located along all roadways within the project area. Crosswalks are located across some or all legs of each of the signalized intersections within the project area.
- There are no unsignalized crosswalks across Red Hill Avenue within the project area.

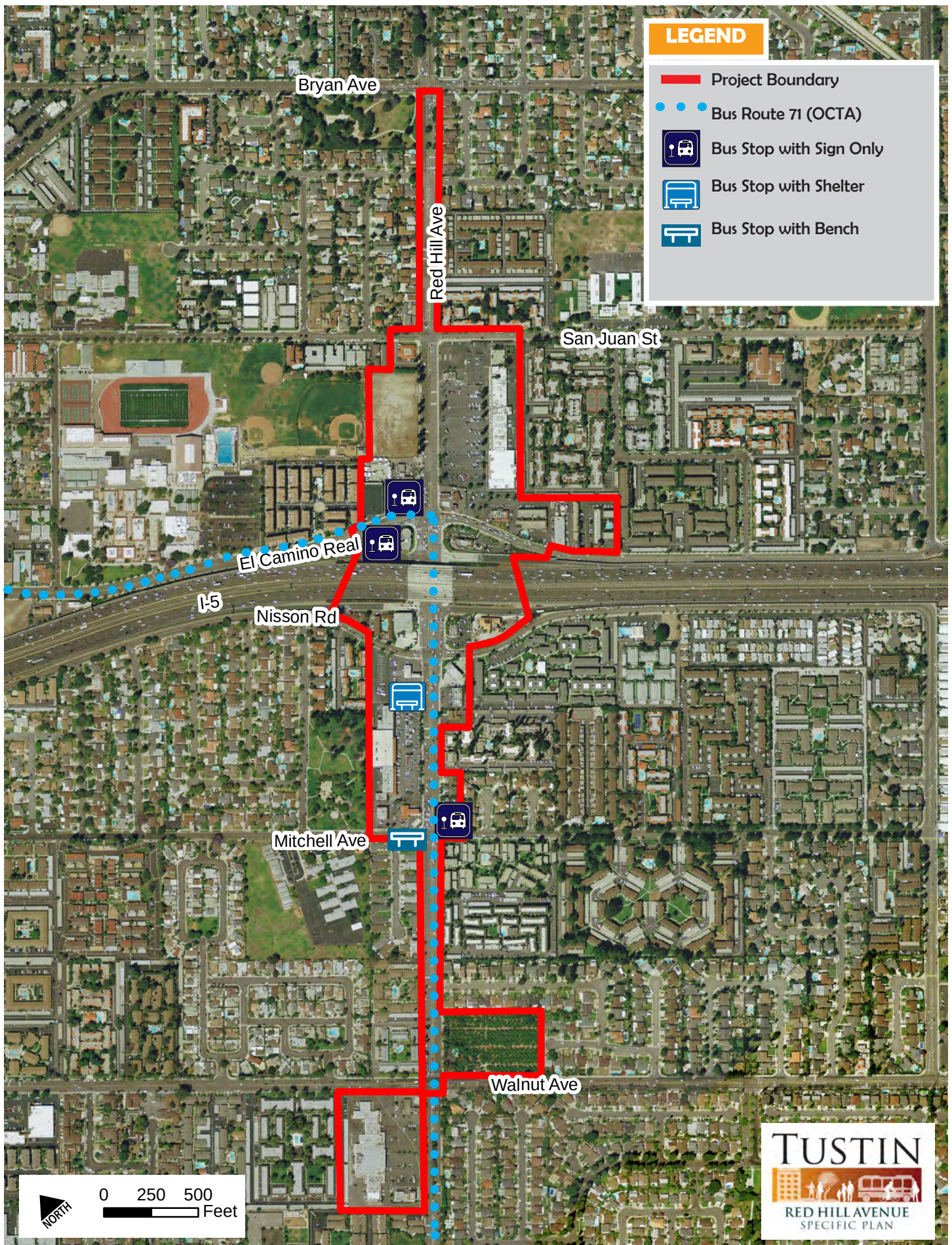


Figure 4.3: Public Transportation Facilities

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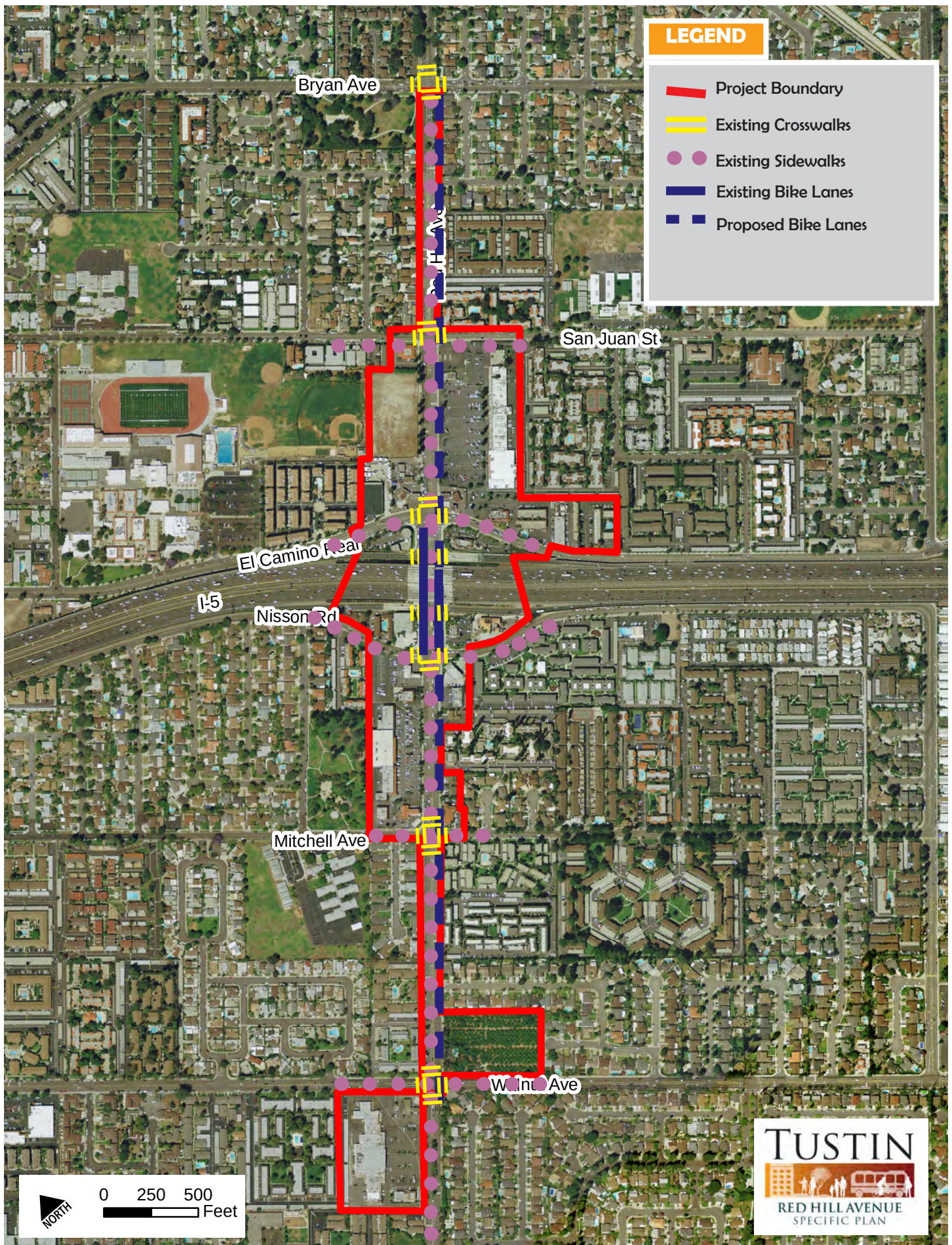


Figure 4.4: Bicycle and Pedestrian Facilities

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5. Infrastructure

Domestic Water System

The domestic water system is owned and operated by the City of Tustin. According to the City's 2010 Urban Water Management Plan (UWMP), The City is part of the East Orange County Water District (EOCWD), a wholesale water district, and a member agency of the Metropolitan Water District of Orange County (MWDOC). The Specific Plan area lies within the City's pressure zone 1, with a hydraulic grade of 308 feet. The City receives approximately 85 percent of its water from its own groundwater wells that tap the Lower Santa Ana Groundwater Basin and the remaining 15 percent from EOCWD. By 2035, the City expects to produce approximately 71 percent of its own water through groundwater extraction and import the remaining 29 percent from EOCWD. The UWMP concludes that water supply is available and reliable for the City of Tustin through 2035, including an aggregate 7 percent increase in City population.



The City's water atlas and as-builts indicate the following pipe infrastructure as shown in **Figure 5.1, Existing Water System:**

- Red Hill Avenue (El Camino Real to Bryan Avenue): 6" asbestos cement pipe (ACP)
- Red Hill Avenue (Nisson Road to El Camino Real): 12" ductile iron pipe (DIP)
- Red Hill Avenue (Walnut Avenue to Nisson Road): 8" ACP
- El Camino Real: 8" ACP and 8" polyvinyl chloride (PVC) pipe
- Nisson Road: 8" ACP and 8" polyvinyl chloride (PVC) pipe
- Mitchell Avenue: 8" ACP
- San Juan Street: 8" PVC (West of Red Hill) and 8" ACP (East of Red Hill)
- Walnut Avenue: 16" ACP

In addition to the pipe infrastructure in the streets, there are sites that contain public water mains in private easements. The majority of the mains are 6" ACP. The City has indicated that the 6" ACP water main in Red Hill Avenue is undersized and that significant development would likely require upsizing of the 6" portion, subject to future engineering analysis.

Sanitary Sewer System

The sanitary sewer mains within the public streets are owned and operated by East Orange County Water District (EOCWD). Orange County Sanitation District (OCSD) owns and maintains a network of sewer trunk mains, lift stations, and two wastewater treatment plants, one in Fountain

Valley, and the other in Costa Mesa. OCSD has identified a capacity deficiency in its Mitchell Avenue and Red Hill Avenue trunk mains located just downstream of the Specific Plan area. OCSD indicated that the deficiency issues are due to wet weather flows emanating from the City of Santa Ana and that dry conditions flows do not cause system surcharges. No other system deficiencies have been identified by the Sanitation District. The District plans to construct a parallel sewer relief main in Red Hill Avenue in phases in the summers of 2016 and 2017 to alleviate the deficiency. In 2016 a new sewer pipe was placed in Red Hill Avenue between Warner Avenue and Valencia Avenue. In 2017, construction will occur in the segment between McGaw Avenue (outside of the project area) and Mitchell Avenue (within the project area), continuing through fall 2017.

OCSD's and EOCWD's sewer as-builts indicate the following pipe infrastructure as shown in **Figure 5.2, Existing Sanitary Sewer System**:

- Red Hill Avenue (El Camino Real to Bryan Avenue): 18" vitreous clay pipe (VCP)
- Red Hill Avenue (Nisson Road to El Camino Real): 24" VCP
- Red Hill Avenue (Mitchell Avenue to Nisson Road): 18" VCP
- San Juan Street: 8" VCP
- Nisson Road: 8" VCP
- El Camino Real west of Red Hill Avenue: 8" VCP
- El Camino Real east of Red Hill Avenue: No sewer along Specific Plan frontage
- Mitchell Avenue west of Red Hill Avenue: Dual 21" VCP (per plan 7-4-1 and the Tustin-Orange Trunk Sewer Plan)
- Mitchell Avenue east of Red Hill: No sewers along Specific Plan frontage

OCSD does not prefer new connections to its trunk sewers. Existing laterals that connect to the trunks are depicted on the trunk plans in some cases and other laterals were approved by the City of Tustin. Property owners are responsible for the lateral serving their property from the property line to the main. OCSD will likely discourage new connections to its system and encourage the use of existing laterals.

Storm Drain System

The Specific Plan area lies within the Peters Canyon tributary area of the San Diego Creek watershed. Regional drainage facilities are owned and operated by Orange County Public Works, Flood Division (OCPW). Local drainage facilities are owned and operated by the City of Tustin, as shown in **Figure 5.3, Existing Storm Drain System**. In general, drainage on the north side of I-5 drains into local storm drains and is directed into OCFD's F07P07 facility located in Browning Avenue. Drainage on the south side of I-5 drains into local storm drains and is directed into OCFD's F10P01 facility located in Red Hill Avenue, south of Mitchell Avenue. The Specific Plan area lies within FEMA Flood Zone "X", and is not subject to flood insurance requirements.

The City's storm drain as-builts and storm drain atlas indicate the following City pipe infrastructure:

- Red Hill Avenue: Catch basins and laterals at Mitchell Avenue and 54" Reinforced Concrete Pipe (RCP) south of Mitchell Avenue.
- Bryan Avenue: 54" to 66" RCP.
- San Juan Street: 42" to 45" RCP draining from west to east.
- Mitchell Avenue West of Red Hill Avenue: 22"x36" arched corrugated metal pipe (CMPA) draining east to OCPW's Red Hill Avenue F10P01 and 48" RCP draining east to OCPW's Red Hill Avenue F10P01 is abandoned and no longer in use. Segment between curb inlet catch basin at northwest corner of Mitchell Avenue and Red Hill Avenue and the storm drain in Red Hill Avenue is still active.
- Mitchell Avenue East of Red Hill: 22"x36" arched corrugated metal pipe (CMPA) draining east to OCPW's Red Hill Avenue F10P01 is abandoned and no longer in use. Historically, the arch pipe crossed Red Hill Avenue and continued flowing easterly before it was intercepted at Red Hill Avenue. A City storm drain remains active in Mitchell Avenue from Quent Drive extending eastward.
- Walnut Avenue: 42-45" RCP west of Red Hill Avenue.

The City's storm drain as-builts and storm drain atlas indicate the following Caltrans pipe infrastructure:

- Red Hill Avenue: Several RCP storm drain laterals and catch basins.
- El Camino Real west of Red Hill Avenue: 42" to 48" RCP.
- El Camino Real east of Red Hill Avenue: A 5'x4' box culvert is in Caltrans right-of-way south of, and parallel to, El Camino Real.

OCFD's storm drain atlas indicates the following OCFD pipe infrastructure:

- Red Hill Avenue: 48" RCP F10P01 facility with upstream limits at Mitchell Avenue.

The Specific Plan area lies within a hydromodification zone, as defined in the Stormwater Quality Technical Guidance document (TGD) prepared by the County of Orange. Sites will be required to detain and retain runoff to existing condition levels. Infiltration will be required if technically feasible, and no defined infiltration constraints are depicted in the TGD for this area.

Above-Ground Facilities²

Existing overhead services are located on the eastern edge of Red Hill Avenue north of El Camino Real. The aboveground facilities include a single 4-wire 12 kV system for Southern California

² Utility Specialists. Existing Overhead Utility Services Investigation and Cost Estimate, May 2012.

Edison, four to six communication lines, and local street lights and their electrical distribution system, under a pole sharing arrangement. At the intersection of Red Hill Avenue and Bryan Avenue, the pole line joins an existing SCE 66 kV transmission pole that comes from Bryan and joins the pole line, continuing to the northeast along Red Hill. At the intersection of Red Hill Avenue and El Camino Real these facilities are undergrounded.

Potential Proposed Improvements

No street widenings are proposed on the City's 2015-2017 Capital Improvement Program (CIP). Routine pavement management will occur on Red Hill Avenue and Mitchell Avenue in the CIP timeframe. In addition, a potential storm drain project on San Juan Street is listed in the CIP, but the project is undefined and a limited budget is allocated for the improvements.

The City also retained in 2012, Tait and Associates to prepare the "Red Hill Avenue Streetscape and Median Feasibility Study." The Study outlines several different alternatives for undergrounding overhead facilities, improvement vehicular traffic flows, and enhancing the pedestrian experience from El Camino Real to Bryan Avenue. None of the alternatives involve right-of-way dedication from adjacent property owners; however, sidewalk easements behind right-of-way are recommended in some of the alternatives. To that extent, adjacent development sites could be impacted by implementation of certain Study alternatives.

Summary of Existing Conditions

- The City has indicated that the 6" ACP water main in Red Hill Avenue is undersized and that significant development would likely require a replacement of the 6" portion with a larger diameter main, with sizing subject to engineering analysis.
- OCSD does not prefer new connections to its trunk sewers. Existing laterals that connect to the trunks are depicted on the trunk plans in some cases and other laterals were approved by the City of Tustin. Property owners are responsible for the lateral serving their property from the property line to the main. OCSD will likely discourage new connections to its system and encourage the use of existing laterals.
- The Specific Plan area lies within a hydromodification zone, as defined in the stormwater quality technical guidance document (TGD) prepared by the County of Orange. Sites will be required to detain and retain runoff to existing condition levels. Infiltration will be required if technically feasible, and no defined infiltration constraints are depicted in the TGD for this area.

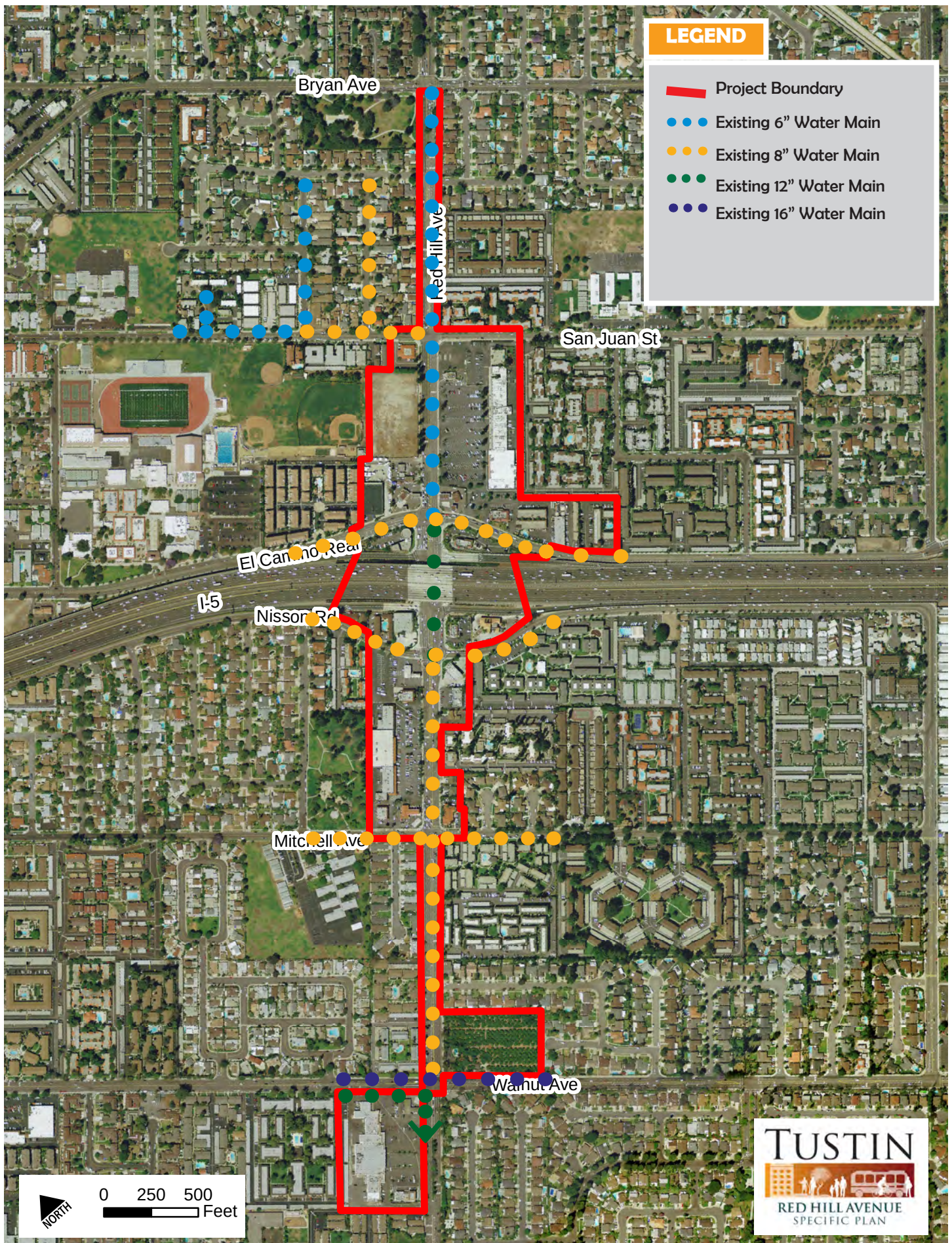


Figure 5.1: Existing Water System

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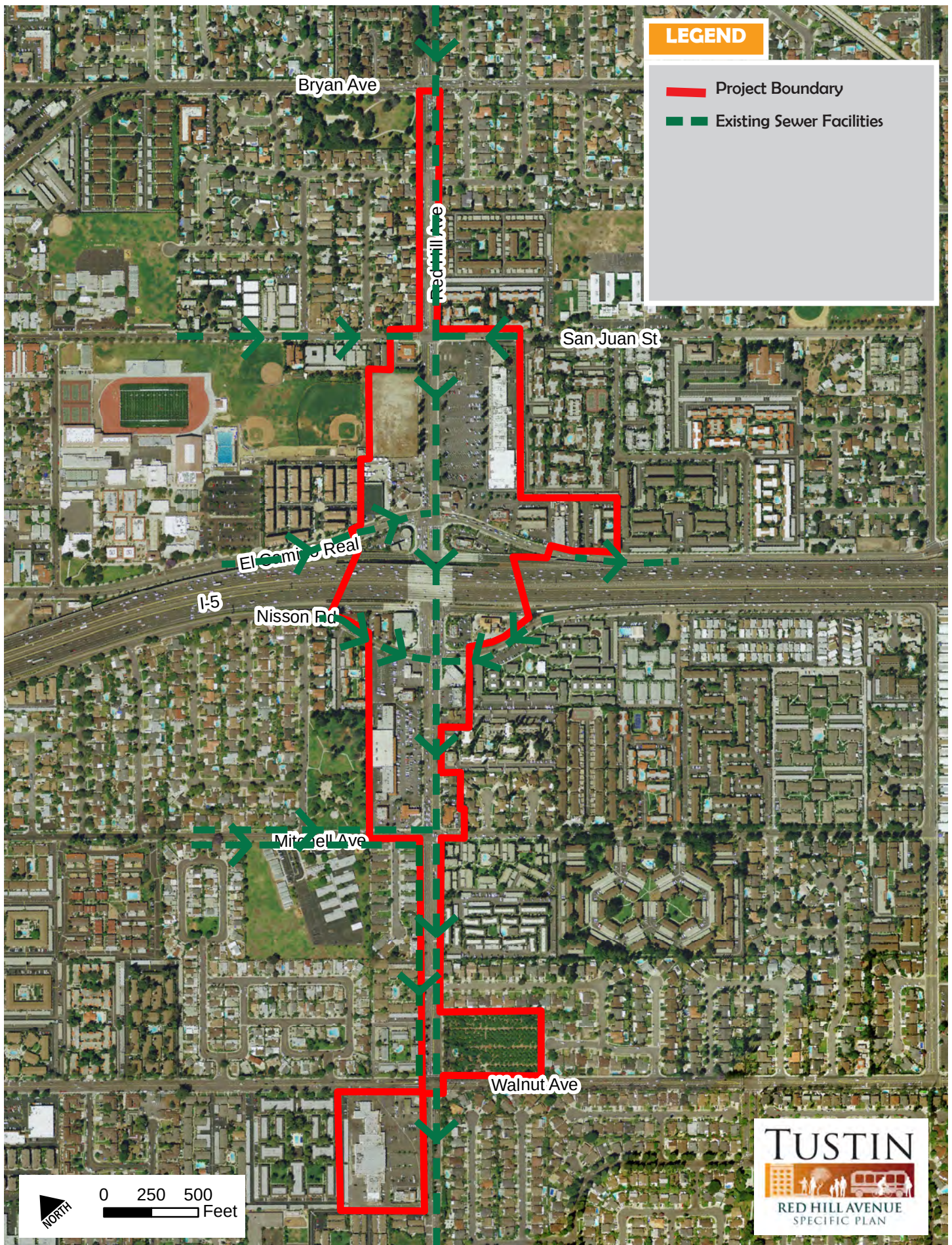


Figure 5.2: Existing Sanitary Sewer System

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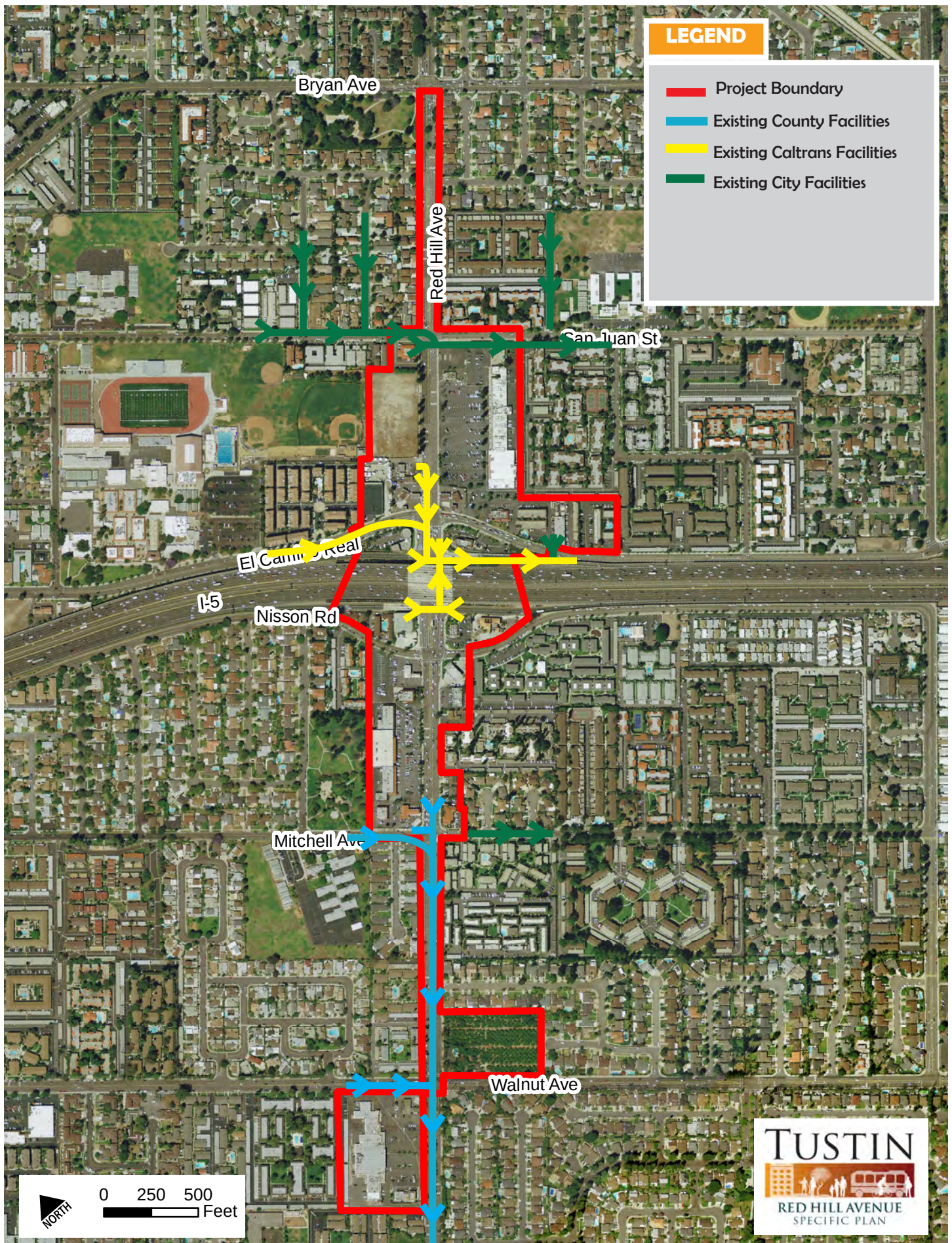


Figure 5.3: Existing Stormwater System

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6. Urban Design & Streetscape

Building Footprints

Urban form refers to the physical layout and design of an area taking into consideration building size, scale, and layout. **Figure 6.1, Building Footprints**, illustrates the size and scale of existing building footprints and the spaces around buildings. This map was developed using aerial imagery of the Red Hill Avenue Specific Plan area accessed online in June 2016.

Commercial and retail uses have large building footprints as can be seen in the center and southern part of the project area.



Most buildings within the project area are located at a distance from the sidewalk often to accommodate large areas of surface parking. However, there are smaller buildings located in the southeast portion of the project area that are set adjacent to the street with landscaped setback areas.



Commercial centers with large surface parking areas



Smaller commercial buildings with landscaped setbacks

Street Network

Chapter 4: Mobility & Parking, describes the street network that serves the Red Hill Specific Plan area. Main streets within the project area include Red Hill Avenue, Bryan Avenue, San Juan Street, El Camino Real, Nissan Road, Mitchell Avenue, and Walnut Avenue. The I-5 freeway separates the northern and southern portions of the project area and can be accessed via a tight diamond interchange from Red Hill Avenue.

Most commercial and retail businesses are found along Red Hill Avenue with multiple driveways for access, which can pose points of conflict between vehicles, bicyclists, and pedestrians. Smaller local roads can be found within the residential areas and may terminate at cul-de-sacs inside and outside of the project area.

Within the project area, the only existing bicycle facility is a Class II bike lane (a striped, on-street bicycle lane adjacent to the travel lane) on Red Hill Avenue (in both directions), between El Camino Real and Nissan Road. The lack of bicycle lanes within the project area may force bicyclists to share a traffic lane with vehicles or utilize the sidewalk potentially restricting pedestrian movements.



Lack of bicycle facilities along Red Hill Avenue



Wide signalized intersections

Pedestrian Connections

During a site visit, it was observed that pedestrian activity within the project area occurs within surface parking lots at the main retail centers and around the main points of access to public transportation, specifically the OCTA bus stops on El Camino Real. Site observations also indicate that people walk through surface parking lots to connect from the sidewalk to commercial and retail building entrances. The larger shopping and commercial centers along Red Hill Avenue lack dedicated pedestrian access from the sidewalk to building entrances, though a few restaurant uses along El Camino Real provide dedicated and landscaped pedestrian walkways and ADA access from the sidewalk.

Sidewalks are located along all roadways within the project area, ranging from a width of 4 feet to 16 feet. Many sidewalk segments are directly adjacent to the travel lane and do not provide a buffer between the pedestrian and vehicles. There are several sidewalk segments within the project area that adequately provide a buffer and pedestrian paths: east side of Red Hill Avenue, from Lance Drive to San Juan Street; west side of Red Hill Avenue, from San Juan Street to the end of the vacant lot; north side of San Juan Street, from Red Hill heading east; and San Juan Street, from Red Hill heading west, as shown on **Figure 6.2, Pedestrian Connections**. These sidewalks provide useful examples to improve all sidewalks within the project area and enhance pedestrian access to existing retail and commercial centers.

Crosswalks are located across some or all legs of each of the signalized intersections within the project area, and there are no unsignalized crosswalks across Red Hill Avenue. All marked crosswalks are “standard” painted parallel lines, which may not be as visible as “continental” or “ladder” style crosswalks that may be considered in future improvements. Mid-block crossings are a potential consideration along Red Hill Avenue subject to traffic engineering review, specifically along the blocks of San Juan Street to El Camino Real and Nisson Road to Mitchell Avenue. These two blocks are approximately 1,000 feet in length and the introduction of a mid-block crossing could improve pedestrian access and activity in the project area, if combined with a proposed landscaped median identified in the Red Hill Avenue Streetscape and Median Feasibility Study – El Camino Real to Bryan Avenue (Tait & Associates, Inc., September 10, 2012).



Existing examples of pedestrian and ADA compliant walkways



Majority of sidewalks are not buffered from vehicle traffic



Opportunities to provide pedestrian access from the sidewalk to building entrances



Some landscaping along sidewalks

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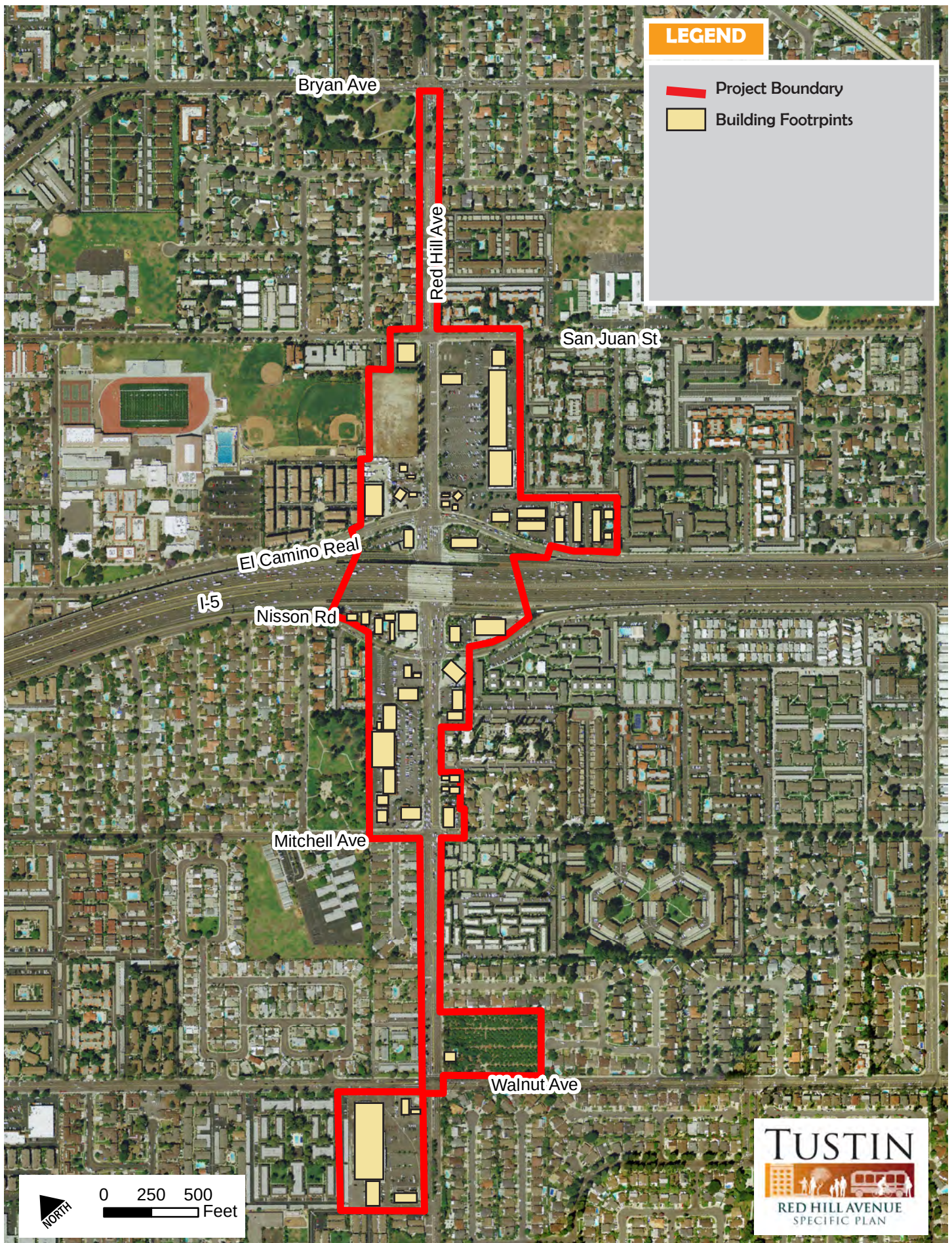


Figure 6.1: Building Footprints

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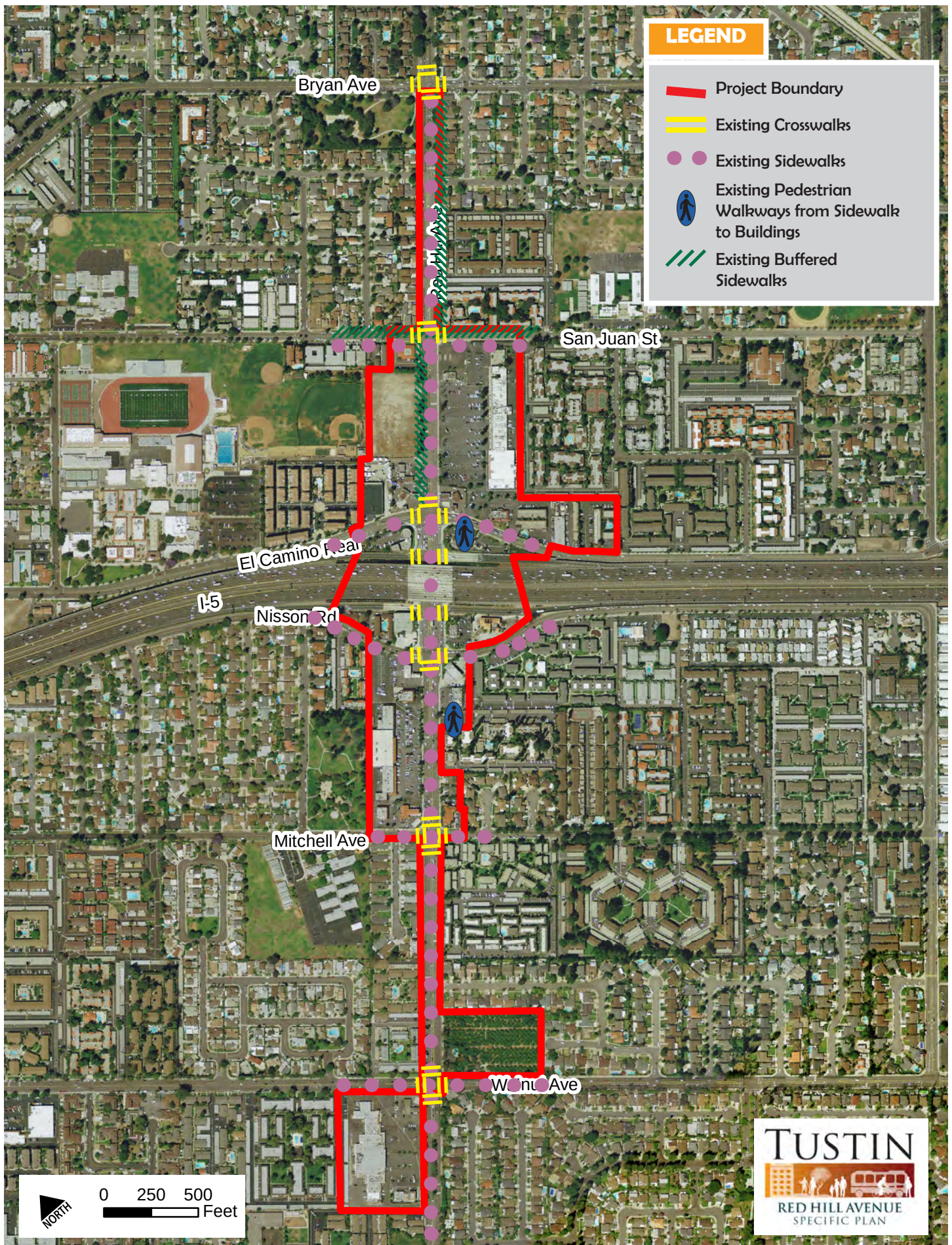


Figure 6.2: Pedestrian Connections

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Streetscape Character

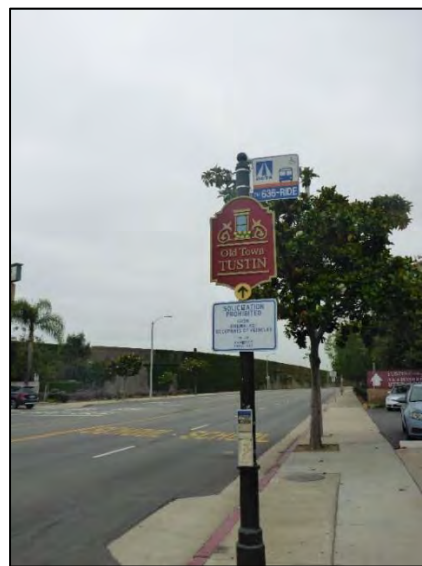
Streetscape character does not vary widely within the project area. Crosswalks are in overall good condition; however, some sidewalk segments are damaged and may need future improvements. The east side of Red Hill Avenue, north of San Juan Street, is landscaped with grass, plants, and trees adjacent to a multi-family residential building. The west side of Red Hill Avenue between San Juan Street and El Camino Real, directly adjacent to the vacant lot is also landscaped with street trees. The large surface parking lot on the east side of Red Hill Avenue, north of the I-5, contains trees and landscaping. Red Hill Avenue, south of the I-5, is well landscaped with plants and trees around the perimeter of surface parking lots and along the street frontage.

The project area lacks unified street furniture or other “placemaking” enhancements such as benches, trash receptacles, lighting, bicycle racks, planters, pavement markings, etc. There is an existing bus shelter on the west side of Red Hill Avenue, south of the I-5; and two wayfinding signs located on the west side of Red Hill Avenue, north of El Camino Real, and at the OCTA bus stop on El Camino Real indicating the direction of Old Town Tustin. Existing shopping centers with multiple tenants would benefit from a comprehensive sign program to integrate and unify the design of signs throughout the project area. There is also opportunity for gateway signage on the four triangular lots located at the freeway entrances and exits. These parcels provide access points to the northern and southern portions of the project area from a major regional freeway.

Generally, the project area does not have a cohesive streetscape character and is often defined by large open areas of surface parking lots. However, there are existing features scattered throughout the project area that provide useful examples of enhanced pedestrian-friendly streetscape character such as bus shelters, buffered sidewalks, pedestrian walkways from the sidewalk to building entrances, and wayfinding signs.



Existing bus shelter



Existing wayfinding sign to Old Town Tustin



Opportunity for comprehensive sign program



Parcels adjacent to freeway entrance have opportunities for monument signs

Edges and Boundaries

Special planning and design considerations should be given to the edges and boundaries between different areas within the project area. These are zones where land use patterns may be substantially different and even conflict with each other. For example, the presence of large retail uses next to a residential area may create impacts in terms of noise, traffic and visual incompatibility; the presence of a vacant property may detract from the overall image and perception of security in a pedestrian district; long blank walls facing a street can create a similar effect of emptiness and isolation.

Zoning provisions and design guidelines for these areas should be aimed at mitigating any negative impacts that may arise from the presence of contrasting uses and building types. These could be achieved through regulations controlling building massing, location and height, and through the creation of appropriately landscaped buffer zones.

In the project area, edge conditions between contrasting land uses and building types can be found along San Juan Street, Mitchell Avenue, and shopping centers along Red Hill Avenue that are directly adjacent to residential neighborhoods.

Summary of Existing Conditions

- Many buildings within the project area are located at a distance from the sidewalk often to accommodate large areas of surface parking.
- Many commercial and retail businesses are found along Red Hill Avenue with multiple driveways for access, which can pose points of conflict between vehicles, bicyclists, and pedestrians.
- The lack of bicycle lanes within the project area may force bicyclists to share a traffic lane with vehicles or utilize the sidewalk potentially restricting pedestrian movements.
- Pedestrian activity within the project area occurs within surface parking lots at the main retail centers and around the main points of access to public transportation, specifically the OCTA bus stops on El Camino Real.
- Site observations also indicate that people walk through surface parking lots to connect from the sidewalk to commercial and retail building entrances.
- The larger shopping and commercial centers along Red Hill Avenue lack dedicated pedestrian access from the sidewalk to building entrances, though a few restaurant uses along El Camino Real provide dedicated and landscaped pedestrian walkways and ADA access from the sidewalk.
- All marked crosswalks are “standard” painted parallel lines, which may not be as visible as “continental” or “ladder” style crosswalks that may be considered in future improvements.
- Mid-block crossings are a potential consideration along Red Hill Avenue subject to traffic engineering review, specifically along the blocks of San Juan Street to El Camino Real and Nisson Road to Mitchell Avenue. These two blocks are approximately 1,000 feet in length and the introduction of a mid-block crossing could improve pedestrian access and activity in the project area, if combined with a proposed landscaped median identified in the Red Hill Avenue Streetscape and Median Feasibility Study – El Camino Real to Bryan Avenue (Tait & Associates, Inc., September 10, 2012).
- The project area does not have a cohesive streetscape character and is often defined by large open areas of surface parking lot. However, there are existing features scattered throughout the project area that provide useful examples of enhanced pedestrian-friendly streetscape character such as bus shelters, buffered sidewalks, pedestrian walkways from the sidewalk to building entrances, and wayfinding signs.
- Existing shopping centers with multiple tenants would benefit from a comprehensive sign program to integrate and unify the design of signs throughout the project area.

- There is also opportunity for gateway signage on the four triangular lots located at the freeway entrances and exits.
- Zoning provisions and design guidelines for edges and boundaries should be aimed at mitigating any negative impacts that may arise from the presence of contrasting uses and building types.

7. Opportunities & Constraints Map

The following map illustrates opportunities and constraints within the Red Hill Avenue Specific Plan area.

- **Streetscape Improvements** – Opportunities for landscaping improvements along Red Hill Avenue, including a potential landscaped median and landscaped buffers along sidewalks to improve pedestrian access and travel along the roadway. Bicycle facility enhancements, such as bike lanes, bike route signs and markers, and accessible bicycle parking, may also be considered. There are existing wayfinding signs for “Old Town Tustin” in the project area. Similar wayfinding signs may be considered within the project area, highlighting important community locations.
- **Linkages with Adjacent Residential Areas** – The project area is surrounded by existing residential neighborhoods. Future development and improvements should create linkages to these residential areas, including pedestrian and bicycle access and improved circulation of vehicle traffic. Additional pedestrian amenities, such as sidewalks, trails, and street lighting should be encouraged in all new development to promote physical activity and decrease the reliance on automotive travel.
- **Intersection and Crosswalk Improvement** – Consider more highly visible “continental” or “ladder” style crosswalks at existing intersections. Decorative paving should also be considered to encourage a more cohesive streetscape in the project area.
- **Gateway Opportunities** – Gateway signage on the four triangular lots located at the Interstate 5 freeway entrances and exits should be considered. Gateway signs delineate a major entrance to a neighborhood, can be used as navigational and wayfinding tools, and promote the branding of the area.
- **Public Transit Stop Improvements** – Pedestrian activity in the project area occurs at existing public transit stops. Future improvements should make transit stops highly visible locations that pedestrians of all abilities can easily reach by means of accessible travel routes. Other treatments that increase the comfort of transit stops include sufficient lighting, sheltered seating and lean bars, trash receptacles, and transit route information.

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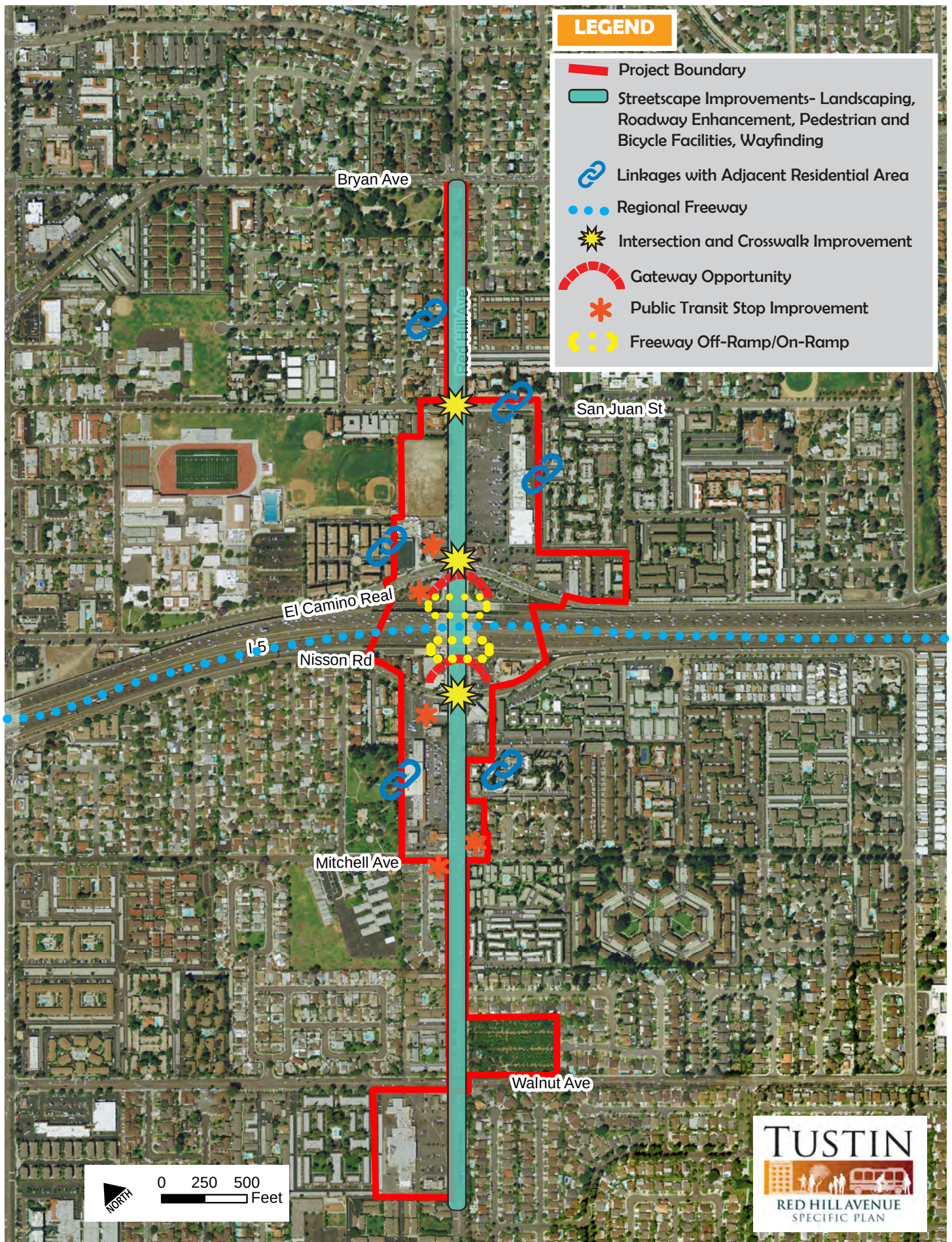


Figure 7.1: Opportunities and Constraints

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B

KOSMONT TUSTIN RED HILL CORRIDOR
RETAIL PLAN



Tustin Red Hill Corridor Retail Plan

September 2017

DRAFT

Prepared By:
Kosmont Companies

Project Background & Status

- Kosmont and Kimley-Horn were retained by the City of Tustin for the preparation of a market evaluation for the City's Red Hill Corridor as part of the Specific Plan for the region. Kosmont has prepared a Kosmont Retail NOW![®] Retail Market Analysis, Strategy, and Implementation Plan ("Retail Plan") to support the market evaluation
- The purpose of the Retail Plan is to evaluate existing retail market conditions and provide recommended strategies to successfully promote economic growth within the City
- An overview of the Retail Plan is presented herein

Kosmont Companies Overview

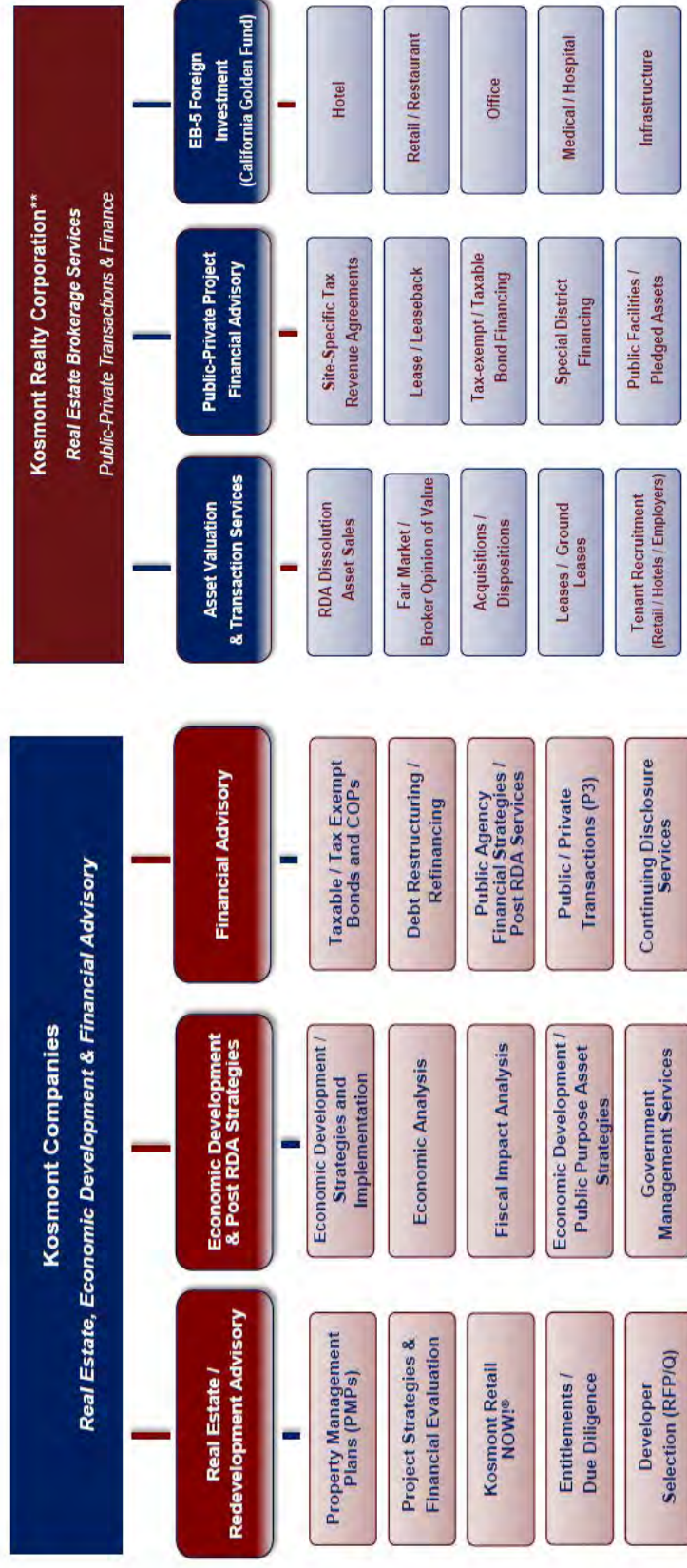
Kosmont Companies is a nationally-recognized real estate & economics advisory firm specializing in public-private transactions for 30 years.

- **Offers a full range of economics & real estate advisory services including:**
 - Market and Feasibility Analyses
 - Economic Development Strategies & Implementation
 - Identification of Funding Sources & Financing Strategies
 - Fiscal Impact & Economic Benefit Studies
 - Retailer/Developer & Business Recruitment
 - Public-Private Transaction Structuring & Negotiation
- **Winning track record of initiating and implementing projects for municipalities**
 - In-house team includes registered municipal advisors, financial analysts, lawyers, former bond underwriters, former city managers & department heads
 - Extensive network of brokers, investors and market data for real-time information, and retail industry leadership
- **Kosmont is not just a “study” company – we create strategies & make projects a reality**
 - Over \$12 billion in project negotiation and implementation since 1986
 - Completed hundreds of public and private financial transactions blending private investment with public funding sources to create win-win public-private financing structures

Note: If needed, Financial Advisory and Real Estate Brokerage services provided by Kosmont Realty Corporation (SEC / MSRB Registered Municipal Advisor and Licensed Real Estate Brokerage Firm)



KRC SERVICES OVERVIEW



****SEC / MSRB Registered Municipal Advisor
CA Licensed Real Estate Brokerage Firm**

04282013

*Certified MBE and SBE

04262013



Key Personnel



Larry J. Kosmont, CRE®
President & CEO

- Over 30 Years of Experience
- City Management (Santa Monica, Seal Beach, Bell Gardens, Burbank)
- Over \$10B in Transactions
- Economic Development
- Public Finance
- Public / Private Partnerships
- Gov't Funding Sources
- Post-Redevelopment Financing Strategies



Ken K. Hira
Executive Vice President
ICSC Western Division
P3 Retail Chair

- Over 25 years of experience
- Retail Attraction and Development
- Real Estate Finance
- Transaction Structuring
- Negotiations
- Downtown Revitalization
- Acquisitions/Dispositions
- Market Analysis



Joseph Dieguez
Senior Vice President

- Over 9 years of experience
- Market Supply/Demand Studies
- Financial & Feasibility Modeling
- Fiscal Impact / Economic Benefit Analysis
- Asset Valuation
- Financial Turnaround / Fiscal Stabilization Implementation
- Government Staffing and Operations Support



1. Analysis

- a) Economic & Demographic Profile
- b) Market Demand Analysis

2. Strategy

- a) Trade Area Retailer Voids
- b) Opportunity Site Assessment

3. Implementation

- a) Summary of Findings
- b) Financing & Incentives

1. Analysis

a) Economic & Demographic Profile

- i. Population & Household Demographics*
- ii. Unemployment & Employment by Industry*

b) Market Demand Analysis

- i. Employment Growth by Industry*
- ii. Residential Supply, Vacancy & Lease Rates*
- iii. Retail Supply, Vacancy & Lease Rates*
- iv. Retail Sales Performance*
- v. Retail Sales Surplus / Leakage*

1. Analysis

Economic & Demographic Profile

Population & Household Demographics

Demographic Highlights

Population & Households

- Population of ~80,800 and ~26,400 households within the City in 2015
- Population of ~584,300 and ~175,000 households within 5 miles from Site

Income

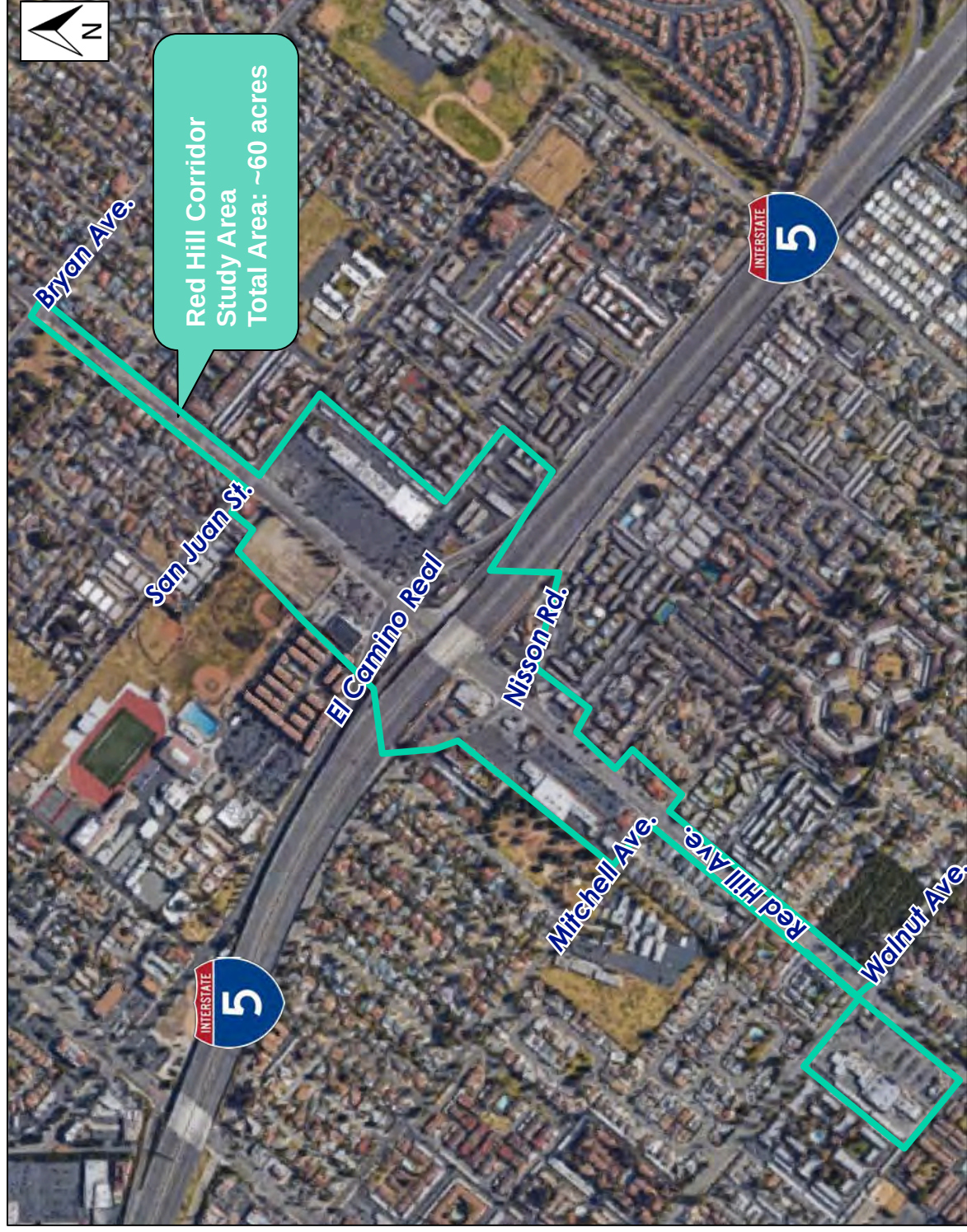
- Avg. HH income ~\$102,400 in City and ~\$103,300 within 5 miles from Site
- 2.53% annual growth projected for HH income over next 5 years in City

Other Demographic Characteristics

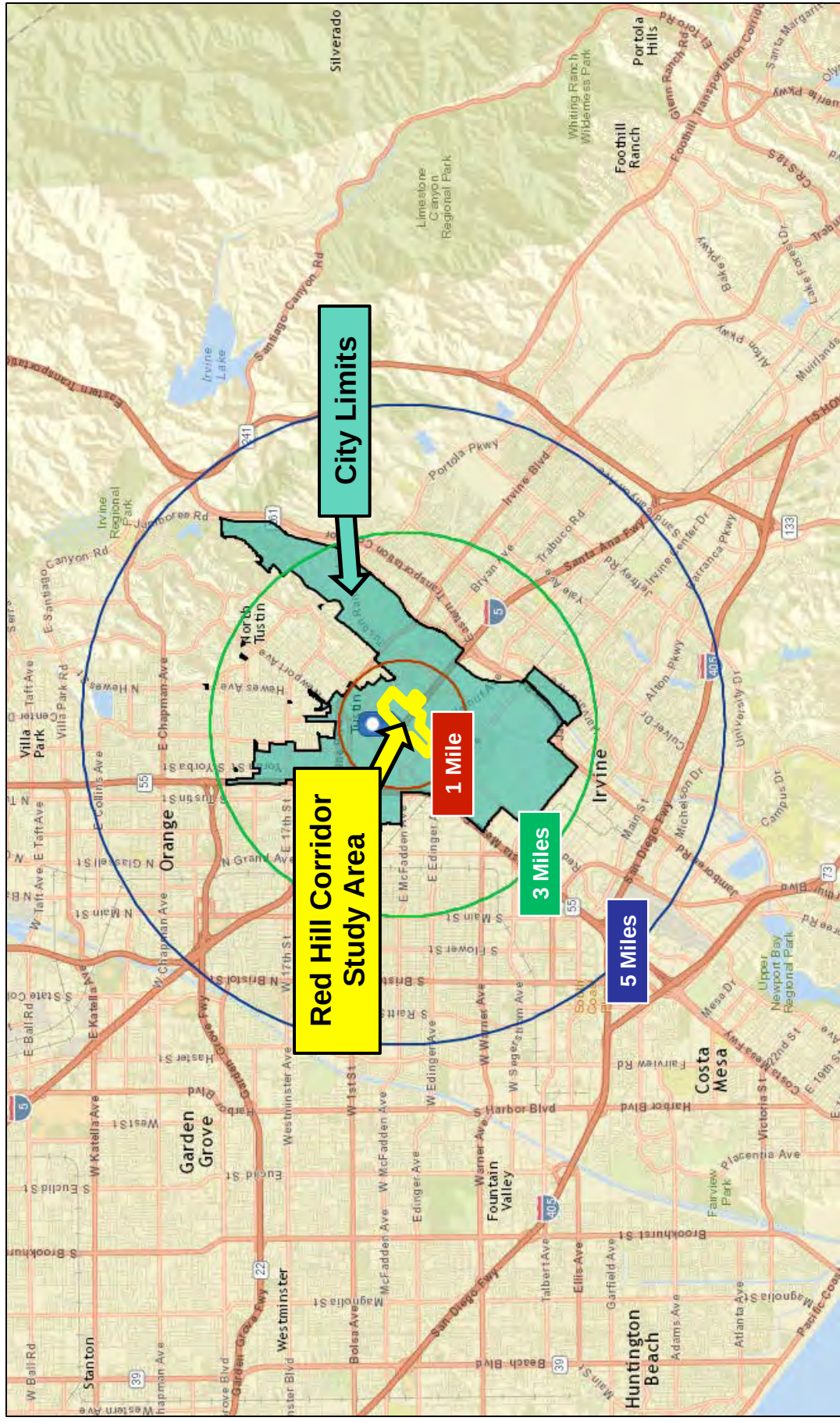
- Average household size of **3.0** in City (average for County)
- Median age of **33** in City (younger than County)
- ~**41**% Bachelor's Degree or higher (higher than County average)
- Race: ~54% White, ~20% Some Other Race, ~5% other / two or more races
- Ethnicity: ~**41**% Hispanic in City

Source: U.S. Census Bureau (2010); ESRI, Department of Finance (2015)

Red Hill Corridor Study Area



Tustin City Limits & Radii (Centered at Red Hill Ave. and the 5 Freeway)

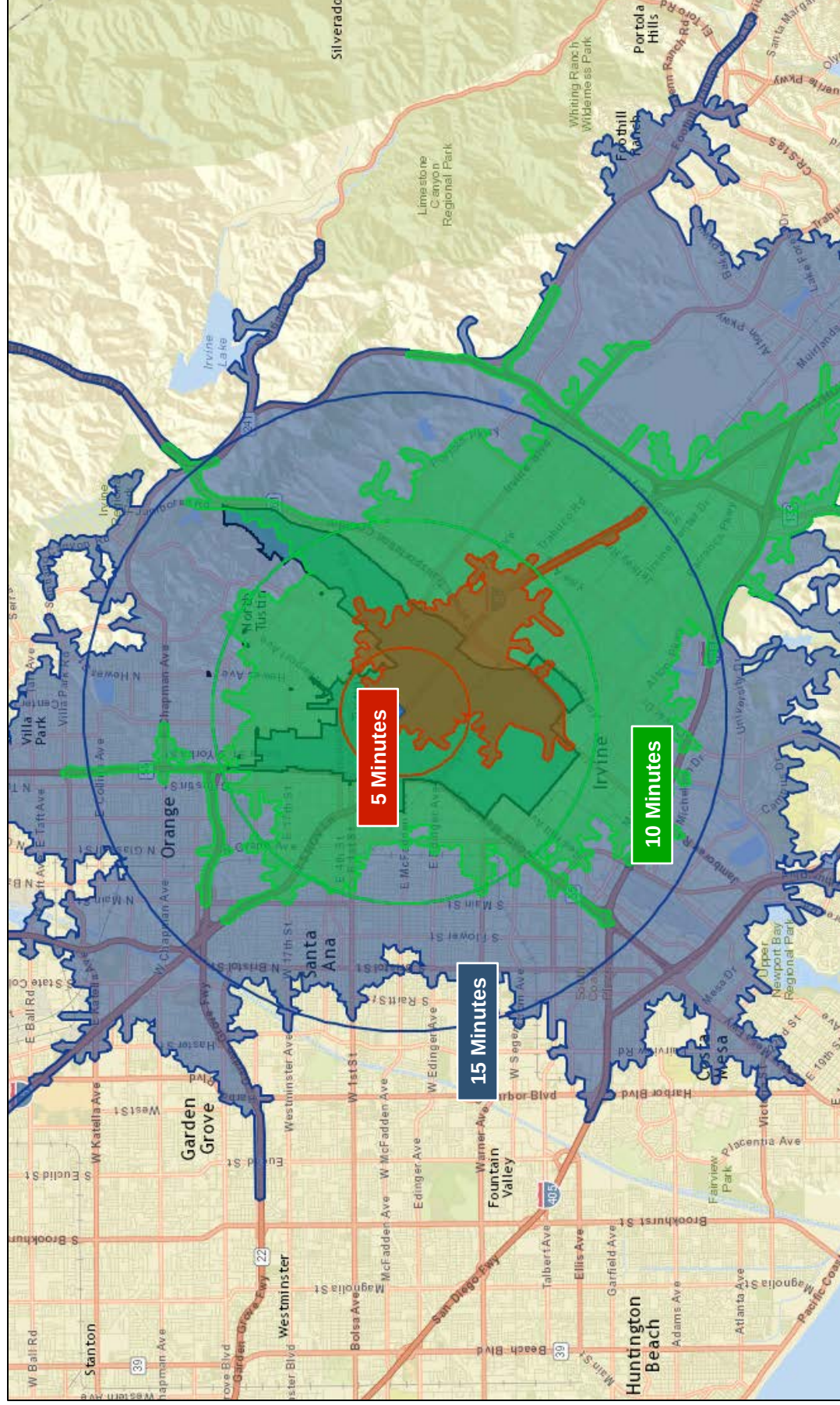


Source: ESRI (2015)

Kosmont Retail NOWi®



Drive Times (Centered at Red Hill Ave. and the 5 Freeway)



Source: ESRI (2015)

Kosmont Retail NOW!®



Population and Income

City, County and State

<u>2015</u>	City of Tustin	Orange County	State of California
Population	80,796	3,124,130	38,371,836
Households	26,374	1,026,508	12,932,388
Average HH Size	3.04	3.00	2.90
Median Age	33.4	36.9	35.7
% Hispanic Origin	40.6%	34.8%	39.1%
Per Capita Income	\$33,672	\$35,179	\$29,788
Median HH Income	\$75,011	\$77,676	\$60,382
Average HH Income	\$102,356	\$106,158	\$87,152
<u>2015-2020 Annual Growth Rate</u>			
Population	1.05%	0.82%	0.73%
Median HH Income	2.53%	2.36%	3.36%

Source: ESRI, California Department of Finance (2015)

Population and Income

Radii from Red Hill Ave. and the 5 Freeway

<u>2015</u>	Radii		
	1 Mile	3 Miles	5 Miles
Population	36,260	211,802	584,304
Households	11,476	63,709	174,959
Average HH Size	3.14	3.30	3.29
Median Age	33.5	33.5	33.3
% Hispanic Origin	48.8%	45.9%	48.7%

Per Capita Income	\$27,102	\$32,736	\$31,238
Median HH Income	\$66,170	\$77,551	\$76,881
Average HH Income	\$85,078	\$108,264	\$103,255

<u>2015-2020 Annual Growth Rate</u>			
Population	0.79%	0.79%	0.83%
Median HH Income	2.77%	2.28%	2.20%

Source: ESRI (2015)

Population and Income

Drive Times from Red Hill Ave. and the 5 Freeway

2015	Drive Times		
	5 Minutes	10 Minutes	15 Minutes
Population	42,808	288,940	756,368
Households	14,880	99,705	242,811
Average HH Size	2.87	2.88	3.04
Median Age	35.4	35.3	34.2
% Hispanic Origin	26.8%	28.3%	41.5%

Per Capita Income	\$37,951	\$39,903	\$33,506
Median HH Income	\$86,765	\$86,215	\$77,428
Average HH Income	\$110,587	\$115,006	\$102,976

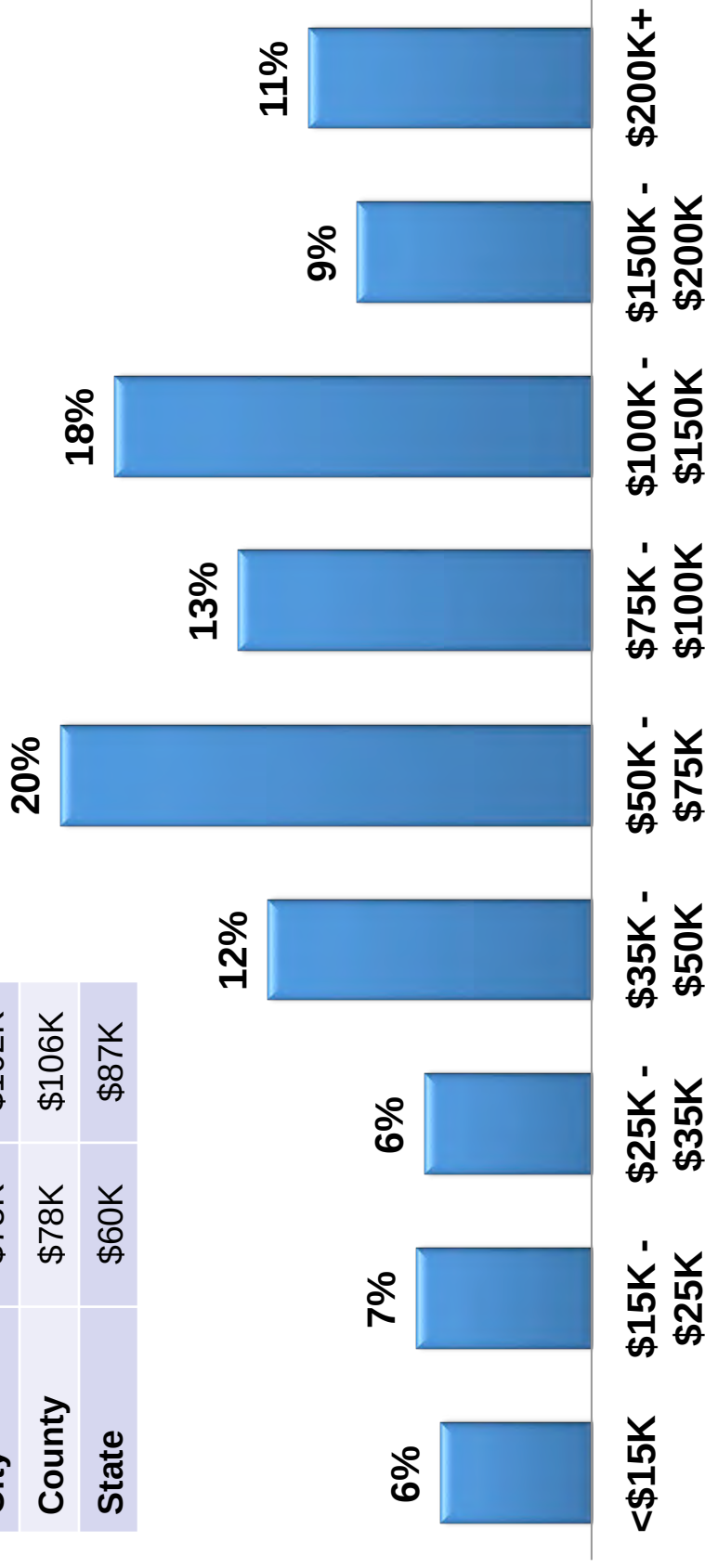
2015-2020 Annual Growth Rate			
Population	1.04%	1.16%	1.12%
Median HH Income	2.58%	2.44%	2.26%

Source: ESRI (2015)

Income Profile

City of Tustin – 2015 Households by Income Bracket

HH Income	Median	Avg.
City	\$75K	\$102K
County	\$78K	\$106K
State	\$60K	\$87K

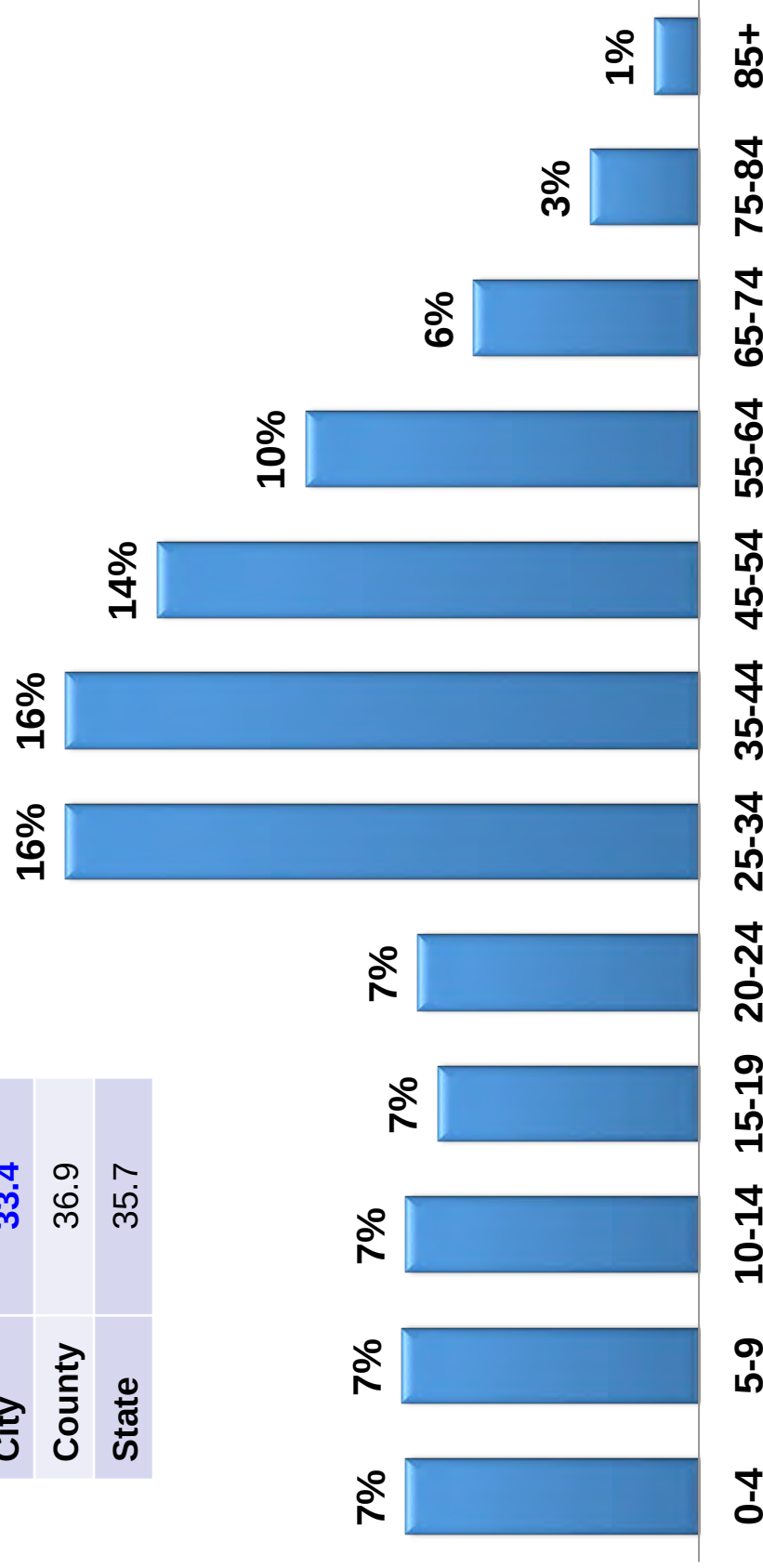


Source: U.S. Census Bureau (2010); ESRI (2015)

Age Profile

City Population by Age Bracket in 2015

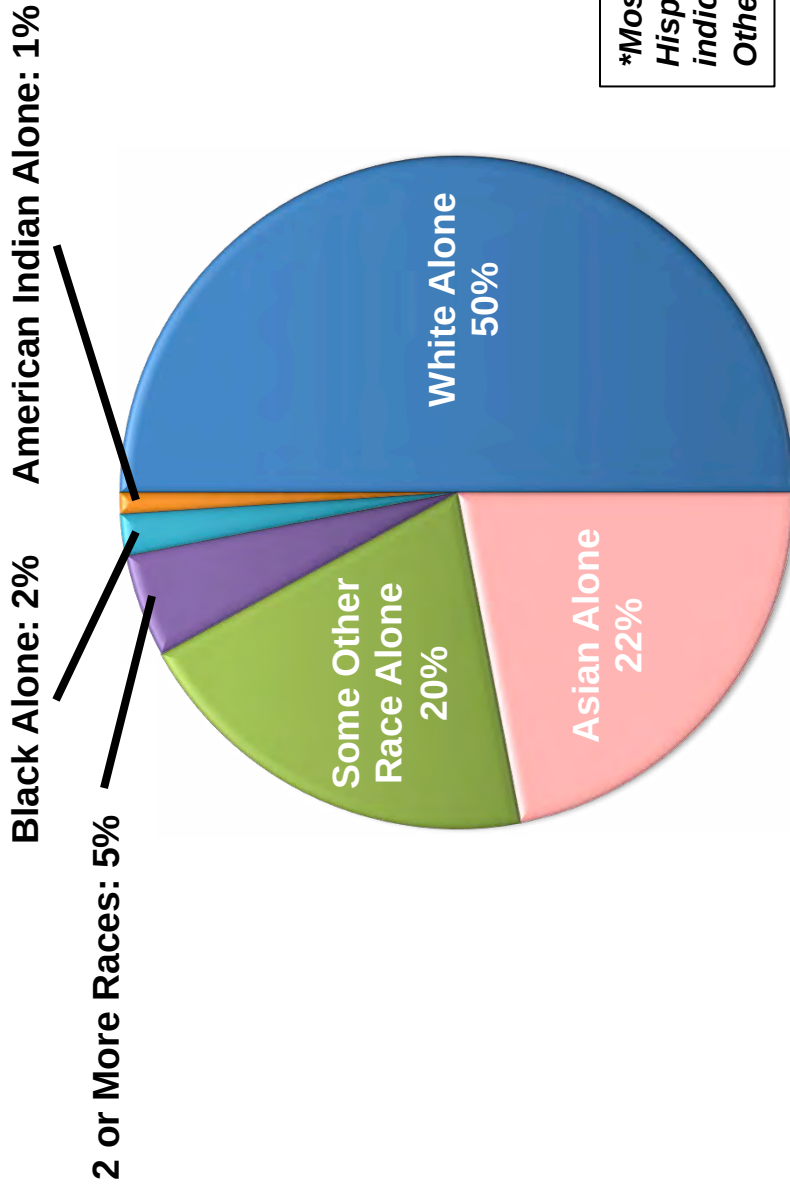
	Median Age
City	33.4
County	36.9
State	35.7



Source: U.S. Census Bureau (2010); ESRI (2015)

Race & Ethnicity

City Population by Race & Ethnicity in 2015



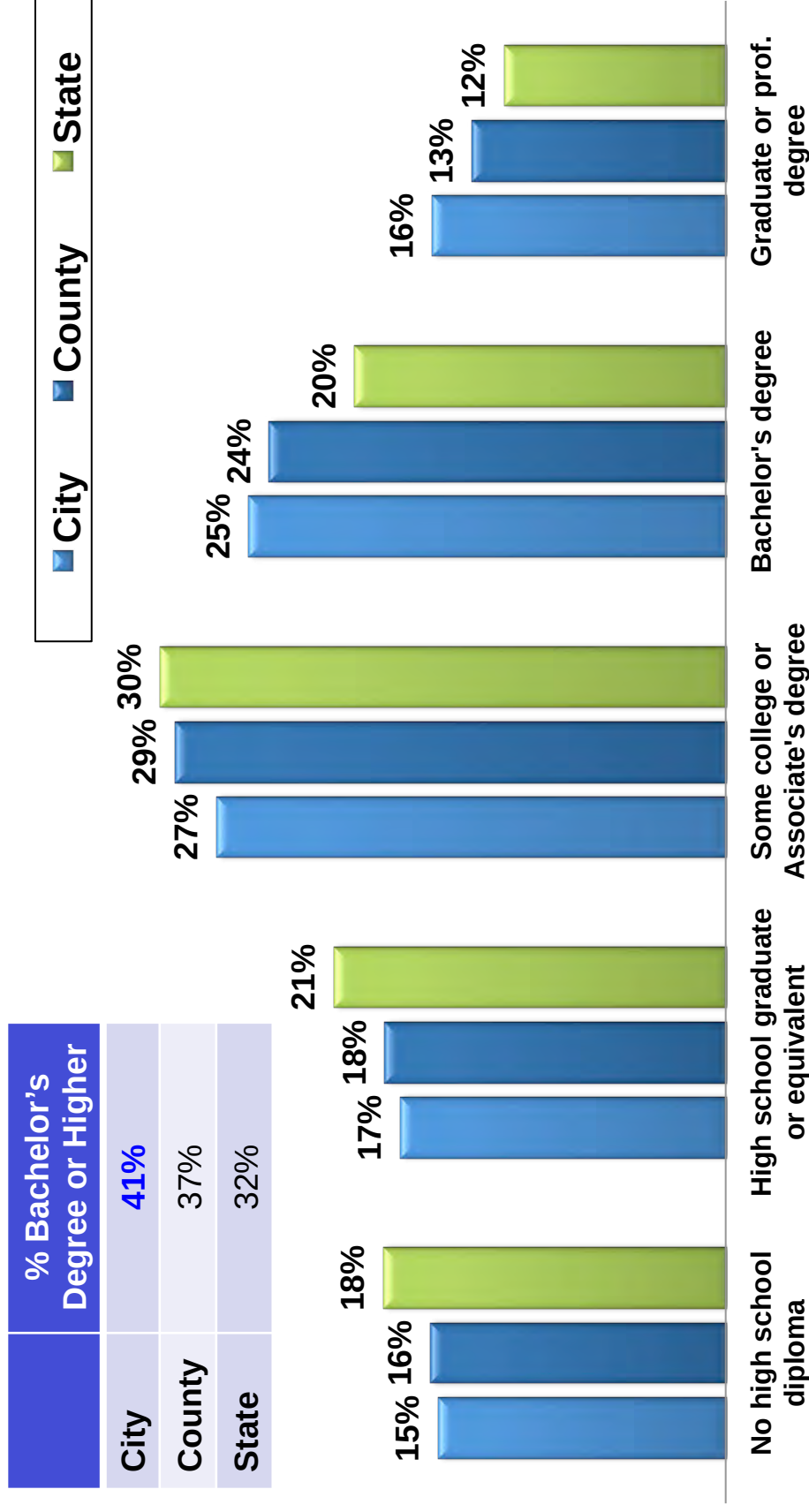
Hispanic Origin of Any Race: 41%

Note: U.S. Census Bureau defines race and ethnicity as two separate and distinct identities. One Census question asks respondents which socio-political race (of categories in pie chart above) they associate most closely with, and a separate question asks whether they associate with "Hispanic, Latino, or Spanish origin" or not (defined as ethnicity).

Source: U.S. Census Bureau (2010); ESRI (2015)

Educational Attainment

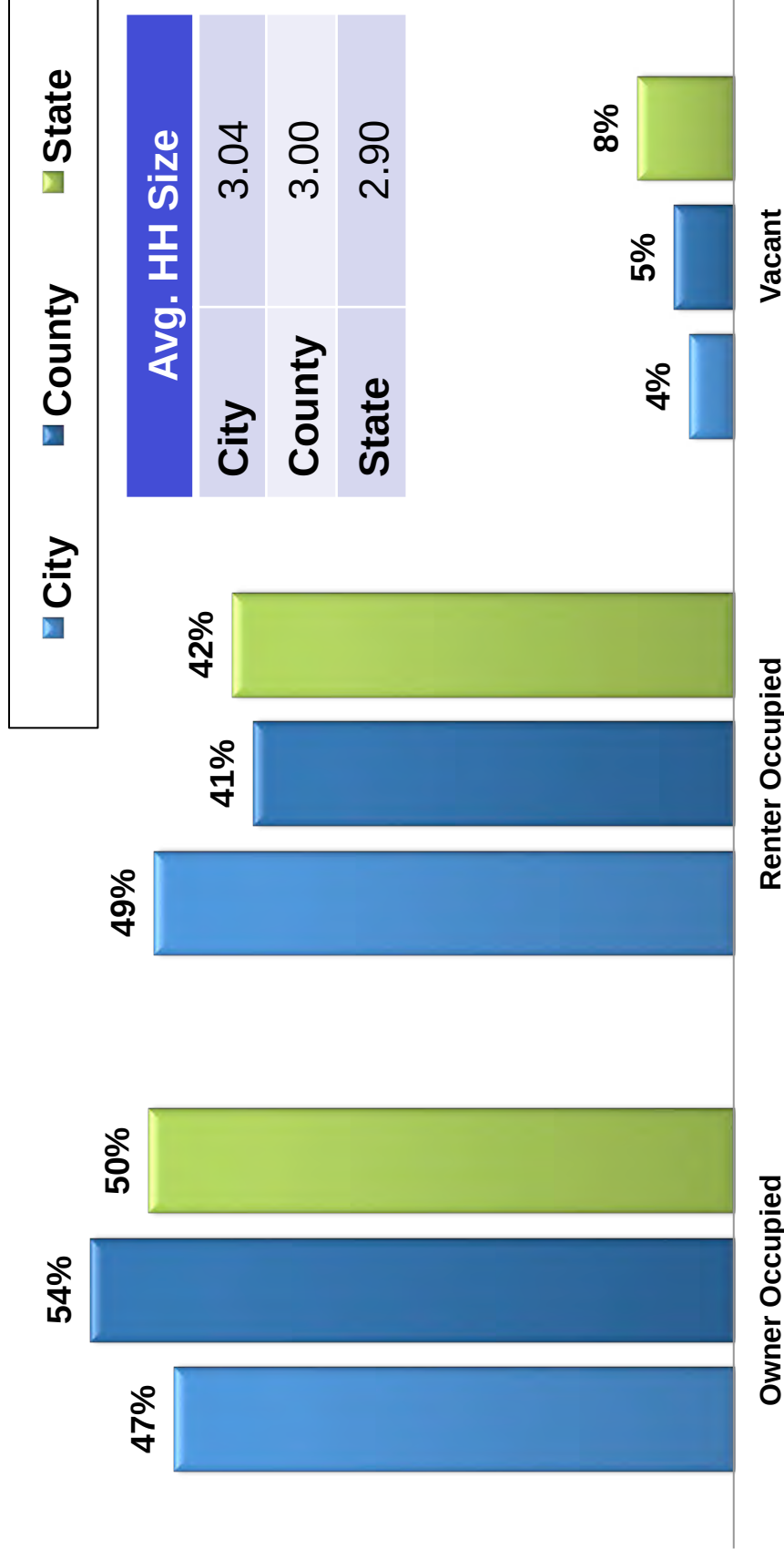
Population Aged 25+ by Educational Attainment



Source: U.S. Census Bureau (2010); ESRI (2015)

Housing & Household Size

Housing Breakdown (2015)



Source: U.S. Census Bureau (2010); ESRI (2015)

Home Value History

Zillow Home Value Index



Source: Zillow.com (May 2016)

Population Segmentation Profile

"Tapestries" in City	Percent	Sample Characteristics
1. International Marketplace	22%	• Young, many foreign-born • Highly diverse • Shop at warehouse/club stores and specialty markets • Consumers are attentive to personal style and purchases reflect their youth and their children • Spanish language media influence (music, television, websites)
2. Enterprising Professionals	18%	• Well educated, wealthier population • Larger than average Asian population • Entertainment includes gambling, trips to the beach, and watching movies on demand or streaming videos online • Convenience is key - many shop at Amazon.com, pick up drugs at the Target pharmacy, and frequent dry cleaners • Food preferences include: The Cheesecake Factory, Chick-fil-A, and Starbucks

Source: ESRI (2015)

Jobs / Housing Balance

2015	City of Tustin	Orange County	State of California
Employment	42,107	1,687,209	16,840,429
Households	26,374	1,026,508	12,932,388
Jobs/Housing Ratio	1.60	1.64	1.30

Source: ESRI (2015)

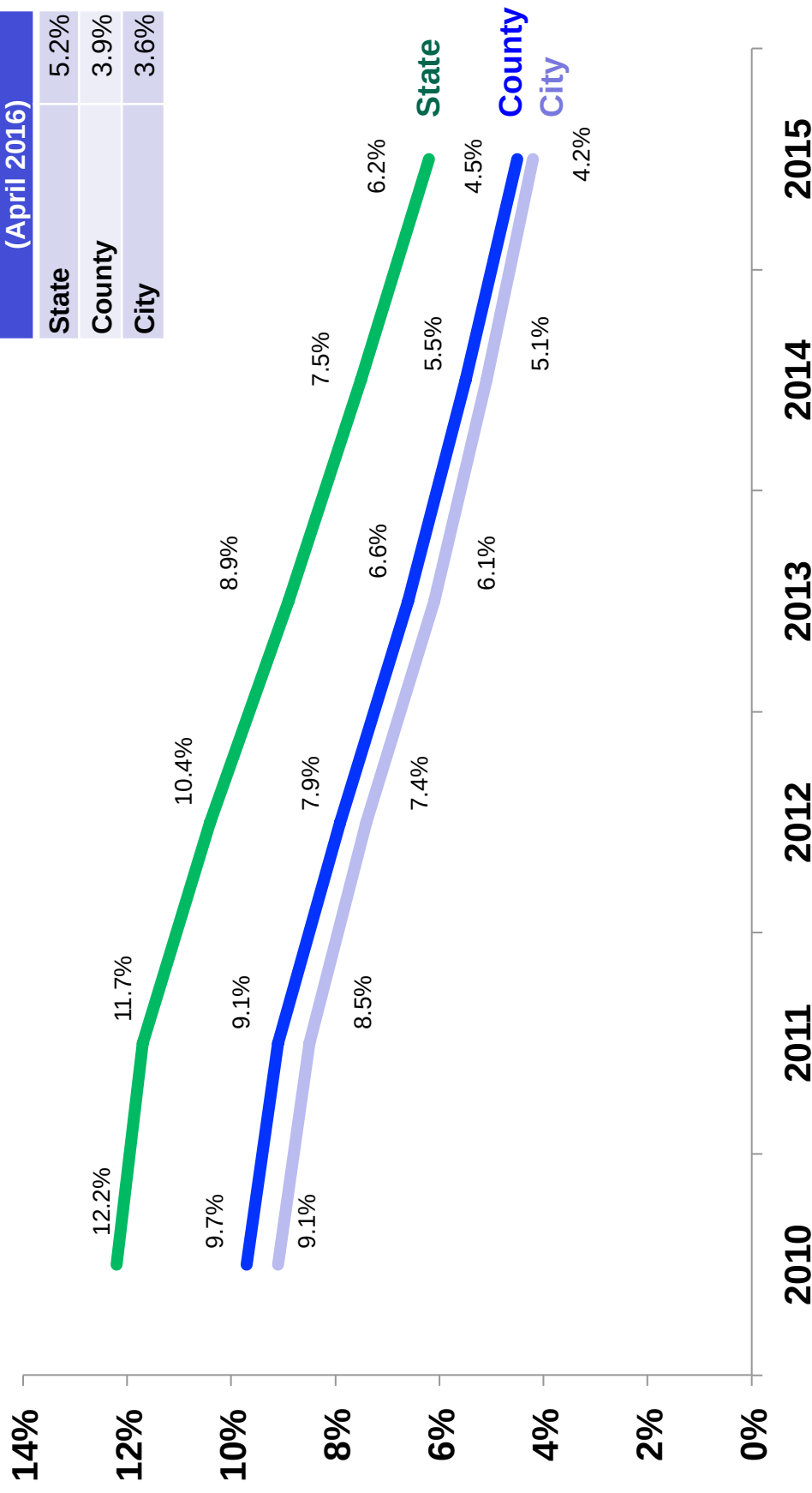
1. Analysis

Economic & Demographic Profile

Unemployment & Employment by Industry

Unemployment

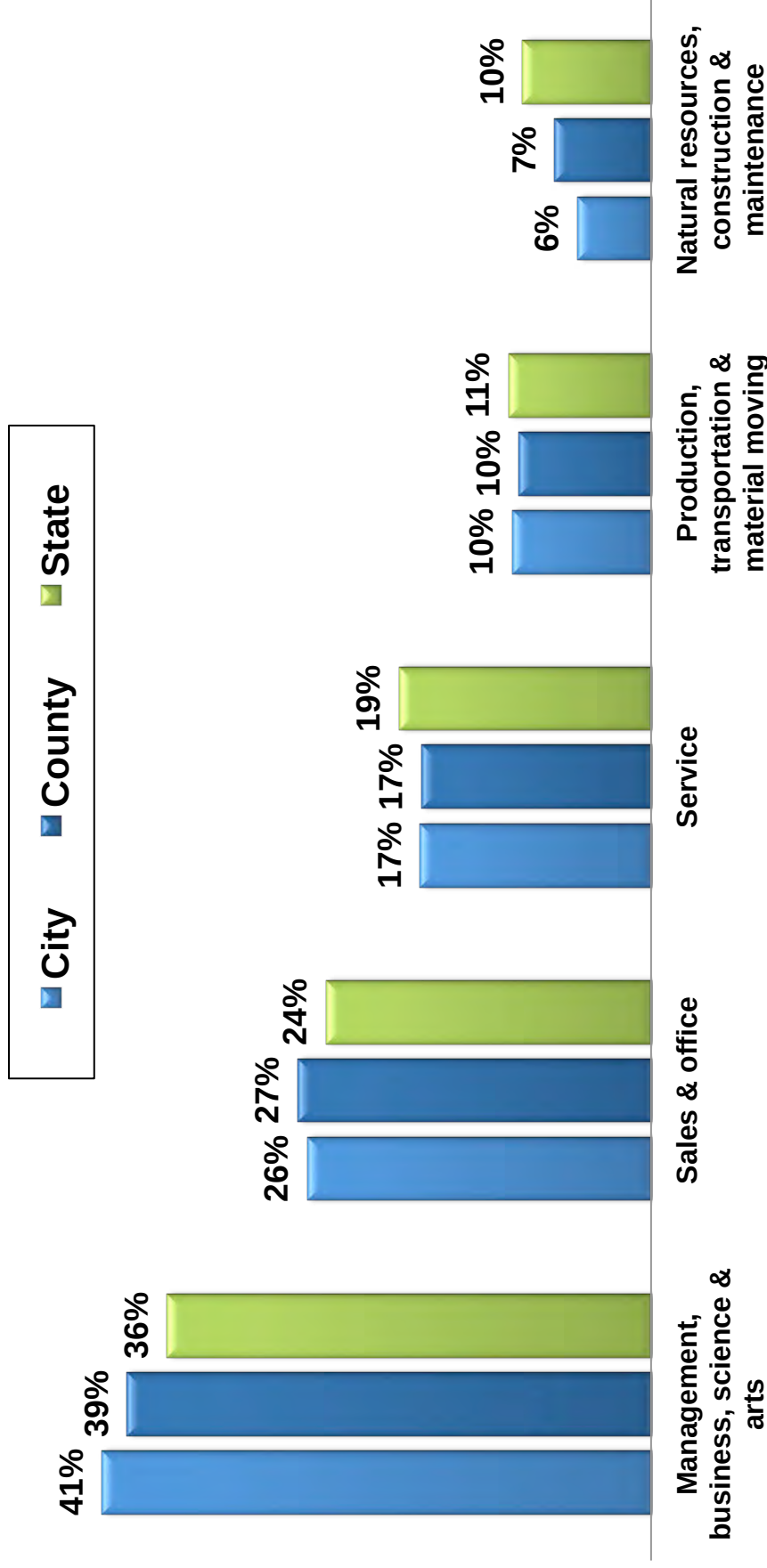
Unemployment Rate (April 2016)	
State	5.2%
County	3.9%
City	3.6%



Note: Not seasonally adjusted; annual averages
Source: California Employment Development Department (2015)

Resident Employment by Occupation

Civilian Employed Population Age 16+ by Occupation



Source: U.S. Census Bureau (2010); ESRI (2015)

Employment by Industry

City Resident Employed Population (Age 16+)	
Health Care and Social Assistance	11.3%
Retail Trade	9.9%
Professional, Scientific, and Tech. Services	9.8%
Manufacturing	9.6%
Accommodation and Food Services	9.2%
Administration and Support, Waste Mgmt.	7.6%
Educational Services	7.5%
Wholesale Trade	6.1%
Finance and Insurance	5.5%
Construction	4.3%
Public Administration	3.5%
Other Services (excl. Public Admin.)	3.0%
Information	2.7%
Real Estate and Rental/Leasing	2.5%
Transportation and Warehousing	2.3%
Mgmt. of Companies and Enterprises	2.1%
Arts, Entertainment, and Recreation	2.0%
Agriculture, Forestry, Fishing, and Hunting	0.7%
Utilities	0.5%
Mining, Quarrying, Oil and Gas Extraction	0.1%

“Industries in which City residents work”

Source: U.S. Census Bureau Center for Economic Studies (2013)

Workers Employed Within City	
Retail Trade	15.6%
Professional, Scientific, and Tech. Services	12.0%
Accommodation and Food Services	10.3%
Administration and Support, Waste Mgmt.	9.9%
Manufacturing	8.7%
Health Care and Social Assistance	8.0%
Finance and Insurance	7.3%
Educational Services	6.1%
Wholesale Trade	5.9%
Information	4.1%
Other Services (excl. Public Admin.)	3.6%
Construction	3.0%
Real Estate and Rental/Leasing	2.8%
Transportation and Warehousing	0.8%
Public Administration	0.7%
Mgmt. of Companies and Enterprises	0.7%
Arts, Entertainment, and Recreation	0.3%
Mining, Quarrying, Oil and Gas Extraction	0.0%
Agriculture, Forestry, Fishing, and Hunting	0.0%
Utilities	0.0%

“Jobs in the City”

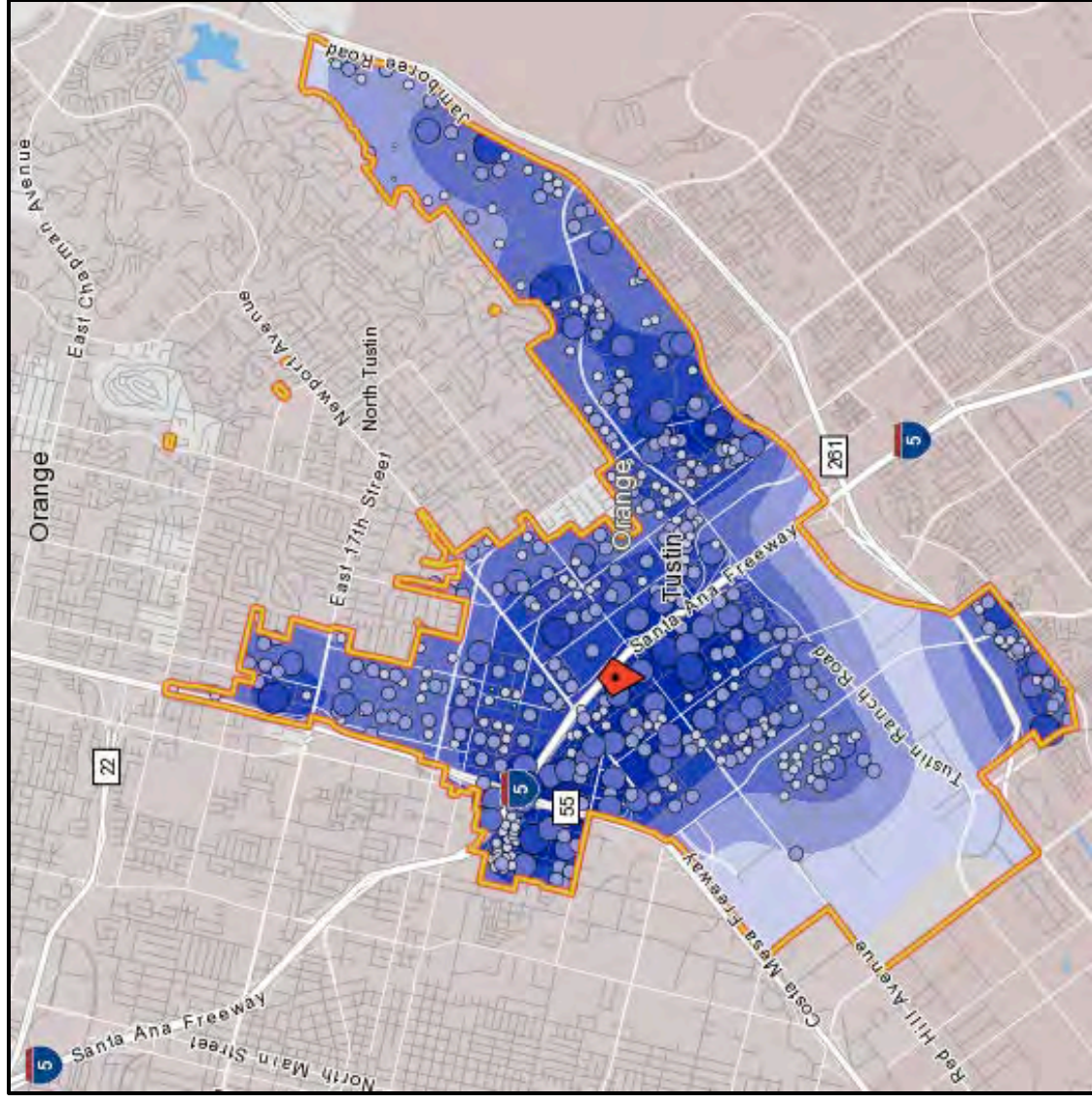
Select Major Employers within the City

Major Employers	No. of Employees
Tustin Unified School District	1,449
Rockwell Collins Inc.	600
Ricoh Electronics Inc.	500
Costco	450
City of Tustin	372
Newport Specialty Hospital	300
Tustin Hospital Medical Center	300
Toshiba America Medical Systems	300
Micro Vention Inc.	300
Balboa Water Group	253

Note: Top 10 listed by number of employees (high to low)

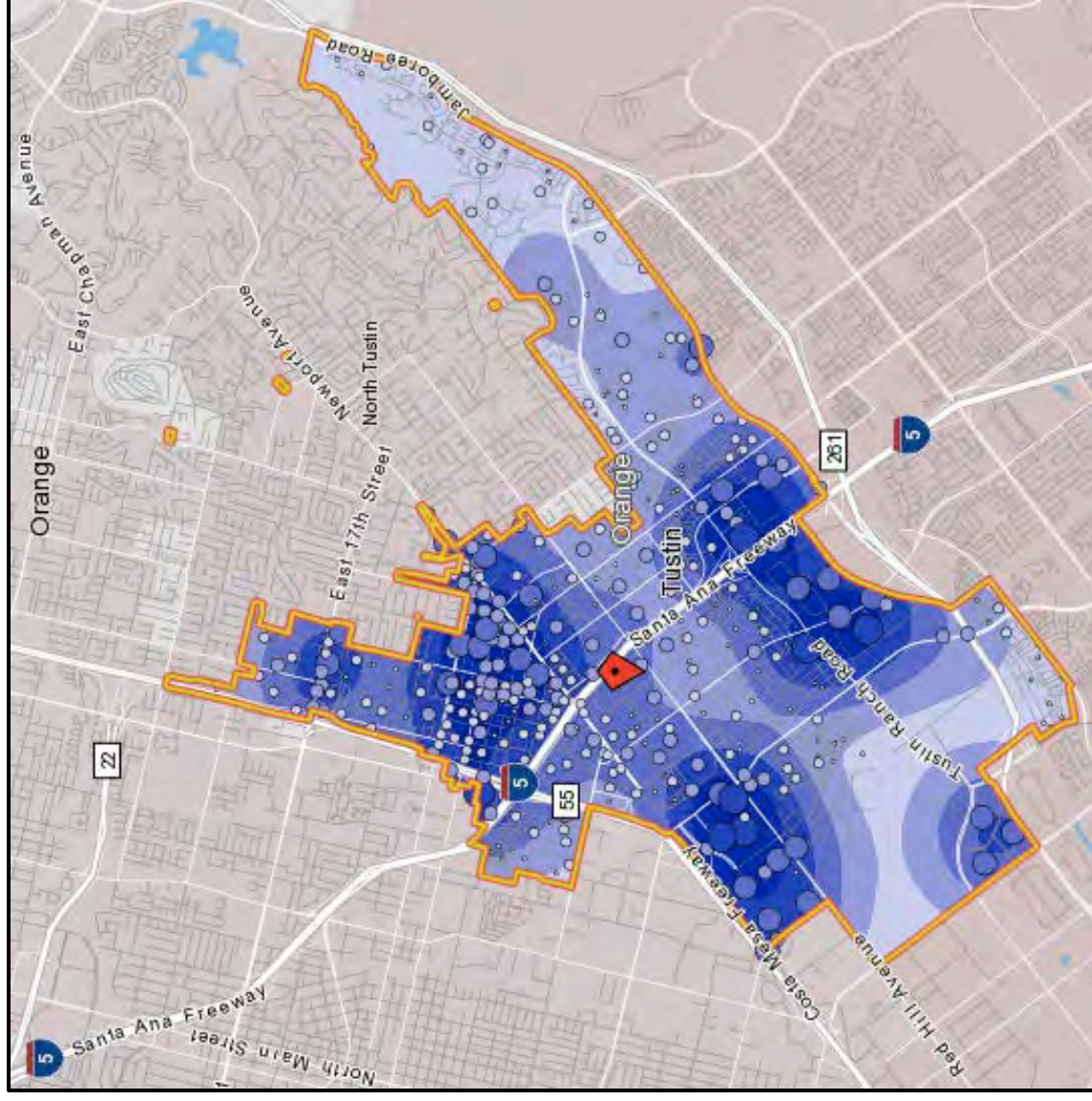
Source: City of Tustin (CAFR 2014-2015)

Resident Concentration Within City



Source: U.S. Census Bureau Center for Economic Studies (2013)

Employment Concentration Within City



Source: U.S. Census Bureau Center for Economic Studies (2013)

Resident and Employee Commute

Employed Residents Place of Work	
Irvine	15.7%
Santa Ana	9.8%
Tustin	6.0%
Anaheim	5.1%
Los Angeles	5.0%
Orange	4.9%
Newport Beach	4.0%
Costa Mesa	3.9%
San Diego	2.0%
Lake Forest	1.9%
Huntington Beach	1.8%
Garden Grove	1.4%
Fullerton	1.3%
Mission Viejo	1.2%
Long Beach	1.2%
Fountain Valley	1.1%
Brea	1.1%
Riverside	0.9%
Laguna Hills	0.9%
Corona	0.8%
San Francisco	0.7%
Aliso Viejo	0.7%
El Segundo	0.7%
Ontario	0.7%
Laguna Niguel	0.6%
Other	26.7%

“Where City residents work”

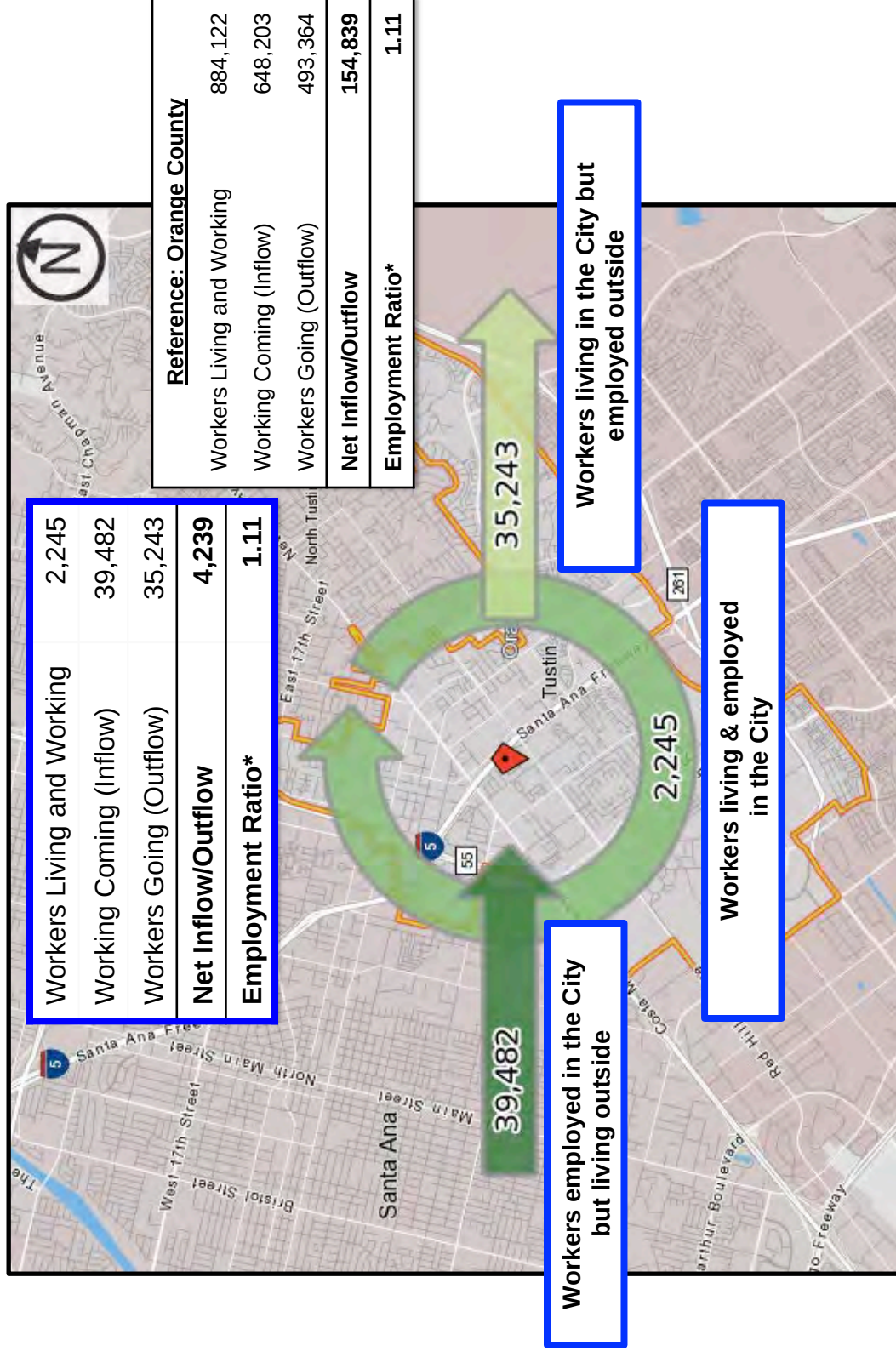
Source: U.S. Census Bureau Center for Economic Studies (2013)

City Employee Origin	
Santa Ana	8.1%
Anaheim	5.8%
Irvine	5.5%
Tustin	5.4%
Orange	4.0%
Los Angeles	3.9%
Garden Grove	2.9%
Huntington Beach	2.9%
Costa Mesa	2.3%
North Tustin CDP	2.0%
Mission Viejo	2.0%
Lake Forest	2.0%
San Diego	1.7%
Fullerton	1.7%
Long Beach	1.6%
Corona	1.3%
Westminster	1.3%
Newport Beach	1.3%
Aliso Viejo	1.1%
Rancho Santa Margarita	1.1%
Yorba Linda	1.1%
Riverside	1.0%
Fountain Valley	1.0%
Buena Park	0.9%
Laguna Niguel	0.9%
Other	37.4%

“Where people who work in the City come from”

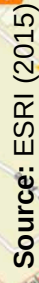
Worker Inflow / Outflow

“Are jobs coming or going”



***Employment Ratio** = People employed within City (living and working in City + those who come into the City for work) / Employed population of City (living and working in City + workers who live in the City, but work outside of the City)
Source: U.S. Census Bureau Center for Economic Studies (2013)

Radii from Red Hill Ave. and the 5 Freeway



Summary: Demographics and Employment

- Relatively young, diverse population; HH size on par with Orange County, slightly higher than the State average
- Lower unemployment compared to State and slightly less than Orange County, with most workers in the city employed in retail, professional services, accommodation and food services, administration and support, manufacturing, and healthcare
- Most employees who work in the City come from Irvine, Santa Ana, Tustin, Anaheim, and Los Angeles, yielding an overall net **inflow** of jobs

1. Analysis

Market Demand Analysis

Employment Growth by Industry

Employment Projections by Industry

Orange County

Industry	2012	2022	Annual Growth 2012-22	Total Growth 2012-22	Total Change 2012-22
Professional and Business Services	259,900	335,000	2.9%	28.9%	75,100
Health Care and Social Assistance	149,100	185,900	2.5%	24.7%	36,800
Accommodation and Food Services	141,300	174,700	2.4%	23.6%	33,400
Retail Trade	143,900	168,400	1.7%	17.0%	24,500
Construction	71,400	95,700	3.4%	34.0%	24,300
Financial Activities	108,200	132,400	2.2%	22.4%	24,200
Wholesale Trade	76,900	96,000	2.5%	24.8%	19,100
Educational Services (Private)	24,700	30,400	2.3%	23.1%	5,700
Government	147,900	153,500	0.4%	3.8%	5,600
Arts, Entertainment, and Recreation	39,300	44,600	1.3%	13.5%	5,300
Information	24,300	27,300	1.2%	12.3%	3,000
Transportation and Warehousing	24,000	25,100	0.5%	4.6%	1,100
Utilities	4,000	5,000	2.5%	25.0%	1,000
Other Services	44,600	44,600	0.0%	0.0%	0
Mining and Logging	500	400	-2.0%	-20.0%	(100)
Manufacturing	158,200	150,900	-0.5%	-4.6%	(7,300)
Total Nonfarm	1,148,100	1,669,900	1.8%	17.8%	251,800
Total Farm	2,800	3,300	1.8%	17.9%	500
Other	103,000	116,100	1.3%	12.7%	13,100
Total Employment	1,523,900	1,789,300	1.7%	17.4%	265,400

Source: California Employment Development Department, U.S. Bureau of Labor Statistics (2012)

1. Analysis

Market Demand Analysis

Residential Supply, Vacancy & Lease Rates

Multifamily Housing

Radii from Red Hill Ave. and the 5 Freeway

	Radii		
<u>June 2016</u>	1 Mile	3 Miles	5 Miles
Existing Housing Units	5,120	23,023	62,955
Vacant Units	155	774	2,012
Vacancy Rate	3.6%	3.9%	3.8%
Average Sale Price Per Unit	\$216,000	\$216,606	\$229,896
Average Rents:			
Studio	\$1,379	\$1,071	\$1,315
1 BR	\$1,487	\$1,534	\$1,593
2 BR	\$1,756	\$1,928	\$2,067
3+ BR	\$2,265	\$2,324	\$2,493
# of Multifamily Buildings For Sale	2	4	17
Cap Rate	5.2%	4.7%	4.7%

Source: CoStar (2016)

1. Analysis

Market Demand Analysis

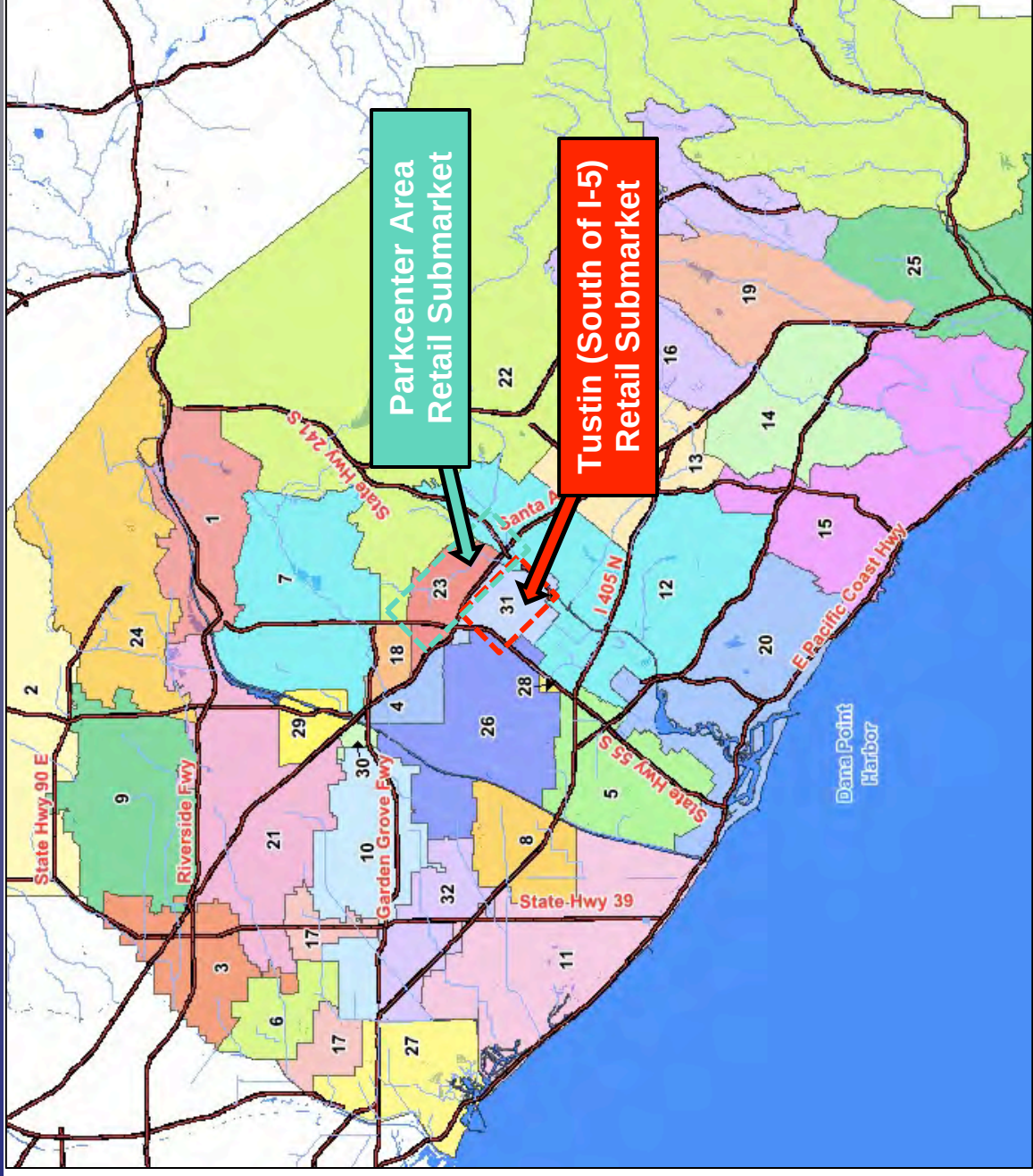
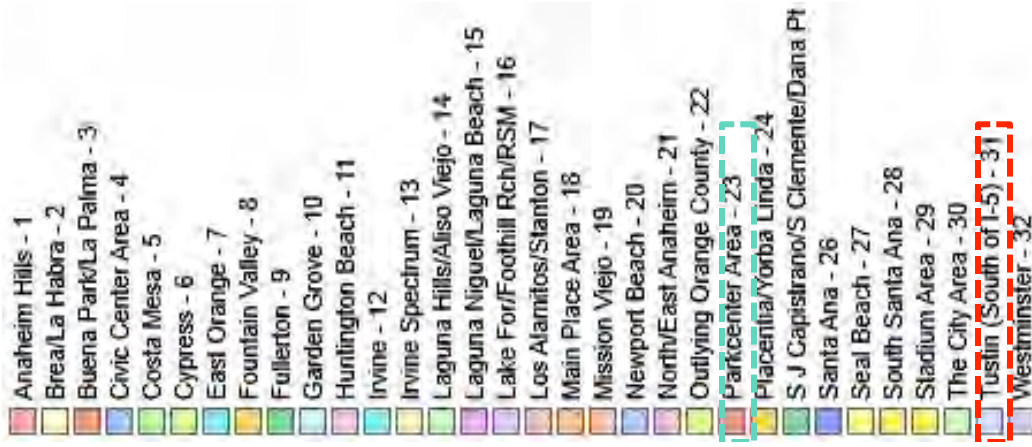
Retail Supply, Vacancy & Lease Rates

Retail Supply, Vacancy & Lease Rates

- Supply, vacancy, and lease rates for retail uses are compared between submarkets within the Orange County retail market area
- Tustin falls within the Parkcenter Area and the Tustin (South of I-5) submarkets (as defined by CoStar)
- Tustin retail vacancy is slightly **above** Parkcenter Area and Tustin (South of I-5) submarkets and overall Orange County market average
- City of Tustin retail lease rates slightly **higher** than the Parkcenter Area and Tustin (South of I-5) submarket average and the overall Orange County market average

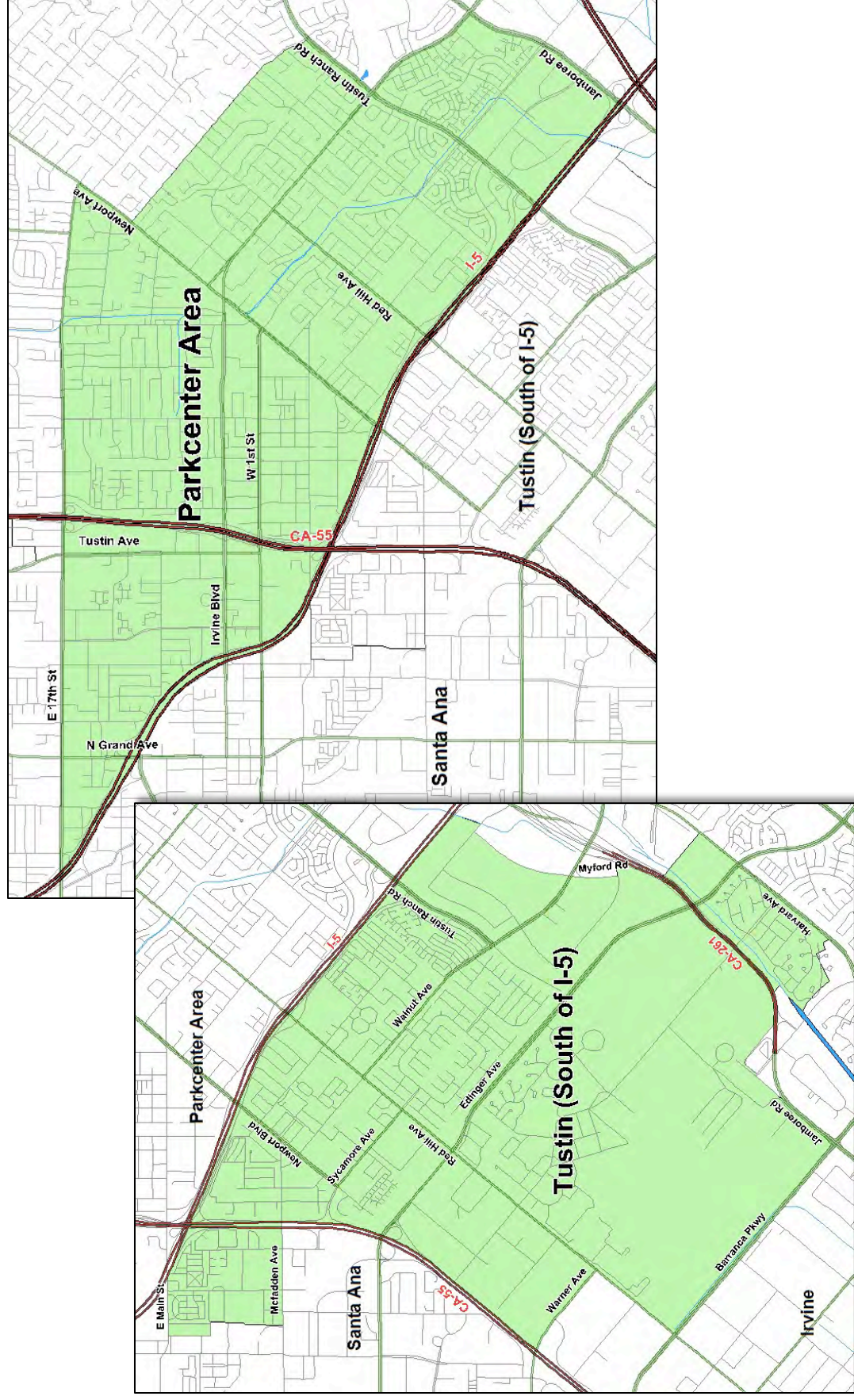
Source: CoStar Property (Q1 2016)

Orange County Retail Submarket Overview



Source: CoStar Property (2016)

Parkcenter Area and Tustin (South of I-5) Retail Submarket Overviews



Source: CoStar Property (2016)

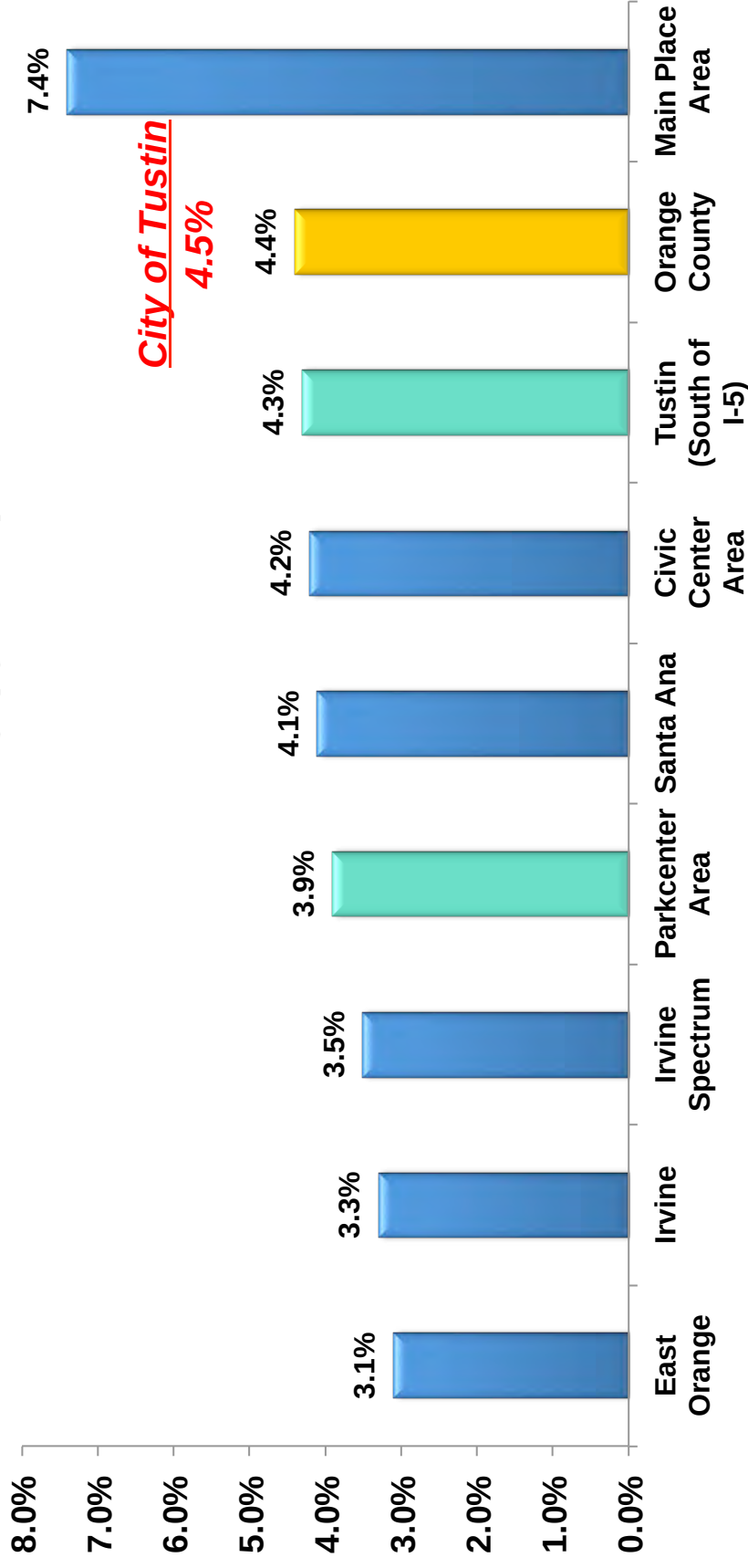
Kosmont Retail NOWi®



Retail Vacancy

by Orange County Submarket*

Retail Vacancy (Q1 2016)



Total G.L.A.

6.5M	5.2M	3.3M	4.2M	6.9M	1.6M	1.5M	143.2M	2.5M
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Source: CoStar Property (Q1 2016); *Submarkets within 5 miles of Site

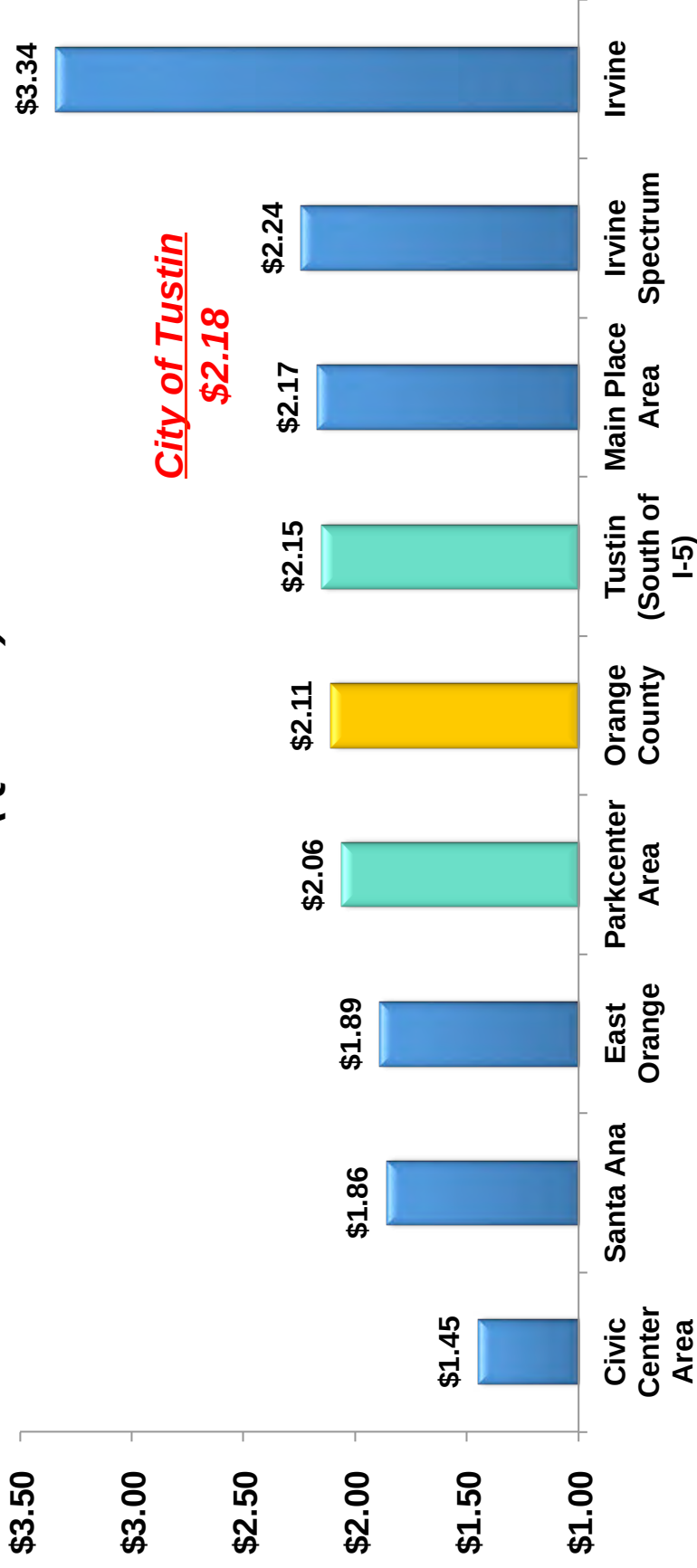
G.L.A. = Gross Leasable Area

Kosmont Retail NOW!

Retail Lease Rates

by Orange County Submarket*

Average Asking Retail Lease Rates – \$PSF / Month
(Q1 2016)



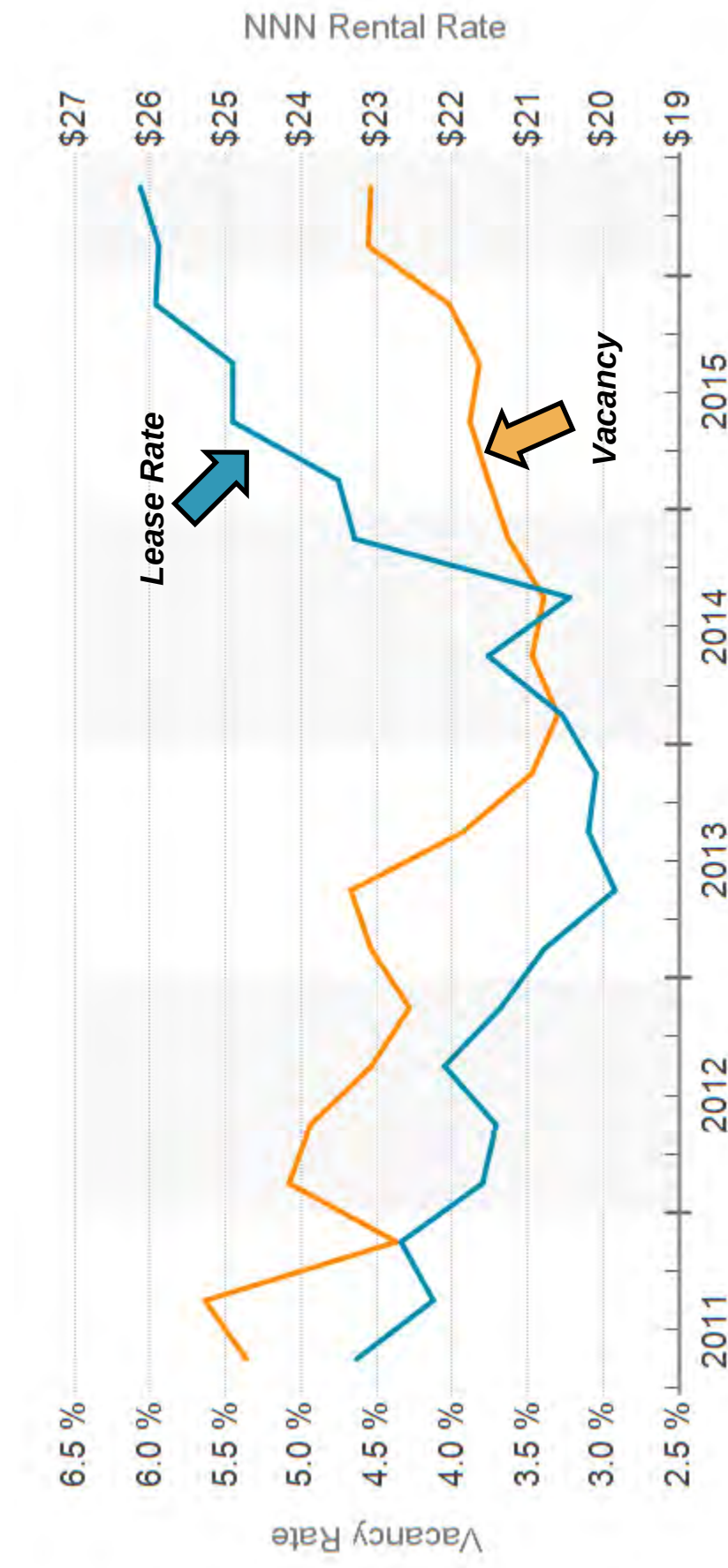
Total G.L.A.	1.6M	6.9M	6.5M	4.2M	143.2M	1.5M	2.5M	3.3M	5.2M
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Source: CoStar Property (Q1 2016); *Submarkets within 5 miles of Site

G.L.A. = Gross Leasable Area

City Vacancy & Lease Rate Trends

City of Tustin



Source: CoStar Property (Q1 2016)

Kosmont Retail NOW!



Parkcenter Area Submarket Detail

By Retail Subcategory

Retail Type	# of Centers	G.L.A.	Vacancy	Asking NNN Rates
General Retail / Free Standing	114 Bldgs	0.77M SF	1.9%	\$2.84
Mall	1	0.50M SF	0.0%	\$0.00
Power Center	2	0.90M SF	0.0%	\$0.00
Shopping Center	41	2.03M SF	7.3%	\$1.95
Total Retail Market		4.19M SF	3.9%	\$2.06

Source: CoStar Property (Q1 2016)

G.L.A. = Gross Leasable Area

Tustin (South of I-5) Submarket Detail

By Retail Subcategory

Retail Type	# of Centers	G.L.A.	Vacancy	Asking NNN Rates
General Retail / Free Standing	31 Bldgs	0.12M SF	4.0%	\$2.19
Mall	0	0.00M SF	0.0%	\$0.00
Power Center	1	1.01M SF	2.0%	\$2.88
Shopping Center	17	0.35M SF	11.2%	\$1.93
Total Retail Market		1.49M SF	4.3%	\$2.15

Source: CoStar Property (Q1 2016)

G.L.A. = Gross Leasable Area

1. Analysis

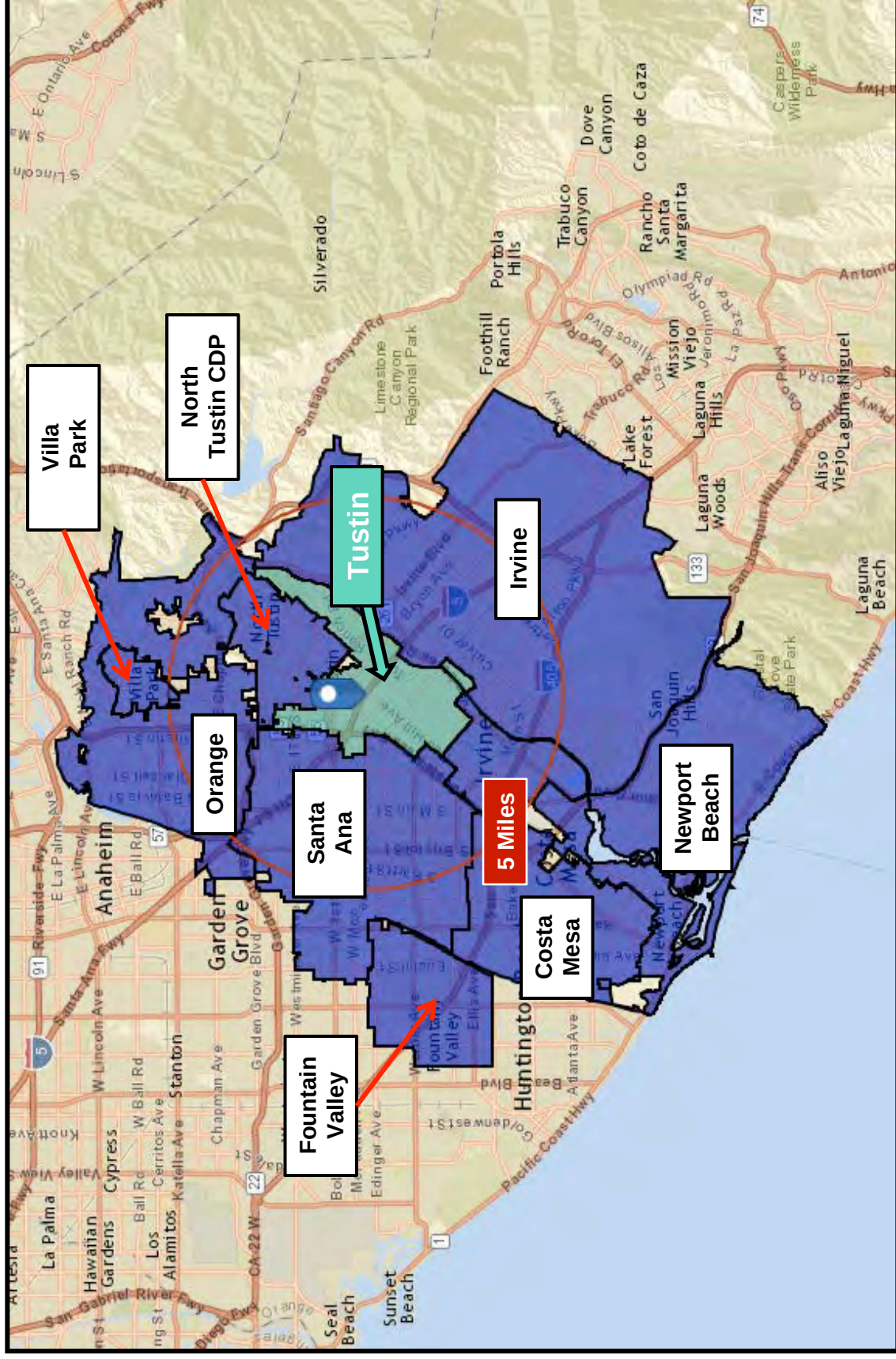
Market Demand Analysis

Retail Sales Performance

Retail Sales Performance

- Consumer spending across retail categories is totaled and normalized for population within the City and comparison regions for the purpose of evaluating potential sales leakage / capture across jurisdictions
- Retail sales per capita for the City (~\$29,500) is above average compared to other nearby regions and with Orange County (~\$17,900)
- Higher performing sales categories include those in heavy commercial, such as, building materials, auto dealers and supplies, and gasoline stations, in addition to general merchandise stores, sporting goods, electronics stores, food and beverage stores, and restaurants
- Lower performing retail categories include health and personal care, miscellaneous store retailers, and non-store retailers

Tustin & Comparison Cities



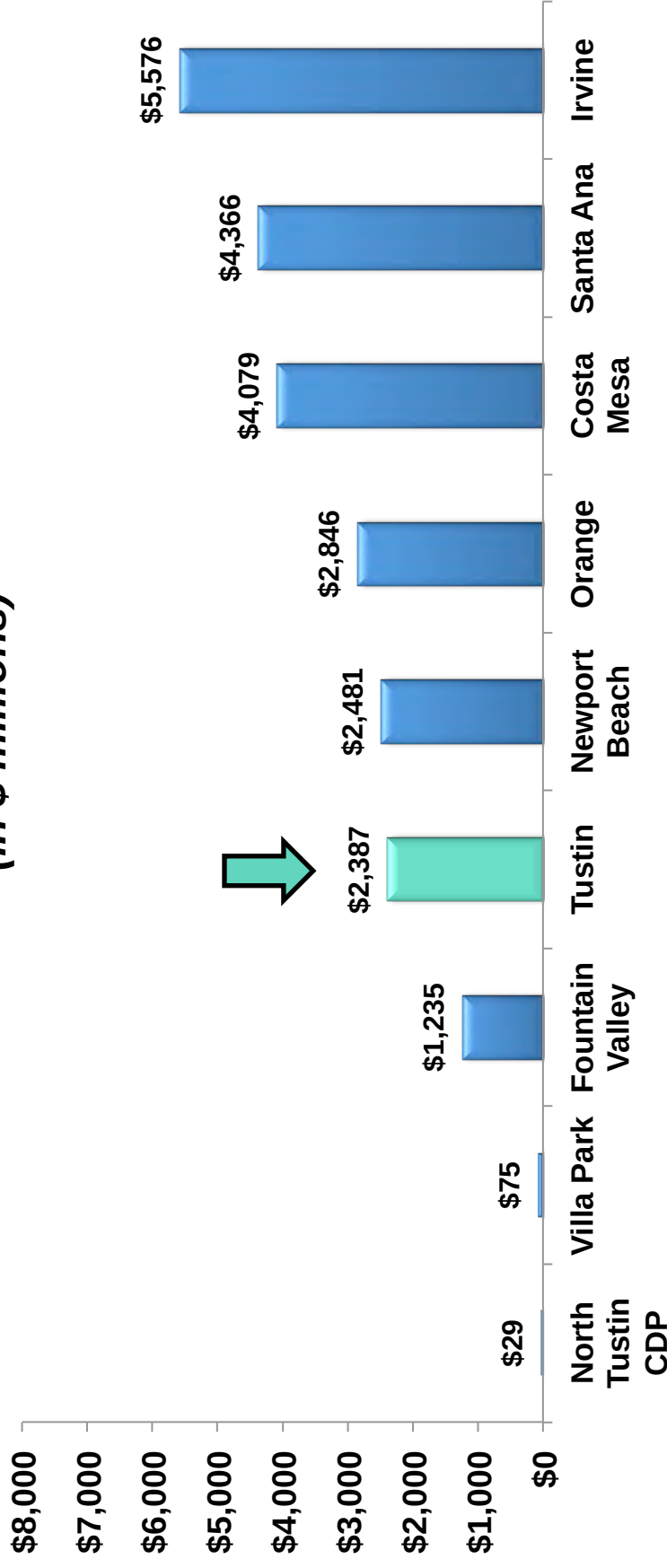
Source: ESRI (2015)

Kosmont Retail NOWi®

Retail Sales Comparison

Tustin & Comparison Cities

Retail Sales in 2015
(in \$ millions)



2015 Population (000s):

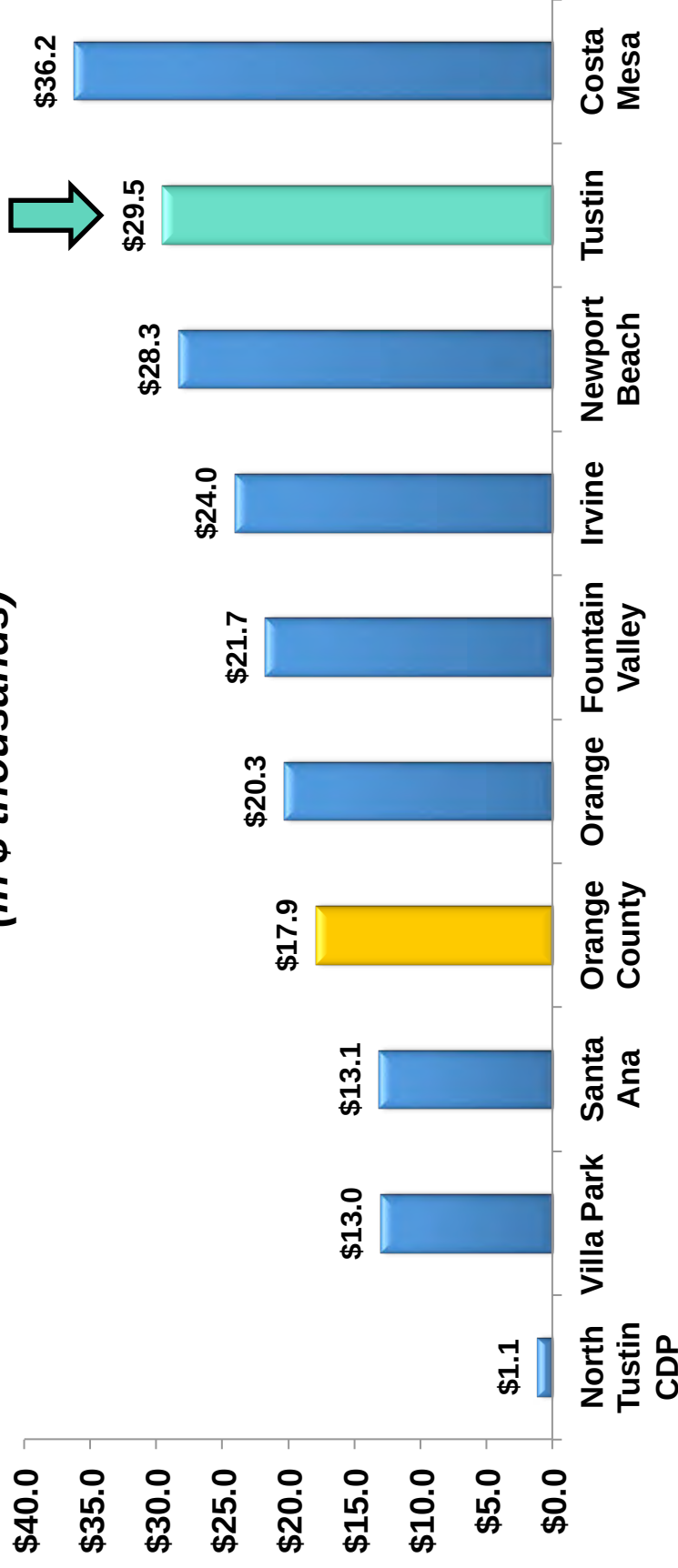
26	6	57	81	88	140	113	333	233
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Source: ESRI, Dun & Bradstreet (2015)

Per Capita Retail Sales

Tustin & Comparison Regions

Per Capita Retail Sales in 2015
(in \$ thousands)



2015 Population (000s):

26	6	333	3,124	140	57	233	88	81	113
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Source: ESRI, Dun & Bradstreet (2015)

Retail Category Definitions

- **Shopper Goods / GAFO** *(General Merchandise, Apparel & Accessories, Furniture & Other Sales)*
 - Clothing & Clothing Accessories Stores
 - General Merchandise Stores
 - Furniture & Home Furnishings Stores
 - Health & Personal Care Stores
 - Sporting Goods, Hobby, Book & Music Stores
 - Electronics & Appliance Stores
 - Miscellaneous Store Retailers (incl. Office Supply)
- **Convenience Goods**
 - Food and Beverage (Grocery Stores)
 - Food Service and Drinking Places (Restaurants & Bars)
- **Heavy Commercial Goods**
 - Building Materials (Home Improvement)
 - Auto Dealers & Supplies
 - Gasoline / Service Stations
- Non-Store Retailers (e.g., Online Shopping & Mail-Order)

Note: Retail Categories delineated by NAICS / California Board of Equalization

Per Capita Retail Sales by Category

City & Comparison Regions

Per Capita Retail Sales	Tustin	Costa Mesa	Fountain Valley	Irvine	Newport Beach	North Tustin CDP	Orange	Santa Ana	Villa Park	Orange County
<u>Shopper Goods (GAFO):</u>										
Clothing & Accessories Stores	\$1,278	\$3,976	\$582	\$1,165	\$2,866	\$102	\$1,392	\$934	\$185	\$1,062
General Merchandise Stores	\$5,579	\$5,253	\$5,253	\$2,316	\$2,489	\$46	\$1,349	\$1,681	\$2,682	\$2,546
Furniture & Home Stores	\$832	\$2,554	\$725	\$1,108	\$800	\$9	\$567	\$377	\$0	\$579
Health & Personal Care Stores	\$742	\$1,650	\$651	\$1,226	\$1,321	\$104	\$839	\$968	\$617	\$911
Sporting Goods, Hobby, Book Stores	\$1,246	\$910	\$688	\$655	\$881	\$47	\$568	\$414	\$0	\$544
Electronics & Appliance Stores	\$3,195	\$2,235	\$6,129	\$4,555	\$1,690	\$255	\$1,447	\$922	\$244	\$1,652
Miscellaneous Store Retailers	\$765	\$1,509	\$875	\$922	\$1,560	\$126	\$1,557	\$920	\$69	\$885
Total GAFO	\$13,637	\$18,087	\$14,903	\$11,947	\$11,607	\$689	\$7,719	\$6,216	\$3,797	\$8,179
<u>Convenience Goods:</u>										
Food & Beverage Stores	\$3,056	\$3,180	\$2,148	\$2,152	\$3,904	\$148	\$3,055	\$1,981	\$4,409	\$2,336
Food Services & Drinking Places (Restaurants)	\$2,269	\$3,185	\$1,968	\$2,221	\$4,390	\$180	\$2,487	\$1,201	\$879	\$1,883
Total Convenience	\$5,325	\$6,365	\$4,116	\$4,373	\$8,294	\$328	\$5,542	\$3,182	\$5,288	\$4,219
<u>Heavy Commercial:</u>										
Bldg Materials, Garden Equip. Stores	\$1,142	\$751	\$287	\$911	\$620	\$63	\$1,386	\$625	\$199	\$746
Motor Vehicle & Parts Dealers	\$8,453	\$9,709	\$1,108	\$5,219	\$6,644	\$0	\$4,649	\$2,389	\$3,635	\$3,888
Gasoline Stations	\$791	\$773	\$942	\$621	\$507	\$0	\$706	\$500	\$0	\$617
Total Heavy Commercial	\$10,386	\$11,233	\$2,337	\$6,751	\$7,771	\$63	\$6,741	\$3,514	\$3,834	\$5,251
Non-store Retailers	\$199	\$477	\$354	\$897	\$583	\$35	\$291	\$193	\$53	\$273
Total Retail	\$29,547	\$36,162	\$21,710	\$23,968	\$28,255	\$1,115	\$20,293	\$13,105	\$12,972	\$17,922

Key: Indicates higher value for Tustin

Indicates lower value for Tustin

Source: ESRI, Dun & Bradstreet (2015)

Top Sales Tax Producers

AutoNation Ford	Target
AutoNation Infiniti	TJ Maxx
Best Buy	Total Wine & More
Chevron	Toyota Lease Trust
Costco	Toys R Us
Home Depot	Tustin Acura
Jewelry Exchange	Tustin Buick/GMC
Lowes	Tustin Chrysler/Jeep/Dodge
McLean Cadillac	Tustin Hyundai/Mazda
Micro Center	Tustin Lexus
Ralphs	Tustin Nissan
REI	Tustin Toyota
Shell	

Source: HdL Companies (Q4 2015)

1. Analysis

Market Demand Analysis

Retail Sales Surplus / Leakage

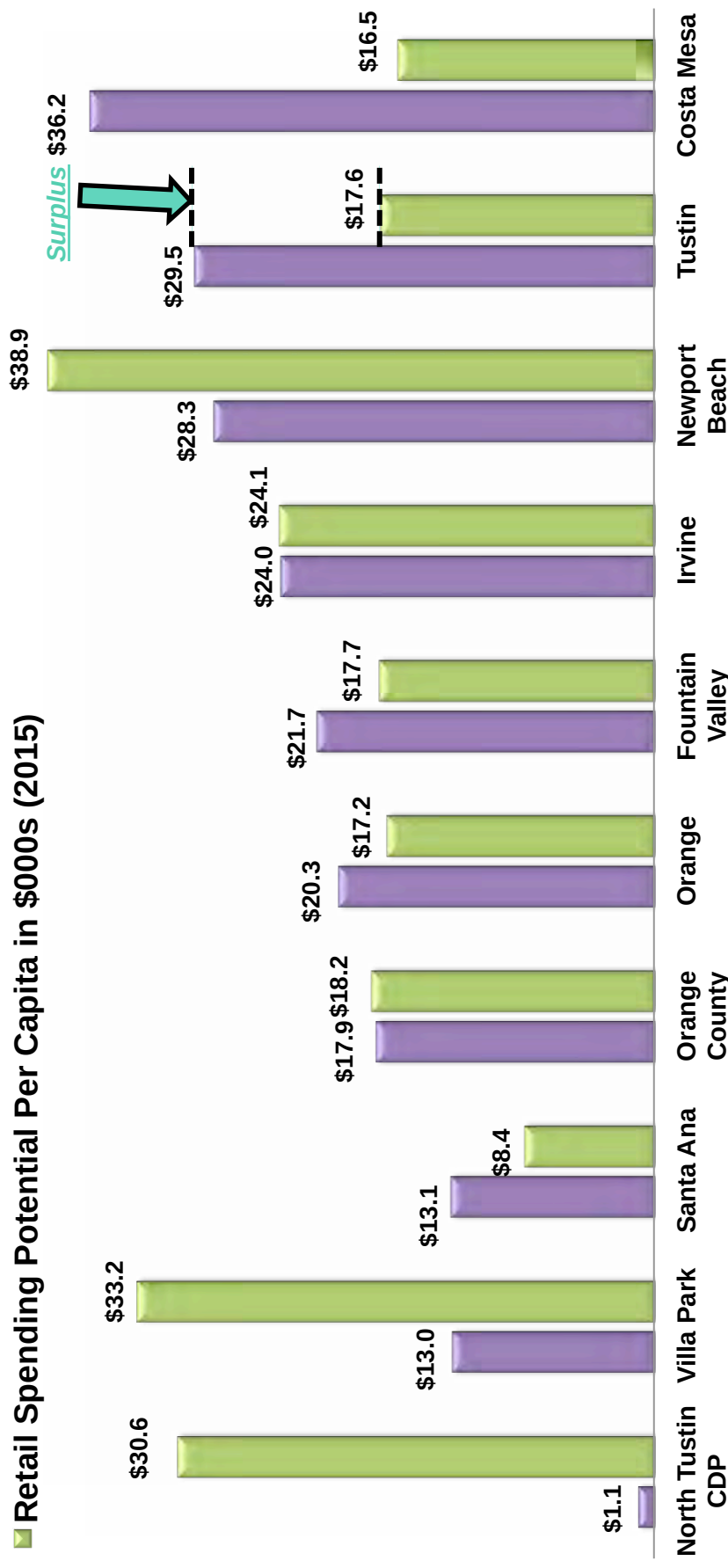
Retail Sales Surplus / Leakage

- Overall retail sales in the City are **higher** than retail spending potential based on households and average household income, suggesting that, overall, the City is likely capturing a significant portion of Tustin resident retail purchases and additional retail spending by residents of other cities (i.e. sales **surplus**)
- Certain categories, however, are exhibiting a retail sales leakage, including:
 - Health & Personal Care Stores
 - Miscellaneous Store Retailers
 - Food & Beverage Stores (Grocery)
 - Gasoline Stations
 - Non-store Retailers

Retail Sales Surplus / Leakage

“Cash Registers vs. Wallets”

- Retail Sales Per Capita in \$000s (2015)
- Retail Spending Potential Per Capita in \$000s (2015)



[Per Capita Sales Surplus/Leakage, Total Surplus/Leakage, and Percent Surplus/Leakage:](#)

(\$29.5K)	(\$20.2K)	\$4.7K	(\$0.2K)	\$3.1K	\$4.0K	(\$0.1K)	(\$10.6K)	\$12.0K	\$19.6K
(\$757M)	(\$118M)	\$1,566M	(\$768M)	\$436M	\$226M	(\$33M)	(\$931M)	\$968M	\$2,216M
(96%)	(61%)	56%	(1%)	18%	22%	(1%)	(27%)	68%	119%

Note: Spending potential based on number of households, average household income, and estimated percentage of income spent on retail goods and services **Source:** ESRI, Dun & Bradstreet (2015)

Retail Sales Surplus / Leakage by Category

City of Tustin

Retail Category	Retail Spending Potential	Retail Sales	Retail Surplus/ (Leakage)	Percent Surplus/ (Leakage)
<u>Shopper Goods (GAFO):</u>				
Clothing & Clothing Accessories Stores	\$90,902,898	\$103,294,211	\$12,391,313	13.6%
General Merchandise Stores	\$200,655,983	\$450,793,450	\$250,137,467	124.7%
Furniture & Home Furnishings Stores	\$43,453,352	\$67,201,946	\$23,748,594	54.7%
Health & Personal Care Stores	\$81,538,544	\$59,954,576	(\$21,583,968)	(26.5%)
Sporting Goods, Hobby, Book & Music Stores	\$38,239,253	\$100,711,548	\$62,472,295	163.4%
Electronics & Appliance Stores	\$69,697,793	\$258,180,821	\$188,483,028	270.4%
Miscellaneous Store Retailers	\$63,439,617	\$61,773,563	(\$1,666,054)	(2.6%)
Subtotal – GAFO	\$587,927,440	\$1,101,910,115	\$513,982,675	87.4%
<u>Convenience Goods:</u>				
Food & Beverage Stores (Grocery)	\$247,388,533	\$246,926,674	(\$461,859)	(0.2%)
Food Services & Drinking Places (Restaurants)	\$141,756,349	\$183,321,559	\$41,565,210	29.3%
Subtotal – Convenience	\$389,144,882	\$430,248,233	\$41,103,351	10.6%
<u>Heavy Commercial Goods:</u>				
Bldg Materials, Garden Equip. & Supply Stores	\$58,068,170	\$92,261,881	\$34,193,711	58.9%
Motor Vehicle & Parts Dealers	\$276,981,325	\$682,982,290	\$406,000,965	146.6%
Gasoline Stations	\$75,231,946	\$63,924,118	(\$11,307,828)	(15.0%)
Subtotal – Heavy Commercial	\$410,281,441	\$839,168,289	\$428,886,848	104.5%
Non-store Retailers	\$32,124,622	\$16,045,325	(\$16,079,297)	(50.1%)
Total Retail	\$1,419,478,385	\$2,387,371,962	\$967,893,577	68.2%

Source: ESRI, Dun & Bradstreet (2015)

Retail Sales Leakage Categories and Supportable SF

City of Tustin

Retail Sales Leakage Categories	Retail Sales Leakage	Estimated Sales PSF	Estimated Supportable SF
Health & Personal Care Stores	(\$21,583,968)	\$300	71,946 SF
Miscellaneous Store Retailers	(\$1,666,054)	\$400	4,165 SF
Food & Beverage Stores (Grocery)	(\$461,859)	\$400	1,154 SF
Gasoline Stations	(\$11,307,828)	\$800	14,134 SF
Total Sales Leakage Categories	(\$35,019,709)		91,399 SF

- ~91,399 SF of retail supported by existing sales leakage, does not account for existing retail vacancy within the City (estimated by CoStar to be approximately 250,000 SF)

Source: ESRI, Dun & Bradstreet, ULI & ICSC Dollars and Cents of Shopping Centers, HdL Companies, Kosmont Companies (2015)

Retail Sales Surplus / Leakage by Category

3 Mile Radius from Red Hill Ave. and the 5 Freeway

Retail Category	Retail Spending Potential	Retail Sales	Retail Surplus/ (Leakage)	Percent Surplus/ (Leakage)
<u>Shopper Goods (GAFO):</u>				
Clothing & Clothing Accessories Stores	\$229,964,910	\$205,609,960	(\$24,354,950)	(10.6%)
General Merchandise Stores	\$507,890,610	\$619,415,412	\$111,524,802	22.0%
Furniture & Home Furnishings Stores	\$111,632,930	\$136,296,756	\$24,663,826	22.1%
Health & Personal Care Stores	\$208,676,878	\$176,481,431	(\$32,195,447)	(15.4%)
Sporting Goods, Hobby, Book & Music Stores	\$98,205,590	\$185,342,176	\$87,136,586	88.7%
Electronics & Appliance Stores	\$178,548,571	\$503,233,744	\$324,685,173	181.8%
Miscellaneous Store Retailers	\$162,411,975	\$200,102,065	\$37,690,090	23.2%
Subtotal – GAFO	\$1,497,331,464	\$2,026,481,544	\$529,150,080	35.3%
<u>Convenience Goods:</u>				
Food & Beverage Stores (Grocery)	\$621,889,425	\$524,599,095	(\$97,290,330)	(15.6%)
Food Services & Drinking Places (Restaurants)	\$359,010,986	\$386,303,339	\$27,292,353	7.6%
Subtotal – Convenience	\$980,900,411	\$910,902,434	(\$69,997,977)	(7.1%)
<u>Heavy Commercial Goods:</u>				
Bldg Materials, Garden Equip. & Supply Stores	\$155,125,135	\$213,194,651	\$58,069,516	37.4%
Motor Vehicle & Parts Dealers	\$713,383,126	\$1,219,424,941	\$506,041,815	70.9%
Gasoline Stations	\$190,852,956	\$139,888,069	(\$50,964,887)	(26.7%)
Subtotal – Heavy Commercial	\$1,059,361,217	\$1,572,507,661	\$513,146,444	48.4%
Non-store Retailers	\$81,786,568	\$48,485,437	(\$33,301,131)	(40.7%)
Total Retail	\$3,619,379,660	\$4,558,377,076	\$938,997,416	25.9%

Source: ESRI, Dun & Bradstreet (2015)

Retail Sales Leakage Categories and Supportable SF

3 Mile Radius from Red Hill Ave. and the 5 Freeway

Retail Sales Leakage Categories	Retail Sales Leakage	Estimated Sales PSF	Estimated Supportable SF
Clothing & Clothing Accessories Stores	(\$24,354,950)	\$300	81,183 SF
Health & Personal Care Stores	(\$32,195,447)	\$300	107,318 SF
Food & Beverage Stores (Grocery)	(\$97,290,330)	\$400	243,225 SF
Gasoline Stations	(\$50,964,887)	\$800	63,706 SF
Total Sales Leakage Categories	(\$204,805,614)		495,432 SF

- ~495,432 SF of retail supported by existing sales leakage, does not account for existing retail vacancy within a 3 mile radius from Red Hill Ave. and the 5 Freeway (estimated by CoStar to be approximately 464,494 SF)

Source: ESRI, Dun & Bradstreet, ULI & ICSC Dollars and Cents of Shopping Centers, HdL Companies, Kosmont Companies (2015)

Surplus/Leakage Summary by Category

Surplus Retail Categories	Leakage Retail Categories
• Clothing & Clothing Accessories Stores • General Merchandise Stores • Furniture & Home Furnishings Stores • Sporting Goods, Hobby, Book & Music Stores • Electronics & Appliance Stores • Food Services & Drinking Places (Restaurants) • Bldg. Materials, Garden Equip. & Supply Stores • Motor Vehicle & Parts Dealers	• Health & Personal Care Stores • Miscellaneous Store Retailers • Food & Beverage Stores (Grocery) • Gasoline Stations • Non-store Retailers

2. Strategy

- a) Trade Area Retailer Voids
- b) Opportunity Site Assessment

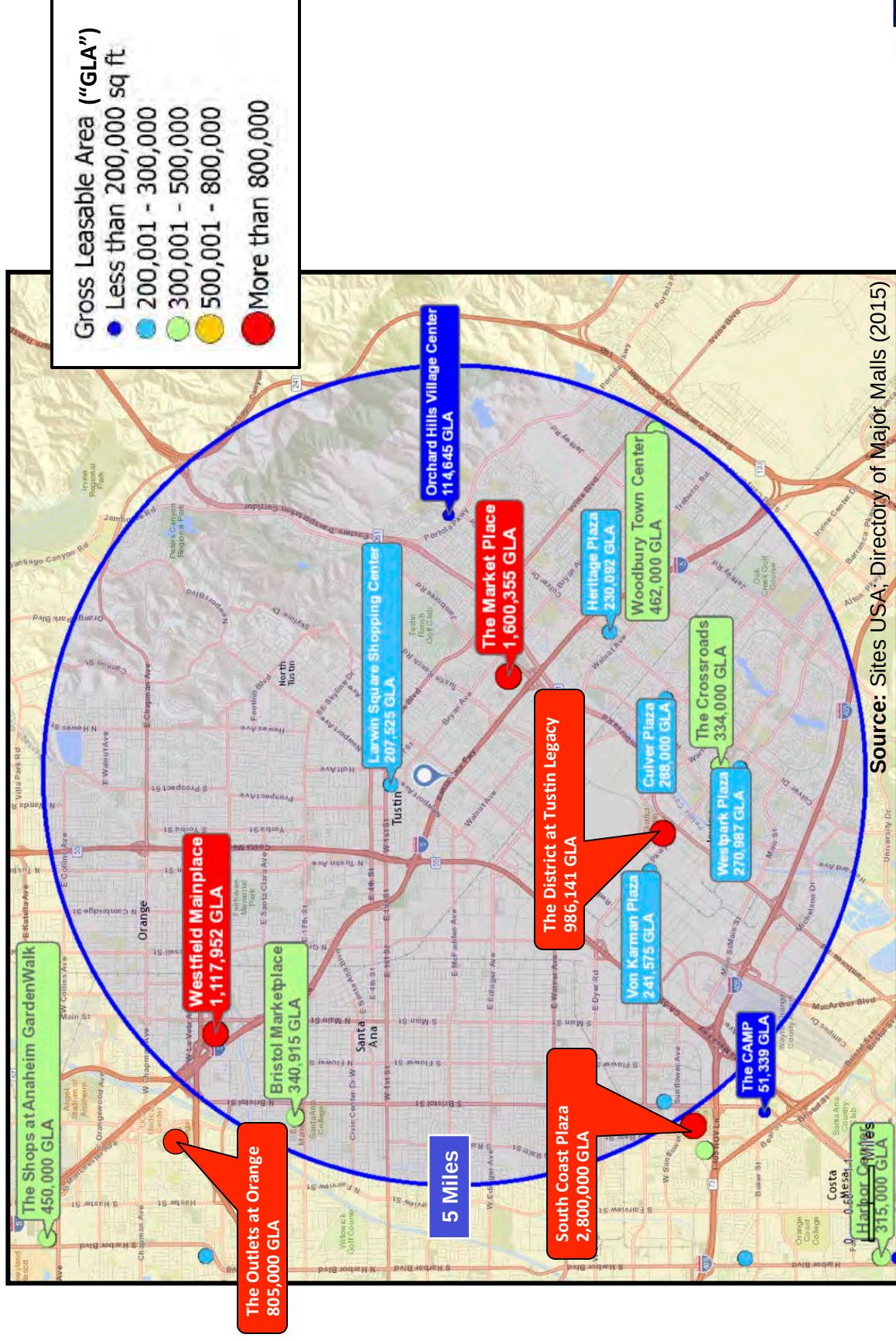
2. Strategy

Trade Area Retailer Voids

Summary: Retailer Voids

- Retailer voids were evaluated for all major retail categories within the City and larger trade area
- Does not account for potential compatibility between trade area characteristics and retailer demographic preferences, as well as current retailer expansion activity evaluated later
- Potential voids include [office supply stores](#), [groceries](#), and [fitness/gyms](#)

Major Shopping Center Map Tustin Trade Area (5 miles)



National Retailer Voids

(within City Limits)

Auto Parts Tires

AAMCO
America's Tire
CARQUEST
Firestone
Goodyear
Honest 1
Midas
NAPA
Pep Boys
Quick Lane

Banks

AmericanWest Bank
Compass Bank
East West Bank
First-Citizens Bank & Trust Company
First Bank
HSBC
M&T Bank
Umpqua Bank

Clothing Apparel

Abercrombie & Fitch
Aeropostale
American Eagle Outfitters
Ann Taylor
Ann Taylor Factory
Ann Taylor Loft Outlet
Anthropologie
Avenue
Banana Republic
BCBG Max Azria

Computers Electronic

Apple Store
Fry's Electronics

Convenience Stores

Exxon
Sinclair
Sunoco
Texaco

Craft Fabric Stores

Hobby Lobby
Jo-Ann

Department Stores

Barneys New York
Bloomingdale's
Dillard's
JCPenney
Macy's
Neiman Marcus
Nordstrom
Saks Fifth Avenue

bebe
Buckle

Catherines
Charlotte Russe
Chico's
Citi Trends
dd's Discounts
Dress Barn
Express
Fallas Paredes
Forever 21
Fossil

Gap
H&M
Hollister Co.
J. Crew
J. Jill

Lane Bryant
Last Call
Lucky Brand Jeans
Men's Warehouse
New York & Company
Nordstrom Rack
PacSun

Rainbow
Rue21
Saks OFF 5TH
Talbots
The Childrens Place
The Limited
Urban Outfitters
Victoria's Secret
Wet Seal

Source: Sites USA, Kosmont Companies (2015)

National Retailer Voids (cont.)

(within City Limits)

Discount Department Stores

Babies R Us
Burlington Coat Factory
David's Bridal
Kmart
Sears
Stein Mart
SuperTarget
Toys R Us
Tuesday Morning
Wal-Mart
Wal-Mart Supercenter

Dollar Stores

Dollar General
Family Dollar
Just-A-Buck

Fitness

24 Hour Fitness
Anytime Fitness
Bay Club
Equinox Fitness
Gold's Gym
In-Shape
LA Fitness
Lifetime Fitness
Planet Fitness
Powerhouse Gym
World Gym

Furniture Household

Anna's Linens
Ashley Furniture
Bassett
Bed Bath & Beyond
Cost Plus
Crate and Barrel
IKEA
Jennifer Convertibles
La-Z-Boy
LAMPS PLUS
Pottery Barn
Relax the Back
Sur La Table
The Container Store
Williams-Sonoma
Z Gallerie

Grocery Stores

Bristol Farms
Cardenas
El Super
Food 4 Less
Gelsons
Grocery Outlet
H Mart
Jons Marketplace
Neighborhood Market
Northgate Market
Pavilions
Safeway
Superior Grocers
Top Valu Market

Vallarta Supermarkets

Vons

WinCo Foods

Home Improvement

Ace Hardware
Kelly-Moore
Orchard
Restoration Hardware
Sherwin-Williams
True Value

Office Supply

Office Depot
Office Max
Staples

Pet Stores

Petco
PetsMart

Sporting Goods

Champs Sports
Golfsmith
Play It Again Sports
Roger Dunn Golf Shops
Sport Chalet
Sports Authority

Wholesale

Sam's Club
Smart & Final

Source: Sites USA, Kosmont Companies (2015)

National Retailer Voids – Restaurants

(within City Limits)

Restaurants Bakery Bagels

Bruegger's
Corner Bakery
Einstein Bros
Manhattan Bagel
Noah's

Restaurants Casual

Another Broken Egg
Applebee's
Baja Fresh
BJ's Restaurant & Brewery
Brio

Buca di Beppo
Buffalo's Southwest Cafe
Buffalo Wild Wings
Capital Grille
Carino's
Chart House
Chevys
Chili's
Claim Jumper
Elephant Bar
Fleming's
Fuddruggers
Golden Corral
Habit Burger Grill
Home Town Buffet
Hooters
IHOP
Joe's Crab Shack

Johnny Rockets

Macaroni Grill
Maggiano's
Marie Callender's
McCormick & Schmick's
Morton's
Noodles & Company
Olive Garden
Outback Steakhouse
P.F. Chang's
Qdoba
Rainforest Café
Red Lobster
Ruth's Chris
Samurai Sam's
Sizzler
Smashburger
T.G.I. Friday's
The Cheesecake Factory

Restaurants Fast Food Major

Sonic

Restaurants Fast Food Minor

A&W
Church's Chicken
Long John Silver's
Panda Express
Popeyes
Raising Canes
Rally's

Steak n Shake
Wing Stop

Restaurants Ice Cream Smoothie

Bruster's
Carvel

Cold Stone Creamery

Menchie's

NRgize

Orange Julius

Planet Smoothie

Red Mango

Rita's

Robeks

Smoothie King

Surf City Squeeze

TCBY

Restaurants Pizza

Blaze Pizza
Chuck E. Cheese's
Hungry Howie's
Live Basil Pizza
Marco's Pizza
MOD Pizza
Mountain Mike's Pizza
Papa Murphy's
Pieology
Pizza Factory
Pizza Patron
Pizza Studio

PizzaREV

Project Pie

Sbarro

Shakeys

Villa Pizza

Restaurants Sandwich

Blimpie

Charley's Grilled Subs

Firehouse Subs

Great Steak

Jimmy John's

Quiznos

Sandella's Flatbread

Schlotzsky's Deli

Source: Sites USA, Kosmont Companies (2015)

2. Strategy

Opportunity Site Assessment

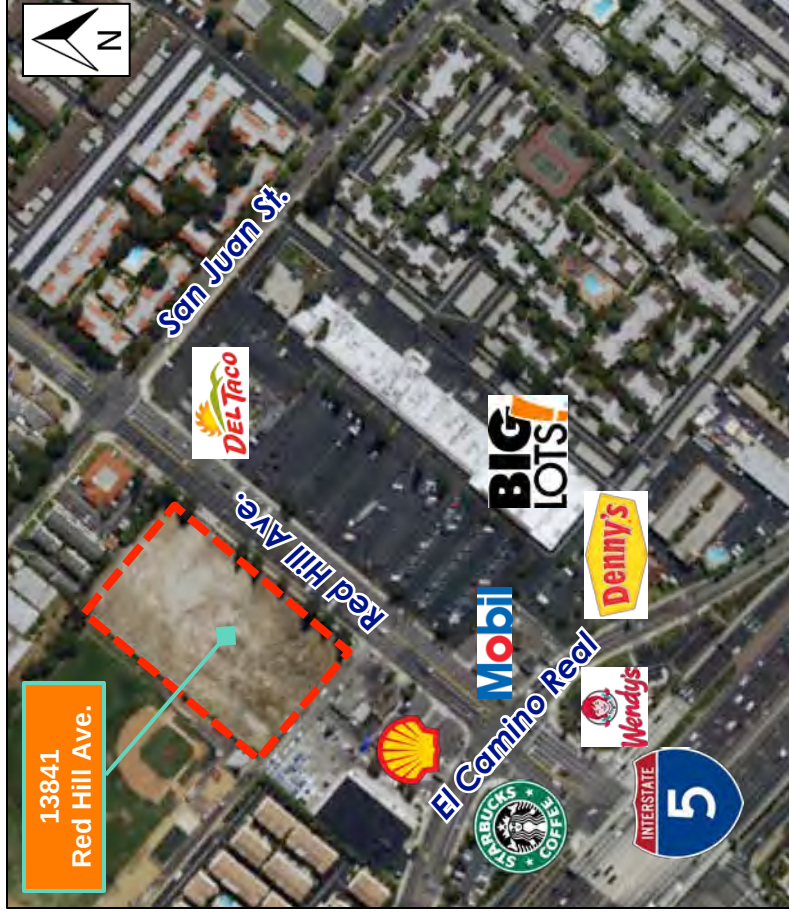
Opportunity Site Area Overview



Opportunity Site Area #1

North of I-5; Vacant Parcel

Address/ Location	Size (acres)	Ownership	Zoning
13841 Red Hill Ave.	2.86	WASL Tustin Investors V LLC	C-2 Central Commercial

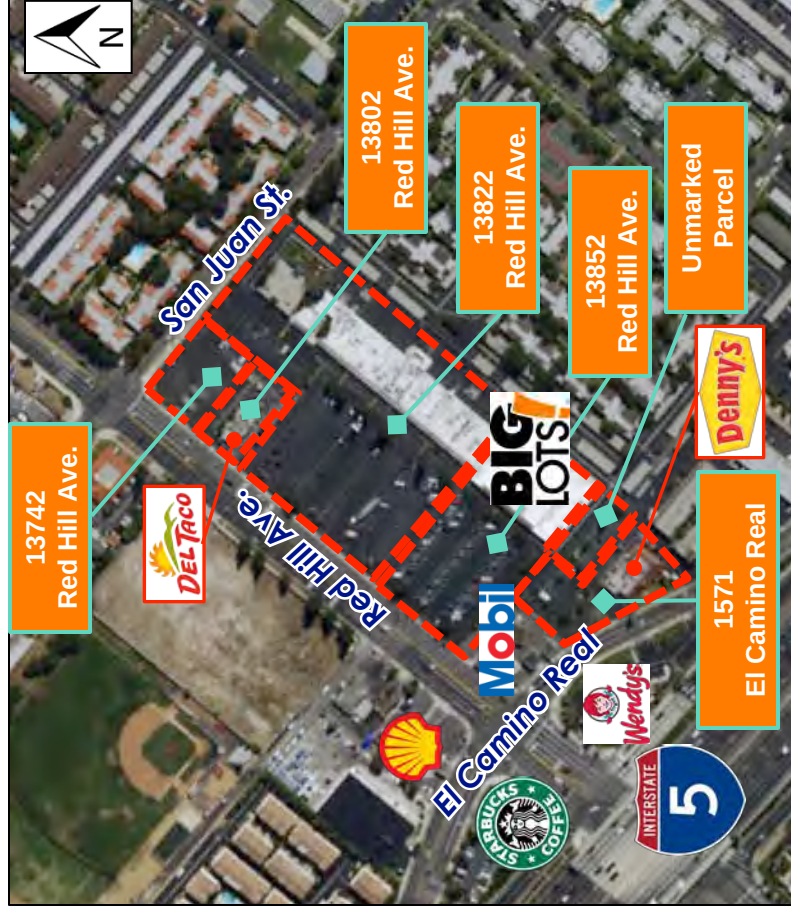


Strengths	Challenges	Opportunities
- Large vacant parcel located along major road (Red Hill Ave.) and close proximity to I-5 - Good visibility	Mid-block site	- Potential retail/commercial development - Strong corridor development opportunity - Total land area: ~2.86 acres

Opportunity Site Area #2

North of I-5: Big Lots Anchored Center

Address/Location	Size (acres)	Ownership	Zoning
13742 Red Hill Ave.	0.51	Mayflower Properties	C-1 Retail Commercial
13802 Red Hill Ave.	0.35	Howard L. Abel Trust	
13822 Red Hill Ave.	4.79	Howard L. Abel Trust	
13852 Red Hill Ave.	1.96	Lingo Associates LLC	
1571 El Camino Real	0.88	Howard L. Abel Trust	C-2 Central Commercial
Unmarked Parcel	0.28	Lingo Associates LLC	



Strengths

- Several parcels located along major road (Red Hill Ave.) and close proximity to I-5
- Excellent visibility

Challenges

- Multiple property owners
- Slightly different zoning requirements between C-1 and C-2

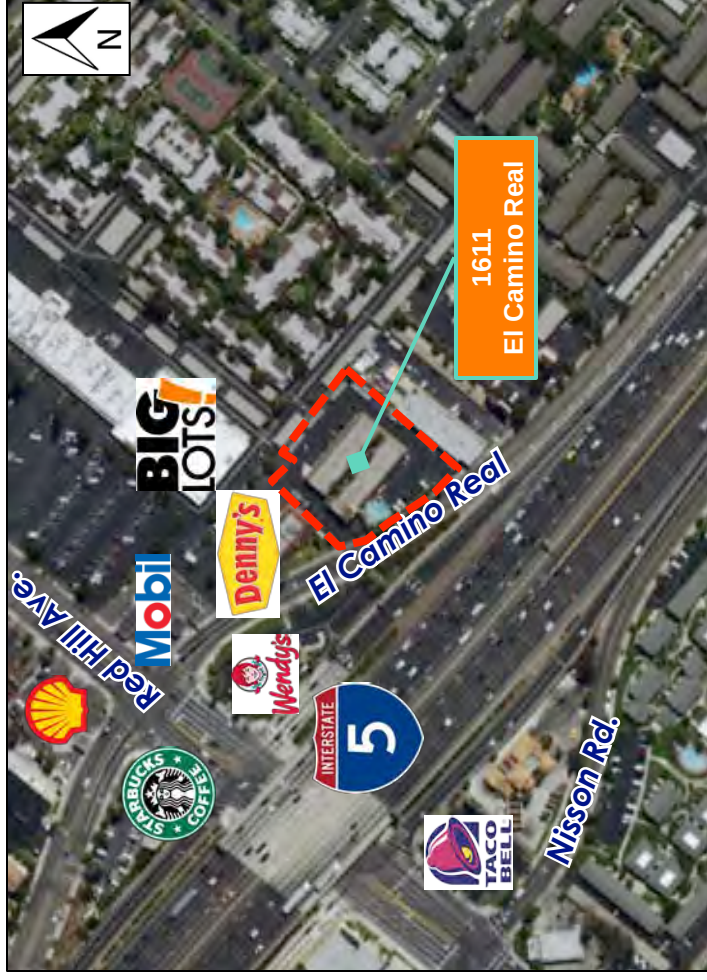
Opportunities

- Large retail/commercial development opportunity
- Total land area: ~8.77 acres

Opportunity Site Area #3

North of I-5; Key Inn and Suites Site

Address/ Location	Size (acres)	Ownership	Zoning
1611 El Camino Real	1.20	Sixpence Inn of Tustin	C-2 Central Commercial



Strengths

- Located close to I-5 along El Camino Real (freeway off-ramp runs west of Site)
- Good visibility from I-5

Challenges

- Parcel does not front Red Hill Ave.
- Challenges for future retail/commercial development given existing hotel use

Opportunities

- Potential commercial/destination redevelopment
- Total land area: ~1.20 acres

Opportunity Site Area #4

South of I-5: Furniture Store

Address/ Location	Size (acres)	Ownership	Zoning
1471 Nisson Rd.	0.48	Billy F. Mathis Inc.	C-1 Retail Commercial



Strengths	Challenges	Opportunities
- Located directly next to I-5 and along Red Hill Ave. (freeway off-ramp runs directly north of Site) - Excellent visibility	- Parcel fronts Nisson Rd. (limited access to Site) - Small parcel	- Pad retail/restaurant development - Total land area: ~0.48 acres

Opportunity Site Area #5

South of I-5; Vacant Gas Station

Address/ Location	Size (acres)	Ownership	Zoning
14081 Red Hill Ave.	0.54	Thomas H. Wilson & Marilyn L. Grandon	C-1 Retail Commercial



Strengths	Challenges	Opportunities
- Parcel located along major road (Red Hill Ave.) and close proximity to I-5 - Great visibility	Small parcel size	- Pad retail/restaurant development - Total land area: ~0.54 acres

Opportunity Site Area #6

South of I-5; Stater Bros. Anchored Center

Address/Location	Size (acres)	Ownership	Zoning
14131 Red Hill Ave.	0.16	Huber G. Wilson; Old Town Inc.	C-1 Retail Commercial
14171 Red Hill Ave.	2.30	Huber G. Wilson; Armand Pedicini Trust	
14171 Red Hill Ave. (Stater Bros.)	0.83	Huber G. Wilson	
14201 Red Hill Ave.	1.51	Huber G. Wilson; Armand Pedicini Trust	



Strengths	Challenges	Opportunities
- Several parcels located along major road (Red Hill Ave.) and close proximity to I-5 - Excellent visibility	- Two Sites feature same address, would likely require merging parcels - Two parcels do not front Red Hill Ave.	- Large retail/commercial development - Total land area: ~4.80 acres

Opportunity Site Area #7

South of I-5; Redhill Shopping Village

Address/Location	Size (acres)	Ownership	Zoning
14501 Red Hill Ave.	0.51	John Yegenian Trust	C-2 Central Commercial
14511 Red Hill Ave.	4.77	Jill Richter Trust	
14551 Red Hill Ave.	0.57	Jill Richter Trust	
14601 Red Hill Ave.	0.55	Jill Richter Trust; Batla Food Group, Inc.	



Strengths	Challenges	Opportunities
- Several parcels located at major intersection (Red Hill Ave. & Walnut Ave.) - Excellent visibility	- One parcel (14551 Red Hill Ave.) does not front Red Hill Ave. - Multiple property owners	- Large retail/commercial development - Total land area: ~6.40 acres

3. Implementation

- a) Summary of Findings
- b) Financing & Incentives

Summary of Findings

Demographics & Employment

- Relatively young, diverse population; similar HH size to Orange County
- Employment concentrated within retail, professional services, accommodation and food services, administration and support, manufacturing, and healthcare

Retail Retention & Recruitment

- City performs **above average** relative to neighboring jurisdictions in terms of retail sales per capita and resident and non-resident spending (i.e. surplus)
- Higher performing sales categories include **building materials, motor vehicle and parts, gasoline stations, general merchandise, sporting goods, electronics, food and beverage, and restaurants**, while lower performing retail categories include **health and personal care, miscellaneous, and non-store** retailers

Economic Development without Redevelopment

- The world of economic development for California cities has evolved following the dissolution of Redevelopment Agencies
- Alternative economic tools (such as EIFDs and CRIAs) and new legislation should be explored for Tustin to retain and improve general fund tax base and facilitate potential public-private transactions

Overview of Financing, Incentives & Other Economic Development Tools

- City may consider evaluation of potential economic development tools & strategies on case-by-case / transactional basis:

Local Level	State & Federal Level
• Enhanced Infrastructure Financing Districts (“EIFD”) / Community Revitalization Investment Area (“CRIA”) • Site-specific tax revenue (“SSTR”) pledges • Impact fee reductions / waivers / deferrals • Development opportunity reserve (“DOR”) • Tax-exempt revenue & utility bonds • Lease-leaseback financing • Ground leases • Operating covenants	• Affordable Housing and Sustainable Communities (AHSC) Cap-and-Trade Funds • Small Business Administration (SBA) loans • U.S. Economic Development Administration (EDA) grants • New Market Tax Credits (NMTCs) • CA Infrastructure Bank (I-Bank) loans • EB-5 Immigrant Investment • Community Development Block Grants (CDBG)

Post-RDA Economic Development Tools

Cities have 9 BASIC TOOLS for Public/Private Projects



These tools often work best when used together

Questions & Discussion

Thank you



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C COMMUNITY OUTREACH SUMMARY

Workshop #1 Summary Notes

Tustin Red Hill Avenue Specific Plan Workshop #1: Establishing the Vision for Tustin Red Hill Avenue July 21, 2016 Community Workshop

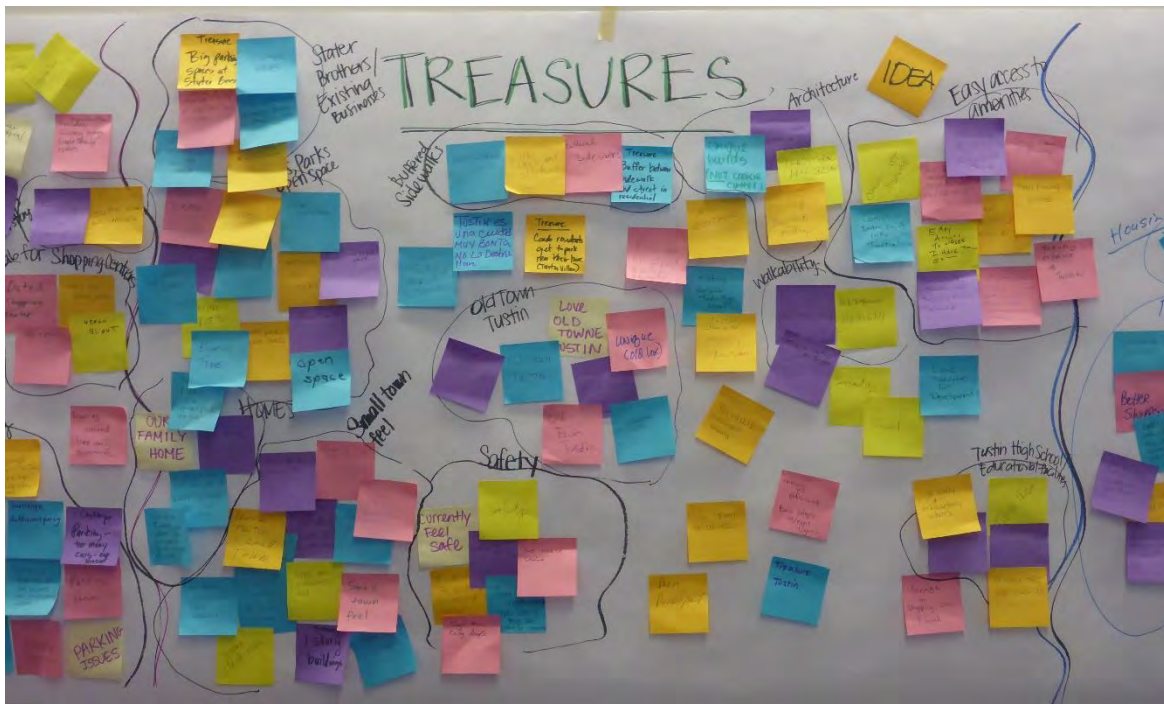
On July 21, 2016, the City of Tustin held the first Community Workshop for the Tustin Red Hill Avenue Specific Plan. Attendees learned about the planning process, project goals and objectives, and the overall project overview. Workshop attendees also participated in an interactive Post-It note exercise to identify treasures, challenges, and visions for the study area. Participants had the opportunity to provide their thoughts, concerns, and hopes for the future of their neighborhood. Approximately 90 participants attended the workshop.

The following Treasures, Challenges, and Visions were offered by workshop attendees and are provided verbatim in this summary.

Repetitive listing of items/ideas represent their multiple occurrences on individual Post-It notes. These items/ideas are listed repeatedly to fully represent all workshop participants' views and input.



Workshop participants were provided a map of the Specific Plan area.



Post-It Notes were used during an interactive exercise to identify Treasures, Challenges, and Visions for the Red Hill Corridor

Treasures

Workshop participants were asked to provide their ideas and thoughts on what they value most in the Red Hill Avenue study area. Participants also shared their favorite things in the study area.

Easy Access to Amenities

- Signage to shopping, gas, and food
- Convenient location to shopping, dining, and schools
- Easy freeway access
- Shops and eateries are near-by
- Open – not congested
- Easy access to where I have to go
- Central entry point into Tustin
- I like the three lanes on each side of the street – keeps traffic moving morning and evening
- Less traffic compared to neighboring arterials Easy access to freeways
- Gateway entrance to Tustin
- Closer to stores and bank

Walkability

- Serenity
- Quiet
- Walkability

Workshop #1 Summary Notes

- Walkable
- Bicycle Paths on Bryan

Architecture

- Traditional Architecture
- Consistent Architecture (Spanish?)
- Vintage downtown buildings
- Unique buildings (Not cookie cutter)

Trees, Parks, Open Space

- Mature hardwood trees
- Pine tree park
- Open space
- The parks trees
- Trees
- Trees
- Trees
- Mature trees
- Parks – pine tree park
- Green mature trees
- Little parks near homes
- Blooming trees
- Nature trees



Stater Brothers/Existing Businesses

- Nearby stores and restaurants
- Stater Brothers
- Stater Brothers shopping center at Redhill and Nisson
- Big parking spaces at Stater Brothers structure
- Second time thrift store
- Love workplace – Stater Brothers shopping center

Safety

- No more crime
- Currently feel safe
- Redhill and San Juan traffic at intersection, accident ridden
- Safety
- Safety
- Redhill/San Juan St left turn light (too many crashes this year)
- Keep our City Safe
- I value a sense of security and safety

- Safe neighborhood – TPD does a great job protecting the community
- Lighting around freeway entrances

Old Town Tustin

- Old Town Tustin
- Old Town
- Downtown Area
- Old Town
- Old Town Tustin
- Love Old Town Tustin
- Unique (Old hx)

Buffered Sidewalks

- Walkways and Streets
- Buffered Sidewalks
- Buffer on Sidewalk
- Buffer between sidewalk and street in residential

Small Town Feel

- Small Town Feel
- One story building
- Low density Housing
- Single Family, one-story, no HOA neighborhood with front and back yard
- Small town community feel
- Small town feel
- Rancho San Juan condos
- Leave Tustin a small town
- I love this small town feel Small town feel but modern
- One story building
- Neighborhood, no HOA
- Sense of community
- No high-rise commercial retail residential
- Low density housing new this corridor
- No apartments

Homes

- Our family home
- I value my house as is don't f**k with it!!
- My home!
- We love Tustin, we want to preserve our home (condos)
- The Tustin Villas is a great place to live

Workshop #1 Summary Notes

- Condo residents get to park near their home (Tustin Villas)

History/Historic Structures

- Tustin Character History, Structures
- History – Historic Tustin High School

Other Treasures

- Affordable Investment Property
- Good location for business
- Parking on the street needed, necesito
- View of Foothills at end of corridor
- Tustin es una ciudad muy bonita no la destrullan (Tustin is a beautiful city, don't destroy it)



Post-It Notes were used during an interactive exercise to identify Treasures, Challenges, and Visions for Tustin Redhill Corridor

Challenges

Workshop participants were asked to provide their ideas and thoughts on what the biggest challenges are in the Red Hill Avenue study area. Participants also identified the existing problems within the study area.

Businesses

- Relocating existing business and residence
- Lack of stores/businesses I want to see

Rehabilitation/Maintenance

- Cleanliness (lack of)
- Businesses looks run down
- Mantener nuestras casas protegidas (Keep our homes protected/safe)
- Mantener nuestro ciudad protesido (Keep our city protected/safe)
- Mantener nuestras casas; que con sacrificio, las hemos, mantenido (Keep our homes that with sacrifice, we have kept/maintained)

Traffic and Noise

- Lots of Traffic
- Traffic
- Traffic
- Traffic
- Traffic
- Traffic
- Traffic
- Traffic
- Traffic Noise
- High Traffic Volume
- Only one lane to enter North and South bound on the 5 freeway
- Traffic congestion increase in cut through traffic on Lance – Diamond head to avoid signal
- Traffic is horrible on Redhill
- Morning traffic at Redhill/ECR
- Speed of traffic too high North of San Juan
- No quiere mos mover nos (We do not want to move)
- Redhill traffic has increased noise and accidents
- Traffic flow problem
- Roads are bad
- Abysmal freeway access
- Traffic and noise from traffic on Redhill
- Challenge signal timing so people quit being killed or hurt
- Traffic, cars, people
- Quality of life
- Noise
- Congestion and noise

History

- Keeping History
- Tustin History and character

Workshop #1 Summary Notes

Parking

- Parking
- Parking issues
- Pine tree park parking
- Parking issue
- Parking – too many cars especially on Nissan
- Not enough parking on San Juan St. next to High School and Elementary School
- Parking
- Parking
- Lack of street parking between San Juan and Bryan
- Challenges finding parking at Stater Brothers
- Parking
- Parking
- Parking is difficult along this corridor except at Big Lots
- Lack of parking in the higher density residential areas
- Street parking out of control
- Lack of street parking
- Challenge sufficient parking

Bicycle Lanes

- Proper bike lanes
- Lack of bicycle lanes
- No bike lanes

Crime/Safety

- Crime near hotel
- Safety
- Get rid of Key Inn
- Key Inn Clientele
- Safety at all freeway areas

Property Taxes/Property Value

- Property Tax
- Decrease in property values
- How much is this going to cost me in property tax?
- Property taxes

Landscaping

- Not enough landscaping/trees
- Lack of landscaping
- Less trees now



Rehab for Shopping Center

- Looks rundown, older
- Ugly retail
- Urban blight
- Dated shopping center

Type of Housing

- No high density residential housing
- Too many multi + units
- Finding a place to live after you take mine
- Affordable housing
- Apartments with no control re number of occupants\

Community Character

- Taking away from old town feeling (example: old town feeling Tustin looks better/homey feeling)
- Density – do not encourage more people to live here in pursuit of revenue

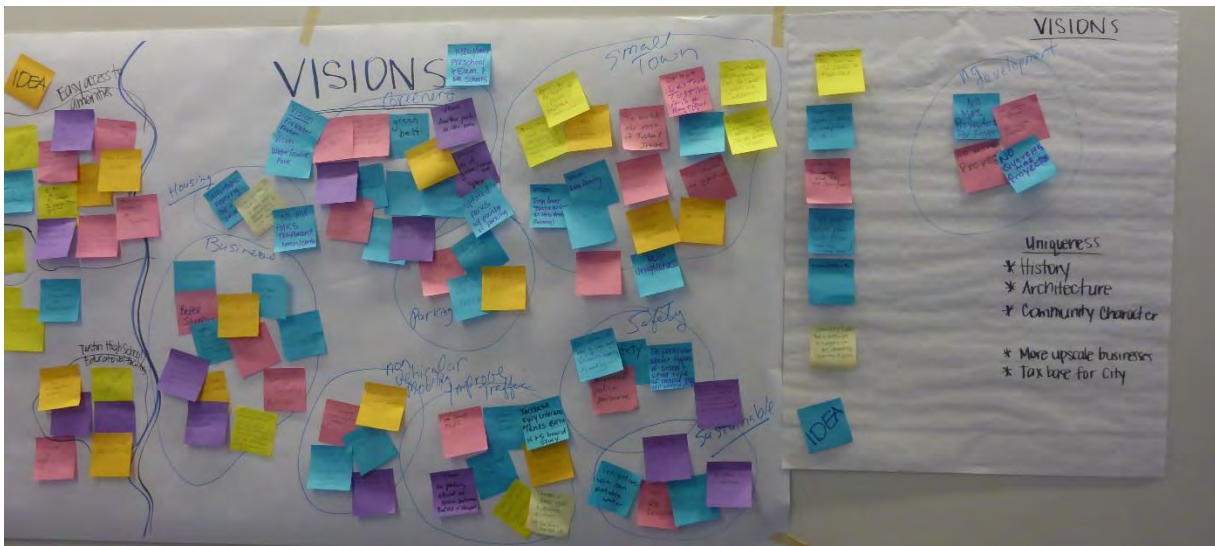
Project Area Boundaries

- How were boundaries chosen?
- Specific plan boundary cutting through single family homes

Other Challenges

- Better maintained walking paths
- Quality of life
- New City council members not aware of property owner's needs
- Lack of public transportation
- Air quality
- Displaced school children
- I'm not agreed with this project
- Leave it alone
- No charge facility for electric vehicles
- Replacing current livelihood (income)
- Water

Workshop #1 Summary Notes



Post-It Notes were used during an interactive exercise to identify Treasures, Challenges, and Visions for Tustin Redhill Corridor

Visions

Workshop participants were asked to provide their ideas and thoughts on the future of the Red Hill Avenue study area. Participants identified concepts that can help improve the study area.

Sustainable

- Solar Power
- Irrigation use non potable water
- Upscale shopping and green building
- Accommodating to future (tele) communication needs and data demand related to transportation
- Energy self sufficient
- Green Recording
- Energy Efficient bus stops with night lighting
- A sustainable community that promotes education and art. That values individuals as well as the environment

Parking

- More available parking
- City parking
- Lots of off street parking
- Parking, parking, parking
- Landlords provide apartment parking structures

Greenery

- More parks

- More trees
- Trees
- Green belt
- Updated parks with plenty of parking
- More green areas
- More community gardens
- Fix water feature at Frontier Park
- Water Frontier Park
- Make 1000' wide each side of Redhill and continue to Irvine Blvd
- Lots of green/succulent space
- More greenery
- Another park in the area
- Nicer landscaping
- Green park areas
- Low density housing with lots of trees

Housing

- No old folks retirement homes/center
- Affordable Housing for new buyers/renter
- Low income homes built so others have opportunities to afford their own home
- Housing for working people

Non-Vehicular Mobility

- Nice sized bicycle lanes
- Walkabout type of town
- Bike lanes and bike rentals
- Vibrant walkable retail
- Pedestrian friendly (safer for kids to walk/bike to/from school)

Business

- Better shopping
- Economically viable uses
- Remodel existing shopping center
- Get rid of gas tank on corner of Redhill and San Juan. Use the lot across of as Restaurants and outdoor shops
- Nicer Businesses
- Family friendly business
- Better use of Big Lots area, no one goes to that center
- Enhance existing shopping strip malls
- Update look to retail centers
- Improve shopping mall appearance

Workshop #1 Summary Notes

- Good looking shopping (grocery, dry cleaners, mall boxes) areas
- No vacant lots
- Buildings with shopping and housing and parking all in one

Tustin High School/Educational Facilities

- Tustin High
- Schools that are near-by
- The High School, the Lambert Elementary School
- Education Facilities
- High School and elementary schools
- New/more preschool, elementary, and schools

Safety

- Increased police presence
- Redhill/San Juan St left turn light!
- Safety
- The corner of Utt & San Juan & G.V. & “ ” becomes family friendly
- Increased police presence
- Be particular about the types of stores and what type of people you will attract to this area

Improve Traffic

- Left hand turn signal at Redhill & San Juan
- Improve Traffic
- Improve Traffic Flow
- No Heavy Traffic
- Just want Redhill paved. Don't ruin this city!
- Increase freeway entrance number of lanes both north and south bound of the 5 freeway
- No parking allowed on Nisson between Redhill and Newport
- Change in street lights to decrease accidents – ex: San Juan/Redhill St.
- Reduce speed or add stop signs instead of red lights

Old Town Feel

- Small town feel – community
- Keep the quaint homey community feel there is already enough multi-family living
- Keep buildings in a low profile
- Old town feel
- Not a repeat of Irvine/Downtown Anaheim
- Treat lower Tustin as well as new development (fairness)
- Low density
- Keep uniqueness
- Traditional old town architecture

- No multistory buildings
- Do not destroy Tustin! It's a beautiful City
- New, modern, more jobs
- To match the rest of Tustin/Irvine
- No urban style high density housing
- Build to community needs not developer whims
- No hotels, no apartments
- Don't make everything look the same – keep old construction

Uniqueness

- History
- Architecture
- Community Center
- More upscale Businesses
- Tax Base for City

Development

- No mas proyectos por favor (no more projects please)
- No more projects (no more projects)
- No queremos mas proyectos (don't want more projects)
- No mas proyectos (no more projects)
- No mas proyectos (no more projects)
- Land Available for Development

Other Visions

- No additional residential so close to freeway
- Properly building zoning is complied with –
- Specific Plan boundary should stop at San Juan
- Hope proposed specific plan holds better than the N Tustin specific plan!
- Conscience
- Community Gym that is accessible to everyone in the community – activities for youth



Questions from Participants:

- Who is on the project team?
- Has the City Council discussed and/or decided on future development plans within the Specific Plan area?
- Does the City have the power of eminent domain to acquire all or part of properties within the Specific Plan area?

Workshop #1 Summary Notes



Vision Statements

Following the Post-It note exercise, workshop attendees separated into small groups and developed group vision statements for the Red Hill Corridor. The vision statement describes the community's hopes, dreams, and aspirations; and serves as a tool to help guide short-term and long-term actions. The following vision statements were drafted by workshop participants and are provided verbatim in this summary:

Group 1

Maintain the current small town feel

Maintain the current residences

Bring in more attractive businesses that serve the local community

Improve traffic flow and safety

Provide more parking

Add more street greenery

Group 2

Small community

Natural Environment

Family Living

Group 3

Preserve small town feel while updating architecture and landscaping, keeping it low-density and non-car friendly.

Group 4

Single family residence (not cheap)

Green grass in our parks

As residents of this beautiful city of Tustin, we like to see single family residences as opposed to more apartment buildings that usually do not provide enough parking for their tenants. We as proud residents of Tustin want to see green grass in our parks and mature trees. We like to see more upscale single family residences with plenty of parking.

Group 5

Limit development to commercial area (we don't want people to lose their home)

Do not put residential in commercial area.

No additional strip malls and no "bog box" (like Target) stores

No buildings more than 2 story!!

No high density residential

More green/succulent spaces

More pedestrian and bike friendly

Keep a grocery store with big parking spaces in this corridor

Need another park with adequate parking

Workshop #1 Summary Notes

Group 6

A sustainable community. One that is sustainable economically, environmentally, culturally, and socially. Also, adaptable to future technological changes.

Energy self sufficient

Adaptable to aging population

Lots of trees along streets (City of Trees)

Group 7

Small town feel, environment friendly, safety, good education with affordable housing.

Affordability – Apartment and reasonably priced homes

Safety – Red Hill/San Juan Red Light and crime

Education – Higher scores and better schools

Cleanliness – Areas, businesses, parks, and streets

Small City – Individuality, differences, residential

Environment – Trees (Mature hard wood) and grass

Group 8

Plan to improve our communities, environment, and nature but be sure to keep our towns current uniqueness and history. And be able to keep family homes to be able to pass down to our generations.

- More office buildings
- Indoor swapmeet
- High rise affordable housing
- More sit-down/family restaurants
- Maintain current residency and families
- More sidewalks
- Improve Pine Tree Park – parking and equipment
- Synchronized light signals
- Small lake or lagoon and fountains
- Better street lighting
- More bike lanes
- Continued uniqueness
- Small town feel
- Small child/baby child care
- Improve apt/condo parking - # of spaces/per unit
- Improve public parking (structure?)
- Tustin History
- Youth community center with pool – free or affordable
- Skate park
- Amphitheater
- More trees/gardens/nature

Workshop #1 Summary Notes

Group 9

Redo Big Lots parking lot. Reface/remodel, more lighting

Empty lot for more dining/small businesses/health food restaurants – create jobs and income for the City

No multistory buildings/living quarters. Too much traffic/congestion/air pollution.

Maintain historic character of the City by design. More trees.

Concerned about eminent domain – taking our property.

Group 10

Need food and entertainment

A livable, walkable a safe community that reflects spirit of small Tustin character

Improved traffic flow

Environmental considerations. Conservation, green construction, sustainability

No big Box retail, fewer franchises

Comment Cards Received

Some workshop participants also provided additional comments and concerns about the project. Comments are provided verbatim, below.

Comment 1

How were boundaries determined? We are concerned about eminent domain. Can or will properties be taken away or resized?

Comment 2

What is the purpose of the Corridor?

Comment 3

What will happen to our homes?

Comment 4

Will eminent domain take place here?

Comment 5

If more business is going to be brought in this area, it will bring more traffic.

Comment 6

Where is the City going to make space for all this improvement?

Comment 7

I'm concerned about traffic, congestion, and air pollution. By adding lanes to Red Hill my house is becoming damaged by vibration in the street. Will houses be taken by eminent domain by the City? Apparently my front land/yard was taken by this in the past.

Comment 8

The Red Hill Corridor plan entails a small area. Tustin needs to preserve Tustin's small town feel. No high density residences or businesses. Also, since they added #3 N/B lane on Red Hill Ave., Lance St. absorbs the overflow parking from the adjacent apartments. There has been an increase in traffic from Red Hill to Lance and up Diamond Head Dr. to Bryan Ave. (through residential area) in effort to avoid the signal.

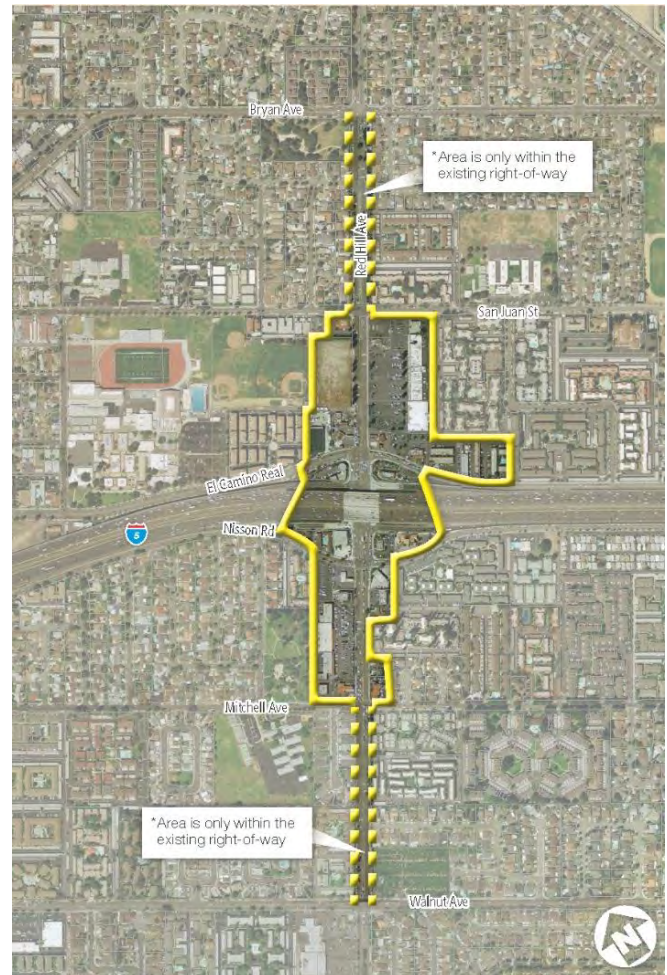
Comment 9

Provide speakers with microphones.

Tustin Red Hill Avenue Specific Plan Workshop #2 December 1, 2016 Community Workshop

On December 1, 2016, the City of Tustin held the second Community Workshop for the Red Hill Avenue Specific Plan. Attendees learned about the planning process, project goals and objectives, and the overall project overview. Workshop attendees also participated in an interactive Post-It note exercise to identify land uses, opportunity areas and concerns, transportation, streetscape, and big ideas. Participants had the opportunity to provide their thoughts, concerns, and hopes for the future of this area. Approximately 45 participants attended the workshop.

Comments are provided verbatim. Please refer to workshop maps and boards for specific project area location references and comments on images of potential future development in the project area.



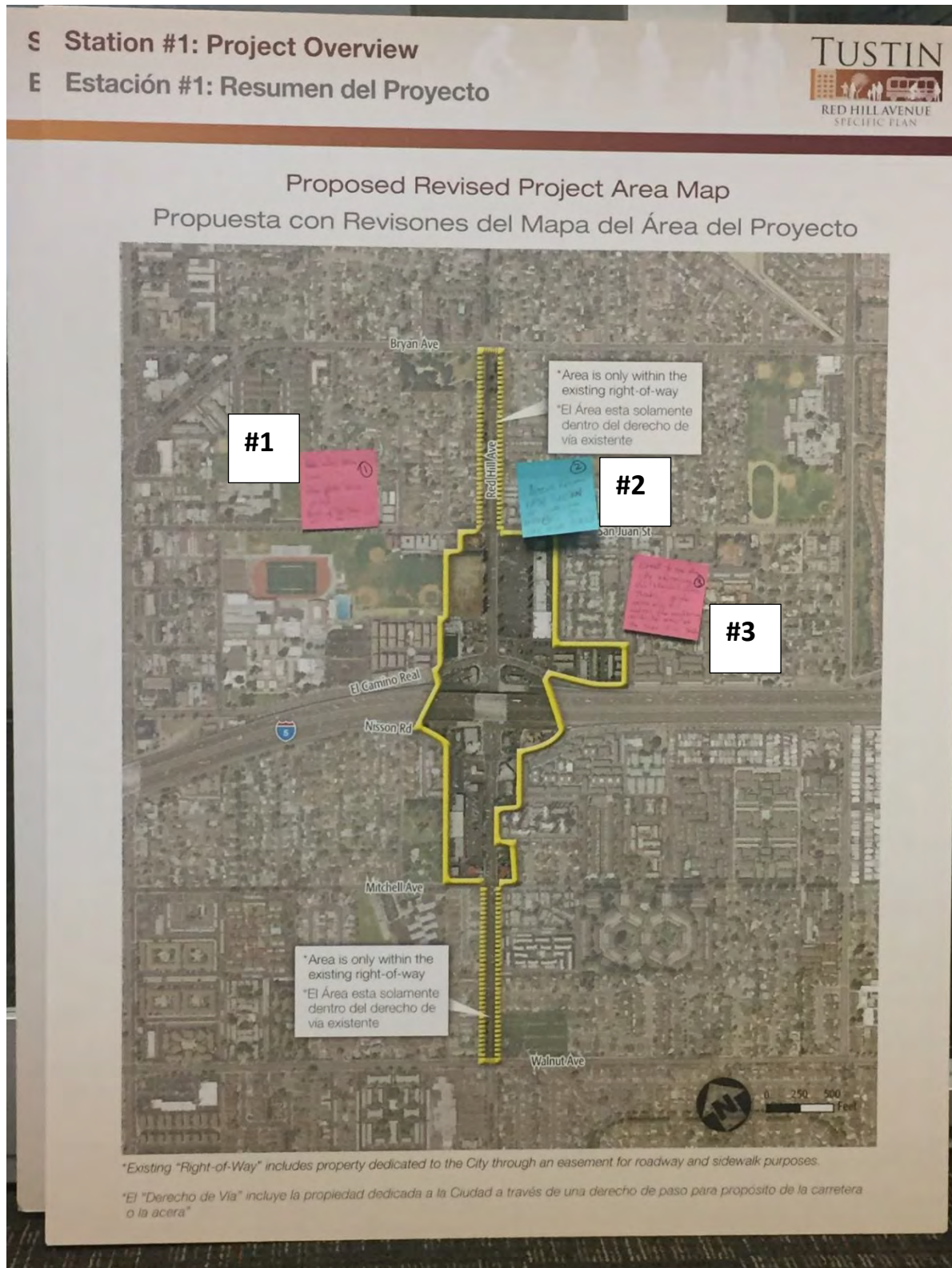
Station 1: Project Overview

Workshop participants were asked to provide their ideas and thoughts on what they value most in the Red Hill Avenue study area. Participants also shared their favorite aspects of the study area. Community comments from the first workshop were provided to remind participants of what was said.

BOARD: Proposed Revised Project Area Map (from the first to the second workshop, the residential area to the north and west of San Juan was removed from the project area)

1. *Add this area back into the plan area please, North of San Juan West of Red Hill*
2. *Audio from new section of stadium [from the Tustin High School] affects us way over here!*
3. *Great to see the city addressing this blighted area. Thanks... go the extra mile and address the neighboring residential areas at the same time. Thanks*

Workshop #2 Notes



Workshop participants proposed other areas to include in the Specific Plan project area.

Station #1: Community Outreach Vision Statements

Estación #1: Difusión Comunitaria Declaraciones de la Visión



Visions for Redhill Avenue
Plan Específico de la Avenida Red Hill

GROUP 1

- Maintain the current small town feel
- Maintain the current residences
- Bring in more attractive businesses that serve the local community
- Improve traffic flow and safety
- Provide more parking
- Add more street greenery

GRUPO 1

- Conservar las viviendas existentes
- Abrir más negocios atractivos que sirvan a la comunidad local
- Mejorar el flujo vial y la seguridad
- Proveer más estacionamiento
- Aumentar la vegetación en las calles

GROUP 2

- Small community
- Natural Environment
- Family Living

GRUPO 2

- Comunidad pequeña
- Ambiente Natural
- Vida Familiar

GROUP 3

- Preserve small town feel while updating architecture and landscaping, keeping it low-density and non-car friendly.

GRUPO 3

- Conservar la atmósfera de ciudad pequeña al mismo tiempo de actualizar la arquitectura y el paisajismo, manteniendo un ambiente de baja densidad y que no sea atractivo para andar en coche.

GROUP 4

- Single family residence (not cheap)
- Green grass in our parks
- As residents of this beautiful city of Tustin, we like to see single family residences as opposed to more apartment buildings that usually do not provide enough parking for their tenants. We as proud residents of Tustin want to see green grass in our parks and mature trees. We like to see more upscale single family residences with plenty of parking.

GRUPO 4

- Residencia unifamiliar (no de bajo precio)
- Césped verde en nuestros parques
 - Como residentes de esta hermosa ciudad de Tustin, queremos ver residencias familiares en lugar de edificios de apartamentos que por lo general no proveen suficiente estacionamiento para sus inquilinos. Como residentes orgullosos de la ciudad de Tustin, queremos ver más césped verde y árboles crecidos en nuestros parques. Nos gustaría ver más residencias familiares exclusivas con suficiente estacionamiento.

Community Vision Statements from Workshop #1

Station #1: Community Outreach Vision Statements
Estación #1: Difusión Comunitaria Declaraciones de la Visión



Visions for Redhill Avenue
Plan Específico de la Avenida Red Hill

GROUP 5 • Limit development to commercial area (we don't want people to lose their home) • Do not put residential in commercial area • No additional strip malls and no "big box" (like Target) stores • No buildings more than 2 story!! • No high density residential • More green/succulent spaces • More pedestrian and bike friendly • Keep a grocery store with big parking spaces in this corridor • Need another park with adequate parking	GRUPO 5 • Limitar el desarrollo a las zonas comerciales (no queremos que la gente pierda sus viviendas) • No pongan zonas residenciales en zonas comerciales • No más centros comerciales de tipo "gran almacén" (como Target) • ¡No edificios que tengan más de dos pisos! • No áreas residenciales de alta densidad • Más espacios verdes/atractivos • Más áreas atractivas para andar a pie o en bicicleta • Mantener una tienda de abarrotes con espacios grandes de estacionamiento en este corredor • Se necesita otro parque con estacionamiento adecuado
GROUP 6 • A sustainable community. One that is sustainable economically, environmentally, culturally, and socially. Also, adaptable to future technological changes. • Energy self sufficient • Adaptable to aging population • Lots of trees along streets (City of Trees)	GRUPO 6 • Una comunidad sostenible • Una comunidad que sea sostenible económicamente, ambientalmente, culturalmente y socialmente. También adaptable a futuros cambios tecnológicos. • Autosuficiente energéticamente • Adaptable a una población de edad madura • Muchos árboles en las calles (una Ciudad de Árboles)
GROUP 7 • Small town feel, environment friendly, safety, good education with affordable housing. • Affordability – Apartment and reasonably priced homes • Safety – Red Hill/San Juan Red Light and crime • Education – Higher scores and better schools • Cleanliness – Areas, businesses, parks, and streets • Small City – Individuality, differences, residential • Environment – Trees (Mature hard wood) and grass	GRUPO 7 • Una atmósfera de ciudad pequeña, medio ambiente amigable, seguridad, buena educación con viviendas de costo accesible • Asequibilidad - apartamentos y casas a precios razonables • Seguridad – Red Hill/San Juan, Luz Roja y Crimen • Educación – Calificaciones más altas y mejores escuelas • Limpieza - Áreas, empresas, parques y calles • Ciudad pequeña - Individualidad, diferencias, residencial • Medio ambiente – Árboles (crecidos de madera dura) y césped

Community Vision Statements from Workshop #1

Station #1: Community Outreach Vision Statements
Estación #1: Difusión Comunitaria Declaraciones de la Visión



Visions for Redhill Avenue
Plan Específico de la Avenida Red Hill

GROUP 8

Plan to improve our communities, environment, and nature but be sure to keep our towns current uniqueness and history. And be able to keep family homes to be able to pass down to our generations.

- More office buildings
- Indoor swap meet
- High rise affordable housing
- More sit-down/family restaurants
- Maintain current residency and families
- More sidewalks
- Improve Pine Tree Park – parking and equipment
- Synchronized light signals
- Small lake or lagoon and fountains
- Better street lighting
- More bike lanes
- Continued uniqueness
- Small town feel
- Small child/baby child care
- Improve apt/condo parking - # of spaces/per unit
- Improve public parking (structure?)
- Tustin History
- Youth community center with pool – free or affordable

GRUPO 8

Un plan para mejorar nuestras comunidades, el medio ambiente, y la naturaleza pero asegurándose de mantener la historia y originalidad actual de nuestras ciudades. Y también poder conservar las casas familiares para poderlas heredar a nuestras generaciones.

- Más edificios de oficinas
- Un Mercado Pulga interior
- Viviendas en Edificios Altos a precios razonables
- Más restaurantes familiares/con mesas
- Mantener las residencias actuales y las familias
- Más aceras
- Mejorar el Parque Pine Tree – el estacionamiento y el equipo
- Semáforos sincronizados
- Un lago pequeño o laguna y fuentes
- Mejor alumbrado en las calles
- Más carriles para bicicletas
- Continuidad en la singularidad
- Un ambiente de pueblo pequeño
- Cuidado de niños y bebés
- Mejorar el estacionamiento de apartamentos/condominios - # espacios/unidad
- Mejorar el estacionamiento público (¿Estructura?)
- Historia de Tustin
- Centro de comunidad juvenil con piscina – gratis o de bajo costo
- Parque de patinaje
- Anfiteatro
- Más árboles/jardines/naturaleza

Community Vision Statements from Workshop #1

Station #1: Community Outreach Vision Statements
Estación #1: Difusión Comunitaria Declaraciones de la Visión

TUSTIN
RED HILL AVENUE
SPECIFIC PLAN

Visions for Redhill Avenue
Plan Específico de la Avenida Red Hill

GROUP 9	GRUPO 9
• Redo Big Lots parking lot. Reface/remodel, more lighting • Empty lot for more dining/small businesses/health food restaurants – create jobs and income for the City • No multistory buildings/living quarters. Too much traffic/congestion/air pollution. • Maintain historic character of the City by design. More trees. • Concerned about eminent domain – taking our property.	• Reconstruir el estacionamiento de Big Lots. Restaurar/remodelar, más alumbrado • Lote vacante para más lugares para cenar/negocios pequeños/restaurantes de comida saludable – crear fuentes de trabajo e ingresos para la ciudad • No edificios de pisos múltiples/viviendas. Demasiado tráfico/congestionamiento/contaminación ambiental. • Mantener el carácter histórico de la Ciudad por diseño. Más árboles. • Preocupados por el dominio eminente – la toma de nuestras propiedades.
GROUP 10	GRUPO 10
• Need food and entertainment • A livable, walkable a safe community that reflects spirit of small Tustin character • Improved traffic flow • Environmental considerations. Conservation, green construction, sustainability • No big Box retail, fewer franchises	• Necesitamos comida y entretenimiento • Una comunidad segura, con vida, para pasear a pie, que refleje el espíritu del carácter del pequeño Tustin • Mejor flujo vial • Consideraciones ambientales. Conservación, construcción verde, sostenibilidad • No almacenes grandes, menos franquicias

Community Vision Statements from Workshop #1

Station #1: Project Overview

Estación #1: Resumen del Proyecto



Existing conditions in the Tustin Red Hill Avenue project area

Condiciones existentes en el área del proyecto
en la Avenida Red Hill en Tustin



Existing conditions in the project area

Workshop #2 Notes

Station 2: Land Use and Activities

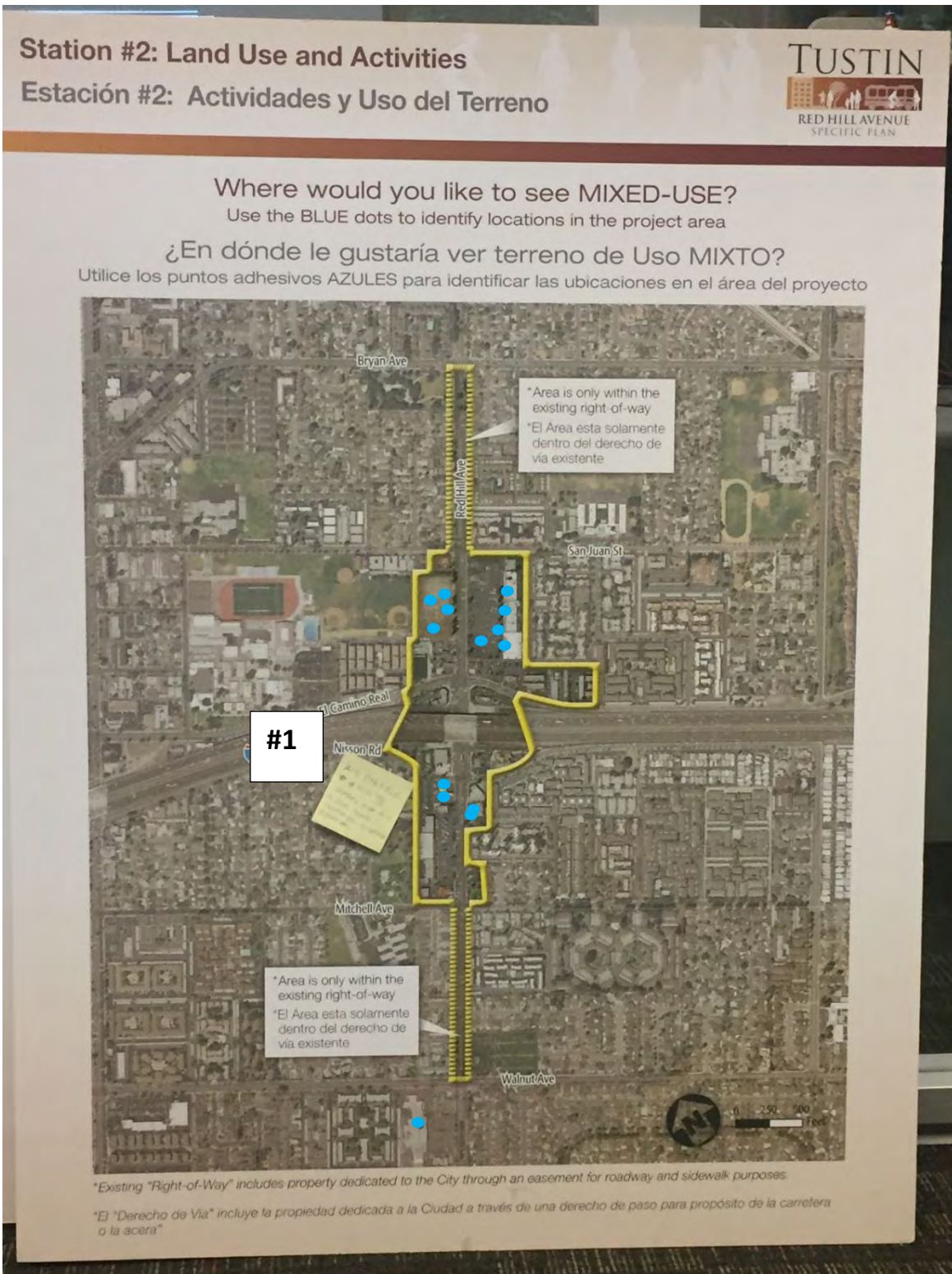
BOARD: Where would you like to see MIXED-USE?

Workshop attendees identified areas where they would like to see mixed-use development using blue sticky dots. Identified areas are located between San Juan Street and El Camino Real; between Nissan Road and Mitchell Avenue; and the commercial center at the southwest corner of Red Hill Avenue and Walnut Avenue. *(See map on Page 10)*

1. *Add Parking @ old '76 station. Even if it is just temporary. Stater Bros. no parking @ peak hours*

BOARD: Examples of Mixed-Use Developments

1. Picture 1: *way too modern! Looks like Irvine*
2. Picture 2: *nice*
3. Picture 3: *ugly!*
4. Picture 4: *nice*
5. Picture 5:
 - o *Nice, but with parking*
 - o *3-story ok, 4th floors only if setback from streets and existing residential*
 - o *Not more than 3 stories*
 - o *Nice if parking structure abuts this location*



Workshop attendees identified areas where they would like to see mixed-use



Workshop attendees provided comments on the type of mixed-use development that they prefer

BOARD: Where would you like to see COMMERCIAL uses?

Workshop attendees identified areas where they would like to see commercial uses using red sticky dots. Identified areas are located between San Juan Street and Mitchell Avenue. (See map on Page 13)

1. *How about mixed use parking (day commercial and night residential) where apartments back up to commercial*
2. *Don't add residential units in this area. Focus of commercial. Move parking off Red Hill behind new commercial*
3. *Incorporate park into shopping center design*
4. *Yes! (to #3 comment)*
5. *Can we include this?* (Commercial area on the southwest corner of Red Hill Avenue and Walnut Avenue)

BOARD: Examples of Commercial Uses

1. Picture 1: No comments
2. Picture 2: No comments
3. Picture 3: *This style is too modern doesn't fit "old town" feel*
4. Picture 4: *Nice*
5. Picture 5: No comments
6. Picture 6: No comments

Workshop #2 Notes

Station #2: Land Use and Activities Estación #2: Actividades y Uso del Terreno



Where would you like to see **COMMERCIAL** uses?

Use the RED dots to identify locations in the project area

¿En dónde le gustaría ver terreno de uso **COMERCIAL**?

Utilice los puntos adhesivos ROJOS para identificar las ubicaciones en el área del proyecto



*Existing "Right-of-Way" includes property dedicated to the City through an easement for roadway and sidewalk purposes.

*El "Derecho de Via" incluye la propiedad dedicada a la Ciudad a través de una derecho de paso para propósito de la carretera o la acera"

Workshop attendees identified areas where they would like to see commercial uses



Workshop attendees provided comments on the type of commercial development that they prefer

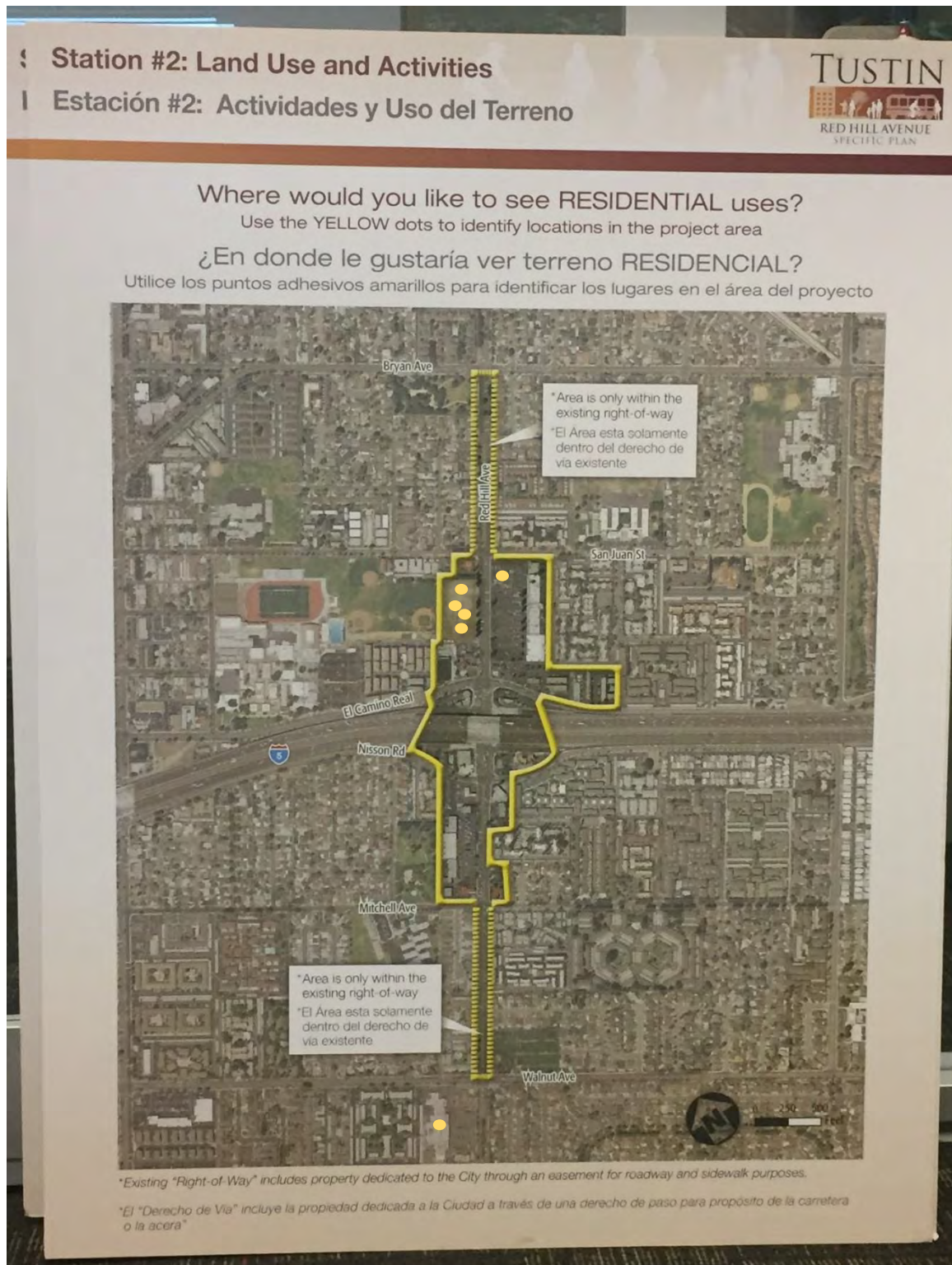
Workshop #2 Notes

BOARD: Where would you like to see RESIDENTIAL uses?

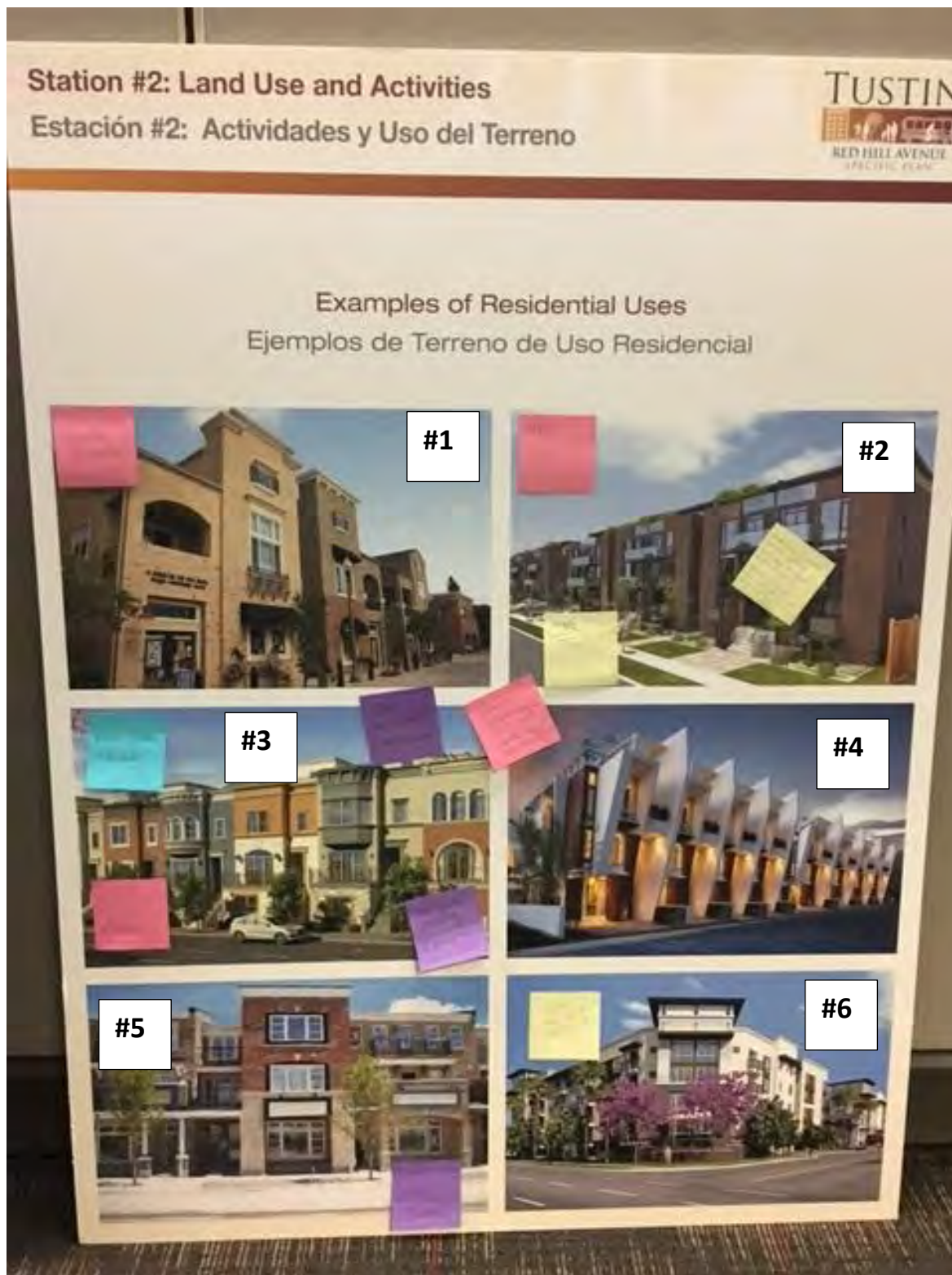
Workshop attendees identified areas where they would like to see residential uses using yellow sticky dots. Workshop attendees identified the vacant parcel south of San Juan Street, on the west side of Red Hill Avenue; the parking lot on the southeast corner of Red Hill Avenue and San Juan Street; and the commercial center on the southwest corner of Red Hill Avenue and Walnut Avenue. (See map on Page 16)

BOARD: Examples of Residential Uses

1. Picture 1:
 - *Like Bryan and El Camino. I like this*
2. Picture 2:
 - *Ugly*
 - *Ugly*
 - *Architecture needs canopies, patios, overhangs for shade and attractiveness/ Blank, flat walls even with windows are energy inefficient and ugly!*
3. Picture 3:
 - *Fits Tustin character*
 - *Nice*
 - *Underground parking for customers of mixed use*
 - *Nice. No higher with parking*
4. Picture 4:
 - *Modern architecture ok don't compete with old town*
 - *Agree*
 - *Agreed!*
5. Picture 5:
 - *Old town character*
6. Picture 6:
 - *Looks too much like Irvine!*



Workshop attendees identified areas where they would like to see residential uses



Workshop attendees provided comments on the type of residential development that they prefer

BOARD: Existing Land uses in the Project Area

1. *Don't Access control*
2. *Shared use parking strategy*
3. *Crosswalks*
4. *Keep open space? Parking lot*
5. *Two right turn lanes on to Highway*
6. *Grocery important*
7. *Provide park access*
8. *Two right turn lanes onto highway*
9. *Build enough parking*
10. *Redesign ingress/egress*
11. *Add more parking! District-wide*

What types of land uses and activities would you like to see in the project area?

- *I can't imagine carrying groceries, children, pets, etc... through a garage up flights of stairs while sick/incapacitated just to make the area more aesthetically pleasing*
- *Having the tenants pay for parking or walking blocks to be able park a vehicle also reduces quality of life*
- *High Density Housing reduces quality of life for those who are not also provided adequate parking*
- *Commercial with parking but no additional residential*
- *Focus more on commercial use along Red Hill*
- *Residential 20-25 du/ac @ 99 cents center. SW Red Hill/Walnut*
- *Mixed uses that activate the street*
- *Big Lots site: mixed use that incorporates parking structure with wrap around retail with option for residential long-term parking*
- *Use the current vacant land to build a multi-level parking structure to serve a mini-mall built in the current Big Lots strip mall. Build a pedestrian bridge over Red Hill to connect parking to the mall*
- *Streetscape plan*
- *Density is not a 4-letter word but no more than 30 du/acre*
- *Please do not make our city look like a dessert*
- *Groceries and shopping area*
- *Places to hang out*
- *Affordable housing*
- *Mixed use yes, 20-22 du/ac*
- *Residential mixed-use @ Big Lots center, 25-30 du/acre*
- *Residential use should not be considered. Commercial use exists and should be maintained*
 - *YES!*
- *Family friendly activity area*

Workshop #2 Notes

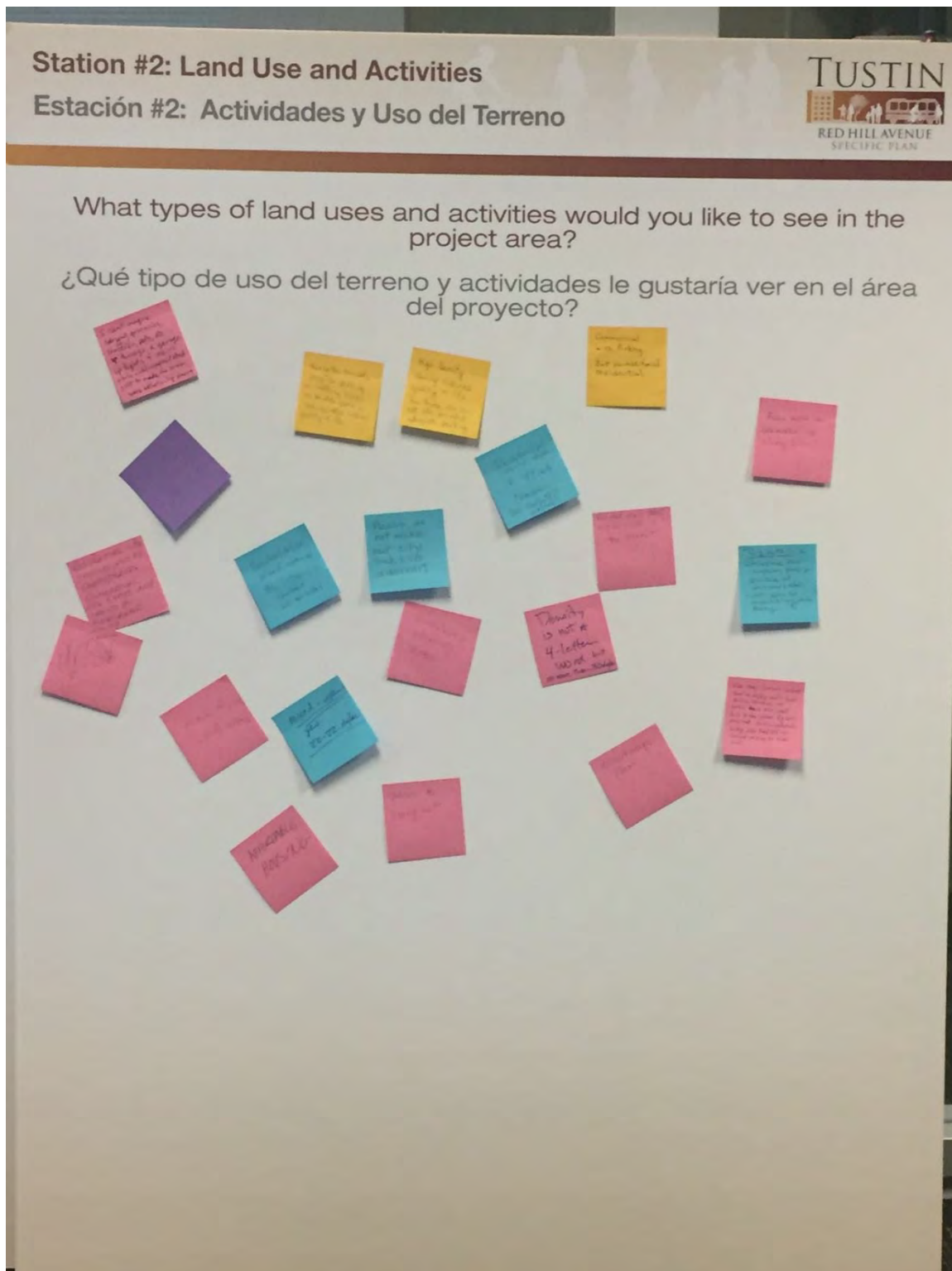
Station #2: Land Use and Activities Estación #2: Actividades y Uso del Terreno



Existing land uses in the project area
Tipo de Terreno existente en el área del proyecto



Workshop attendees identified land uses in the project area



Workshop attendees identified land uses in the project area

Workshop #2 Notes

Station 3: Opportunity Areas/ Areas of Concern

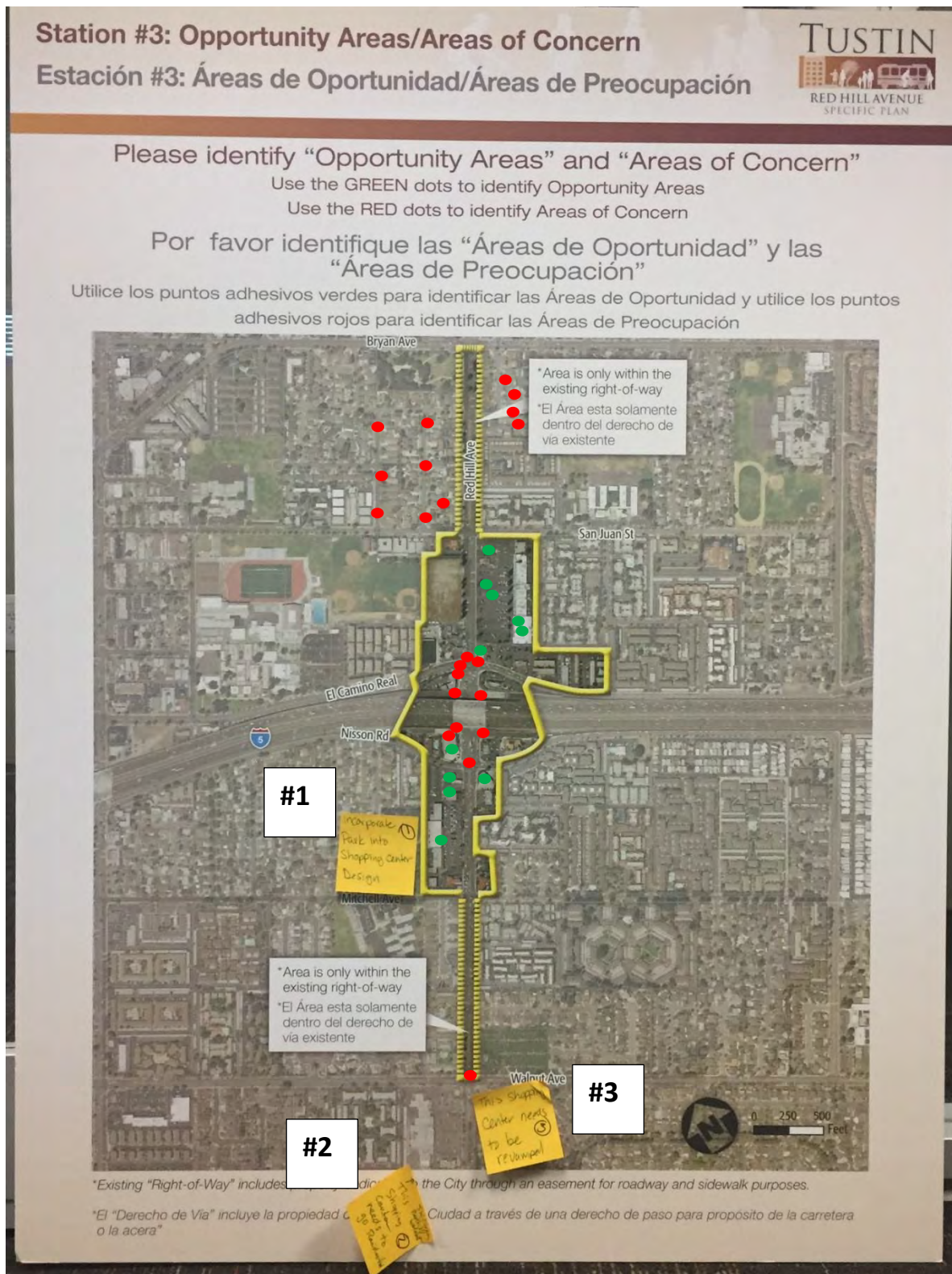
BOARD: Please Identify “Opportunity Areas” and “Areas of Concern”

Workshop attendees identified “opportunity areas” using green sticky dots and “areas of concern” using red sticky dots. (See map on Page 22)

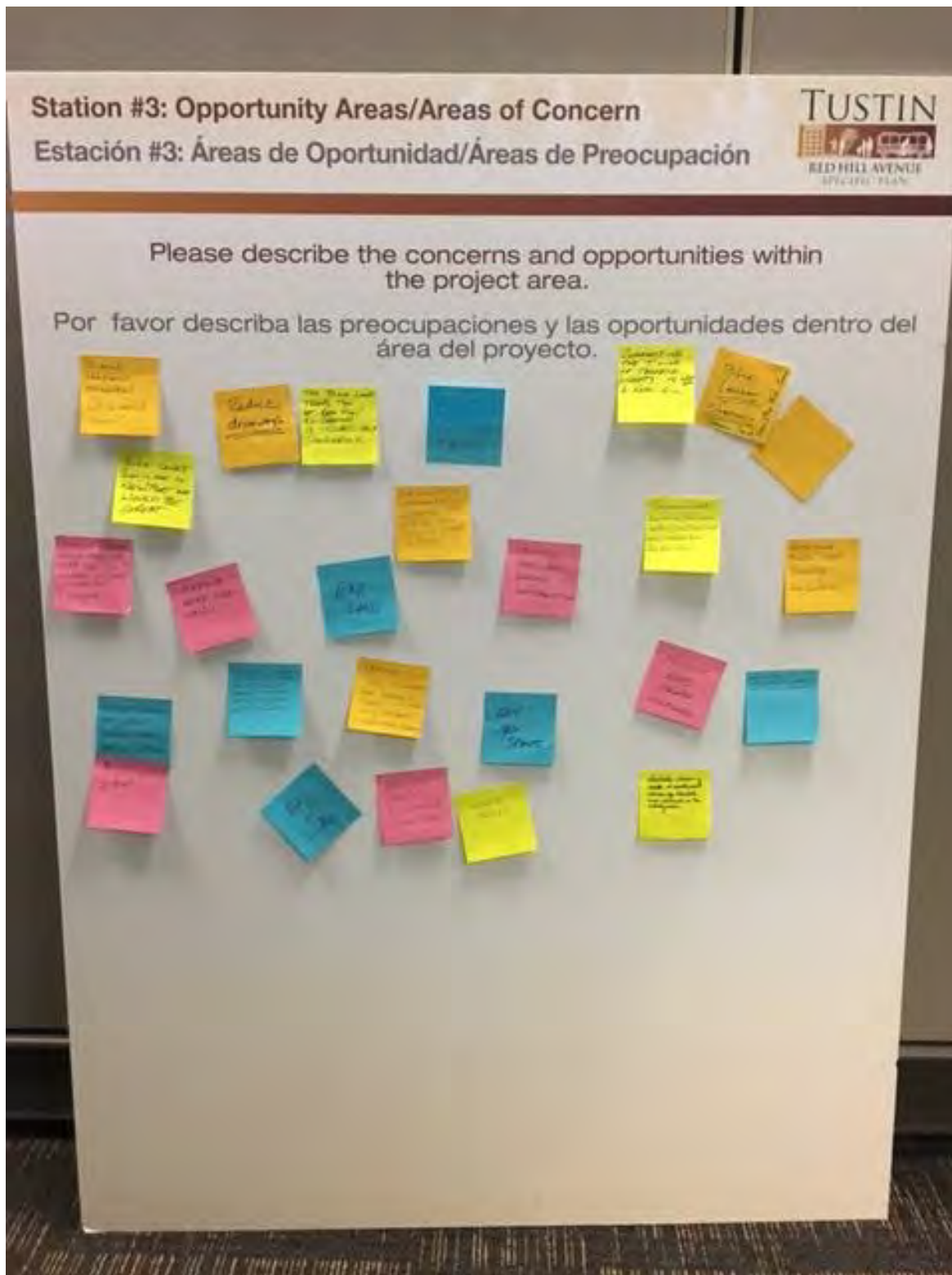
1. *Incorporate park into shopping center design*
2. *This shopping center needs to go residential (SW Corner Red Hill/Walnut)*
3. *This shopping center needs to be revamped*

BOARD: Please describe the concerns and opportunities within the project area.

- *Too much additional residential- not a good idea*
- *Reduce driveways*
- *Bike lanes similar to Newport Ave would be great*
- *Provide more side-walks*
- *The bike lane transition at Red Hill/ El Camino is incredibly dangerous*
- *Make walking along Red Hill a more pleasant experience*
- *Correcting the ‘timing of traffic lights’ is not a real fix*
- *Bike lanes, sharrows, green paint – on the bike lane (“Sharrows” are shared, use arrows used to identify bike routes along a roadway)*
- *Bottleneck traffic under freeway- big concern*
- *Key Inn area is a crime area- graffiti, etc., trash, dumped oil*
- *Provide good street lightings*
- *I’m concerned that the residential areas north of San Juan have been removed from the plan area*
- *Traffic concerns during construction*
- *Homeless camps*
- *More open spaces*
- *Include shopping center at southwest corner of Red Hill and Walnut in the study area*
- *Old gas station on corner of Red Hill Nissan eye sore and too many homeless people in area*
- *Bike lanes*
- *Parking: Our neighborhood has become a parking lot for condo residents. Need more parking*
- *Underground parking a possibility in new areas? (New opportunity areas/areas of concern)*
- *Parking and traffic*
- *Shopping center on Walnut/Red Hill needs to be addressed → “ditto” post-it as well*
- *Lance Street is clogged every night with parked cars of people in nearby apts. Our guests can’t find parking!*
- *Future traffic congestion in addition to what exists currently 2. Parking issues*



Workshop attendees identified opportunity areas and areas of concern in the project area



Workshop attendees identified opportunities and concerns in the project area

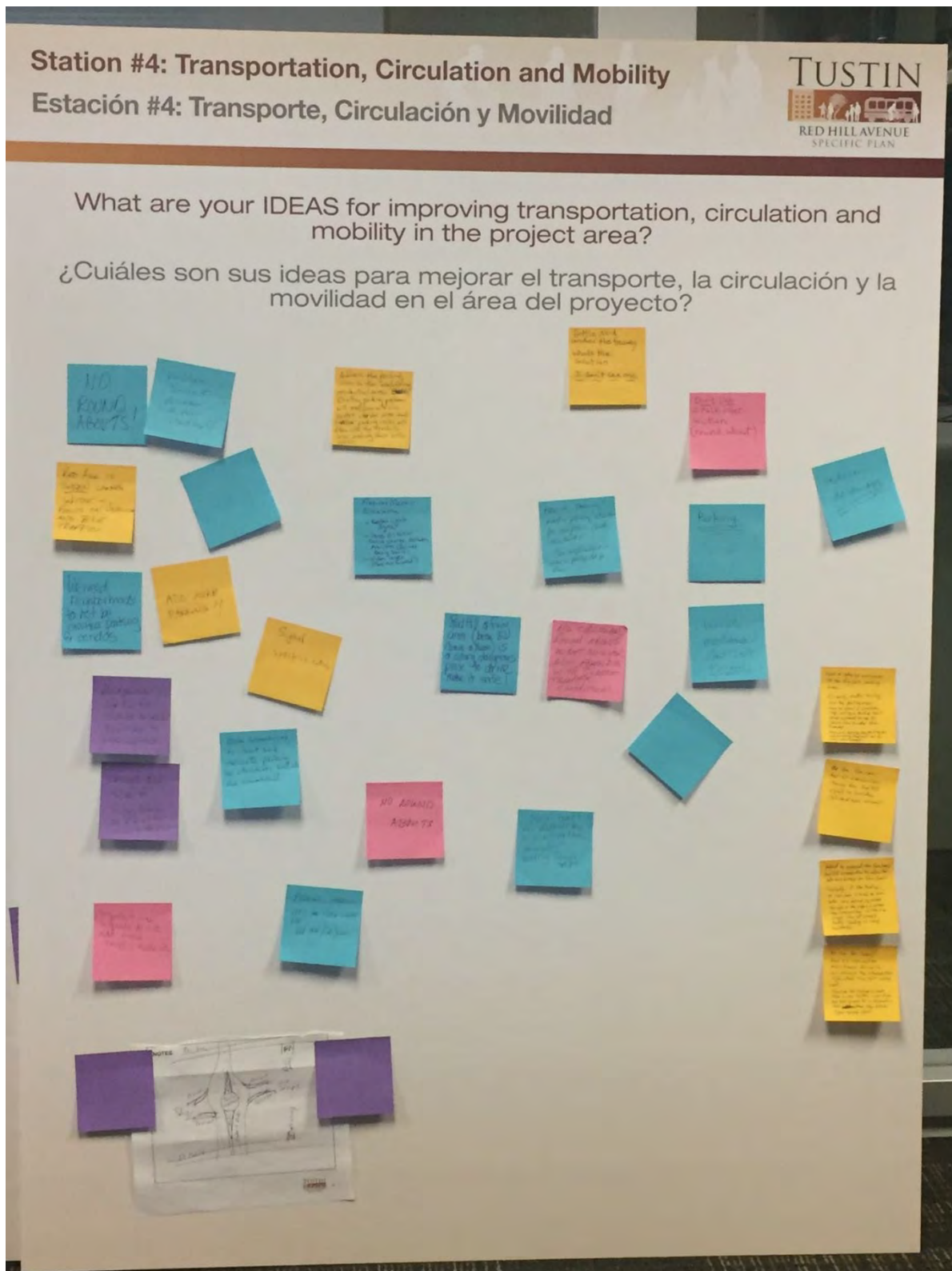
Station 4: Transportation, Circulation and Mobility

BOARD: What are your IDEAS for improving transportation, circulation and mobility in the project area?

- No roundabouts!
- Facilitate student access across Red Hill
- Address the parking issues in the neighboring residential areas. Existing parking problems will overflow into the Red Hill corridor area and corridor parking issues will flow into the residential area making these areas worse.
- Bottleneck under the freeway- What's the solution, I don't see one
- Don't like circle intersection (round about)
- Reduce driveways
- Parking
- Install medians limit left turns
- Parking, parking! Need a parking structure for overflow condo residents. Our neighborhood is now a parking lot for them.
- Freeway/Redhill circulation
 - Better light sync, land direction could change between am/pm (but not easily coordinate) widen lanes (but not favored)
- Need to redesign entrances to the Big Lots parking area. Currently, traffic turning into the parking area comes to almost a complete stop causing a backup that often extends across El Camino Real and under the Freeway. Also cars exiting the parking lot are entering Red Hill at a very slow speed
- At the San Juan/ Red Hill intersection change the Red Hill signals to include left-hand turn arrows
- Need to expand the San Juan/ Red Hill intersection to allow for left turn lanes on San Juan. Currently, if the lead car on San Juan intends to turn left, cars behind squeeze through to the right and enter the intersection without a clear view at cross traffic leading to many accidents
- At the San Juan/ Red Hill intersection many times drivers run through the intersection right after the light turns red. Change the timing so that the cross-traffic light does not turn green for a second or two after the other light turns red.
- We need neighborhoods to not be overflow parking for condos
- Bridge over Red Hill for students to walk from school to commercial area
- Change start time of high school so it's after work rush hour
 - Synchronize signals do not add more traffic obstruction
- Move commercial to street and relocate parking to structures behind the commercial
- Signal synchronization
- Add more parking
- Red Hill and freeway area (between El Camino and Nissan) is a scary dangerous place to drive. Make it safe!
- Red Hill is seven lanes wide- Focus on vehicular and bike traffic
- No circular roundabouts what-so-ever. Not feasible with current traffic conditions

Workshop #2 Notes

- Slow traffic on Red Hill by activating the street building street-scape



Workshop attendees shared their ideas for improving transportation, circulation, and mobility in the project area

Workshop #2 Notes

Station 5: Streetscape, Amenities and Urban Design

BOARD: Examples of Streetscape, Amenities and Urban Design Improvements

**One workshop participant provided input on the types of streetscape and amenities that they preferred*

1. Streetscape Picture 1: *NO*
2. Streetscape Picture 2: *NO*
3. Streetscape Picture 3: *YES*
4. Streetscape Picture 4: *NO*
5. Benches Picture 5: *YES*
6. Benches Picture 6: *NO*
7. Benches Picture 7: *YES*
8. Benches Picture 8: *YES*
9. Bicycle Racks Picture 9: *YES*
10. Bicycle Racks Picture 10: *NO*
11. Bicycle Racks Picture 11: *NO*
12. Bicycle Racks Picture 12: *NO*
13. Litter Receptacles Picture 13: *NO*
14. Litter Receptacles Picture 14: *YES*
15. Litter Receptacles Picture 15: *YES*
16. Litter Receptacles Picture 16: *NO*

BOARD: What are your IDEAS for improving the streetscape and urban design features in the project area?

- *Environmentally friendly*
- *Build a streetscape that improves aesthetics of Red Hill*
- *Wayfinding is silly*
- *Any gateway should honor wishing well gateways- We are not East Tustin/Irvine*
- *Need pedestrian separation from traffic through the use of parkways*
- *Create textural changes in paving for traffic calming and character/interest (painting/ stamped concrete)*
- *Sidewalks need to have some character to them not the typical/straight concrete slabs... with landscaping*
- *Murals along underpass and interesting lighting*
- *Wider sidewalks that two people can actually use (yes! Comment next to it)*
- *More landscaping*
- *Wider sidewalks – more walking space*
- *Streetscape- landscape*
 - *Median, parkway, historic public art on underpass walls, light posts and sign posts in the style of old town*
- *Signage and wayfinding (AMEN comment next to it)*

- o *Should be timeless, representative, compliments identity of Tustin*
- *Lighting improvements that allows for change, mood and seasons*
- *Walkable streets*
- *The current project area needs to include high density housing on San Juan so that density (w/o parking) will decrease*

BOARD: Potential Locations and Types of Signage, Wayfinding, and Identity Elements

1. *Ensure that streetlight design coordinates with street furniture and that light standards will be designed in a way that will accommodate small cell antennas for wireless services*
2. *Make sure signage is tall enough to be seen from freeway*

Gateway A

3. *Pillars- Use less space and can be on both sides of Freeway*

Gateway B

No comments

Gateway C

4. *Nice one!*
5. *Great opportunity. Hope to see more of this type of thinking*

Secondary Gateway Signage

No comments

Directional Wayfinding

6. *Directional signs to "old town" would be good!*

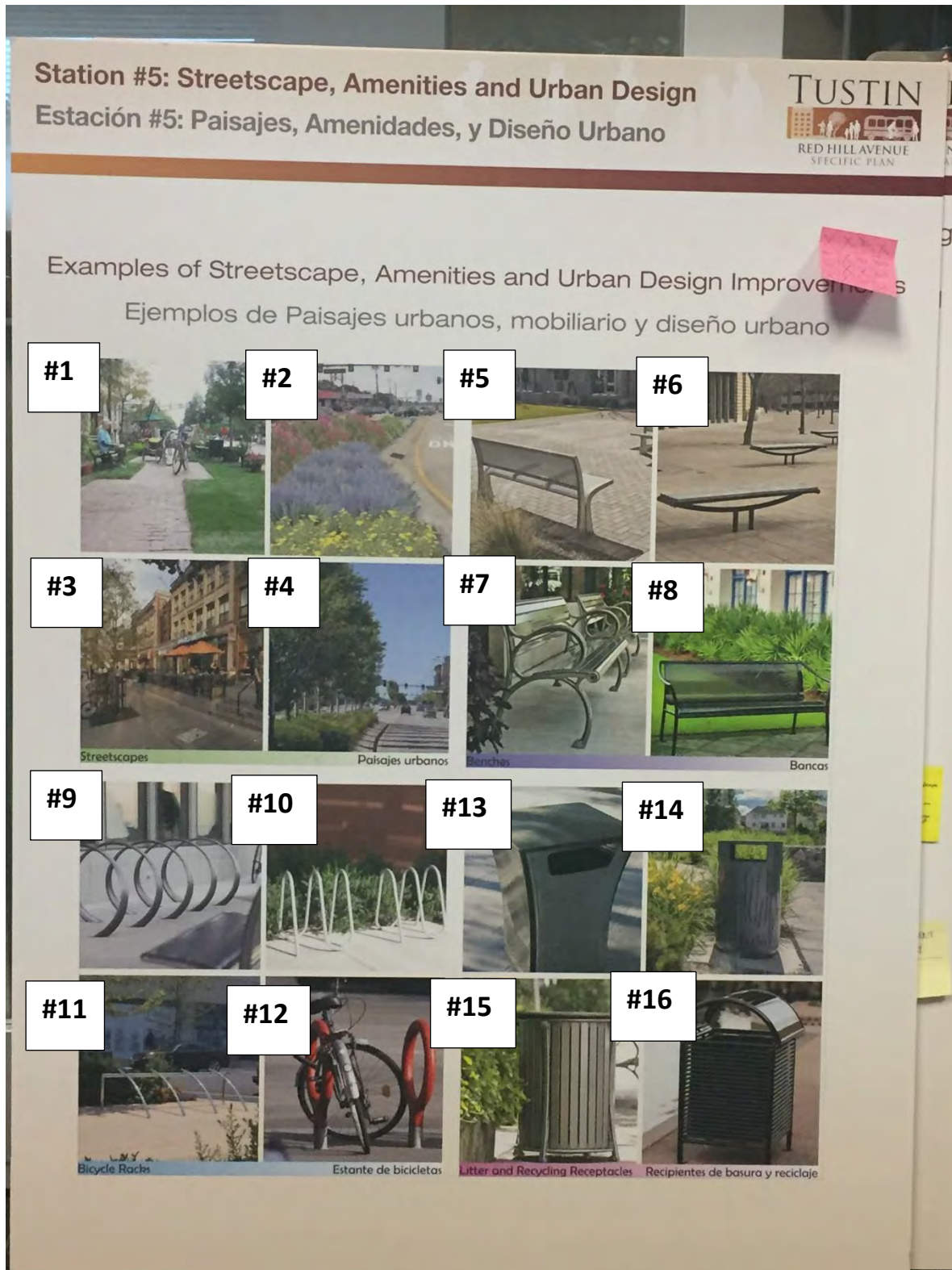
Identity: Placemaking

7. *Paint? T u s t i n in underpass so car can see/at angle. High School mural project, have competition*

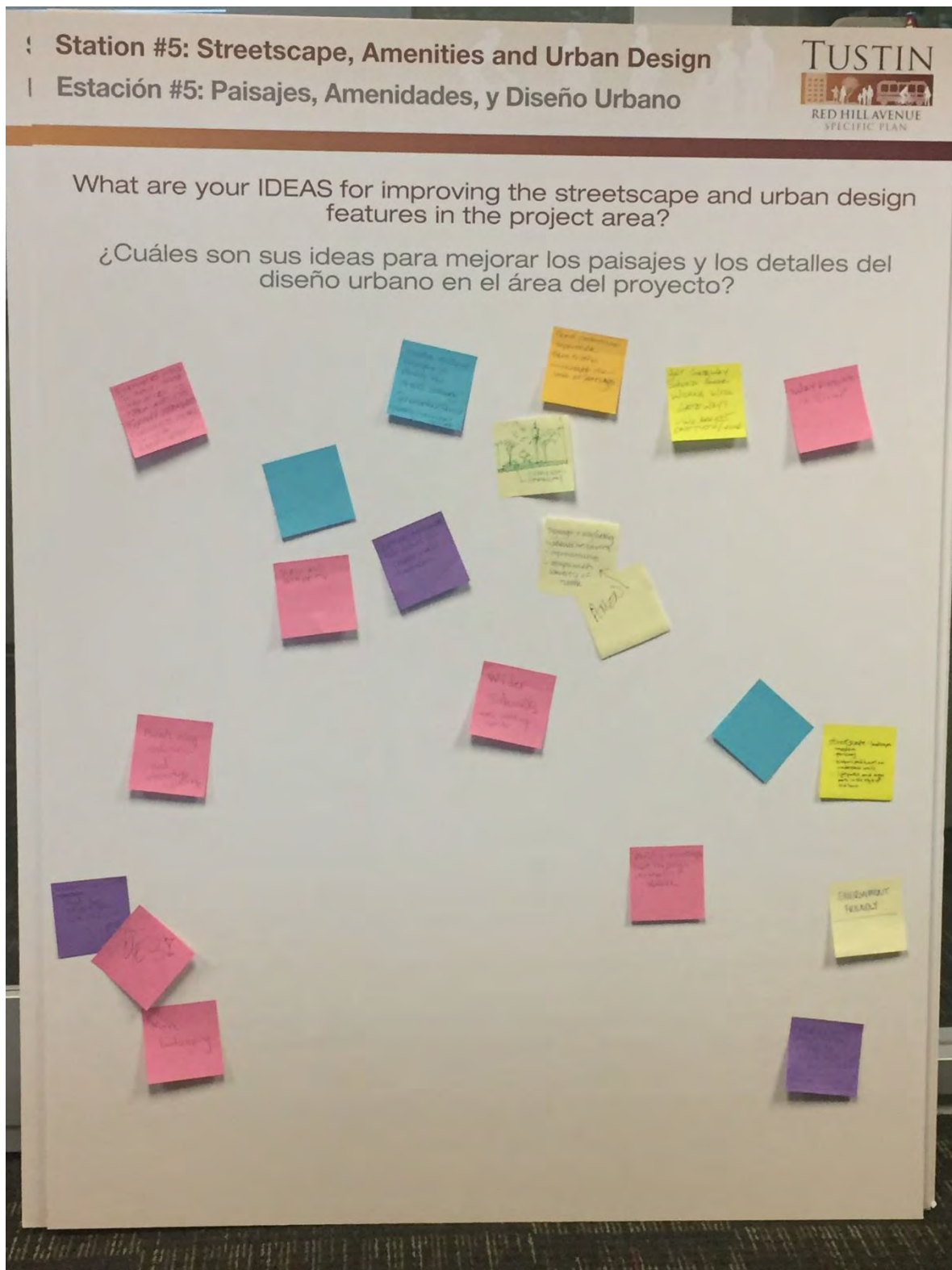
Identity: Banners

8. *Support using Banners, funding by sponsorship*

Workshop #2 Notes

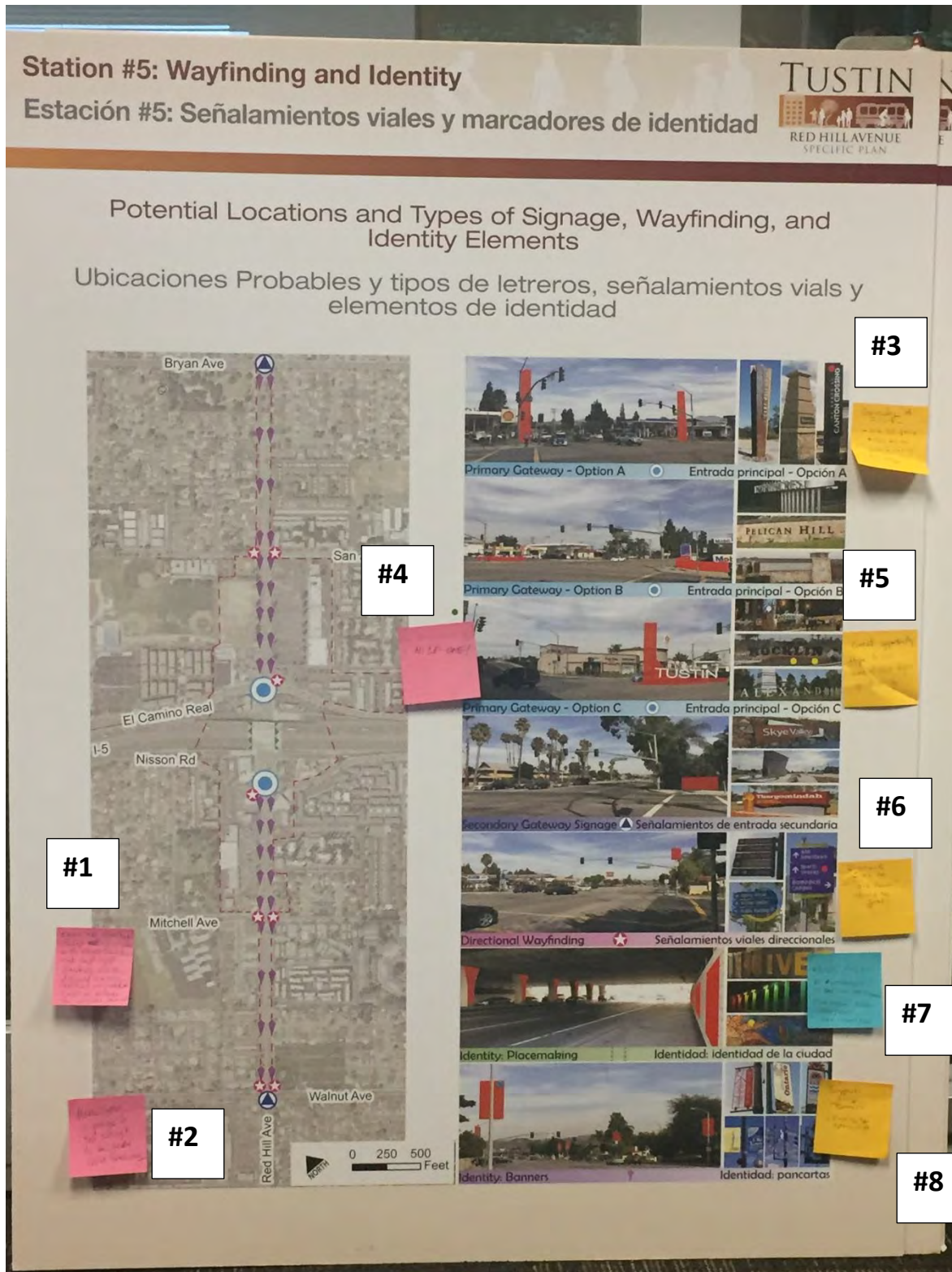


One workshop participant provided input on the types of streetscape and amenities that they preferred



Workshop attendees shared their ideas for improving streetscape and urban design features in the project area

Workshop #2 Notes



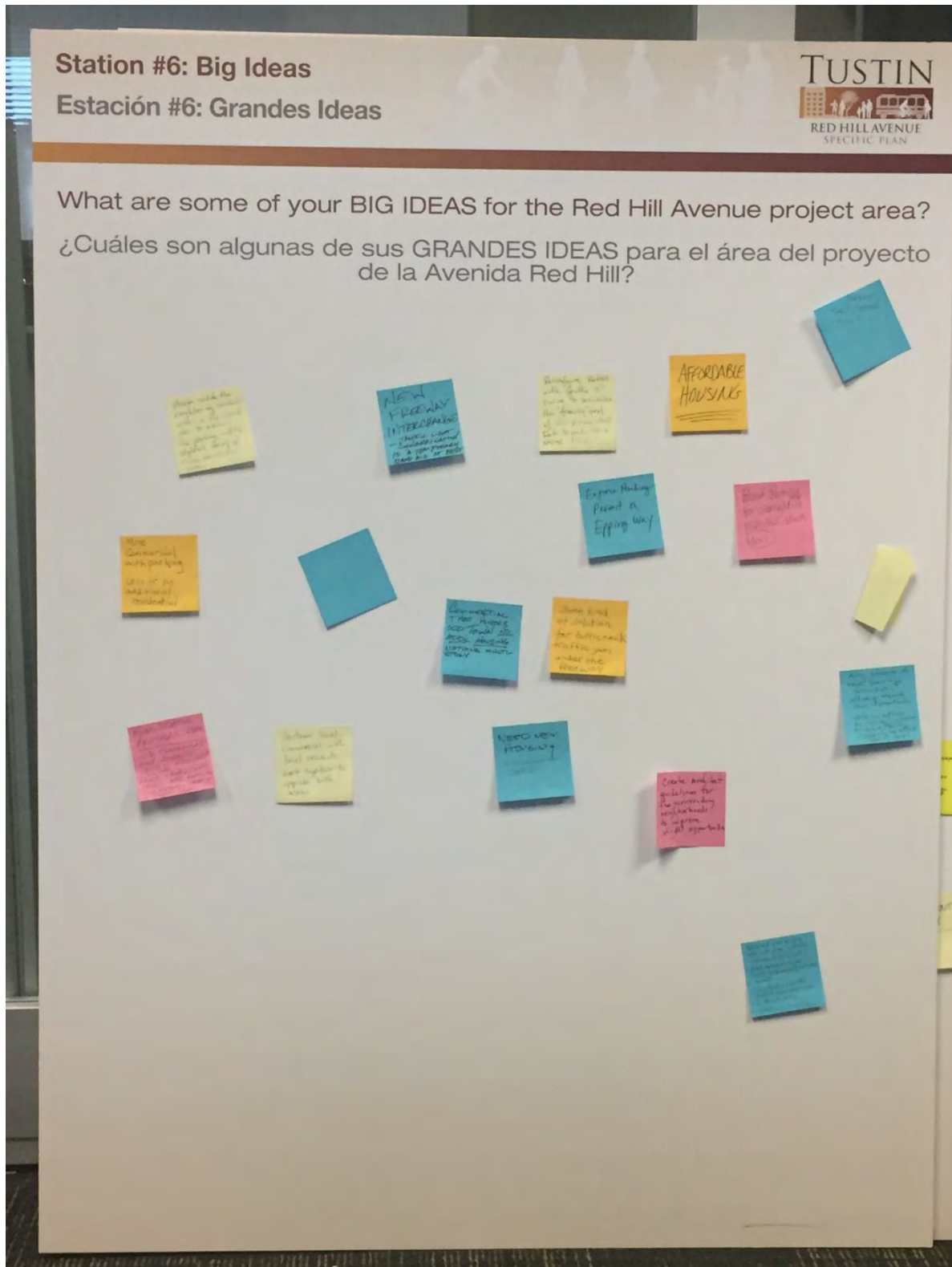
Workshop attendees shared their ideas for locations and types of signage, wayfinding, and identity elements in the project area

Station 6: Big Ideas

BOARD: Big Ideas

- *Pedestrian bridges*
- *Permit parking only for overnight on residential streets (Yes!)*
- *Any commercial have parking structures with wrap-around retail/store fronts. With an option to include long-term residential parking capability to offset parking issues*
- *Shared parking structure where residential (apt) and commercial (small business) areas meet. (residents use @ night, business use in daytime) checkout San Luis Obispo*
- *Create architect guidelines for the surrounding neighborhoods to improve in-fill opportunities*
- *Affordable housing*
- *Reconfigure Red Hill with gentle “S” curve to minimize the “freeway” feel of this 6 lane street. Feels too much like a NASCAR Track!*
- *Enforce parking permit on Epping Way*
- *Some kind of solution for bottleneck traffic jam under the freeway*
- *Need new housing (consider)*
- *Commercial that honors old town no additional housing nothing multi-story*
- *New freeway interchange – traffic light synchronizations a temporary band aid at best*
- *Partner local commercial with local residents- work together to upgrade both areas*
- *More commercial with parking, less or no additional residential*
- *Please include the neighboring residential areas in the overall plan to address the parking, infill, blighted decay of these residential areas*
- *Keep Stater Brothers store, it’s convenient and lowest priced around, Ralphs and Albertsons prices are ridiculous only bargain during a freak sale*
- *Improve Red Hill landscape project*

Workshop #2 Notes



Workshop attendees shared their BIG ideas for the project area

Comment Cards Received

Some workshop participants also provided additional comments and concerns about the project. Comments are provided verbatim, below.

Comment 1:

Station #1: Project Overview

I was out of the country when the first workshop was held. I'm very disappointed to see the residential area in the northwest area being deleted from the plan. The area north of San Juan and west of Red Hill is becoming a blighted area. Please consider a way to address whatever concerns voiced in the first workshop while still being able to solve some of the massive problems in this area.

Comment 2:

Attractive commercial with sufficient parking- nice ☺

Additional residential development not a good idea re: traffic (all ready bad)

BIGGEST PROBLEM!!!

Bottleneck traffic under the freeway

Comment 3:

Please use this project to address the economic segregation of Tustin. Between Red Hill & Newport, we have a Goodwill store, a Big Lot and 2- 99cent stores. District-0, Tustin Market Place- 0, Old Town-0. We have a problem here!

Comment 4:

Apts, businesses don't have self-closing trash bins. Tops frequently left open and they are attracting raccoons and rats. These are urban raccoons- a much smarter and dexterous variety than rural cousins (due to natural selection in an urban area). They are very destructive to any landscaping improvements property owners or the city might do. Cleaning up trash, emptying city cans, citing owners of open trash containers, educating the property owners will help.

We've seen a tremendous increase in problems around the Pine Tree Park area.

Comment 5:

Modernizing and improving aesthetics is really great, but first address the parking issues spilling into residential areas! What is existing and the impact of future development. Also more pedestrian friendly!!

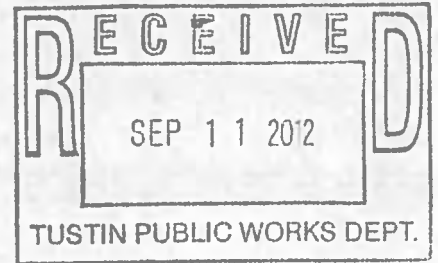
No more big stores like grocery, Big Lots, etc. Tustin already has plenty!

Comment 6:

Sidewalks are currently used by bike riders who almost run into strollers and elderly walkers. We need clear bike only and pedestrian only areas.

D

RED HILL AVENUE STREETScape FEASIBILITY STUDY



Red Hill Avenue Streetscape and Median Feasibility Study

El Camino Real to Bryan Avenue

CIP #70209

**Prepared For:
City of Tustin
300 Centennial Way
Tustin, CA 92780**

**Prepared By:
Tait & Associates, Inc.
701 North Parkcenter Drive
Tustin, CA 92705**

September 10, 2012

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APPENDICIES

Appendix 1

Existing Condition and Alternative Exhibits

Appendix 2

Gateway Signage Location Exhibit

Appendix 3

Preferred Concepts

Appendix 4

Construction Cost Estimates for Preferred Concepts

Appendix 5

Existing Overhead Utility Services Investigation and Cost Estimate--
(Prepared by: Utility Specialists)

INTRODUCTION

Tait & Associates, Inc. (TAIT) was retained by the City of Tustin (City) to undertake a feasibility study to look at possible ways to improve a section of Red Hill Avenue between El Camino Real and Bryan Avenue that would address the City's objectives identified in "The Neighborhoods of Tustin Town Center: A Strategic Guide for Development". This document is considered a strategic guide for the development within three areas or neighborhoods of the City known as the Center City, Southern Gateway and West Village. A portion of Red Hill Avenue Study Limits lies within the designated Center City area (El Camino Real to San Juan Street). In this guiding study several implementation action items were identified to help foster private investment and development within each city neighborhood. One of these implementation actions is to:

Initiate short range infrastructure improvements, access and other programs within each neighborhood with the goal of improving the aesthetic appearance of streetscapes and pedestrian amenities, improving connectivity between neighborhoods and facilities, including provision of bike lanes where needed.

For the Center City neighborhood, a priority was established to study gateway signage improvements at the intersection of Red Hill Avenue and El Camino Real and streetscape and median improvements along Red Hill Avenue.

TAIT scope was to undertake a feasibility study to investigate opportunity and constraints associated with undertaking the Center City's short range infrastructure improvements for Red Hill Avenue by investigating options to provide aesthetic improvements, enhance pedestrian and bicycle mobility and identify Gateway Signage locations. TAIT's project scope does not include the development of a landscape palette and hardscape program for the streetscape and median or the development of a Gateway Signage Program. The Project Area and Study Limits are depicted on the following Page.

EXISTING CONDITIONS

Red Hill Avenue within the Study Limits is a six-lane major arterial street with a 14-foot wide stripped two-way left turn median. The existing street right of way is essentially 100 feet wide (50 feet on each side of the street center line), has 84 feet of pavement (with 42 feet on each side of the street centerline) and 8-foot wide parkways. There is a short section on the west side of Red Hill between El Camino Real north of the existing alley and extending to San Juan Street that has a half width right of way width of 60 feet. This section of Red Hill Avenue with a 60-foot half width is the ultimate half width right of way for Red Hill Avenue. The standard design for a major arterial street is to have a 120-foot right of way with 100 feet of pavement consisting of an 8-foot shoulder, six twelve-foot wide traffic lanes and a fourteen-foot median. Existing Red Hill Avenue traffic volumes are estimated at 21,000 ADT (both directions) from Interstate 5 to Bryan Avenue.

No parking is allowed along both sides of the street except for a recently added parking area adjacent to the City's Pine Tree Park. The street parkways include sidewalks ranging in width

from 4 feet, 8 feet and 9 feet. Portions of the parkway areas include turfed landscaped areas and street trees. The parkway on the east side of Red Hill includes overhead power, telephone, Cable TV and street lights on wooden poles. There are also several above grade utility structures and traffic signal cabinets within the Study Limits. At the northern end of the Study Limits the striped median becomes a raised landscaped median with turf and tree planters.



PROJECT AREA MAP

 - Study Limits – Red Hill Avenue from El Camino Real to Bryan Avenue

The Project Area includes two elementary schools (CC Lambert and Marjorie Veeh), one middle school (CE Utt) and one high school (Tustin). A City park (Pine Tree Park) is located at the northern end of the Study Limits. Single family detached and multi-family apartment housing is located throughout the Project Area and along both sides of Red Hill in the northern half of the Study Limits (from San Juan Street to Bryan Avenue). Single family detached

housing with residential driveways exists on the western side of this section of Red Hill Avenue. For the multi-family housing some units face Red Hill and are setback from the street while others are located behind masonry block screen walls.

Development from El Camino Real to San Juan Street consists of commercial business along both sides of Red Hill with the exception of a large vacant parcel on the west side of Red Hill that has been entitled for a senior assisted living housing project known as "Monarch Village". Red Hill Avenue street frontage along the proposed Monarch Village is to be widened by 9 feet to accommodate the Master Plan of Arterial Highway half-width street section in this area. South of the Monarch Village there is an existing alley, a car wash and a Shell gas station. North of Monarch Village there is an existing real estate office. Existing street trees along this segment include tall evergreen trees located in a turf area that are to be removed to accommodate the widening of Red Hill along the frontage of Monarch Village.

The east side of Red Hill Avenue from El Camino Real to San Juan Street includes a commercial strip center, a fast food restaurant, a gas station (Mobil) and a vacant parcel. There are no street trees or parkway landscaping within this section of Red Hill Avenue right of way.

The Orange County Transportation Authority (OCTA) currently does not have any bus stops along Red Hill Avenue and does not have any plans to add bus stops along this segment.

An exhibit depicting the existing roadway condition with street striping and street cross sections is included in Appendix 1.

OPPORTUNITIES AND CONSTRAINTS

Project constraints include the following elements:

- Existing Street was restriped to three lanes in each direction and removed all on-street parking and forces bicyclist to share a traffic lane or move to the sidewalk
- The existing power poles and utility structures within an eight-foot wide concrete sidewalk (from El Camino to San Juan) and a 4-foot wide concrete sidewalk (from San Juan to Bryan) restrict pedestrian and bicyclist movements.
- The existing Gas Station pump island located at the north east corner of Red Hill and El Camino Real is located within 18 feet of the existing curb face.
- The commercial development along the east side of Red Hill Avenue includes a circulation drive aisle abutting the street right of way.
- Existing residential driveways along the west side from San Juan to Lance Drive create potential conflict points with pedestrian and bicyclist that share the sidewalk.

Project Opportunities include the following elements:

- The existing median is 14 feet wide and could accommodate a landscaped median.
- The multiple access points to the commercial center could easily be reconfigured to accommodate a main entrance for full access while others provide restricted access.
- The proximity of San Juan and Lance Drive intersections would accommodate U-turn traffic for residential accessibility if a raised median is to be constructed.
- The existing roadway parkway on the east side of Red Hill from San Juan to Bryan contains existing street trees along the path of the overhead services.

- The eight-foot wide parkways provide some opportunity to add limited landscaping, if bicycle use can be eliminated from sharing the sidewalk with pedestrians.

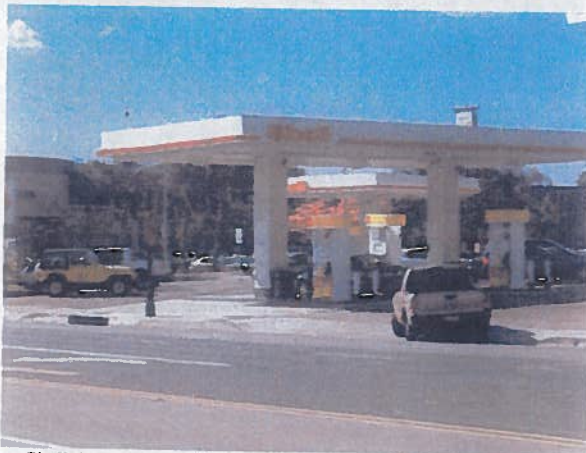
The following pages present site photographs taken along Red Hill Avenue Study Limits.



Looking north along Commercial Center north of El Camino Real



Looking south along Commercial Center



Shell Gas Station at NWC of Red Hill and El Camino Real



Existing parkway and evergreen trees along Future Monarch Village



Street View looking south from Bryan (south of Pine Tree Park)



Street View looking north from San Juan Street



Looking South on Red Hill along Pine Tree Park Frontage



Looking North toward Bryan at landscape median and parkway trees



Existing median street tree (Olive Tree) in masonry planter



Street View on west side of Red Hill looking north from San Juan



Street view on west side of Red Hill looking south

UNDERGROUNDING OF EXISTING OVERHEAD SERVICES

As part of this study TAIT retained the consultant services of Utility Specialists to conduct a limited investigation of the existing overhead services along Red Hill within the limits of the study. The focus of this investigation was to identify the overhead services located on poles along the east side of Red Hill and develop an estimated cost to underground the existing services and related above ground structures. Utility Specialists' investigation is included in Appendix 5 and is summarized below.

The existing overhead services contains a single 4-wire 12 KV system for Southern California Edison, four to six communication lines (assumed to be AT&T, Time Warner and possibly Cox Communications) and the local street lights and their electrical distribution system. These services have been placed underground in Red Hill Avenue from the intersection of El Camino Real to the first driveway at the existing Commercial center. An Existing 66KV system begins on the overhead line north of Bryan Avenue.

The electrical services for the Commercial Center south of San Juan do not connect to this system, but the overhead system does provide services to the residential housing north of San Juan on both sides of the street.

The estimated cost to underground the existing overhead services in Red Hill Avenue including reconstruction of the individual residential services was estimated by Utility Specialist to be approximately \$2 million in today's dollars.

TAIT reviewed the City Ordinance No 76 issued in 1949 that granted Southern California Edison a franchise over the city's public streets for installing electrical services in accordance with the Franchise Act of 1937. This document did not address responsibility for relocations, but did address the fees to be paid to the city for the right to install services within public right of way.

After a review of the potential alternatives for satisfying the study goals with City Staff, it was determined that for the purposes of this feasibility study (to identify "*short range infrastructure improvements*") the incorporation of preferred option that required relocation or undergrounding of the overhead services did not meet the project intent. Therefore, the alternative that identified a proposed undergrounding did not get included in the final options.

"SAFE ROUTE TO SCHOOL" CONSIDERATIONS

As mentioned earlier in this study, the Project Area include several schools, a city park, local commercial centers and residential housing that will require individuals to travel through the Study Limits along Red Hill Avenue to reach these areas. The recent restriping of Red Hill Avenue to add three lanes of traffic in each direction from Edinger Avenue (south of Interstate 5) to Bryan Avenue eliminated all shoulder and on-street parking areas on this section of roadway. This restriping was accomplish to meet the minimum requirements for Red Hill Avenue as a major arterial street in accordance with the County of Orange Master Plan of

Arterial Highways and meets the mobility needs of commuters using Red Hill Avenue for business and personal travel.

As a result of this restriping of Red Hill Avenue bicyclist on Red Hill had two options, either share the traffic lanes with commuter or share the sidewalk with pedestrians. Within the City of Tustin bicycle use of sidewalks is allowed per the City of Tustin Municipal Code 5345. Examples of this can be found at several areas within the City.

In developing the streetscape and median improvement alternatives presented later on in this study, TAIT developed a visual inventory of areas that would have to be improved to satisfy both pedestrian and bicyclist mobility along Red Hill Avenue.

The purpose of this visual inventory was to identify areas that would require improvements to be able to establish a "Safe Route to School" program. Elements such as intersection access ramps, driveway cross slopes, horizontal and vertical clear distances were investigated. Based on this investigation the following observations were made and are to be addressed in any construction associated with improvements to the Red Hill Avenue within defined the Study Limits as described herein:

- Current intersection ramps do not comply with latest standards for accessibility design and will require reconstruction.
- Current driveway configurations for all commercial and residential driveways do not provide a 4-foot wide section at 2% or less for an accessible path of travel across the driveways.
- Minimum clearance of 36-inches at point obstructions appeared to be satisfied; however, it is recommended that additional review be conducted during the next stage of design to confirm that the minimum horizontal clearance is achieved based on the final option selected for Red Hill Avenue Improvements.
- No areas where vertical obstructions of less than 80 inches (6 feet 8 inches) were observed; however, it is recommended that additional review be conducted during the next stage of design to confirm that the minimum horizontal clearance is achieved based on the final option selected for Red Hill Avenue Improvements.
- In our conducting of the visual observations a basic project assumption was that the city street scape improvements would include a full replacement of the street sidewalk so any deficiencies to the existing sidewalk surfaces and slope were not a consideration in our assessment of the existing street.

Items included in this bullet list will have to be addressed as part of a "Safe Route To School" improvement program and have been factored into the Preliminary Cost Estimates included in this report.

In addition during next design phase the pedestrian features at traffic signals will need to be reviewed to ensure that title 24 accessibility requirements are satisfied.

Alternatives to provide either a Class II (on-street) or a Class III (off-street) bike lanes have been included in this study to meet bicyclist mobility needs. However, this study did not look at bicycle use along Bryan Avenue, San Juan Street and El Camino Real that would be

necessary to extend the proposed bikeways from Red Hill Avenue to the schools, community facilities, and commercial centers from the residential clusters located throughout the Project Area. The same also applies to street sidewalks and intersection crossings outside of the Study Limits. A comprehensive Safe Route to School Program would require the expansion of the study area to include these facilities that are not located along Red Hill Avenue.

DEVELOPMENT OF ALTERNATIVES

Based on the project scope to investigate possible pedestrian and bicycle mobility improvements that could be incorporated in to a streetscape and median improvement project TAIT developed four alternatives that were presented to the City for review and discussion. A detail drawing for each Alternative is included in Appendix 1 and a brief description of each is included herein.

In order to develop potential feasible alternatives that could potentially achieve the study goals, TAIT developed a set of basic project assumptions to help guide the development of potential alternatives. These basic assumptions included the following:

- The first basic assumption used in developing each of the four alternatives was that the proposed street widening along the Monarch Village street frontage was assumed to be an existing condition.
- A second basic assumption was that Red Hill Avenue's six traffic lanes (three in each direction) would have to remain, even though north of Bryan Avenue the existing street is reduced to four traffic lanes, two in each direction.
- A third basic assumption was that a roadway median would have to be provided in all alternatives. The width of the median could be reduced from 14 feet, but would still have to be provided to provide access to commercial and residential uses along Red Hill Avenue.
- A Fourth basic assumption was that each alternative must include some form of streetscape improvements.
- Finally, the fifth and final basic assumption was that street widening could be considered, but not when it would require the acquisition of additional right of way or when the widening would not satisfy the required roadway section for a major arterial street. However, the acquisition of public access easements dedications on private could be considered to achieve pedestrian and bicyclist mobility benefits.

In addition to the above basic assumptions, in reviewing the Study Limits it became apparent that the two roadways section from El Camino Real to San Juan Street and from San Juan Street to Bryan Avenue would have to be looked at separately since an approach used in one section may not apply to the other section.

The following is a description of the four Alternatives developed by TAIT and presented to City Staff.

Alternative No. 1

In this Alternative the 14-foot median width between El Camino Real and San Juan is maintained, but the striped median is turned into a raised median that is to be landscaped and include median trees. Left Turn access into and out of the Commercial Center is provide via a new main entry into the center. For the proposed Monarch Village site left turn access would be provided into the site at the northern driveway and left turn access would be provided for traffic exiting from the existing City Alley to go north on Red Hill Avenue (it is important to note that the entitlements for Monarch Village do not require that these turn movement be provided for Monarch Village, and as an option for this Alternative they could be eliminated to maximize the median landscape area). Left Turn lanes would also be provided at El Camino Real and San Juan Street per the existing conditions.

New concrete improvements would be undertaken from El Camino Real to San Juan for the construction of new sidewalks, access ramps and driveway aprons on both sides of the street with provisions for a nine-foot combined bikeway and sidewalk on the west side of Red Hill and a 8-foot pedestrian sidewalk on the east side of Red Hill.

A proposed two-way bike lane from El Camino to San Juan would be provided on the west side of Red Hill Avenue. This two-way off-street Class III bike lane would be combined with the west side pedestrian sidewalk within a 9-foot wide concrete paved area. Signage would be placed to inform pedestrians and bicyclist of the joint use. Since the existing sidewalk at the Shell Gas station is only eight feet wide the street may need to be narrowed one foot or a one-foot wide access easement would have to be obtained across the Gas station frontage (note the existing gas pump island is located 10-foot outside of the street right of way at this location).

Street parkway landscape improvements on both sides of Red Hill from El Camino Real to San Juan would include placement of elongated street tree planters. These planters would be ten feet long and two-foot wide at their narrowest point and three-foot wide at their widest point to accommodate planting of a single street tree within each planter. The additional planter length would allow plants and shrubs to be placed in addition to the street tree. The three foot width limitation allows the combined two-way bike lane and sidewalk to be maintained at a minimum six-foot width for just a short distance. The elongated street tree planters would be spaced along both side of Red Hill Avenue with a maximum spacing of 50-feet. Negotiations with Southern California Edison would have to be undertaken to plant new street trees under the existing overhead services.

From San Juan to Bryan the existing 14-foot striped or landscape median would be reduced to 10 feet to accommodate on-street 5-foot wide Class II bike lane in each direction. These on-street bike lanes would terminate at San Juan and Bryan. In addition to the median width reduction, the existing traffic lanes would be restriped to provide three eleven-foot wide traffic lanes in each direction (reducing the outside traffic lane that currently is adjacent to the street curb from 13 feet to 11 feet, but this lane would be adjacent to the five-foot wide bike lane). No street widening is proposed in this section of Red Hill. Left turn and U-turn access would

be provide at, Lance Drive and the existing turn lanes at San Juan Street and Bryan Avenue would be maintained.

New concrete improvements would be undertaken from San Juan to Bryan to for the construction of new 4-foot wide sidewalks, access ramps and driveway aprons on both sides of the street.

From San Juan to Bryan, the 10-foot median would be landscaped with trees and plantings/shrubs. The 10-foot wide turn lanes would be separated from the opposing traffic by painted double solid yellow stripes. In the street parkways, it is assumed that the existing street trees would be retained where they are in good condition, replaced where they are not in good condition (subject the Southern California Edison approval). Also the total sidewalk width would be reduced to four-foot on both sides of the street and a 3½-foot wide landscape planter would separate the street curb from the sidewalk along this section of Red Hill.

This Alternative does not include any street widening nor any property acquisition, but would require a minor one-foot street narrowing along the Shell Gas Station property to obtain the nine-foot wide combined bikeway and pedestrian sidewalk. An option to the narrowing would be to widen the right of way by one-foot or obtain a one-foot wide public access easement along the Shell Gas station's Red Hill Avenue street frontage.

Alternative No. 2

In this Alternative, the proposed roadway improvements to the section of Red Hill Avenue between San Juan Street and Bryan Avenue remains the same as described in Alternative No. 1 with a ten-foot wide landscaped median, five-foot wide on-street bike lanes in each direction, new driveway aprons, new access ramps, new 4-foot sidewalks with a 3.5-foot wide landscape planter separating the street curb and gutter from the sidewalk and street trees.

From El Camino Real to San Juan Street five-foot wide on-street Class II bike lanes are proposed. To accomplish this, the proposed existing 14-foot landscaped median is reduced to 12 feet. Some the street traffic lanes would be reduced in width and restriped as follows: a 5-foot bike lane, 11-foot outside traffic lane, 10-foot center traffic lane and 11-foot inside traffic lane next to the 12-foot wide landscaped median on both sides of Red Hill. This Alternative also requires a one-foot to two-foot street widening of Red Hill on the west side from El Camino to San Juan to accommodate the proposed on-street bike lanes. In the parkways north of the existing alley the elongated street tree planters are proposed on both side of red Hill from El Camino to San Juan.

Construction of new concrete sidewalks, access ramps and driveway aprons from El Camino to San Juan (and also from San Juan to Bryan) are proposed with a minimum of a 6 to 8-foot sidewalk on the west side of Red Hill and a 8-foot sidewalk on the eastside of Red Hill. The placement of the 10-foot street tree planters as described in Alternative No. 1 is proposed for Alternative No. 2 on both sides of Red Hill from El Camino Real to San Juan

This alternative does not require any property acquisition to widen the roadway right of way but as previously described would include some minor street widening on the west side of Red Hill from El Camino to San Juan.

Alternative No. 3

In this Alternative, the proposed on-street bike lanes from San Juan Street and Bryan Avenue in Alternatives No. 1 and No. 2 are not included in Alternative No. 3. The proposed street median would then remain at its current width of 14 feet, but would become a landscaped median with median trees. The street parkways from San Juan to Bryan would remain as described in Alternatives No. 1 and No. 2 with a new concrete driveway aprons, access ramps, and four-foot sidewalk separated from the street curb with a 3.5-foot wide landscape planter area on both sides of Red Hill Avenue.

From El Camino Real to San Juan Street the proposed improvements would include the construction of new concrete driveway aprons, access ramps, and an 8-foot wide one-way off-street combined Class III bike lane and pedestrian sidewalk along both sides of the street. Signs would be posted to identify the shared use. On the eastside of Red Hill the combined use area would require the acquisition of 6-foot wide section along the eastside of Red Hill Avenue by means of a property acquisition or the dedication of a new public access easement. The easement would allow the existing overhead power lines and poles to remain in place.

The 10-foot street tree planters (as described in Alternative No. 1) would still be utilized on the west side of Red Hill. However, on the eastside of Red Hill Avenue a six-foot wide landscape planter area would be provided between the back of curb and the 8-foot wide shared use sidewalk and bike lane. The existing overhead service poles would remain in this six-foot landscaped area and other existing above ground utility structures would be relocated to maintain a clear 8-foot path for the combined sidewalk and bike lane.

One disadvantage of this option is that the offsite property to accommodate the northbound off-street bike lane will impact the traffic circulation within the existing commercial center and possibly the fast food restaurant. In addition the addition area along the Mobil Gas Station would reduce the offset distance to the gas pump island from its existing 14.5 feet to 8.5 feet, which may not be sufficient to maintain the drive aisle for the pumps adjacent to Red Hill.

As indicated this Alternative requires the acquisition of additional public right of way or a public access easement along the east side of Red Hill Avenue from El Camino Real to San Juan Street, but does not require any street widening.

Also this Alternative does not include bike lanes on Red Hill between San Juan Street and Bryan Avenue, and the proposed 4-foot sidewalk within the same section to add addition street landscaping makes a share use of sidewalk between pedestrian and bicyclist impossible.

Alternative No. 4

In this Alternative the proposed improvements from San Juan Street to Bryan Avenue remain as proposed in Alternatives No. 1 and No. 2 with one exception.

The one exception is that this alternative proposes to underground the existing overhead services and remove the existing poles from the street parkways. This work is proposed to extend from El Camino Real to Bryan Avenue and as indicated previously, the estimated cost for this undergrounding is projected to cost approximately \$2 million.

The other notable change in this Alternative is included in the section of Red Hill between El Camino and San Juan. In this Alternative the off-street Class III bike lanes as proposed in Alternatives No. 1 and No. 3 are not included and the proposed 5-foot wide Class II on-street bike lanes are proposed for each side of Red Hill (which means that the on-street bike lanes will exist between El Camino Real and Bryan Avenue in Alternative No. 4). In order to accommodate the 5-foot wide on-street bike lanes and maintain a 12-foot wide landscape median, the street would have to be widened 2-foot to 3-foot on both sides of Red Hill from El Camino Real to San Juan. Also in order to accommodate the 10-foot street tree planters on the eastside of Red Hill from El Camino Real to San Juan a 2-foot property acquisition or public access easement dedication would be required along the existing commercial center's street frontage. If these street tree planters are not necessary, a minimum sidewalk width of 5 feet could be maintained from El Camino Real to San Juan Street within the existing street right of way. This option would also require the undergrounding of the existing overhead services and removal of the existing poles from El Camino to San Juan.

The construction of new concrete sidewalk, access ramps and driveway aprons, landscaped medians and street trees planters would also occur in Alternative 4.

In this Alternative, there would be a significant cost for undergrounding the overhead services, the widening of the existing street on both sides of Red Hill from El Camino Real to San Juan Street, and the acquisition of additional right of way or public access easement along the eastside of Red Hill from El Camino to San Juan.

OTHER ALTERNATIVES CONSIDERED BUT NOT ADVANCED

Three additional alternatives were identified in the early study efforts, but were not advanced. These three additional alternatives included:

1. Street Widening to its Ultimate Major Arterial Highway Condition – this alternative would result in significant property acquisition to acquire 10-foot of additional roadway right of way on both sides of the street, would require the undergrounding of the overhead services, would require eight foot of street widening on both sides of the street and still would not provide the desired bike lanes.
2. Reduction in Traffic Lanes from six to four lanes (two in each direction) – This alternative was not consider further since it would not satisfy the Orange County Master Plan of Arterial Highways nor serve the commuting needs for the City of Tustin.
3. Combination of a Landscaped Median and Bikeway – This option would require roadway widening and addition property acquisition to enable bicyclist to leave the

median area an access the pedestrian crosswalks to leave the median at cross streets. In addition this alternative would require traffic signal modifications and improvements to accommodate the bicyclist through movements across the intersecting streets. The 14-foot median may also have to be widening to ensure bicyclist safety.

GATEWAY SIGNAGE LOCATION STUDY

TAIT's analysis of Gateway Signage Locations initially identified five potential locations. However, in reviewing these five locations with the City and reviewing the City's goals for their Gateway Signage Program, all but two locations were eliminated. The two remaining proposed locations are depicted on the Exhibit in Appendix 2 and are described as follows:

Location No. 1 - In the southeast corner of Red Hill and El Camino on the north bound side of the street and outside of Caltrans Right of Way. This sign location would have to be coordinated with the existing Wendy's sign, the existing street signage and traffic signal poles and pedestrian access along the existing sidewalk.

Location No. 2 - In the proposed landscape median area north of the intersection of Red Hill and El Camino Real. In the exhibit included Appendix 2 the location of this Gateway sign is depicted within the existing stripped median layout but could be position anywhere within the proposed landscape median.

The purpose of the Gateway signage is to announce the arrival into Tustin for traffic leaving the freeway. It is not intended to be information or directional signage such as the existing Old Towne signs that is located on the north bound Interstate-5 off ramp or at the northwest corner of Red Hill and El Camino in front of the Shell Gas Station.

The Gateway Signage study by TAIT for this project did not include the development of a Gateway sign concept, so the final placement will depend on the type of signage to be used and the size of the proposed sign. For the purposes of this Gateway Signage Location Study TAIT considered the Gateway Signage to be more of a monument type sign like the examples depicted on the Gateway Signage Location exhibit included Appendix 2 which uses the City logo as an example of a monument type sign. Other signage options such as a bridge truss extending over and across Red Hill Avenue was not considered in this study.

The placement of a Gateway Sign on Caltrans' bridge or existing retaining walls did not appear to achieve the intended purpose for announcing a traveler's arrival into the City of Tustin. Because of this, no discussion where held with Caltrans to investigate placement within Caltrans right of way or existing structures.

PREFERRED CONCEPTS

The four proposed Alternatives were then submitted for City review. A meeting was then held with City Staff and TAIT to discuss the City's comments and obtain additional information from TAIT on the four proposed Alternatives. Based on the City's review and the discussion that occurred the City identified two preferred concepts that incorporated various components and elements from the original four alternatives which became the studies "Preferred Concepts". In these Preferred Concepts The City requested that Tait consider a Red Hill avenue with and without the proposed Monarch Village street improvements to Red Hill Avenue.

The two Preferred Concepts developed based on City comments are depicted on the exhibits included in Appendix 3 and are described as follows:

Concept No. 1 -

From El Camino Real to San Juan Street:

The improvements to this section of Red Hill can be described as follows:

- Reduction of the 14-foot striped median to a 12-foot raised landscaped median with 10-foot left turn lanes separated from opposing traffic with 2-foot raised curb or double-double yellow solid stripe traffic lanes
- 5-foot wide on-street Class II bike lanes in the north bound direction only
- Construction of a new combined 8-foot minimum concrete sidewalk (with new access ramps and new driveway aprons) and Class III off-street bike way in the south bound direction only.
- Three traffic lanes in each direction with the southbound traffic lanes remaining unchanged and the north bound traffic lanes being restriped as follows: an 11-foot outside traffic lane, 10-foot center traffic lane and 11-foot inside traffic lane next to the 12-foot landscaped median
- New concrete sidewalks, access ramps and driveway aprons will be provided with sidewalks widths remaining per their existing condition or be widened by a foot along the undeveloped Monarch Village street frontage.
- The proposed elongated street tree planters that have a maximum length of ten feet and a varying width from 2 feet to 3 feet are proposed along both sides of the street section.

From San Juan Street to Bryan Avenue:

This section of Red Hill is the same that was identified in Alternative No. 1 and No. 2. The proposed street improvements in this section can be described as follows:

- A 10-foot wide raised landscape median with 10-foot left turn lanes separated from opposing traffic with double yellow solid stripe traffic lanes
- 5-foot wide on-street Class II bike lanes in both directions
- Three lanes of traffic in each direction with an 11-foot outside traffic lane, 10-foot center traffic lane and 11-foot inside traffic lane next to the 10-foot landscaped median
- Construction of new 4-foot wide concrete sidewalk (with new access ramps and new driveway aprons) separated from the street curb by a 3.5-foot wide continuous

landscape planter running the entire length of the street section and on both sides of the street.

In this Concept the existing overhead utility services and power poles will remain in their current condition. Negotiations with Southern California Edison to place additional street trees under their existing overhead lines will be necessary to plant additional street trees or replace existing trees that are in a poor condition.

This Concept requires no street widening or the acquisition of additional right of way or public access easements.

Concept No. 2 -

From El Camino Real to San Juan Street:

The improvements to this section of Red Hill can be described as follows:

- Reduction of the 14-foot striped median to a 10-foot raised landscaped median with 10-foot left turn lanes separated from opposing traffic with double yellow solid stripe traffic lanes
- 5-foot wide on-street Class II bike lanes in both directions
- Three traffic lanes in each direction with an 11-foot outside traffic lane, 10-foot center traffic lane and 11-foot inside traffic lane next to the 10-foot landscaped median
- Construction of new concrete sidewalks (with new access ramps and new driveway aprons) at a reduced minimum width of 4 feet and the addition of a 3½-foot wide continuous landscape planter running the entire length of the street section and on both sides of the street separating the sidewalk from the street curb.

From San Juan Street to Bryan Avenue:

This section of Red Hill is the same that was identified in Alternative No. 1 and No. 2 and in Concept No. 1. The proposed street improvements in this section can be described as follows:

- A 10-foot wide raised landscape median with 10-foot left turn lanes separated from opposing traffic with double yellow solid stripe traffic lanes
- 5-foot wide on-street Class II bike lanes in both directions
- Three lanes of traffic in each direction with an 11-foot outside traffic lane, 10-foot center traffic lane and 11-foot inside traffic lane next to the 10-foot landscaped median
- Construction of new 4-foot wide concrete sidewalk (with new access ramps and new driveway aprons) separated from the street curb by a 3.5-foot wide continuous landscape planter running the entire length of the street section and on both sides of the street.

In this concept the existing overhead utility services and power poles will remain in their current condition. Negotiations with Southern California Edison to place additional street trees under their existing overhead lines will be necessary to plant additional street trees or replace existing trees that are in a poor condition.

This Concept requires no street widening or the acquisition of additional right of way or public access easements.

ESTIMATED CONSTRUCTION COSTS FOR THE PREFERRED CONCEPTS

Detailed preliminary construction cost estimates are included in Appendix 4 for the two Preferred Concepts.

The estimated construction cost for Concept No. 1 is \$1,000,000 in 2012 dollars.

The estimated construction cost for Concept No. 2 is \$915,000 in 2012 dollars.

Cost assumptions include:

- Removal and reconstruction of all sidewalks and access ramps.
- Removal of all existing landscaping except for street trees under the overhead power lines.
- Off-site private driveway improvements are limited to five feet beyond the street right of way, and only includes the removal and construction of concrete driveway.
- A five percent (5%) mobilization cost factor is included in the cost estimate.
- A of twenty percent (20%) contingency cost factor has been included in the estimated costs.
- The cost to furnish and install the Gateway Signage is not included in these preliminary construction cost estimates.

Please note that the cost analysis does not include soft costs for landscape planning efforts, preliminary and final designs, technical studies and any permitting costs.

CITY RECOMMENDED CONCEPT

Based upon further review of the two "Preferred Concepts" the City has selected Concept No. 2 as their "Recommended Concept" to be advanced for this section of Red Hill Avenue from El Camino Real to Bryan Avenue.

This recommendation is based on the following features being provided:

- Provisions for a continuous 5-foot wide on-street bike lanes
- Construction of new concrete street sidewalks, access ramps and driveway aprons
- Establishment of new street landscape planters with street trees
- Creation of a landscaped median with median trees

The creation of the new concrete sidewalks and driveway apron and provisions to provide new on-street bike lanes will be accomplished to provide "Safe Route to School" improvements along this section of Red Hill Avenue.

**Red Hill Avenue
Streetscape and Median Feasibility Study
El Camino Real to Bryan Avenue
CIP #70209**

Appendix 1

Existing Condition and Alternative Exhibits

**Alternative No. 1
Alternative No. 2
Alternative No. 3
Alternative No. 4**



REFERENCE LINE A
SEE BELOW LEFT



MONARCH: VILLAGE ASSUMPTIONS:

1. ASSAULTS AND ROBBERIES WOULD BE VALUED ACCORDING TO THE COMPARISON AS AN INDICATOR OF THE
ALSO AS A BASIS FOR THE ESTIMATION OF THE ECONOMIC EFFECTS OF THE CRIMINAL ACTS ON THE
STREET FRONTAGE
2. STREET SECTIONS FROM ALLEY TO SIDE ALLEY ARE SHOWN WITH A GRADIENT VALUE INDICATING THE
DIRECTION

ALTERNATIVE 1 DESCRIPTION:

- PROBES 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840

STREET ISSUES:

ANS: SEE IF THE BILL IS MAINTAINED BY THE HOUSE OR REPEAL TO ALL? (b) IF U OR WASHINGTON, A 1' RIGHT OF ANY ACQUISITION OR EASEMENT (DECOMMISSION) MAY BE REQUIRED TO MAINTAIN EXISTING 15 OUTSIDE TRAVEL LANE.

GENERAL ASSUMPTIONS:

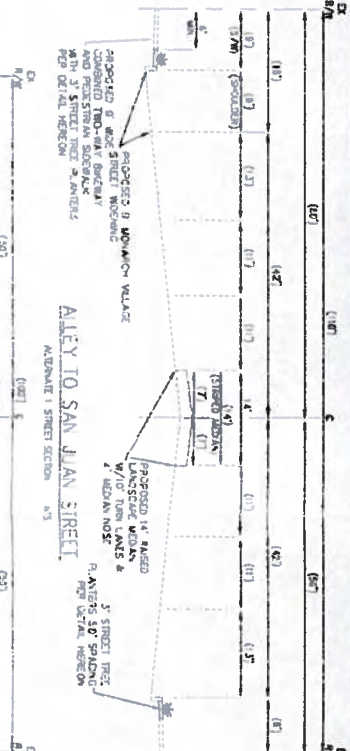
[illegible]

REFERENCE LINE A
SEE ABOVE RIGHT



EL CAMINO TO ALLEY
MIDWINTER STREET SECTION 4TH

STREET SECTION



ALLEY TO SAN JUAN STREET
MIDNIGHT STREET SECTION 43

ALL IN ONE SECTION

CONCEPTUAL FEASIBILITY STUDY ALTERNATIVE 1



701 N. Parkcenter Drive
Sparta, Wis. 54581

D 714/562/8200 F 714/562/8211
cable 562-8200

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96	97	98	99	100

NO.	DESCRIPTION	BY	DATE	TIME	NO.	DESCRIPTION	BY	DATE	TIME
	RECEIVED								

**Red Hill Avenue
Streetscape and Median Feasibility Study
El Camino Real to Bryan Avenue
CIP #70209**

Appendix 2

Gateway Signage Location Exhibit

**Red Hill Avenue
Streetscape and Median Feasibility Study
El Camino Real to Bryan Avenue
CIP #70209**

Appendix 3

Preferred Concepts

Concept No. 1

Concept No. 2

**Red Hill Avenue
Streetscape and Median Feasibility Study
El Camino Real to Bryan Avenue
CIP #70209**

Appendix 4

**Construction Cost Estimates
for
Preferred Concepts**

ME0328
City of Tustin
Red Hill Avenue Streetscape & Median Feasibility Study
Preliminary Construction Cost Estimate (in 2012 dollars)

Date: July 29, 2012

		Concept 1		Concept 2 - Recommended
El Camino to San Juan				
Demolition	\$	102,087.50	\$	84,987.50
Sidewalk Improvements	\$	194,360.00	\$	178,530.00
Street Median Improvements	\$	85,335.00	\$	52,315.00
San Juan to Bryan				
Demolition	\$	125,400.00	\$	125,400.00
Sidewalk Improvements	\$	168,400.00	\$	168,400.00
Street Median Improvements	\$	111,325.00	\$	111,325.00
Subtotal - Demo & Const	\$	786,907.50	\$	720,957.50
Mobilization 5%	\$	39,345.38	\$	36,047.88
Contingency 20%	\$	165,250.58	\$	151,401.08
Const Erosion Control BMPs	\$	7,000.00	\$	7,000.00
Total:	\$	998,503.45	\$	915,406.45

**Red Hill Avenue
Streetscape and Median Feasibility Study
El Camino Real to Bryan Avenue
CIP #70209**

Appendix 5

**Existing Overhead Utility Services
Investigation and Cost Estimate**

**Prepared By:
Utility Specialists**

City of Tustin

Red Hill Avenue Conversion/Relocation

El Camino Real to Bryan Avenue

Prepared for Tait & Associates

By Utility Specialists

May 7, 2012

Red Hill Avenue has an existing overhead SCE pole line that consists of (1) 4-wire 12Kv system, (1) local street light distribution system, (4-6) communications attachments by ATT, Time Warner Cable and possibly Cox Communications or others under a standard pole sharing agreement. This pole line also ties in several perpendicular overhead systems, (1) at San Juan Street, (1) at Bryan Avenue and (2) systems between Lance Drive and San Juan Street that serve existing residential communities. This pole line also provides service points to several residences (northwest) and/or apartment communities (southeast) along Red Hill.

At the intersection of Red Hill and El Camino Real these facilities are underground. They rise to an overhead position on Pole # 4366594E (Figure 1.1) approximately 260' northeast of the intersection.



Figure 1.1

At the intersection of Red Hill and Bryan, this pole line joins an existing SCE 66Kv Transmission pole line (Figure 1.2) that comes from Bryan and joins this pole line and continues to the northeast along Red Hill.

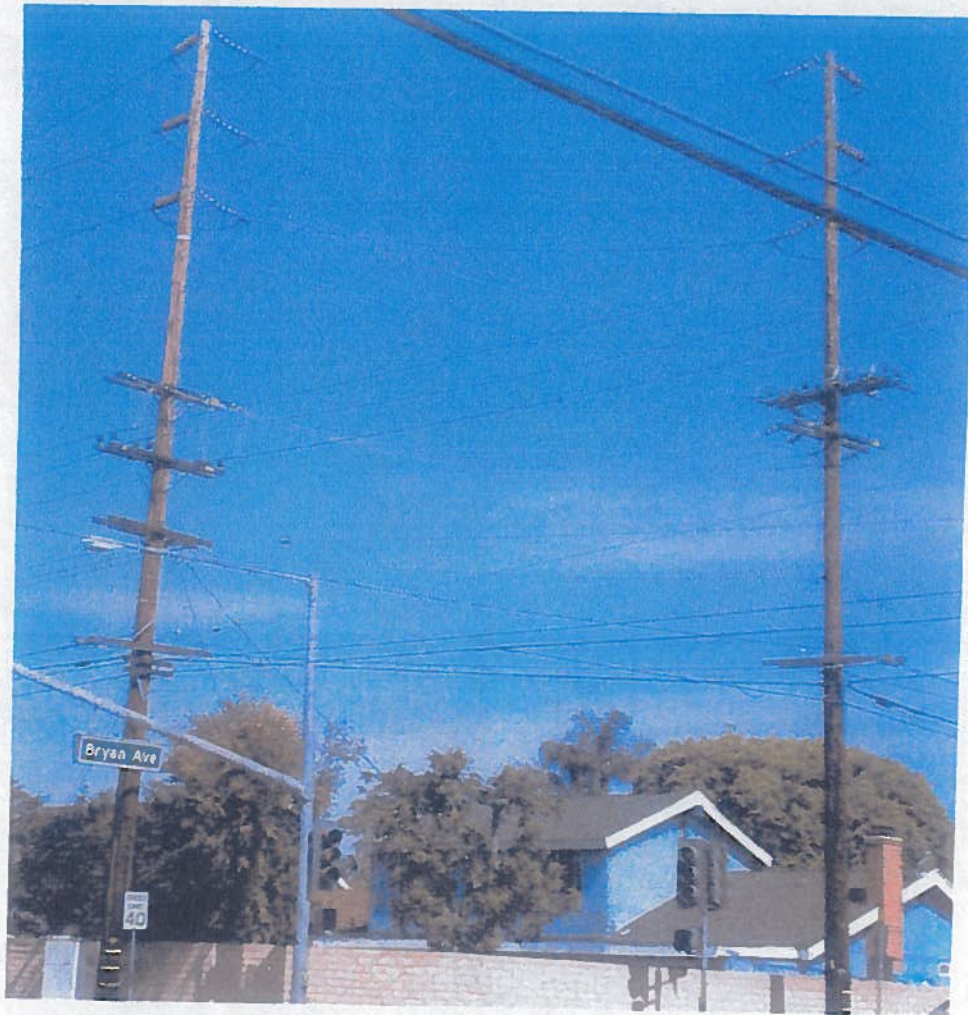


Figure 1.2

This overhead pole line has (2) remote SCE switches attached (Figure 1.3) that will need to be place on above ground pad locations. There is also (1) manual switch at the corner of Red Hill and Bryan that will also need to be placed.



Figure 1.3

At several locations there are SCE, ATT and CATV risers (Figure 1.4) that go underground to serve various developments and/or services to different facilities. Along with these, there are several transformers that are providing service voltage power that we will need to find space for locating the pad mounted transformers so we can maintain service to all existing uses.

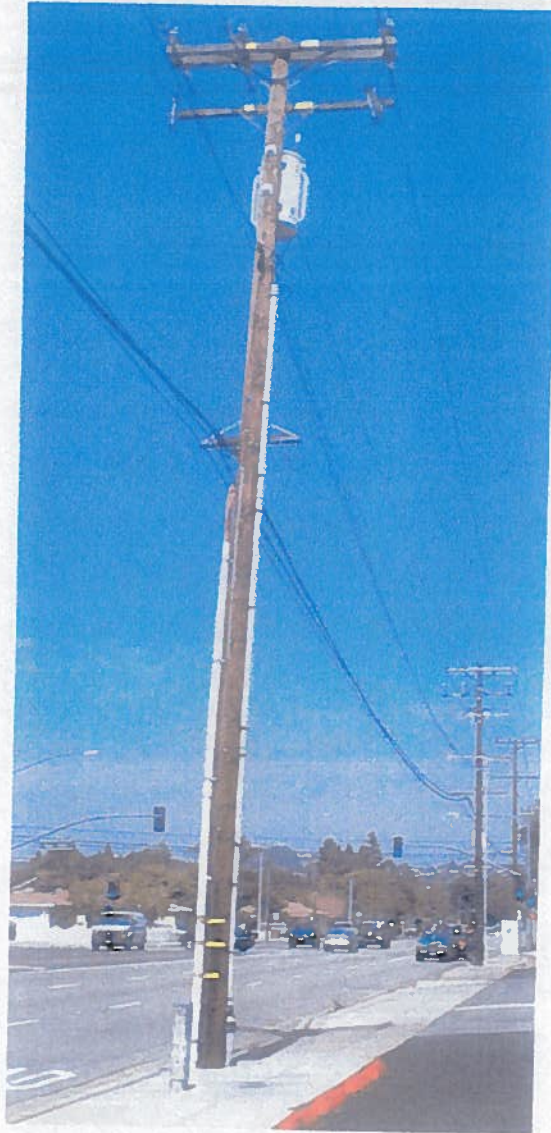


Figure 1.4

Constraints

Relocations will need to take place at several locations in order to take advantage of some tariff applications. Specifically when dealing with services to the opposite side of the street to some residents.

Communications facilities (ATT and CATV) will be converted to underground as well along this route in a similar manner. It is expected that all of these facilities go together in a joint trench. Space will need to be considered for any and all underground and pad mounted structures per the SCE underground initiative.

SCE's Underground Initiative that has been in place for the last year or so requires all structure to be place above ground where possible. There are some exceptions where space is not adequate to provide for clearances and safety. The tie in with the SCE transmission overhead pole at Bryan may create a scheduling delay if any of the transmission facilities require relocation (this is not taken into consideration with respect to potential schedule or costs below). With the system feeding overhead services to adjacent residents, their will need to be some negotiations with the affected residents to discuss how to handle converting or relocating these facilities to keep service in place with the least amount of interruption or inconvenience to residents.

This possible conversion/relocation is fairly standard and should easily be managed to a successful outcome with the utility agencies involved.

Potential Schedule

Item		Duration	Predecessor
	SCE		
1	Submit to Dry Utilities (Street Improvement Plans at 65% or better with conceptual conversion/relocation)	0 wks	
2	SCE Prelim Design	12 wks	1
3	Review and approve SCE Prelim Design	2 wks	2
4	SCE final design	6 wks	3
5	SCE final contracts	3 wks	4
6	Applicant sign SCE Contracts and send Payment	2 wks	5
	Phone		
7	Phone Design	8 wks	2
8	Execute Agreements	2 wks	7
	Cable		
9	Cable Design	8 wks	2
10	Developer execute Agreements	2 wks	9

Utility Contacts

SCE

Randy Williams – Planning Supervisor

(949) 458-4674

randall.williams@sce.com

ATT

Craig Akin

(714) 666-5698

Ca1818@att.com

Time Warner

Chris Donnelly

(714) 903-8307

chris.donnelly@twcable.com

PRELIMINARY COST REPORT

Red Hill Avenue

May 7, 2012

The following is an opinion of probable gas, electric, telephone, and CATV costs. Utility Specialists' opinion of probable costs is made on the basis of our experience and qualifications and represents our best judgement based on direction, plans, and information provided by the client. Utility Specialists, cannot and does not guarantee that proposals, bids or the construction costs will not vary from the opinions that we have prepared. This information is proprietary and not for distribution without the written consent of Utility Specialists.

	REFUNDABLE OPTION COST OPINIONS	NON- REFUNDABLE ELECTRIC OPTION COST OPINIONS
A. ELECTRIC DISTRIBUTION SYSTEM (UTILITY CHARGES)		
1. Electric Deposit	\$0	\$0
2. Tax on Value of Trench & Conduit	\$0	\$0
3. Tax on Value of Substructures	\$0	\$0
4. Electric Line Relocations & Removals	\$0	\$0
5. Electric Conversion	\$565,690	\$565,690
6. Right-of-Way Fees	\$0	\$0
7. Street Lights (SCE)	\$0	\$0
8. Excess Electric Service Cable/Service Delivery Point	\$0	\$0
B. GAS DISTRIBUTION SYSTEM (UTILITY CHARGES)		
1. Gas Deposit	\$0	\$0
2. Gas/Fuel Line Relocations	\$0	\$0
C. TELEPHONE DISTRIBUTION SYSTEM (UTILITY CHARGES)		
1. Telephone Deposit	\$0	\$0
2. Tax on Value of Customer Work	\$0	\$0
3. Telephone Relocations	\$41,440	\$41,440
4. Telephone Conversion	\$224,410	\$224,410
5. Secondary M.P.O.E.	\$0	\$0
D. CATV DISTRIBUTION SYSTEM (UTILITY CHARGES)		
1. CATV Deposit	\$0	\$0
2. CATV Relocations	\$2,010	\$2,010
3. CATV Conversions	\$51,520	\$51,520
E. CONTRACTOR INSTALLATION COSTS		
1. Trench, Backfill, Conduit & Substructure Installation		
-Mains	\$0	\$0
-Services	\$0	\$0
-Conversions	\$1,055,350	\$1,055,350
2. Street Lights & Installation Cost	\$0	\$0
3. Dry Utility Consulting Fees	\$0	\$0
F. ESTIMATED REIMBURSEMENTS		
1. Electric Facilities (given as a refund based on allowance)	\$0	
2. Gas Trench (given as refund based on allowance)	\$0	
3. Telephone Trench, Conduit & Substructures	\$0	
4. CATV Facilities	\$0	
G. ESTIMATED REFUNDS		
1. Electric Deposit (refundable option only)	\$0	
2. Gas Deposit (refundable option only)	\$0	
3. Telephone Deposit	\$0	
H. TOTALS	\$1,940,420	\$1,940,420
I. NET COST-Total Cost Minus Refunds & Reimbursements	\$1,940,420	\$1,940,420