



TUSTIN LEGACY SPECIFIC PLAN

City of Tustin | Ordinance 1482 07-18-17

Prepared for: City of Tustin
Community Planning
300 Centennial Way
Tustin, CA 92780

Prepared by: PlaceWorks
3 MacArthur Place, Suite 1100
Santa Ana, CA 92707



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

CITY COUNCIL

John Nielsen (former Mayor)
Dr. Allan Bernstein, Mayor
Al Murray, Mayor Pro Tem
Letitia Clark, Council Member
Rebecca Gomez, Council Member
Charles E. Puckett, Council Member

PLANNING COMMISSION

Austin Lombard, Chairperson
Ryder Smith, Chairperson Pro Tem
Amy Kavanaugh Mason, Commissioner
Steve Kozak, Commissioner
Jeff Thompson, Commissioner

COMMUNITY DEVELOPMENT

Elizabeth Binsack, Director of Community Development
Justina Wilkom, Assistant Director of Community Development

CONSULTANTS

PLACEWORKS, INC.

Karen Gulley, Principal
3 MacArthur Place, Suite 1100
Santa Ana, CA 92707
714.966.9220

FUSCOE ENGINEERING

Ian Adam, Principal
16795 Von Karman Ave Ste 100
Irvine, CA 92606
949.474.1960

PACE ADVANCED WATER ENGINEERING

Mark Krebs, President
17520 Newhope Street, Suite 200
Fountain Valley, California 92708
714.481.7300

STANTEC CONSULTING SERVICES, INC

Daryl Zerfass, Principal
38 Technology Drive, Suite 100
Irvine, CA 92618
949.923.6000

**Upon adoption by City Council, the Tustin Legacy Specific Plan supersedes and replaces the previous MCAS Tustin Specific Plan/Reuse Plan.*

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Section 1

INTRODUCTION



Section 1. INTRODUCTION

1.1 OVERVIEW

The Tustin Legacy Specific Plan (formerly the MCAS Tustin Specific Plan) is the prevailing land use policy document for approximately 1,500 acres of land in the City of Tustin, known as Tustin Legacy, as well as 95 acres in the City of Irvine. Originally adopted in 1999, the Tustin Legacy Specific Plan has been amended several times to respond to changing market conditions. As the economic climate improved in 2013 the City embarked on a revisioning effort to bring focus back to development of the remaining City-owned lands. The revisioning process resulted in a decision by City Council to update the Specific Plan to address desired changes in the mix of uses, development regulations and building form, and implementation of open space, circulation, and other infrastructure for the remaining project area.

1.2 PURPOSE AND INTENT

A Specific Plan is one tool for implementing goals and policies of the Tustin General Plan. A Specific Plan also contains the development and reuse regulations that constitute the zoning for the property. As a federal installation, MCAS Tustin was not subject to local zoning and planning requirements. Since conversion to civilian use, the property is now under the jurisdictional authority of either the City of Tustin or the City of Irvine, and is subject to local codes and ordinances. The City of Irvine assigned responsibility for preparation of the Plan to Tustin for that portion of the Plan area within Irvine. Then the City of Irvine subsequently adopted the General Plan and zoning changes necessary to implement the provisions of the Plan.

The Tustin Legacy Specific Plan (the Plan) includes detailed planning, policies, regulations, and implementation procedures necessary to guide the long – term reuse and development of the Specific Plan area. Implementation of the Plan is an ongoing process and there are unique circumstances associated with converting military bases to civilian uses. The Plan is intended to be practical in economic terms, visionary in terms of its ability to create and respond to future market opportunities, and detailed in terms of important public realm and urban form elements. The Plan is also intended to provide sufficient confidence to builders that their investments will be protected through high-

quality development standards and guidelines applied throughout Tustin Legacy. At the same time, the Plan is intended to offer sufficient flexibility to respond to changing market conditions. A careful balance between certainty and flexibility underlies the provisions of this Plan.

1.3 HISTORY

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

When the original decision was made in 1991 to close MCAS Tustin, the local community did not oppose the base's closure. Instead, the community proceeded immediately with planning for reuse. The Department of Defense recognized the City of Tustin as the Lead Agency or Local Redevelopment Authority (LRA) for preparation of the required reuse planning documents in late 1991. The City of Tustin determined that the most appropriate tool to guide the conversion of the base from military to civilian use and to facilitate entitlements and permitting was the preparation of a combined Specific Plan/Reuse Plan. The MCAS Tustin Specific Plan/Reuse Plan, now known as the Tustin Legacy Specific Plan, is the culmination of this planning effort.

1.3.1 Base History

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

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

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

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

Most notably the base contains two Lighter-than-Air Blimp Hangars. The structures were used to house blimps and planes during World War II. The hangars are among the world's largest freestanding wooden structures and contain the largest covered, unobstructed open space of any structures in the world. In 2009 the City compiled historical documentation including a video and written documentary that was approved by the Department of the Navy, State Office of Historic Preservation and Federal Advisory Council on Historic Preservation to memorialize the importance of the structures.

1.3.2 Conveyance History

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

Conveyance of property to the City of Tustin was officially approved with the execution of an Agreement between the United States of America and the City of Tustin, California for the Conveyance of a Portion of the Former Marine Corp Air Station Tustin (The "Navy Agreement") dated May 13, 2002. The Agreement provided for the phased conveyance of approximately 1,153 acres at the former MCAS Tustin located within the City of Tustin and all utility systems at the former facility (within both the City of Tustin and City of Irvine jurisdictional boundaries) and certain personal property items. The Navy Agreement also identified parcels that the Navy would auction to private developers.

Following approval of the Navy Agreement additional conveyances were made between the City and other agencies including the Orange County Sheriff's Department, Tustin Unified School District, Irvine Unified School District, Rancho Santiago Community College District, and South Orange County College District. Several homeless service providers were also conveyed parcels as discussed in the Homeless Accommodation Plan.

1.4 LOCATION AND SETTING

1.4.1 Existing Conditions

The Tustin Legacy Specific Plan (former MCAS Tustin Specific Plan), is in an urbanized area in the southern portion of the City of Tustin and the northwest portion of the City of Irvine in Orange County, California. The 1,606-acre project area includes 1,511 acres in Tustin and approximately 95 acres in Irvine. The major roadways that border the site are Red Hill Avenue on the west, Edinger Avenue on the north, Harvard Avenue on the east, and Barranca Parkway on the south. Jamboree Road bisects the site and provides access to State Route 261 (SR-261) which is a Toll Road. Regional access to the project area is also provided by State Route 55 (SR-55) via Edinger Avenue/Newport Avenue and Barranca Parkway/Dyer Road to the west and by Interstate 5 (I-5) via Red Hill Avenue, Tustin Ranch Road and Jamboree Road to the north. Figure 1-1, Regional Location, and Figure 1-2, Local Vicinity, show the location of the project area within the regional and local contexts of the County of Orange and the cities of Tustin and Irvine, respectively.

Since conveyance in 2002, redevelopment/development has occurred on several parcels in the Plan area. Military uses have transitioned to a variety of residential, commercial, and institutional land uses. Existing residential development consists of four neighborhoods—Tustin Field, Columbus Square, Columbus Grove Tustin, and Columbus Grove Irvine. These neighborhoods were built during the last decade and total 2,507 units (402 units in Irvine and 2,105 in Tustin). Each of the neighborhoods has a range of housing types, including traditional single-family homes, row townhomes, triplexes, and multifamily housing in courtyard and stacked-flat configurations. The neighborhoods also have recreation facilities and parkland. The Specific Plan area currently has 12 acres of public and private neighborhood parks in residential neighborhoods between both cities. Three residential projects are under construction or recently completed development—Anton Legacy a 225-unit affordable housing community, Amalfi a 533-unit apartment complex with 496 market rate units and 37 moderate income units, and Greenwood a 375-unit single-family neighborhood.

In Tustin, existing commercial development consists of a large regional shopping center (approximately 1,016,000 square feet) called The District, which has over 75 businesses, including specialty and big box retail, restaurants, entertainment, and a variety of services.

Existing institutional uses include Heritage Elementary School, which is operated by Tustin Unified School District and is currently used as a continuation school. Other institutional uses include a regional law enforcement training facility in partnership with Rancho Santiago Community College District, an Army Reserve Center, the Village of Hope transitional housing/emergency shelter operated by the OC Rescue Mission, and a children and family care shelter operated in a partnership between the County of Orange Social Services Agency and Orangewood. In addition to these uses, the South Orange County Community College District (SOCCCD) has a small campus with approximately 14,680 square feet, housing the first phase of a larger mixed-use educational campus referred to as the Advanced Technology and Education Park (ATEP). These existing institutional uses total approximately 450,825 square feet.

In the City of Irvine, the Irvine Unified School District has a small campus called the Creekside Education Center on approximately 20 acres. Approximately eight acres have been developed on the site with administration facilities, Creekside High School, and Irvine Adult School. These uses comprise 35,400 square feet of building space. A 15,000-square-foot central kitchen and 4,000-square-foot culinary arts institute were recently approved on a 4-acre portion of the site.

Approximately 867 acres of the project area are vacant or contain unoccupied buildings from the former Marine Corps Air Station (MCAS). Entitled projects that are expected to start construction in the coming year include a 29-acre community park, a 21-acre neighborhood commercial and medical office project called the Village at Tustin Legacy, and a large creative office/R&D campus called Cornerstone I (renamed to Flight at Tustin Legacy). Figure 1-3, Built and Entitled Projects, shows the location of the projects in Tustin and Irvine as described above.

Figure 1-1 Regional Location

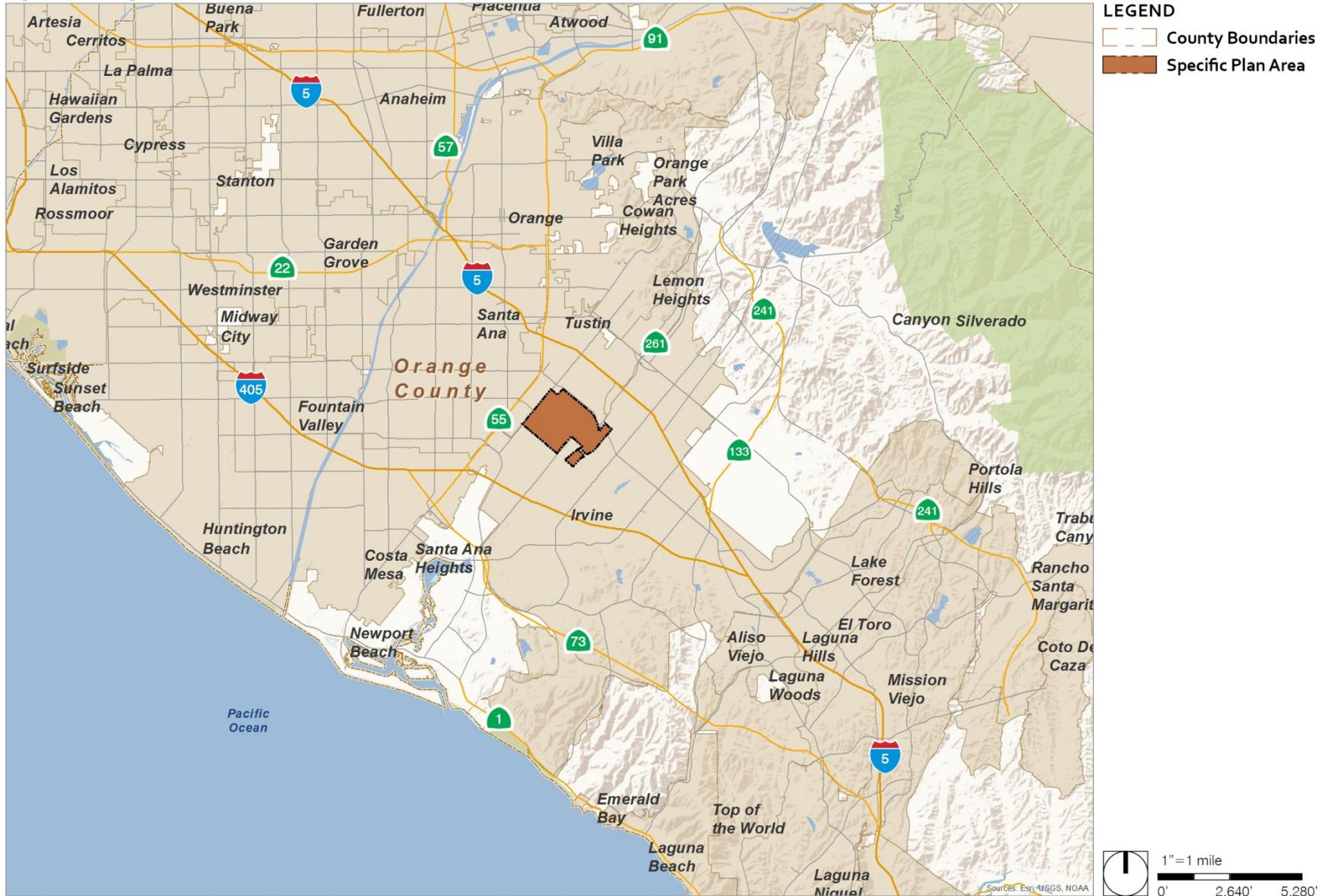


Figure 1-2 Local Vicinity

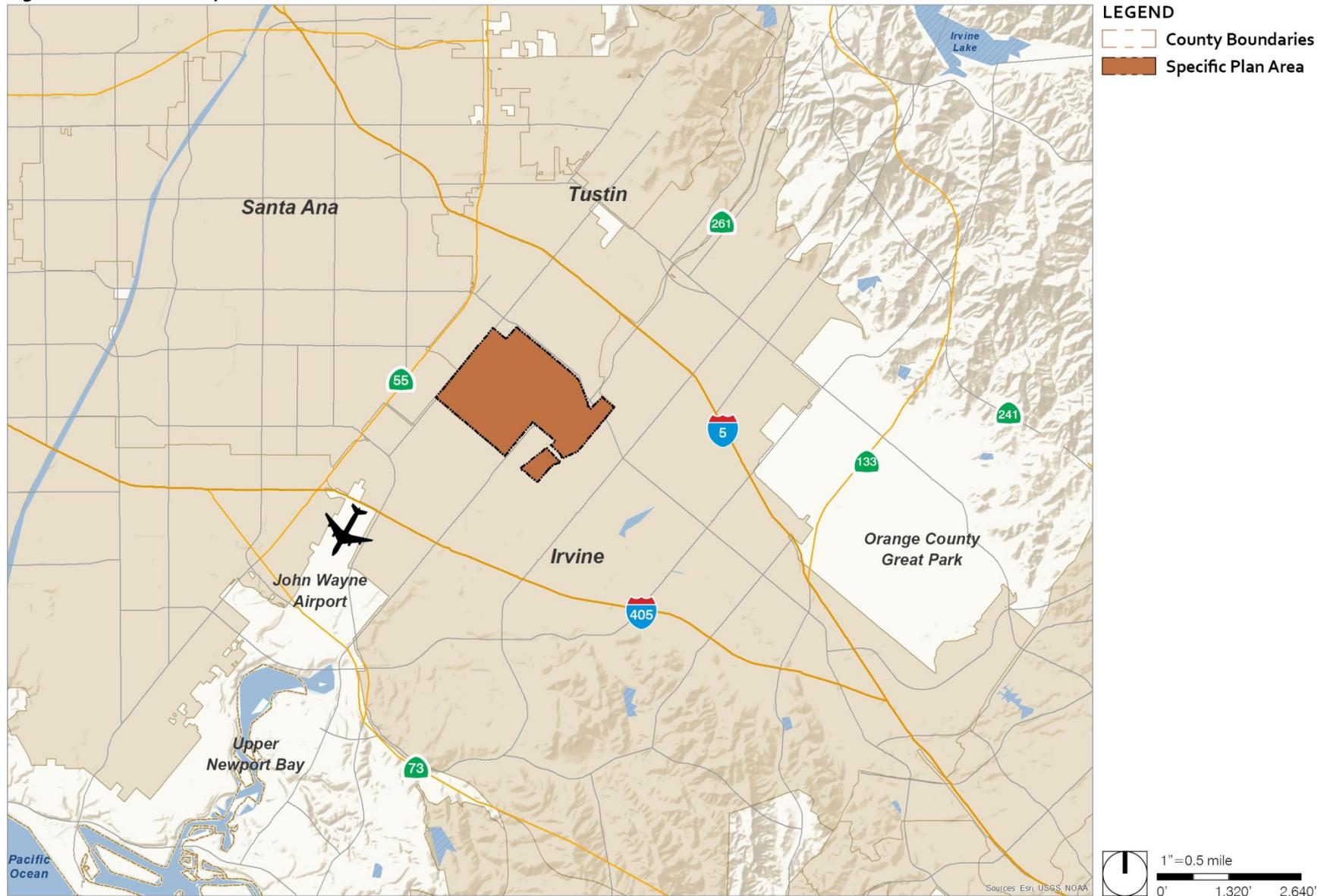


Figure 1-3 Built and Entitled Projects

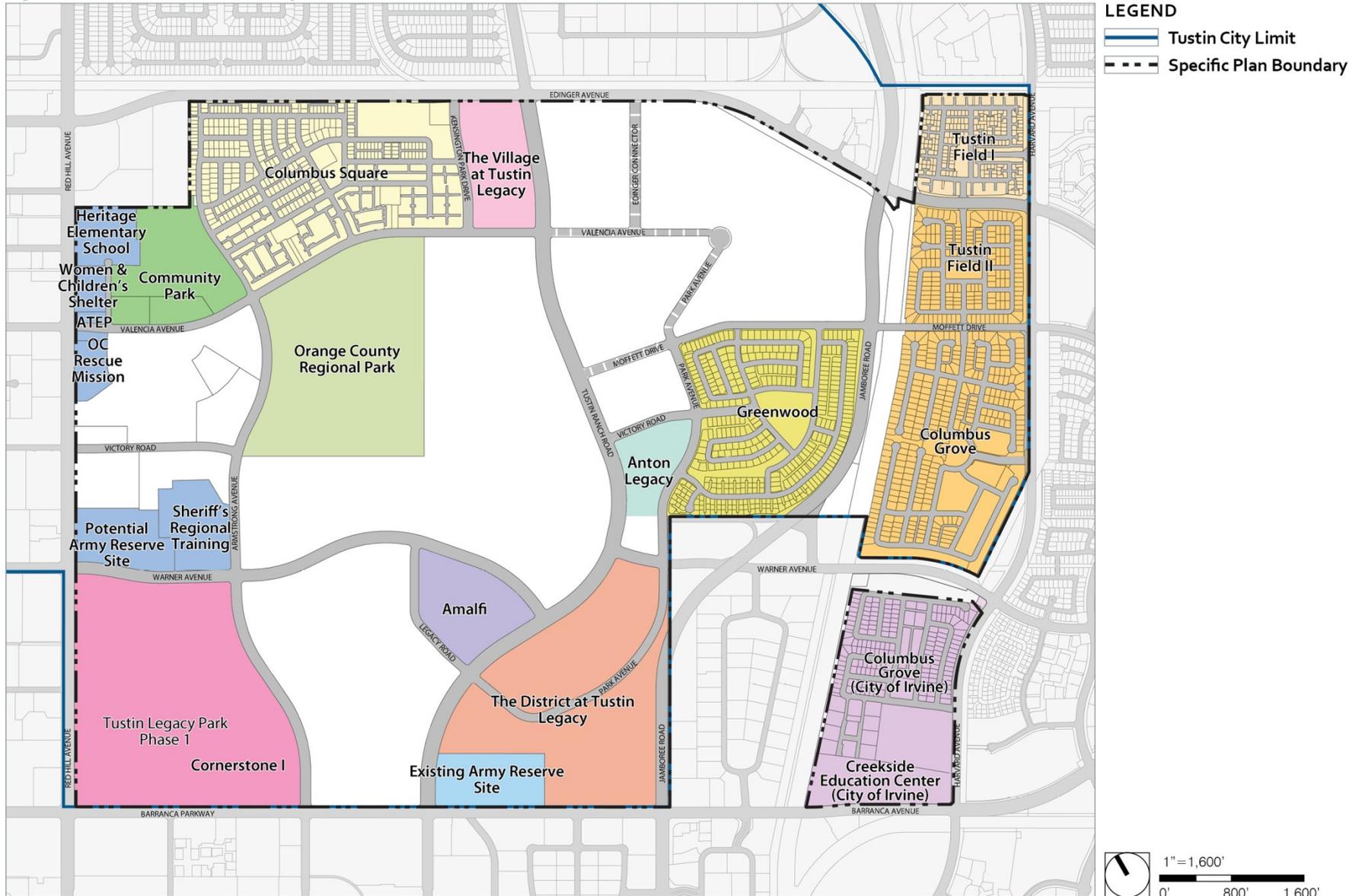


Table 1-1 Existing Development Statistical Summary

PA	LAND USE	SPECIFIC PLAN ACRES	ADOPTED SPECIFIC PLAN		PROPOSED AMENDED SPECIFIC PLAN		DIFFERENCE (PROPOSED – CURRENT)	BUILT/APPROVED		REMAINING	
			MAX RESIDENTIAL UNITS	MAX NON-RESIDENTIAL SQ. FT.	MAX RESIDENTIAL UNITS	MAX NON-RESIDENTIAL SQ. FT.		RESIDENTIAL	NON-RESIDENTIAL	RESIDENTIAL	NON-RESIDENTIAL
1	Education Village	120	-	2,279,050	-	2,254,200	(24,850) Sq Ft		210,564		2,043,636
2	Community Park	29	-	40,531 ¹	-	1,000	(39,531) Sq Ft		2,000		(1,000)
3	Transitional/ Emergency Housing	5		192	-	192	No Change		192	0	0
				133,294		133,294			133,294		
4-5	Residential	106	925		895 ²	-	(30) DU	895		0	0
6	County Regional Park	85	-	574,992	-	574,992	No Change				574,992
7	Commercial	21	-	248,292	-	248,292	No Change		248,292		0
8 ³	Recreation/ Entertainment Core	190	-	1,976,692	-	1,547,690	(429,002) Sq Ft				1,547,690
9-12	Commercial/ Business	117	-	1,267,324	-	1,588,198	320,874 Sq Ft		870,000		718,198
13-14	Mixed-Use Urban	124	891	2,780,587	1,672 ⁴	606,000	781 DU (2,174,587) Sq Ft	376		1,296	606,000
15	Mixed-Use Transit	271	1,214	503,410	2,814 ⁵	1,095,200 ⁶	1,600 DU 591,790 Sq Ft	567		2,247	1,095,200
16-19	Commercial	103	-	1,483,553	-	1,483,553	No Change		1,016,000		467,553
20	Residential	29	376	-	376	-	No Change	376		0	
21	Residential	127	793	-	654	-	(139) DU	654		0	
22	Residential	73	402	-	402	-	No Change	402		0	
	ROW	206	-	-	-	-	-			0	
	TOTAL	1,606	4,601	11,287,725	6,813⁷	9,532,419	2,212 DU (1,755,306) Sq. Ft.	3,270	2,480,150	3,543	7,052,269

1. Existing Buildings.
2. Does not include 180 density bonus units.
3. PA 8 and PA 13-14 were combined in the Adopted Specific Plan they are broken out in the Amended Specific Plan.
4. Does not include 157 density bonus units.
5. Does not include 33 density bonus units.
6. Includes Senior Community as a commercial use.
7. Total does not include 370 density bonus units.

1.5 MARKET CONDITIONS

The long-term county-wide market trends following the 2008–09 recession have greatly affected underlying market conditions since adoption of the 1999 MCAS Tustin Specific Plan. This section summarizes some of the key demand drivers and current conditions for the residential and non-residential markets.

1.5.1 Residential Market

Population

Orange County experienced a steadily growing population, increasing from 1,421,000 in 1970 to 3,148,000 in 2015. Over this period the annual growth rate was about 2.3 percent per year, with the lowest rate at 1.5 percent during the brief recession between 1990–1991. More recently—between 2000 and 2015—the annual rate of population growth fell to 1.3 percent. Since 2000, population growth has remained around 20,000 people per year.

The California Department of Finance (DOF) projects that Orange County's rate of population growth will continue to decrease through 2053, at which point it will turn negative and the County's population will start decline. From 2015 to 2053, DOF projects an annual rate of population growth of 0.3 percent. Under this projection, the County's population would increase by about 15,500 per year over the next ten years, and from 2015 to 2053, the average increase would be about 9,000 per year.

Household Size

The average household size in Orange County has risen slightly overtime. This is a departure from the national trend which has steadily declined since the late 1940's. In 2015, the county's average household size was 3.06, a slight increase for the county, but about 20 percent higher than the national average. Orange County's average household size was higher than the state's, 2.95, and lower than the household size across the five counties of Southern California, 3.09, in 2015. However, the Southern California Association of Governments (SCAG)'s draft 2016 Growth Forecast projects that the County's average household size has already begun a downward trend. Specifically, the forecast suggests that household size will decline by 2.3 percent from 2012 to 2040. The decline in the average size of households across Orange County signals a shift in market demand from that when the original specific plan was adopted.

Generational Changes

As the baby boom generation continues to transition—from families with children to empty nesters and from employment to retirement—some portion will desire to sell their current family-sized houses and relocate to smaller housing units. There are substantially fewer households in the baby bust generation (Gen-X, those born from 1965 through 1973). When previous generations retired and relocated, larger generations followed them, ready to move into family-sized housing. With this coming generation change, however, there will be fewer households to buy housing from the baby boomers.

The key to the housing market becomes the echo boom generation, the children primarily of the baby boomers, born after 1973. Current survey research suggests that this generation, however, will have a higher preference for more urban housing and less of a preference for the traditional large-lot, single-family detached house. More importantly, though, lingering unemployment and lack of job growth coupled with changes in housing finance have forced the echo boom generation to put off forming new households and purchasing their first houses.

It appears that the changing demographics will alter the market demand in terms of the amount of demand for different housing product types. It is not yet clear, however, the degree to which demand will shift in response to these trends.

Increase in Households and Gross Market Demand

A steadily growing number of households will drive demand for new housing units. Table 1-1 provides the five-year projected increase in the number of households in the area within five miles of the Specific Plan area and for all of Orange County. The data reflect only the increase in the number of households with annual income of \$75,000 or more. The projections indicate a decrease in the number of households, with income in the range of \$50,000 to \$74,999. Households with income less than \$50,000 would not likely be able to qualify to purchase new housing or to afford market rate rents. The projected increase of 15,900 new households suggests that there will be sufficient market demand to support additional residential units in the Specific Plan area.

Table 1-2 Projected Increase in Households with Income \$75,000 or Higher, Five-Mile Radius Market Area and Orange County, 2015 to 2020

	5-MILE-RADIUS MARKET AREA	ORANGE COUNTY
(1) 2015 Households	89,200	532,700
(2) 2020 Households	105,100	625,400
(3) New Households Projected (2015-2020)	15,900	92,700

Source: Esri Business Analyst

1.5.2 Non-Residential Market

Retail Market Potential

Demand for retail building space is driven by consumer spending. Residents living in proximity to shopping centers and districts provide the majority of the consumer spending that supports retail businesses in those centers and districts. People working in the area provide some additional spending to support retail businesses. Finally, visitors also spend money that supports shopping centers and districts. Demand for more retail businesses and, hence, additional retail building space results from growth in real (inflation-adjusted) household income, increases in the number of households, increases in employment, and growth in the number or types of visitors (e.g. overnight visitors or day-trip visitors).

Since the 2008–2009 recession, the retail market has been slow to recover and generate new development. New retail development has been strongest where there is household growth and where the market is currently underserved. The rebound in retail development has been slowed by the sluggish recovery in employment and household income. However, the depressed retail market can also be attributed to an on-going shift of retail spending from bricks-and-mortar stores to online shopping. Increasingly, experience-oriented shopping—in which the quality of the experience, whether from socialization with friends, entertainment, or the quality of the place—is playing a key role in attracting investment in new retail development.

Future Retail Market Potential

Future market potential is projected based on the current spending surplus or gap plus the amount of retail spending by the new households and new workers that would be accommodated by the amount of development envisioned in this Specific Plan. The current spending surplus or gap is based on a trade area within a five-mile radius of the Specific Plan area, and it includes housing and workers accommodated in the existing development in the Specific Plan area. The increase in spending reflects the increase at buildout over the number of households and workers accommodated in existing development within the Specific Plan area.

As shown in Table 1-2, even with the addition of new households and workers, six types of retail stores will still exhibit a retail surplus (they will rely on attracting visitors to support a portion of their sales). Trade area spending at the other seven types of retail store, however, could support 1,727,200 square feet of new retail building space at buildout of the Specific Plan.

Table 1-3 Projected Retail Market Potential Based on Projected Spending, Five-Mile Radius Trade Area, at Specific Plan Buildout

	TOTAL PROJECTED SPENDING SURPLUS/(GAP) (\$)	PROJECTED BUILDING SPACE SURPLUS/(GAP) (SQ. FT.)	NEW BUILDING SPACE DEMAND (SQ. FT.)
Furniture & Home Furnishings Stores	(77,365,000)	(300,000)	
Electronics & Appliance Stores	(190,000,000)	(424,600)	
Building Materials, Garden Equip. & Supply Stores	59,464,000	117,900	117,900
Food & Beverage Stores	244,506,000	461,800	461,800
Health & Personal Care Stores	57,506,000	153,900	153,900
Gasoline Stations	100,483,000	49,500	49,500
Clothing & Clothing Accessories Stores	(216,147,000)	(605,200)	
Sporting Goods, Hobby, Book & Music Stores	26,300,000	96,100	96,100
General Merchandise Stores	225,676,000	599,700	599,700
Miscellaneous Store Retailers	(54,527,000)	(209,600)	
Full-Service Restaurants	(59,435,000)	(120,200)	
Limited-Service Eating Places	(13,497,000)	(50,400)	
Drinking Places - Alcoholic Beverages	60,824,000	248,300	248,300
Total	163,789,000	17,200	1,727,200

Source: PlaceWorks 2015, using data from Esri Business Analyst, the Urban Land Institute, and the U.S. Census Bureau.

Office and Commercial Market Potential

The office and commercial category includes non-residential development, excluding retail and industrial businesses. The estimated potential is based on projected employment growth a five-mile-radius market area.

Orange County Employment Growth

The California Employment Development Department projects employment by county in each of the 20 major sectors of the economy. The projections cover a ten-year period and are revised periodically. The most recent projections for Orange County cover the period from 2012 to 2022. If the same rate of growth is applied to the current estimated level of employment, Orange County would add 733,400 net new jobs from 2014 to 2024. If the area within a five-mile radius of the Specific Plan area were to maintain its current share of countywide employment, the trade area would add 230,120 jobs.

The environmental analysis for the Specific Plan calculates future employment in the plan area based on an employment density of 507 square feet of building square footage per employee. At that density, employment growth in the five-mile-radius trade area would support 116,700,000 square feet of non-residential building space. Some of that demand would be satisfied by currently vacant space. And some of that potential demand would be satisfied in developments in other parts of the five-mile-radius trade area. Nevertheless, the magnitude of the potential demand suggests that the market can readily absorb the Commercial/Business square footage space entitled but not yet built in the Specific Plan area.

1.6 RELATIONSHIP TO OTHER PLANS/AGENCIES

1.6.1 Tustin General Plan

The General Plan sets forth the goals and policies the City will use to make decisions regarding its future. The document is the blueprint for development and a guide to achieving the City's long-term vision. The Tustin General Plan covers seven topics: housing, circulation, noise, conservation/open space/recreation, growth management, land use, and public safety. California law allows for the preparation of Specific Plans as required for the implementation of the General Plan. The goals, development regulations and other requirements of a Specific Plan must be consistent with a city's General Plan.

This Specific Plan is an implementation mechanism of the city's General Plan. The Tustin General Plan designates the Tustin Legacy Specific Plan area as a special management area. The Tustin General Plan recognizes that the Specific Plan area has unique properties which require special attention and continuous city management to ensure that city policy is implemented and the desired results are achieved. The Specific Plan is a framework for the continued conversion of the former military base to civilian uses by providing flexible regulations that accommodate a range of housing, employment, education, recreation and social service uses.

1.6.2 City of Irvine

The Tustin Legacy Specific Plan is the regulatory document for 95 acres located in the City of Irvine. The City of Irvine amended their city's Zoning Code preceding the adoption of the 1999 MCAS Tustin Specific Plan; this amended plan does not change regulations pertaining to parcels in the City of Irvine.

1.7 GOALS AND OBJECTIVES

The overarching goal of this Specific Plan Amendment is to reposition the City's remaining undeveloped lands in light of current and future market conditions in residential, office, and commercial development; changing demographics and consumer preferences in the Orange County market; and new opportunities to attract uses and create places that will benefit the greater Tustin community.

The plan is guided by the following objectives:

1. Implement a revised land use and urban design plan for the community that weaves the existing development into an updated comprehensive vision for achieving a better balance of residential, commercial, and employment uses, well connected by a variety of transportation modes, parks, and open space.
2. Reposition the remaining undeveloped lands in Planning Area 15 to be transit oriented in terms of site design, mixing and increased intensity of land uses, walkability, location and design of public spaces, and direct pedestrian access to the adjacent Tustin Metrolink Station.
3. Reposition the remaining undeveloped land in Planning Areas 8, 13, and 14 to become a new mixed-use urban center designed around a "Main Street" that connects to the adjacent Tustin Legacy Park and The District. This large area would also include a range of commercial recreation, cultural, and entertainment uses within and adjacent to the Tustin Legacy Park
4. Establish new zoning designations for mixed-use development that provides flexibility for both horizontal and vertical mixed-use projects in Neighborhoods D and G through Mixed-Use Urban and Mixed-Use TOD land use designations.
5. Preserve the Tustin Legacy Park concept from the Adopted Specific Plan, and provide additional design direction related to trails, recreation activities, integration with adjacent development, and park design features.

6. Implement an updated mobility plan for Tustin Legacy that ensures a well-connected system of roadways, pedestrian paths, bicycle routes, and bus and shuttle routes that provide safe and convenient access to uses within Tustin Legacy, the adjacent Metrolink Station, and other offsite destinations.
7. Maintain the existing nonresidential land use/trip budget total for Tustin Legacy, while allowing for the reallocation of trips between certain neighborhoods, based on the revised mix of land uses for the remaining lands owned by the City of Tustin.

1.8 AUTHORIZATION, CONSISTENCY, AND ADOPTION

California Government Code Section 65450 establishes the authority for cities to adopt specific plans either by resolution or by ordinance. Development plans, site plans, tentative parcel maps, tract maps, and use permits must be consistent with the Specific Plan. If a development agreement is sought, it must also be found to be consistent with this Specific Plan and the City of Tustin's General Plan. Specific plans are also required to be consistent with and implement a city's General Plan. The Specific Plan was prepared in response to a General Plan Amendment in the City of Tustin, and is consistent with the goals and policies of the Tustin General Plan, as amended. A General Plan Consistency Analysis has been prepared and is included in the Appendix.

It is intended that local public works projects, design review plans, detailed site plans, grading and building permits, or any other action requiring ministerial or discretionary approval applicable to this area be consistent with this specific plan.

Upon adoption by ordinance it is intended that the Tustin Legacy Specific Plan will serve as zoning for the properties involved within the City of Tustin. Adoption by ordinance required both Planning Commission and City Council hearings. Any standard or regulation contained in this Specific Plan that differs from the Tustin City Code (TCC) shall supersede the TCC. Where this Specific Plan is silent, the provisions of the TCC shall prevail, as interpreted by the Director of Community Development.

1.9 ENVIRONMENTAL ASSESSMENT

The environmental documentation for the Tustin Legacy Specific Plan is a Supplemental Environmental Impact Report (SEIR) in accordance with the requirements of the California Environmental Quality Act (CEQA).

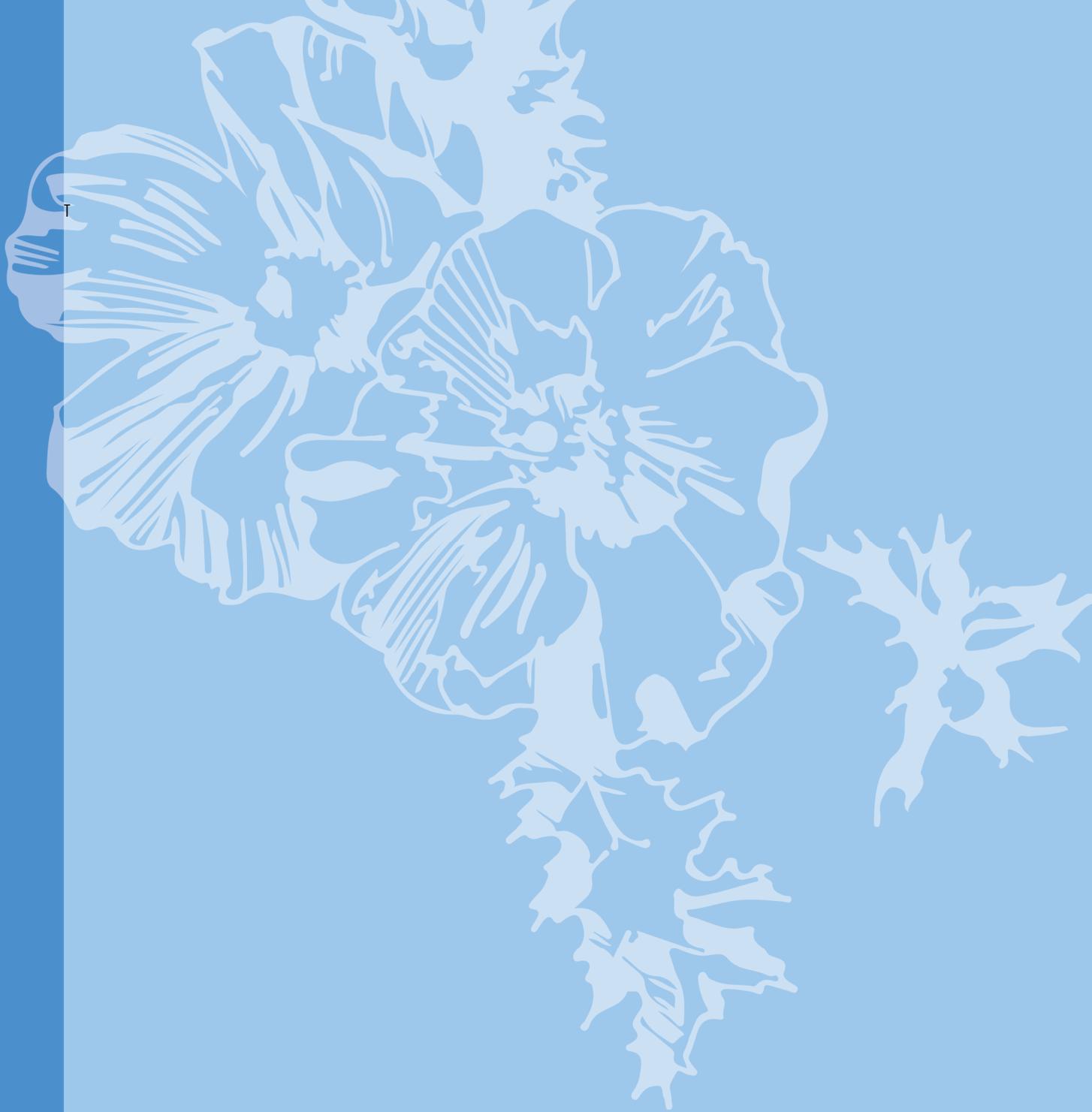
A key function of the Specific Plan is to reduce the need for future detailed planning and environmental review procedures related to development and reuse of the Plan area. The Plan and accompanying SEIR provides the necessary regulations and environmental documentation so that future development and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

This EIR is a Supplement to the 2001 Final Environmental Impact Statement/Environmental Impact Report (2001 FEIS/EIR) for the disposal and reuse of the MCAS Tustin that was certified by the Tustin City Council on January 16, 2001. Since certification of the FEIS/EIR, there have been one supplement and two addenda to the 2001 FEIS/EIR, and the City has certified or adopted multiple CEQA documents for amendments to the MCAS Tustin Specific Plan and development projects in the Tustin Legacy Specific Plan area.

1.10 PLAN ORGANIZATION AND USE

The Tustin Legacy Specific Plan is organized into five sections:

- **Introduction.** Provides the purpose and intent of the document, as well as background information and history of the area and previous planning efforts. This section also includes information regarding existing conditions, goals and planning principals, authorization, consistency, environmental assessment and adoption.
- **The Plan.** Identifies the intended land uses, mobility, parks and recreation, schools, and Infrastructure plans for the Tustin Legacy Area.
- **Regulating Code.** Provides community structure, development standards and design guidelines by planning area for the specific plan area.
- **Administration and Implementation.** Specifies how the plan requirements will be administered and how development projects will be processed. This section provides requirements for adoptions, amendments, approvals, interpretation, severability and enforcement of this document.
- **Appendices.** Includes Glossary, Reuse Planning Process, Federal Disposal Process, General Plan Consistency, and Mitigation Monitoring Program.



Section 2

THE PLAN

Section 2. THE PLAN

2.1 PURPOSE AND SCOPE

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

The major components of the plan description include: the organization of land uses, mobility, urban design, parks and recreation, and public facilities. The procedures and plans for service of each of the above plans are outlined in this chapter. Some material in this section is intended to be directive and shall be implemented according to language contained herein. Other material is conceptual and is intended to guide and not restrict creative solutions.

2.2 LAND USE

2.2.1 Land Use Designations

The Land Use Plan contains ten land use designations, including an overlay designation. Land use designations range from residential to commercial and include opportunities for vertical and horizontal mixed use, providing a flexible plan that can adapt to changing market demands. The land use designations have been assigned a Planning Area number. Planning Areas are the basis for the use and development regulations found in Section 3. A description of each land use category is provided in Table 2-1.

Table 2-1 Land Use Categories

DESIGNATION	DESCRIPTION
Mixed-Use Transit	Provides for transit-oriented, mixed-use developments with commercial retail and/or office on the ground floor and either residential units or office on upper floors. Allows for stand-alone commercial uses, residential uses as well, including senior housing.
Mixed-Use Urban	Provides for mixed-use developments with commercial retail and/or office on the ground floor and either residential units or offices on upper floors. Allows for stand-alone commercial and residential uses as well. This designation also allows for hotel, entertainment, and commercial sports facilities. This designation also requires the inclusion of a major segment of the Tustin Legacy Park.
Commercial	Provides for development of a variety of retail and service commercial uses with the intent of supporting and complementing uses in the plan area and surrounding development.
Commercial/ Business	Provides for the development of a variety of uses, including research and development, professional and creative office, retail, senior care facilities, and specialized employment and merchandizing uses.
Residential	Provides for a range of residential development and housing types, including single-family detached and attached and multifamily homes. This designation also requires the inclusion of park, open space, and trails.
Park	Provides for passive community park uses, community-level sports, and active recreation uses, including internal paseos and trails. It also provides for establishment of a major urban recreation amenity for community and countywide use.
Tustin Legacy Park Overlay	Provides for the creation of a continuous Tustin Legacy Park (linear park) that runs in a diagonal direction across the project area and will include a variety of recreation, visitor-serving, and community-serving activities as well as a trail system and dual purpose park/detention area. The boundaries of the Tustin Legacy Park Overlay, shown on Figure 2-1, are intended to be conceptual, pending final design.
Transitional/ Emergency Housing	Provides for transitional housing and the adaptive use of existing military dormitory type structures for emergency housing, single occupancy housing, or congregate care uses. Also allows for supporting services, including food service.
Education Village	Provides for a mix of public-serving, office, institutional, and/or government uses. Supporting office, research and development, and commercial uses are permitted to complement educational uses.
Public Street Right- of-Way (ROW)	Accommodates local roads within the project. Does not include private drives or alleys.

2.2.2 Land Use Plan

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

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

Key features of the Specific Plan include the following:

- Uses with the best revenue generation potential are located in areas positioned for early development in order to help fund the infrastructure needed to make other areas of the site developable in the future. Many of these residential and commercial areas have already been developed.
- Residential uses have been built and continued to be planned in the northern and eastern portion of the site, adjacent to existing residential neighborhoods, as well as within mixed-use areas.
- Mixed-use areas near the Tustin Metrolink Station and the urban core of the Specific Plan will provide a unique area for people to live and work in the City of Tustin.
- Commercial and office uses are predominately located in the central and southern portions of the site, which is compatible with existing surrounding uses.
- Parcels along the western edge of the Specific Plan area have been developed for education and social service purposes. A number of education institutions intend to provide community college level programs, job training, incubator (start-up) business development opportunities and other educational opportunities on these sites.

- Approximately 17 percent of the Specific Plan area has been dedicated to recreation and open space uses, including an approximate 85-acre Urban Regional Park, a 29-acre Community Park, Tustin Legacy Park and neighborhood parks dispersed within the residential enclaves. In addition, neighborhood parks and recreation facilities and private open space areas within the existing housing areas can be used to provide nearby activities for future residents.
- The Urban Regional Park may be developed in the vicinity of the northern blimp hangar. The blimp hangar is on the National Register of Historic Places. The hangar may be preserved if financially feasible, and could set the theme for the park as well as being a major landmark for the Specific Plan area.
- The Mixed-Use Urban core area of the Specific Plan permits a variety of future development opportunities when market conditions are suitable for high value use of the property. It is envisioned as an active, urban environment where the uses are well integrated and oriented around a well-designed and activated public realm. The public realm includes a walking street concept for the "Main Street", and Tustin Legacy Park, a continuous linear park that connects to the adjacent planning areas.
- The extension of Tustin Ranch Road and Warner Avenue through the Specific Plan area completed significant segments of the regional arterial system. The circulation plan will continue to create new capacity for the region, as well as accommodate traffic generated by the Specific Plan.

2.2.3 Land Use Boundaries

Land use designation boundaries and Planning Area boundaries are generally as depicted on the Land Use Plan (Figure 2-1). Adjustments in boundaries resulting from final road alignments, more precise surveys, or technical refinements will not require a Specific Plan Amendment. While precise boundaries and acreages will be determined when more definitive plans are submitted, the maximum development limits for residential and non-residential uses as shown in the Land Use Statistical Summary (Table 2-2) shall apply, subject to transfer conditions between Planning Areas as provided below in Section 4, Administration and Implementation.

Figure 2-1 Land Use Plan

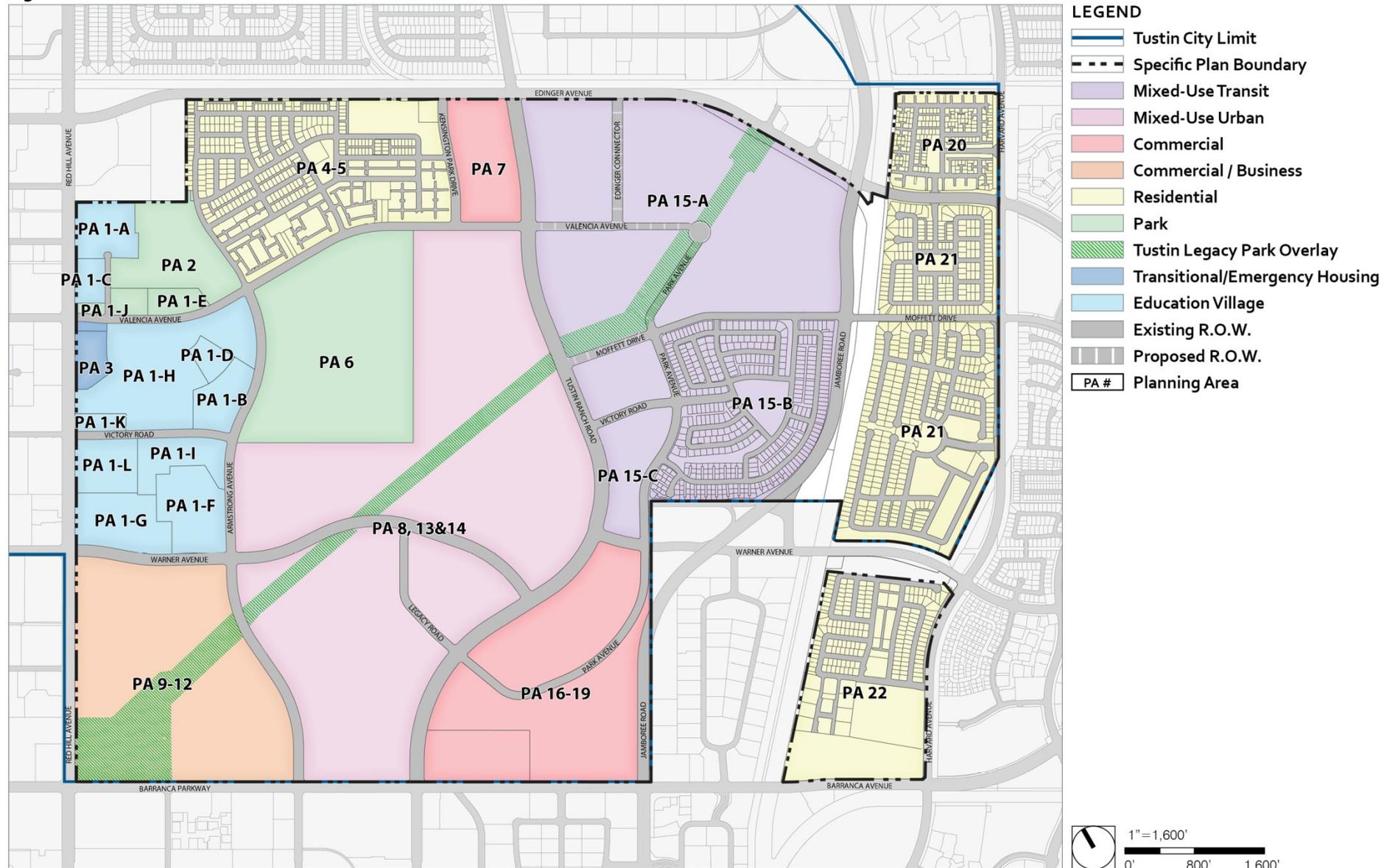


Table 2-2 Land Use Plan Statistical Summary

PLANNING AREA	LAND USE DESIGNATION	SPECIFIC PLAN ACRES (GROSS)	MAX RES. UNITS	NON-RES SQ. FT.
1	Education Village	120	-	2,254,200
2	Community Park	29	-	1,000
3	Transitional/ Emergency Housing	5	-	133,294
4-5	Residential	106	895 ¹	-
6	County Regional Park	85	-	574,992
7	Commercial	21	-	248,292
9-12	Commercial/ Business	117	-	1,588,198
8,13-14	Mixed-Use Urban	314	1,672 ²	2,153,690
15	Mixed-Use Transit	271	2,814 ³	1,095,200 ⁴
16-19	Commercial	103	-	1,483,553
20	Residential	29	376	-
21	Residential	127	654	-
22	Residential	73	402	-
	Tustin Legacy Park Overlay	NA ⁶		
	ROW	206	-	-
	TOTAL	1,606	6,813⁵	9,532,419

Notes:

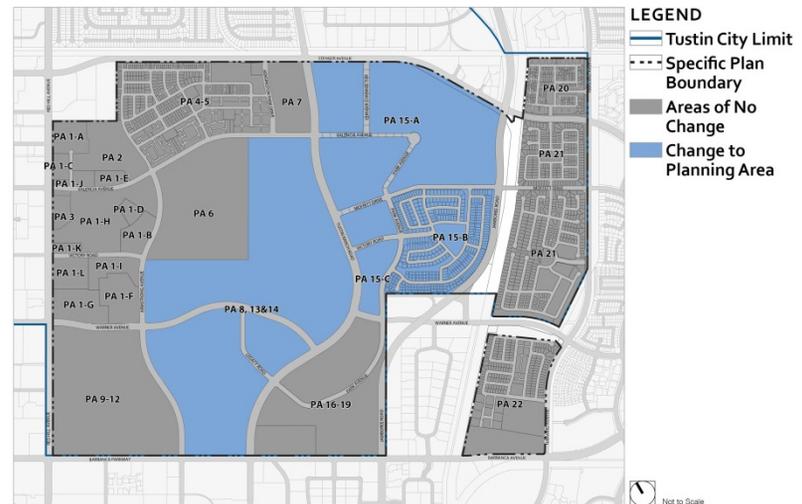
- Does not include 180 density bonus units.
- Does not include 157 density bonus units.
- Does not include 33 density bonus units.
- Includes Senior Community as commercial use.
- Total does not include 370 density bonus units.
- Acres associated with the Tustin Legacy Park is already accounted for in the Planning Area acreages. Requirements for the Tustin Legacy Park are specified by Planning Area in Section 3, Regulating Code.

2.2.3 Planning Areas

The Land Use Plan for Tustin Legacy has been further divided into 13 separate Planning Areas and numerous sub-planning areas. The original MCAS Tustin Specific Plan contained 22 Planning Areas. To better achieve the land use objectives of this amended plan some of the Planning Areas have been combined. Overall consistency between the numbering system and location of the Planning Areas has been maintained as described below. Table 2-2, Land Use Plan Statistical Summary, provides the statistical summary for the Specific Plan by Planning Area.

The land use intent and requirements for 10 of the original 22 Planning Areas will remain the same. The remaining Planning Areas have been amended to better align with the current market, and achieve the goals and objectives identified in Section 1.7 of this Specific Plan. Table 2-3 and the subsequent discussion are a summary of the changes to Planning Areas.

Figure 2-2 Areas of Change



a. Planning Area 8, 13 & 14

This Planning Area comprises 314 acres of Tustin Legacy. The land use designation Mixed-Use Urban applies to this area, providing flexibility for a range of uses, including hotel, commercial retail, commercial entertainment, public recreation, a high school, and residential. A maximum of 1,672 dwelling units and 2,180,690 square feet could be developed in this Planning Area. The non-residential square footage includes the area within the blimp hangar. This area includes an existing 533-unit multifamily residential project. The Tustin Legacy Park Overlay in this Planning Area connects adjacent sections of the Tustin Legacy Park in Planning Areas 15 and 9–12. Tustin Unified School District requires a 40-acre portion of this Planning Area for a middle school and high school.

b. Planning Area 15

Planning Area 15 comprises 271 acres of the Tustin Legacy. This Planning Area consists of mixed-use transit-oriented development and residential uses. A maximum of 2,814 dwelling units and 1,095,200 square feet could be developed in Planning Area 15. The Mixed-Use Transit designation provides flexibility for residential, office, commercial retail, and commercial service uses in a vertical or horizontal configuration. This Planning Area also contains a portion of the Tustin Legacy Park Overlay. This area includes an existing 375-unit single-family residential project and a 225-unit affordable housing community.

Table 2-3 Summary of Changes to Planning Areas

PREVIOUS PLANNING AREA	NEW PLANNING AREA	PREVIOUS LAND USE DESIGNATION	DESCRIPTION OF CHANGE TO LAND USE INTENT AND REQUIREMENTS
1	1	Education Village	No Change
2	2	Community Park	No Change
3	3	Transitional/ Emergency Housing	No Change
4	4–5	Residential	No Change ¹
5	4–5	Residential	No Change ¹
6	6	County Regional Park	No Change
7	7	Village Services	No Change ²
8	8, 13-14	Community Core	Changed to Mixed-Use Urban.
9–12	9–12	Commercial/Business	No Change
13	8, 13–14	Community Core	Changed to Mixed-Use Urban
14	8, 13–14	Community Core	Changed to Mixed-Use Urban
15	15	Residential Core	Changed to Mixed-Use Transit
16	16–19	Commercial/Business	No Change ^{1,2}
17	16–19	Commercial/Business	No Change ^{1,2}
18	16–19	Commercial	No Change ¹
19	16–19	Commercial	No Change ¹
20	20	Residential	No Change
21	21	Residential	No Change
22	22	Residential	No Change

1. Combined Planning Areas.
2. Land use designation renamed Commercial.

2.2.4 Neighborhoods

The Land Use Plan is a collection of neighborhoods which will have their own characteristics and set of functions to perform within the Specific Plan area. A neighborhood may be comprised of more than one land use designation. The neighborhoods of the plan are intended to establish a community structure for the Specific Plan and provide the basis for the range of land uses, intensity of development, urban design characteristics, and development regulations specified in Section 3. The Land Use Plan contains eight neighborhoods, each assigned a letter, as shown on Figure 2-3.

c. Neighborhood A- Education Village

Neighborhood A is located along the western edge of the site, bordered by Red Hill Avenue on the west, Armstrong Avenue on the east, Warner Avenue on the south, and an existing business center on the north. It contains Planning Areas 1, 2 and 3. The Education Village is an important anchor for the community with a range of public-serving uses within a walkable campus setting. By virtue of its uses and operation, the Education Village will be linked to many other uses and activities within the Specific Plan area. Its primary functions are to provide education, training, recreation, and specific social service functions. Access to Neighborhood A will be from Valencia Avenue, Victory Road, and Armstrong Avenue.

d. Neighborhood B-Village Housing

Neighborhood B is located in the northwestern quadrant of the site, bordered by Edinger Avenue on the north, Tustin Ranch Road on the east, Valencia Avenue, and Severyns Road on the west. It contains Planning Areas 4–5 and 7. Neighborhood B offers a range housing types including affordable housing options. Housing will be complemented by commercial village services that will meet the shopping and service needs of residents, employees and visitors to the area. The neighborhood also functions as a transition or buffer area between existing residential neighborhoods north of Edinger Avenue and the Education Village and recreation/entertainment uses. Primary access to Neighborhood B is from Valencia Avenue. Secondary access will be provided by Kensington Park Drive.

e. Neighborhood C-Urban Regional Park

Neighborhood C is comprised of Planning Area 6. It is located near the center of the Specific Plan area, bordered by Valencia Avenue on the north and Armstrong Avenue on the west. It is adjacent to Neighborhood D on the east and south. The Urban Regional Park may be constructed in this Neighborhood to not only serve regional recreation needs, but also to provide a buffer between the living environment and commercial and business areas. The neighborhood will serve a number of functions including open space conservation, recreation, commercial concessions supportive to the park, and historic preservation and/or display.

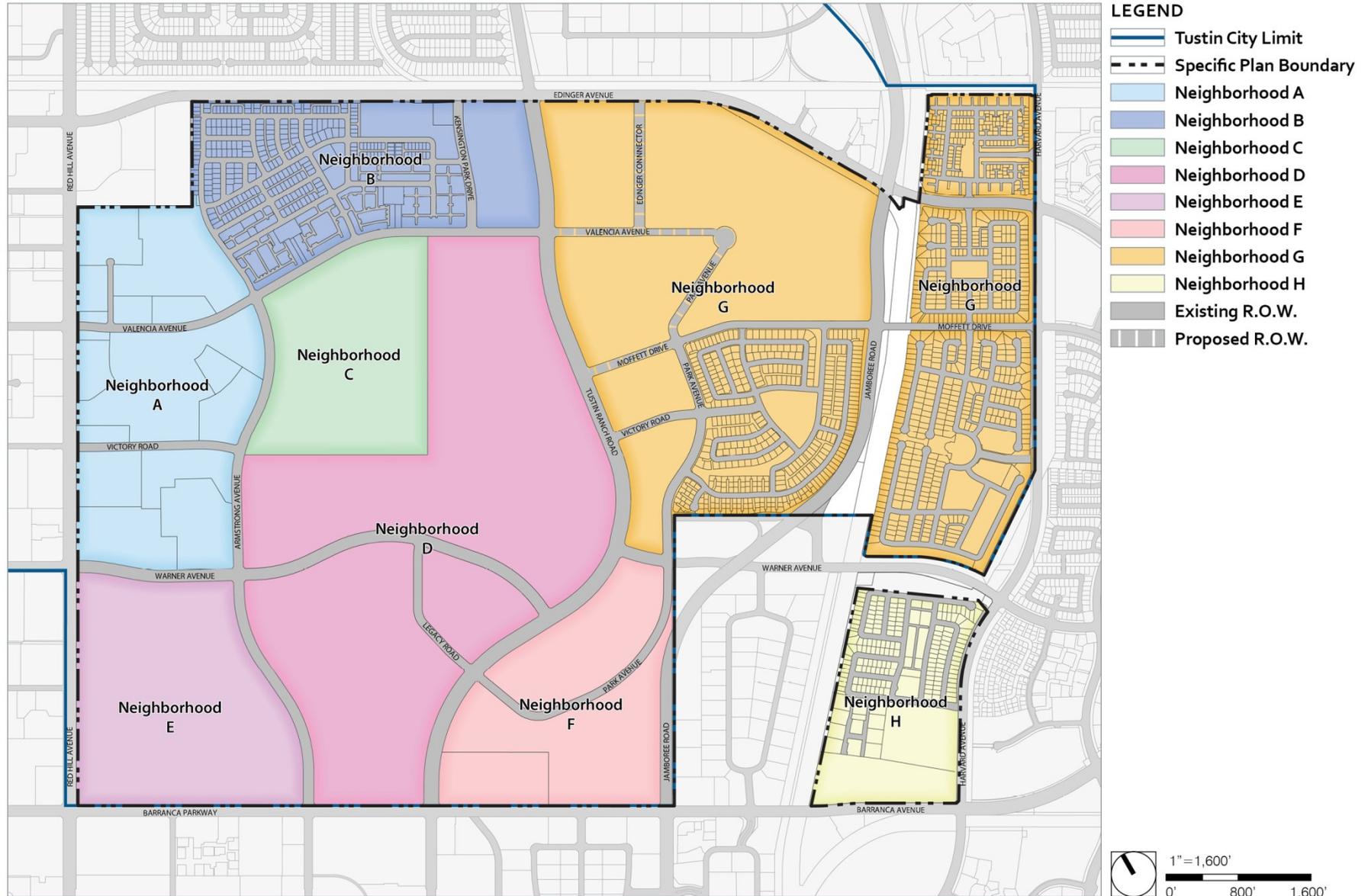
f. Neighborhood D-Mixed-Use Urban

Neighborhood D encompasses the central area of the Specific Plan site, bordered by Tustin Ranch Road on the east, Barranca Parkway on the south, Valencia Avenue on the north, and both the Urban Regional Park (Neighborhood C) and Armstrong Avenue on the west. It is comprised of Planning Area 8, 13&14. This neighborhood will provide an opportunity for unique entertainment and recreationally based development proposals, as well as retail and housing in a mixed-use, urban setting. The primary functions of Neighborhood D include maintaining long-range flexibility as a major opportunity area, providing opportunities for mixed-use development, revenue generation to offset especially high infrastructure and demolition costs, and special recreation/entertainment attractions to the Specific Plan area.

g. Neighborhood E-Employment Center

Neighborhood E is located in the southwest quadrant of the Specific Plan area, bordering Red Hill Avenue on the west, Warner Avenue on the north, Armstrong Avenue on the east, and Barranca Parkway on the south. It consists of Planning Area 9–12. As an employment center for the community, this neighborhood will provide a business park setting for a full range of professional offices, research & development, and commercial business uses. The Tustin Legacy Park Overlay starts in this neighborhood at the corner of Barranca Parkway and Red Hill Avenue. Neighborhood E and the Education Village (Neighborhood A) will have important connections potentially offering nearby on-the-job opportunities for persons attending classes in the Education Village.

Figure 2-3 Neighborhoods



h. Neighborhood F-Regionally-Oriented Commercial District

Neighborhood F is located in the southeast quadrant of the site, bordered by Jamboree Road on the east, Barranca Parkway on the south, and Tustin Ranch Road on the north and west. It comprises Planning Area 16–19. This neighborhood is a destination, regional level commercial center. Desired commercial uses include traditional large-scale retail uses, specialty merchandising, wholesale commercial businesses and a range of dining experiences. This neighborhood also provides the support function of being an appropriate counterpart to the commercial and high density residential area of Irvine to the south.

i. Neighborhood G-Residential Core

Neighborhood G is located in the northeastern portion of the site, bordered by Edinger Avenue on the north, Harvard Avenue on the east, Tustin Ranch Road on the west, and Warner Avenue on the south. It is comprised of Planning Areas 15, 20 and 21. The residential core contains new development intended to function as the primary residential enclave within the community. The residential core will provide a range of housing types including senior housing, detached and attached single-family, multifamily products, and affordable housing, as well as mixed-use commercial opportunities. As a transit oriented community this neighborhood will provide access between the Tustin Metrolink Station and the Tustin Legacy Specific Plan area via a potential pedestrian and bicycle bridge over Edinger Avenue and the Santa Ana-Santa Fe Channel. This neighborhood will also include recreationally-based amenities that provide a connection to the Tustin Legacy Park Overlay. The residential core provides the opportunity to tie existing housing in the project area to the east with the new commercial, employment and open space uses through new access points. Neighborhood G is intended to be a transit-oriented neighborhood based on urban design that focuses on convenient pedestrian and bicycle connectivity between uses and to the nearby Tustin Metrolink Station.

j. Neighborhood H-Irvine Residential Neighborhood

Neighborhood H is in the southeast corner of the site, bordered by Warner Avenue on the north, Harvard Avenue on the east, Peters Canyon Channel on the west, and Barranca Parkway on the south. It contains Planning Area 22. Family housing in this area provides a buffer between Irvine residential neighborhoods to the east and business uses to the west. This neighborhood also contains an educational campus, including administration buildings and land designated for park facilities as needed to support residents in the vicinity.

2.2.5 Public Benefit Conveyances

Disposal of MCAS Tustin was directed by the National Defense Authorization Act for Fiscal Year 1994 and the Base Closure Community Redevelopment and Homeless Assistance Act of 1994. The implementing rules and regulations of these acts informed the reuse and screening process for property disposal. Public benefit conveyances were a requirement of the base closure. This type of conveyance is used when the Federal government determines that excess real property is no longer needed. The property is offered to nonprofits at a discount—up to 100%—for public benefit use. Some of the qualifying uses include public health, homeless assistance, education, park and recreation, correctional, law enforcement, emergency management, among others. The following agencies were granted public benefit transfers for property in the Tustin Legacy Specific Plan area:

- Orange County Sherriff's Department Law Enforcement Training Center
- South Orange County Community College District
- Tustin Unified School District: 10-acre elementary school and 40-acre high school campus
- Irvine Unified School District: 20-acre elementary K-8 school
- County of Orange: Urban Regional Park
- County of Orange Animal Control
- City of Irvine: 8-acre community park and access
- City of Tustin Circulation Facilities Right-of-Way
- City of Tustin Storm Drain Facilities

- City of Tustin: 34.1 acres for a community park and 2 neighborhood parks
- County of Orange Flood Control District: 26.7 acres for flood control and recreational uses
- County of Orange Social Services Agency Children’s intermediate care shelter (60 bed facility for abused, neglected children)

2.2.6 Homeless Accommodation Plan

The Specific Plan area was identified as an opportunity site to fill the gap in the community’s homeless service needs as identified by the City’s 1995 Consolidated Plan (the most current plan at time of the original MCAS Tustin Specific Plan/Reuse Plan). Today the Housing Element of the City’s General Plan continues to identify the Tustin Legacy Specific Plan area and its existing permanent, emergency and transitional facilities as important homeless resources for the community.

This Specific Plan incorporates a Homeless Accommodation Plan consistent with the continuum of care model promulgated by HUD for accommodating the needs of the homeless identified in the Consolidated Plans for the cities of Tustin and neighboring Irvine.

Fundamental components of the continuum of care system include:

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

In Tustin Legacy, four homeless service providers including the Salvation Army, Orange Coast Interfaith Shelter, Families Forward, and Human Options currently operate 48 family housing units. The Orange County Rescue Mission operates a 192-unit transitional/emergency shelter (Village of Hope), previously with a 192-bed capacity that has been increased to 387 beds with recent amendments, and the Orange County Social Services Agency operates a 90-bed facility for abused and neglected children and their families.

2.3 MOBILITY PLAN

The Tustin Legacy Specific Plan includes a mobility plan that provides for the needs of pedestrians, bicyclists, motorists, and transit users. The mobility plan is intended to: 1) provide efficient accessibility to the regional and local transportation system; 2) to supply adequate internal circulation capacity; and 3) to efficiently service the proposed land uses. The mobility plan addresses all aspects of the public realm within the public right-of-way, including landscaping, sidewalks, bikeways, parking, and travel lanes. Components of the public realm are shown in Figure 2-4, Public Realm Zones. Design and development standards for the public realm are organized by each of the roadways defined in the specific plan, Figures 2-7 to 2-22.

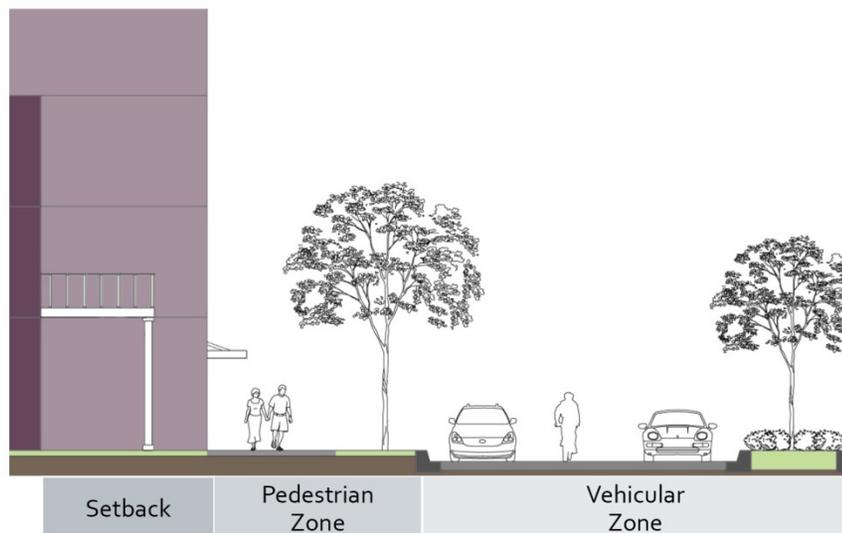
2.3.1 Public Realm

In general, the public realm is comprised of a Pedestrian Zone, and a Vehicular/Bicycle Zone. These zones are critical to the experience of pedestrians, bicyclists, and motorists along a street. Therefore, careful attention to the design of each zone is required, based on the adjacent land use, function of the road, and overall urban design character desired.

- **Pedestrian Zone.** The pedestrian zone consists of the sidewalk and any adjacent landscape area or parkway within the public right-of-way. A minimum 5-foot clear and unobstructed path, depending on the street standard, shall be provided to accommodate pedestrian movement. The pedestrian zone also typically includes trees, planters, lighting, street furniture, pedestrian amenities, street signs, and other public utilities. Architectural projections, outdoor dining, and displays may encroach into the pedestrian zone as noted in Section 3.18.3, Encroachments and Site Development. The pedestrian zone is within the public right-of-way and may be a combination of public property and private property, with a public easement of dedication for public use.
- **Vehicular/Bicycle Zone.** The vehicular/bicycle zone consists of vehicular travel lanes, and may include bike lanes, parking lanes, transit pull-out areas, and medians. The design of the vehicular zone is based on typical City standards, but for some sections the vehicular/bicycle zone has been tailored for a more urbanized environment.

The regulations for the public realm along a street often include not only the public right-of-way, but also the building façade and setback area. The purpose is to consider how buildings should relate to the street and whether an active, pedestrian-oriented environment is desired. Certain street segments within Tustin Legacy have specific frontage requirements for building types, as defined by planning area in Section 3, Regulating Code. In these locations, buildings are required to front onto the street, rather than backing or siding onto the street. The design of the right-of-way in these locations responds to the urban design direction of the adjacent development.

Figure 2-4 Public Realm Zones



Note: Diagram is for illustrative purposes only. The configuration and components of each zone may vary.

2.3.2 Recreational Bikeway/Trail Concept Plan

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

The Recreational Bikeway/Trail Concept Plan calls for Class II (on-road) bikeways on each of the Specific Plan roadways, except for short segments of Park Avenue and Barranca Parkway which are built as Class I facilities. The bikeway system will provide a valuable link to the overall regional system as well as ensure bicycle linkages between uses within Tustin Legacy. The Class II bikeway standards are consistent with the City of Tustin General Plan, and are shown in Table 2-4 below. In addition to bikeways, development of non-residential land uses may involve the provision of bicycle facilities, where appropriate, in accordance with the City's Transportation Demand Management (TDM) Ordinance. These facilities may include bicycle racks or parking facilities, and shower and locker room facilities.

The Recreational Bikeway/Trail Concept Plan links to adjacent on- and off-road bikeways/trails as identified in Figure 2-5. These facilities are part of a local and regional network planned by the City of Tustin, County of Orange and City of Irvine.

a. City of Tustin Bikeways

The Tustin General Plan Circulation Element, prepared in 2008, proposes three Class II bikeways in the immediate Specific Plan area. One facility is the continuation of a Class II on Valencia Avenue from Red Hill Avenue to Newport Avenue. Another is the extension of the Edinger Avenue bikeway from Red Hill Avenue to Newport Avenue and Tustin Ranch Road bikeway from Walnut Avenue to Edinger Avenue, which is now complete. In addition to these, the General Plan follows the County's Master Plan for a proposed Class II bike route on Red Hill Avenue and a Class I bikeway/trail on Barranca Parkway.

b. County of Orange Bikeways/Trails

Orange County Public Works

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

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

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

Orange County Transportation Authority (OCTA)

The OC Foothills Bikeways Strategy, completed in 2016, was developed as part of OCTA’s regional bikeways planning process, which involves OCTA, local jurisdictions, and public stakeholders. This process began in 2011 as an integrated planning effort to establish bikeways that cross jurisdictional boundaries and serve major destinations and employment centers across the county.

The OC Foothills Bikeways Strategy identifies Corridor H within the Specific Plan area. Intended to connect the Irvine and Tustin rail station along Edinger Avenue to The District and other job centers, the proposed corridor traverses the Specific Plan area between the rail station and the intersection of Warner

Avenue and Red Hill Avenue. There are a number of ways to provide this connection within the boundaries of the Specific Plan, and the City will continue to work with OCTA to implement the OC Foothills Bikeways Strategy.

c. City of Irvine Bikeways

The City of Irvine's existing Class II bikeway network is fully developed in the immediate area of the Plan. The segment of the Peters Canyon Regional Trail within the City of Irvine is also complete.

Table 2-4 Recreational Bikeways and Trail Classification

CLASSIFICATION	SIZING
Class I Bike Path or Bike Trail	
Provides a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians; crossflows with motorized vehicles minimized.	Minimum width for Class I (two-way) is eight feet. Desirable width is 10-12 feet. Minimum shoulder width of two feet each side. Minimum width for Class I (one-way) is five feet. Minimum shoulder width of two feet each side.
Class II Bike Path or Bike Trail	
Provides a restricted right-of-way on a roadway's shoulder designated for the exclusive or semi-exclusive use of bicycles with thru travel by motor vehicles or pedestrians prohibited; vehicle parking and crossflows by pedestrians and motorists permitted. Vehicle parking in a Class II bike lane is not desirable and should be discouraged and/or restricted where possible.	Typical width of eight feet. A reduction in width to allow for restriping of an existing roadway or for added turning lanes may be permitted. In such cases, a five foot width, or gutter width plus three feet, whichever is greater, is the minimum width. Additional lane width (12 feet minimum and 13 feet desirable) shall be required if on-street parking is permitted.

- References:
1. Caltrans "Planning and Design Criteria for Bikeways in California"
 2. County of Orange adopted standard Plans for Bikeways

2.3.3 Transit

The Orange County Transportation Authority (OCTA) currently provides transit service to and around the Specific Plan area. Several bus routes and the Metrolink connect Tustin Legacy to the larger Orange County and Los Angeles County areas. The Metrolink station and existing bus stops are shown in Figure 2-6, Vehicular Circulation Plan. Future bus stops in Tustin Legacy will be identified as projects build out in coordination with OCTA.

2.3.4 Vehicular Circulation and Access

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

The Vehicular Circulation Plan (Figure 2-6) features two "levels" of roadway in terms of circulation system function. The first in this hierarchy are roadways of "regional significance" which cross the Plan area and thereby serve through traffic as well as project generated traffic. The second is an internal roadway system connecting and serving the land uses in the Specific Plan area.

The road connections of regional significance include Tustin Ranch Road and Warner Avenue. Tustin Ranch Road is now a continuous major arterial from Irvine (where it is named Von Karman Avenue) through North Tustin, with freeway interchange at the I-5. Warner Avenue extends from Irvine through the cities of Tustin, Santa Ana, and Fountain Valley, before terminating at Pacific Coast Highway in Huntington Beach. These significant connections create local and regional capacity for through traffic in an area which has minimal reserve capacity.

The internal roadway system of Tustin Legacy includes a series of secondary arterial connections to certain off-site roads within the surrounding city's networks – essentially extending these roads into the project area. These secondary roadway connections include: Valencia Avenue, Victory Road, Armstrong Avenue, Park Avenue, and Moffett Drive. Within Tustin Legacy, these roads establish a new interconnected system of arterials that both serve the uses envisioned, and provide convenient access to and from the area.

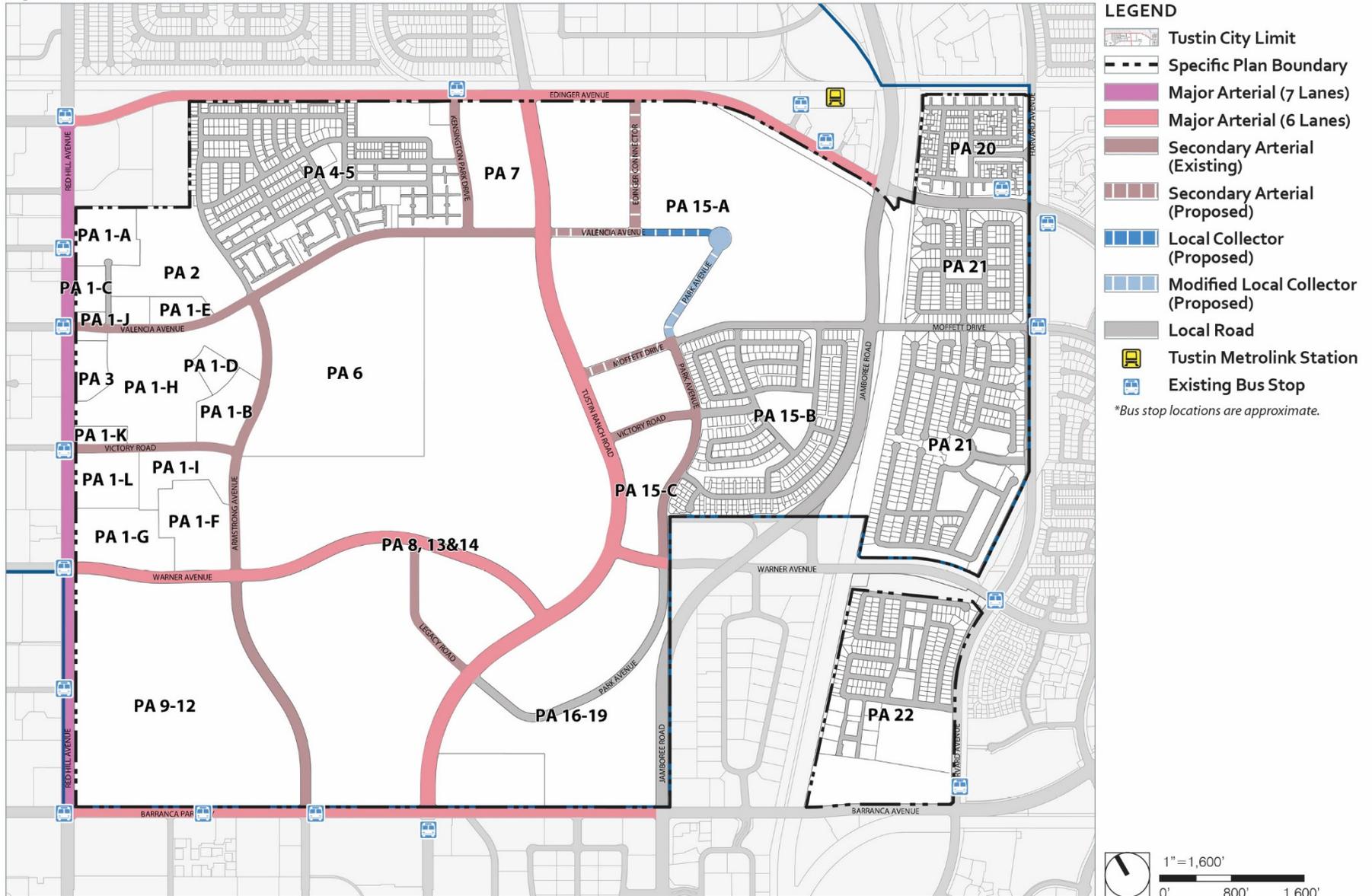
In addition to the key arterials described above, Tustin Legacy will be served by an additional system of secondary arterials, collectors, and local roads. The Vehicular Circulation Plan classifies the existing and planned roadways by type. Figures 2-7 to 2-22 describe the purpose and intent for each of the roadways, as well as a typical cross-section. It is important to note that the exact location of the planned roadways will be subject to final development plans/tract maps. In addition, future local roads serving residential and office uses will be designed on a project-by-project basis, subject to approval of the City Engineer.

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

The following applies to the street cross-sections in Figures 2-7 to 2-22, as applicable.

- Figures represent a typical cross-section that does not account for any bus turn-outs or special design constraints.
- A sidewalk/landscape easement and maintenance agreement must be recorded when meandering sidewalks occur outside of the street right-of-way.
- A minimum nine-foot sidewalk width is required when sidewalks extend to the curb at intersections.
- Median width may vary to account for turn lanes.
- Minimum building setbacks are measured from the back of the sidewalk and are to be landscaped per landscape requirements.
- Class II bike lane width may vary from 5- to 8-feet depending on design constraints.

Figure 2-6 Vehicular Circulation Plan



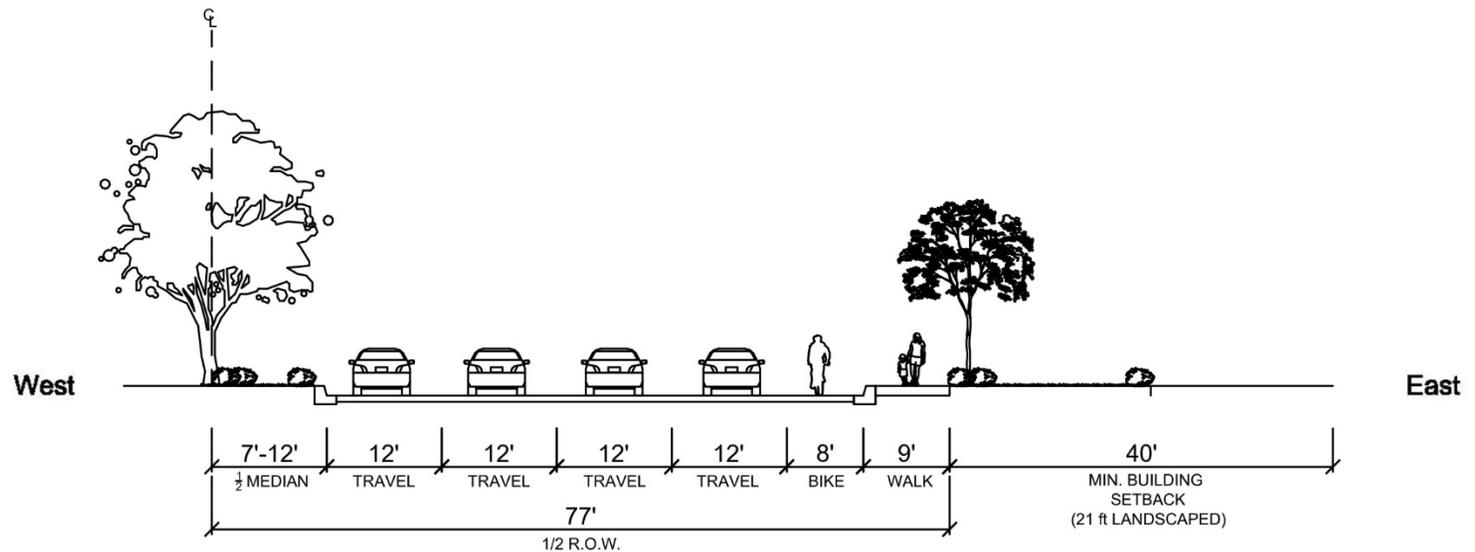
a. Red Hill Avenue – Major Arterial

Red Hill Avenue, adjacent to Tustin Legacy on the west, is a regional-serving 7-lane major arterial highway that functions as a high-capacity connection between employment centers, residential areas, and the I-5 freeway. A proposed fourth northbound lane will be constructed between Barranca Parkway and Edinger Avenue. The cities of Tustin and Santa Ana share the right-of-way and should coordinate improvements.

The ultimate configuration is intended to:

- Serve as a primary western gateway to Tustin Legacy, via Valencia and Warner Avenues.
- Create a multimodal street that will comfortably accommodate transit vehicles, bicyclists, and pedestrians.
- Utilize a significant 21-foot landscaped area within the building setback to establish a uniform edge condition for Tustin Legacy as a whole

Figure 2-7 Red Hill Avenue – Northbound from Barranca Parkway to Edinger Avenue



b. Edinger Avenue – Major Arterial

Edinger Avenue, adjacent to Tustin Legacy on the north, is a regional-serving 6-lane major arterial highway that extends from Seal Beach in LA County to Dana Point in south Orange County (with multiple name changes along the way). Within the vicinity of Tustin Legacy, it functions as a high-capacity connection between employment centers, residential and commercial areas, the SR-55 freeway, and SR-261 Toll Road. It is flanked on the north by Southern Pacific Railroad and Tustin Metrolink Station. This segment is designated as a 6-Lane Smart Street by the Orange County Transportation Authority.

The ultimate configuration adjacent to Tustin Legacy is intended to:

- Respond to different edge conditions associated with the type of adjacent development in Tustin Legacy.
- Complete a landscaped median along the entire segment to improve the aesthetics of the road.
- Create a multimodal street that will comfortably accommodate transit vehicles, bicyclists, and pedestrians.

Figure 2-8a Edinger Avenue – Eastbound from Villages of Columbus to Kensington Park

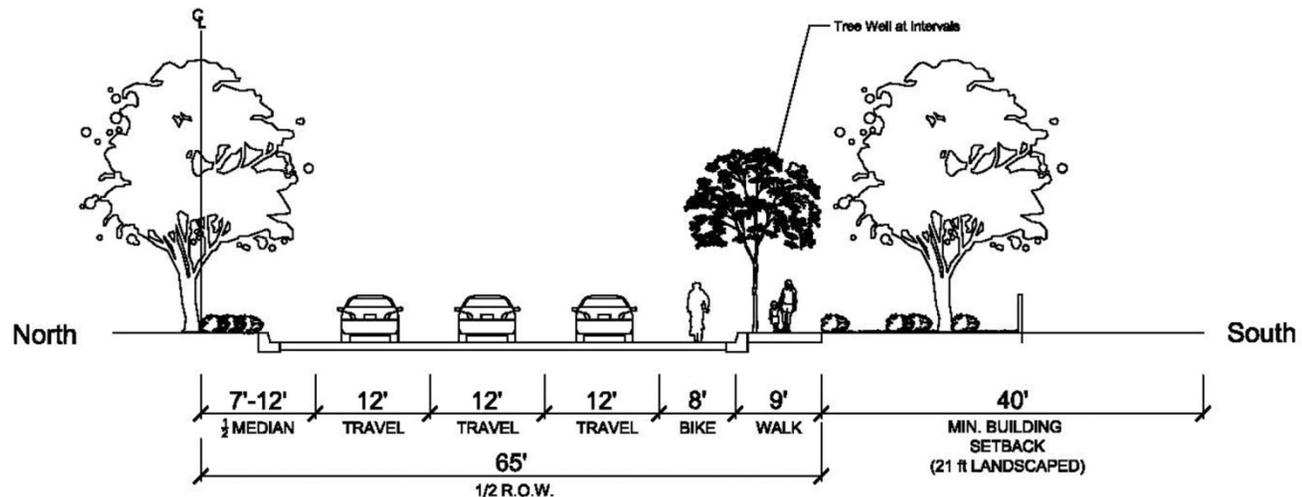


Figure 2-8b Edinger Avenue – Eastbound from Kensington Park Drive to the Santa Ana – Santa Fe Channel

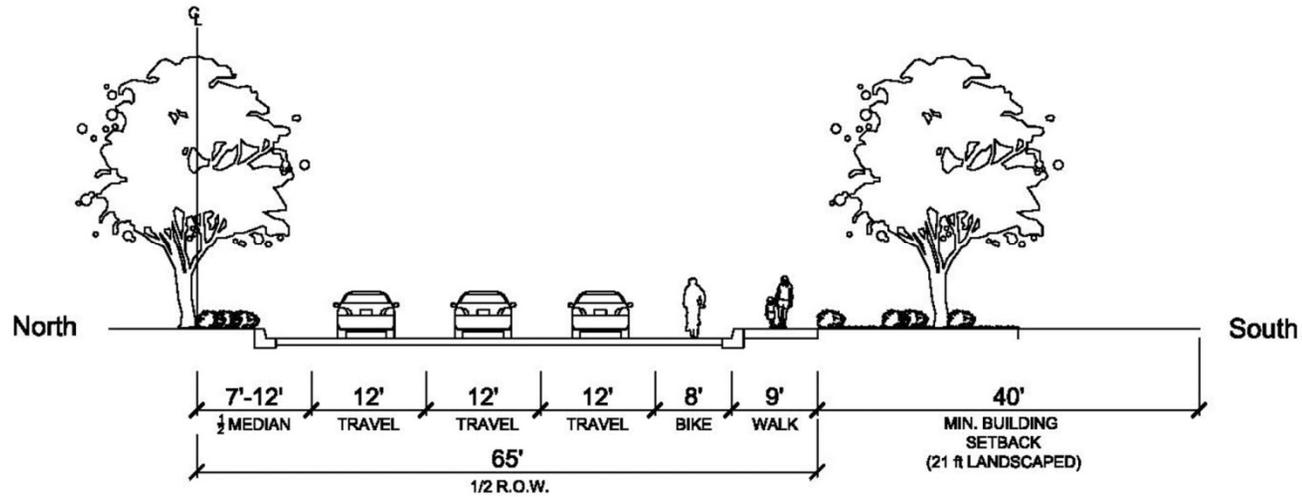
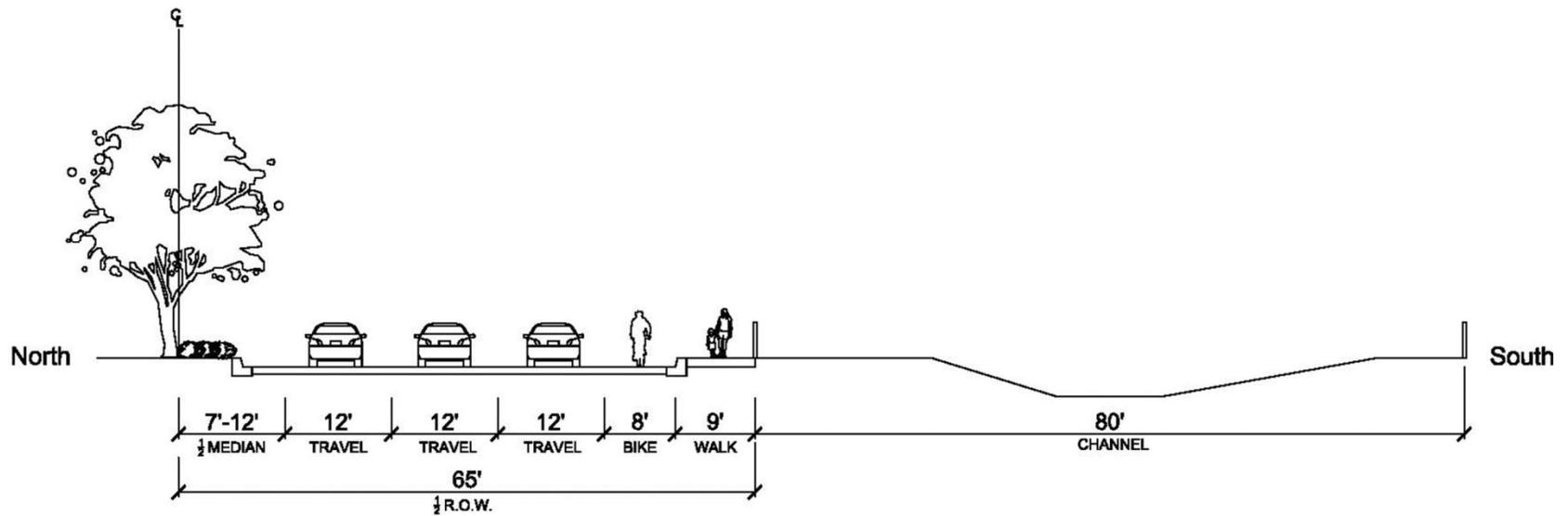


Figure 2-8c Edinger Avenue – Eastbound from the Santa Ana - Santa Fe Channel to Jamboree Road



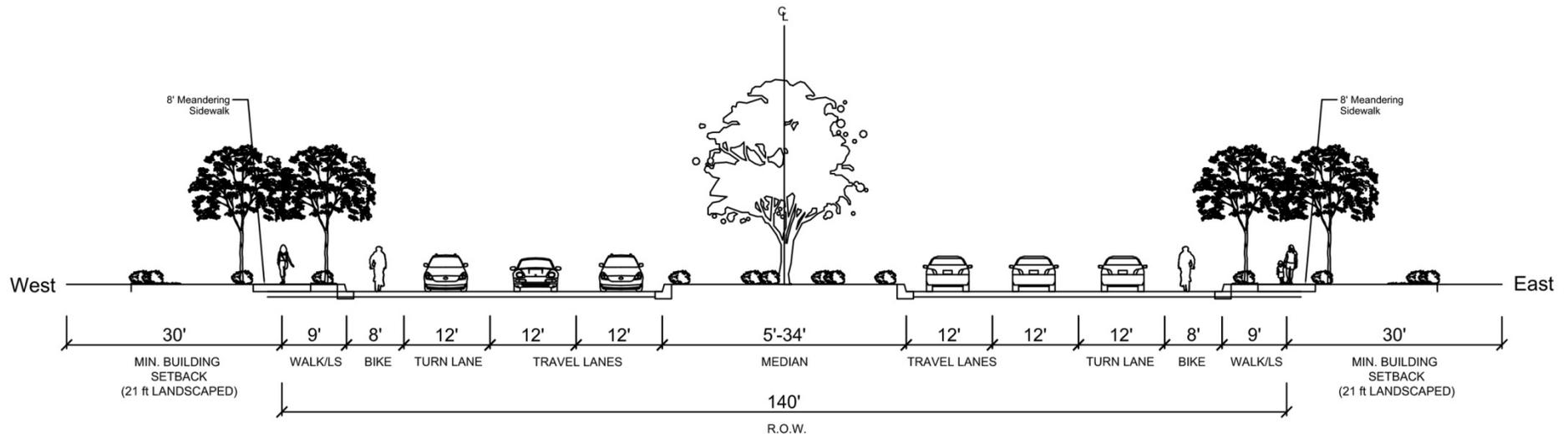
c. Tustin Ranch Road – Major Arterial

Tustin Ranch Road is a 6-lane major arterial highway that bisects Tustin Legacy, bridges over Edinger Avenue, and connects to I-5 on the north. It serves employment centers, residential neighborhoods, and commercial areas extending from Newport Beach through Tustin.

The ultimate configuration is intended to:

- Serve as a primary gateway into Tustin Legacy, providing access to the Commercial, Mixed-Use Urban, and Mixed-Use Transit areas.
- Create a multimodal street that will comfortably accommodate transit vehicles, bicyclists, and pedestrians.
- Create an extensive landscape experience for users within ample median and parkway areas.

Figure 2-9 Tustin Ranch Road – Northbound from Barranca Parkway to Edinger Avenue



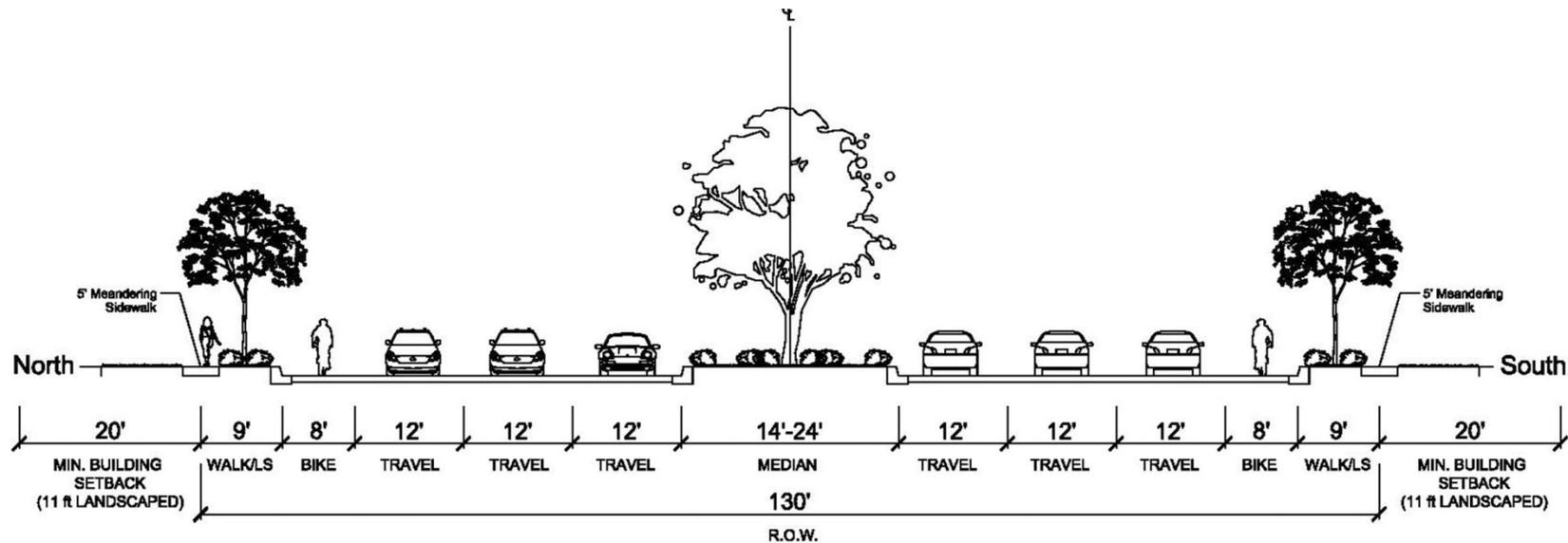
d. Warner Avenue – Major Arterial

The segment of Warner Avenue in Tustin Legacy completes the continuation of this major 6-lane east-west arterial highway. Warner Avenue is designed to go-around the southern blimp hangar, which results in an off-set intersection at Tustin Ranch Road. Warner Avenue extends through the heart of Tustin Legacy, and serves residential, employment, institutional, and commercial/entertainment uses.

The ultimate configuration is intended to:

- Serve as a primary gateway into Tustin Legacy, from Red Hill and Harvard Avenues.
- Create a multimodal street that will comfortably accommodate transit vehicles, bicyclists, and pedestrians.
- Allow variety in landscape design based on the type of adjacent uses.

Figure 2-10 Warner Avenue – Eastbound from Red Hill Avenue to Park Avenue



e. Valencia Avenue – Secondary Arterial/ Local Collector

Valencia Avenue is a major entryway into Tustin Legacy, providing access to neighborhoods, shopping, recreation, and a range of education and other institutional uses. There are four slightly different right-of-way configurations, based on the traffic demands of adjacent uses and the overall urban character along different segments. In fact, the segment east of Edinger Connector has been designated as a local collector based on anticipated traffic demands.

In general, the design intent is to:

- Create an enhanced entryway at Red Hill Avenue, with significant landscaped areas within the building setbacks for the Advanced Education Technology Park (ATEP), Village of Hope, City park, and the Urban Regional Park.
- Narrow the right-of-way from curb-to-curb within the Mixed Use Transit neighborhood to create a more pedestrian and bicycle-friendly environment.

Figure 2-11a Valencia Avenue – Eastbound from Red Hill Avenue to Armstrong Avenue (Secondary Arterial)

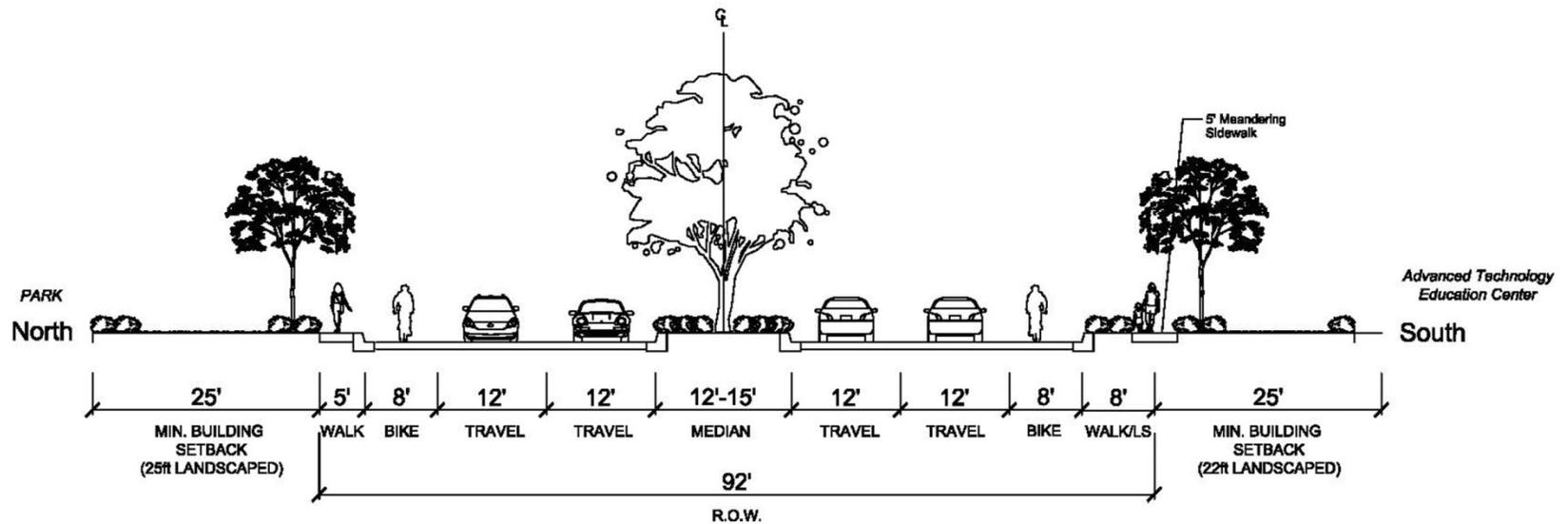


Figure 2-11b Valencia Avenue – Eastbound from Armstrong Avenue to Tustin Ranch Road (Secondary Arterial)

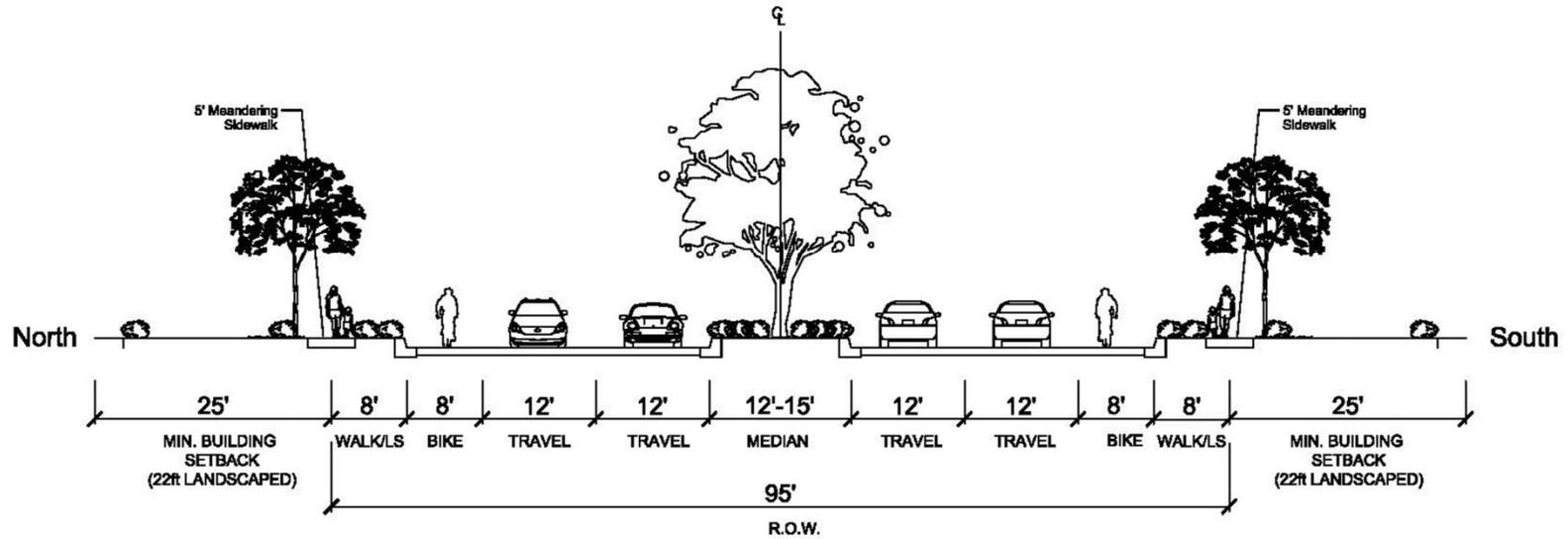


Figure 2-11c Valencia Avenue – Eastbound from Tustin Ranch Road to Edinger Connector (Secondary Arterial)

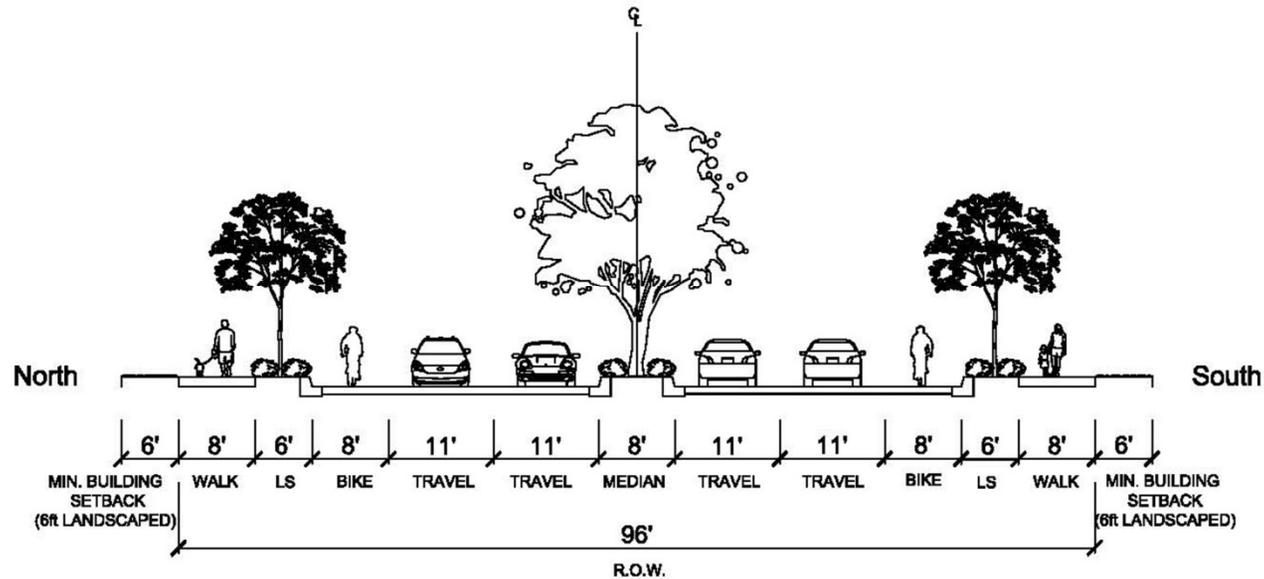
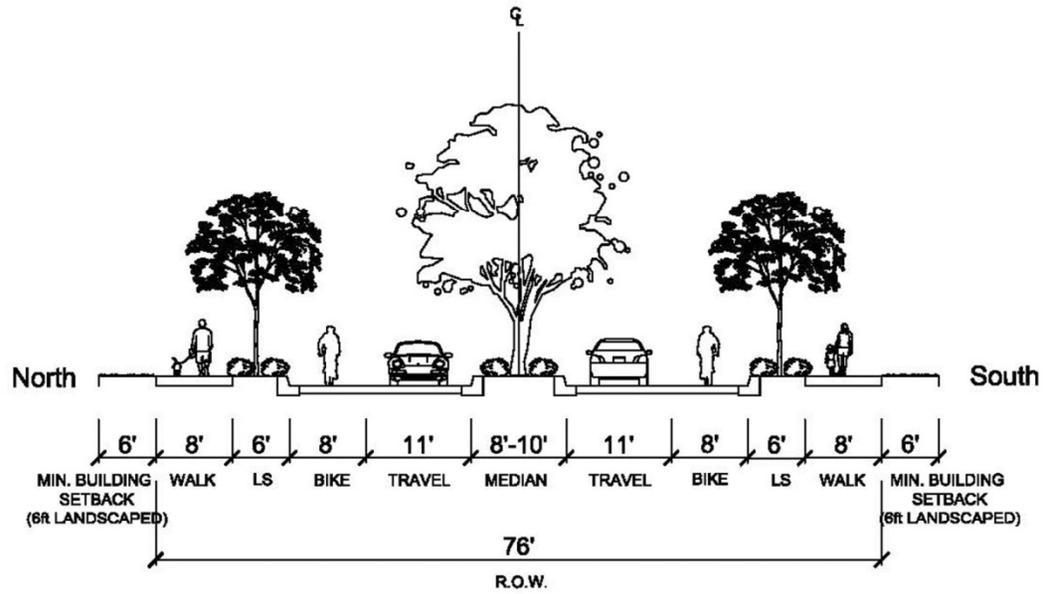


Figure 2-11d Valencia Avenue – Eastbound from Edinger Connector to Park Avenue (Local Collector)



f. Victory Road – Secondary Arterial

Victory Road is a secondary arterial in PA 1 and PA 15. In PA 1, Victory Road provides secondary access into Tustin Legacy from Red Hill Avenue. It is intended to primarily serve the ATEP campus, which flanks Victory Road on both sides. In PA 15, Victory Road is a residential street that connects to Tustin Ranch Road and provides access to the residential projects within the Mixed Use Transit neighborhood.

When completed in PA 1, Victory Road will function as:

- The primary gateway to ATEP, with convenient ingress/egress to parking areas.
- A multimodal street accommodating the needs of pedestrians, bicyclists, and transit riders coming to and from the campus

In PA 15, this residential street is designed to:

- Provide shade for pedestrians and bicyclists with a landscape parkway between the curb and sidewalk.
- Create an enhanced walking experience with a 5 foot meandering sidewalk
- Provide a landscape median to calm traffic and add to the quality of the environment

Figure 2-12a Victory Road – Eastbound from Red Hill Avenue to Armstrong Avenue

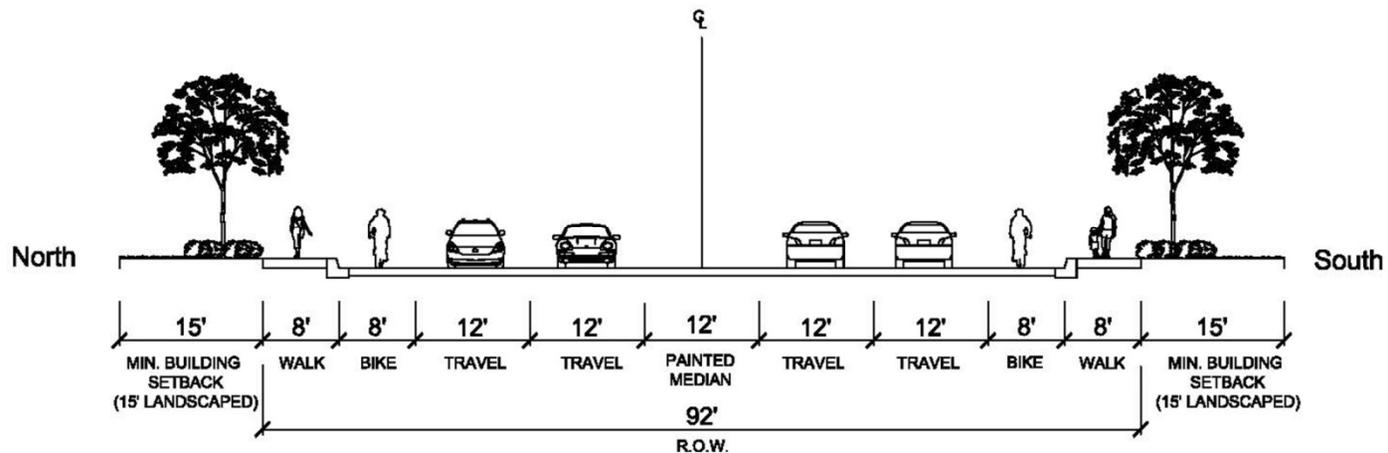
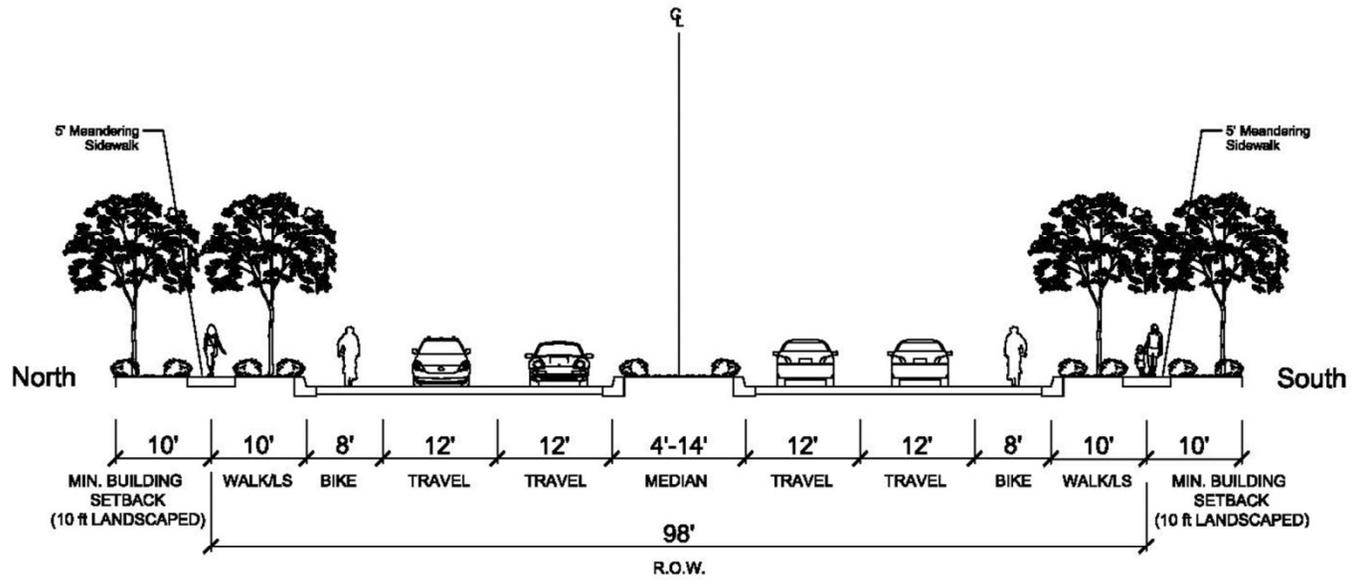


Figure 2-12b Victory Road – Eastbound from Tustin Ranch Road to Park Avenue



g. Armstrong Avenue – Secondary Arterial

Armstrong Avenue is an important arterial that will serve the employment hub of Tustin Legacy, as well as provide access to other major public institutional uses within the site.

The design intent of the street is to:

- Create a unique landscape design concept to distinguish it as a commercial office corridor with an ample landscape median and landscape parkway between the sidewalk and curb.
- Create a multimodal street that will comfortably accommodate transit vehicles, bicyclists, and pedestrians.

Figure 2-13a Armstrong Avenue – Northbound from Barranca Parkway Avenue to Warner Avenue

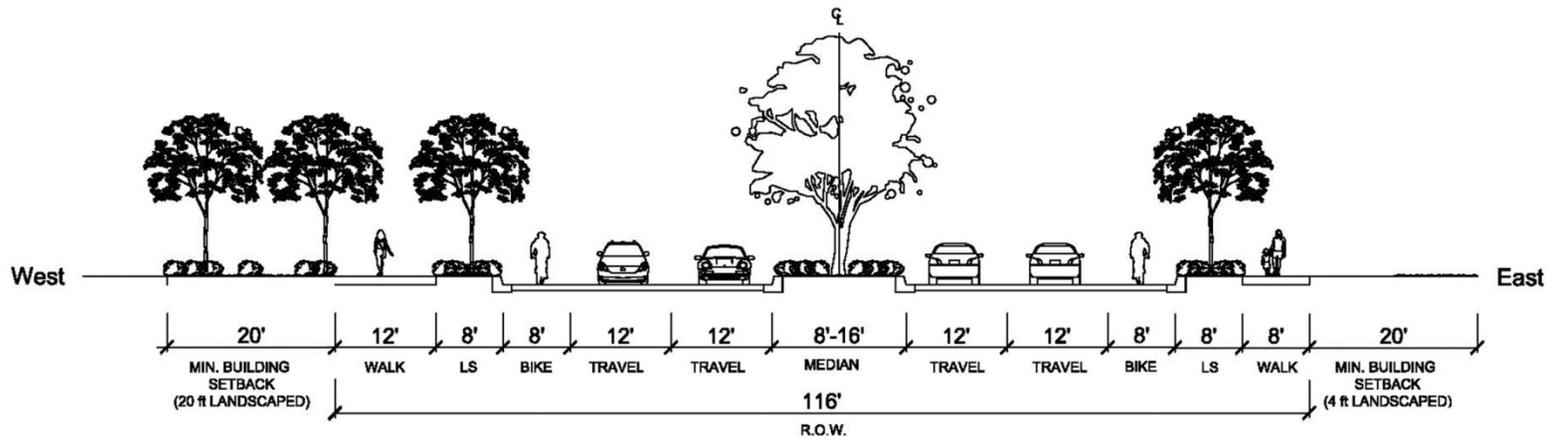
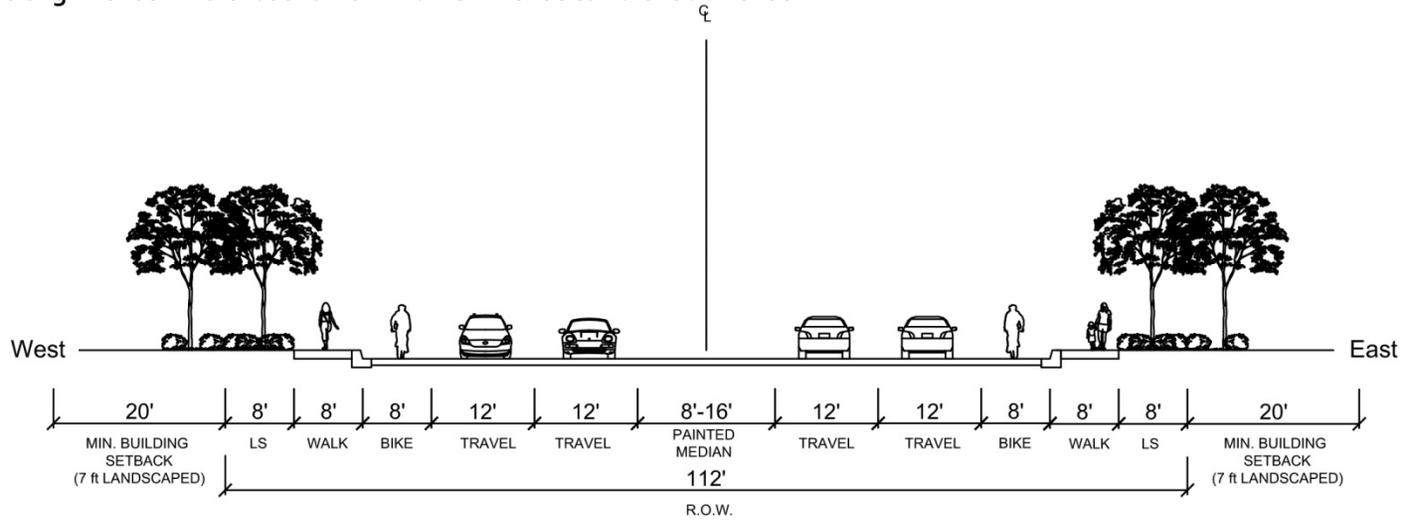


Figure 2-13b Armstrong Avenue – Northbound from Warner Avenue to Valencia Avenue



h. Moffett Drive – Secondary Arterial/ Local Collector

Moffett Drive, east of Jamboree Road, is fully improved. From Tustin Ranch Road to Park Avenue, Moffett Drive is intended to function as a secondary arterial, with 4 travel lanes. Between Park Avenue and Jamboree Road, Moffett Drive is narrowed to 2 travel lanes and becomes a modified local collector.

These configurations will:

- Provide an entryway from Tustin Ranch Road into the different residential neighborhoods associated with the Mixed Use Transit neighborhood. This segment will offer long-views through Tustin Legacy Park.
- Provide shade for pedestrians and bicyclists with a landscape parkway between the curb and sidewalk.
- Provide access for the residential neighborhoods on the east side of Jamboree Road, within Tustin Legacy, to shopping, recreation, and employment uses within the project.

Figure 2-14a Moffett Drive – Eastbound from Tustin Ranch Road to Park Avenue (Secondary Arterial)

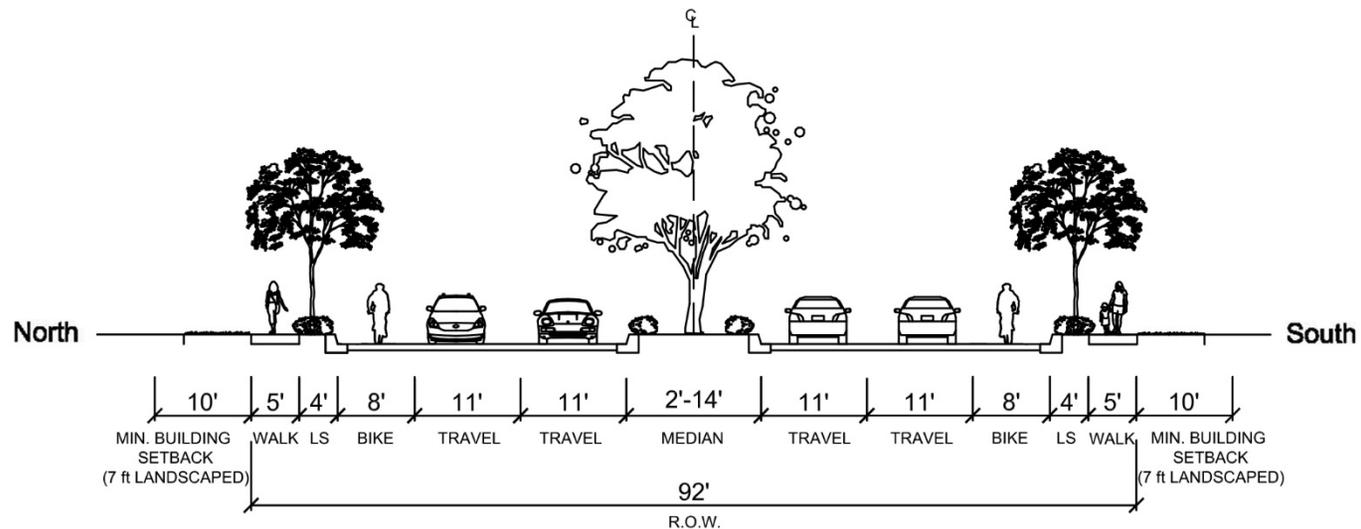
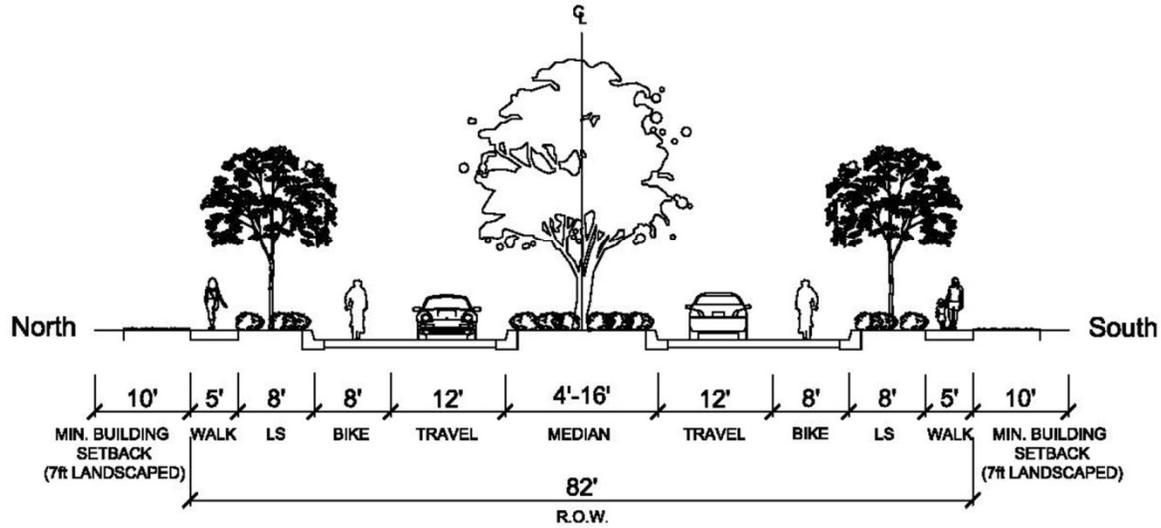


Figure 2-14b Moffett Drive – Eastbound from Park Avenue to Jamboree Road (Local Collector)



i. Park Avenue – Secondary Arterial/Modified Local Collector

Park Avenue north of Warner Avenue is planned in several different configurations ranging from a secondary arterial to a modified local collector serving the Mixed Use Transit neighborhoods. South of Warner Avenue, Park Avenue serves the regional shopping center called The District.

The remaining segments of Park Avenue are intended to:

- Function as the spine road connecting the Tustin Metrolink Station, via a potential pedestrian bridge over Edinger Avenue, to the entire project area. The design of this segment is centered on a 100-foot section of the Tustin Legacy Park, which will serve the residential and retail uses fronting onto the road and be a gathering area for the community.
- Create a walkable TOD environment with wide sidewalks, reduced travel lanes, and buildings close to the street
- Provide a Class 1 Bike Path within the park that will extend over Tustin Ranch Road and continue through the park.
- Provide on-street parking for the businesses and for access to the park, north of Moffett Drive.

Figure 2-15a Park Avenue – Northbound from Warner Avenue to Moffett Drive (Secondary Arterial)

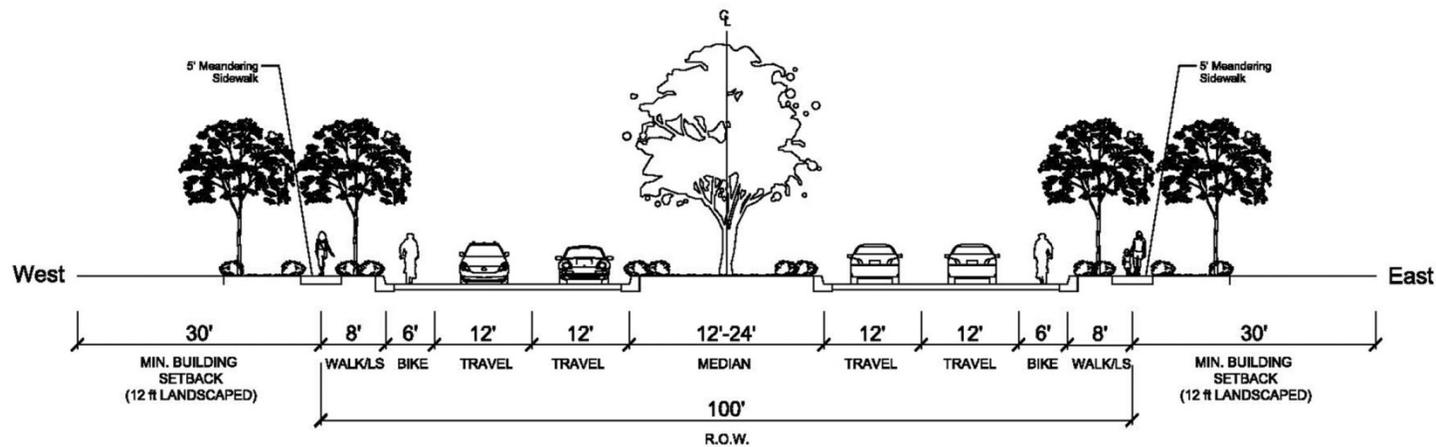
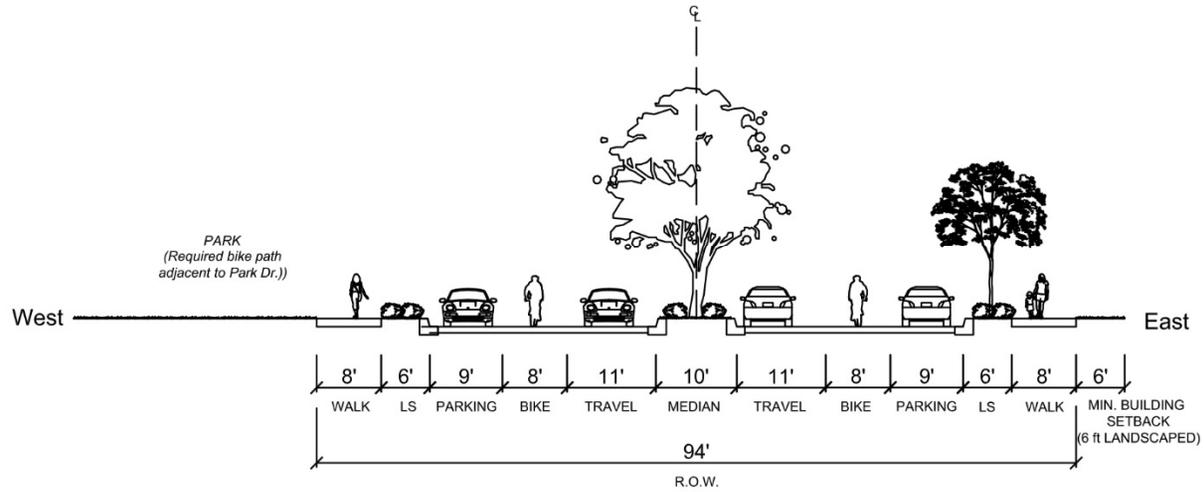


Figure 2-15b Park Avenue – Northbound from Moffett Drive to Valencia Avenue (Modified Local Collector)



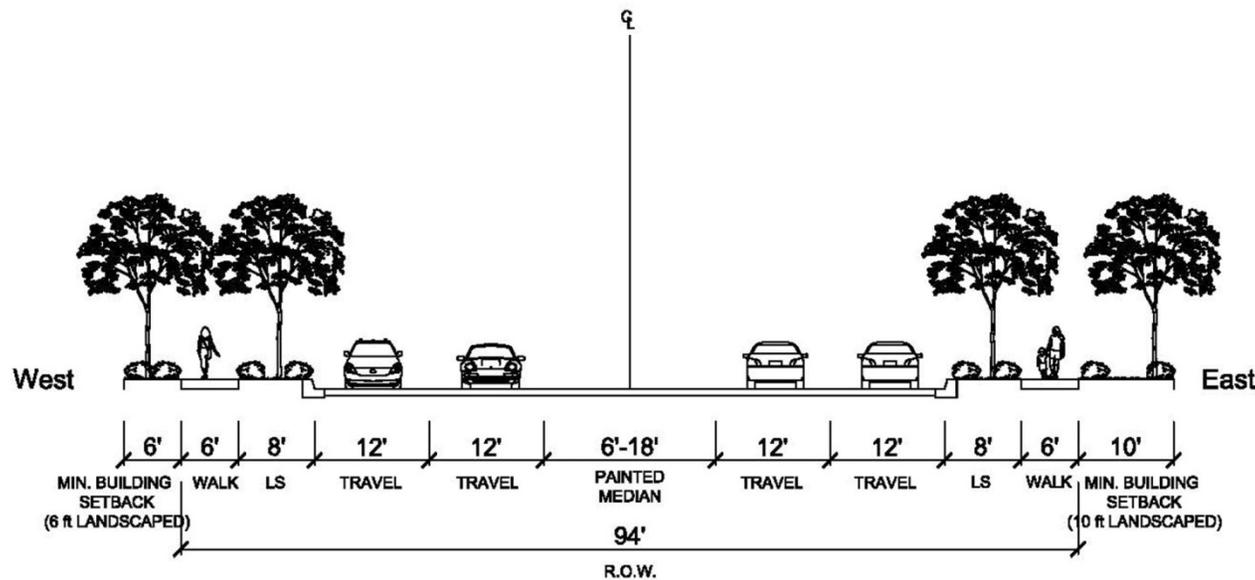
j. Legacy Road – Secondary Arterial

Legacy Road is an existing 4-lane arterial within the Mixed-Use Urban neighborhood that serves residential uses.

The right-of-way configuration for Legacy Road is intended to:

- Provide convenient vehicular access to the multifamily developments on both sides of the streets.
- Separate pedestrians from traffic with an 8-foot landscape parkway between the curb and sidewalk.

Figure 2-16 Legacy Road – Northbound from Tustin Ranch Road to Warner Avenue



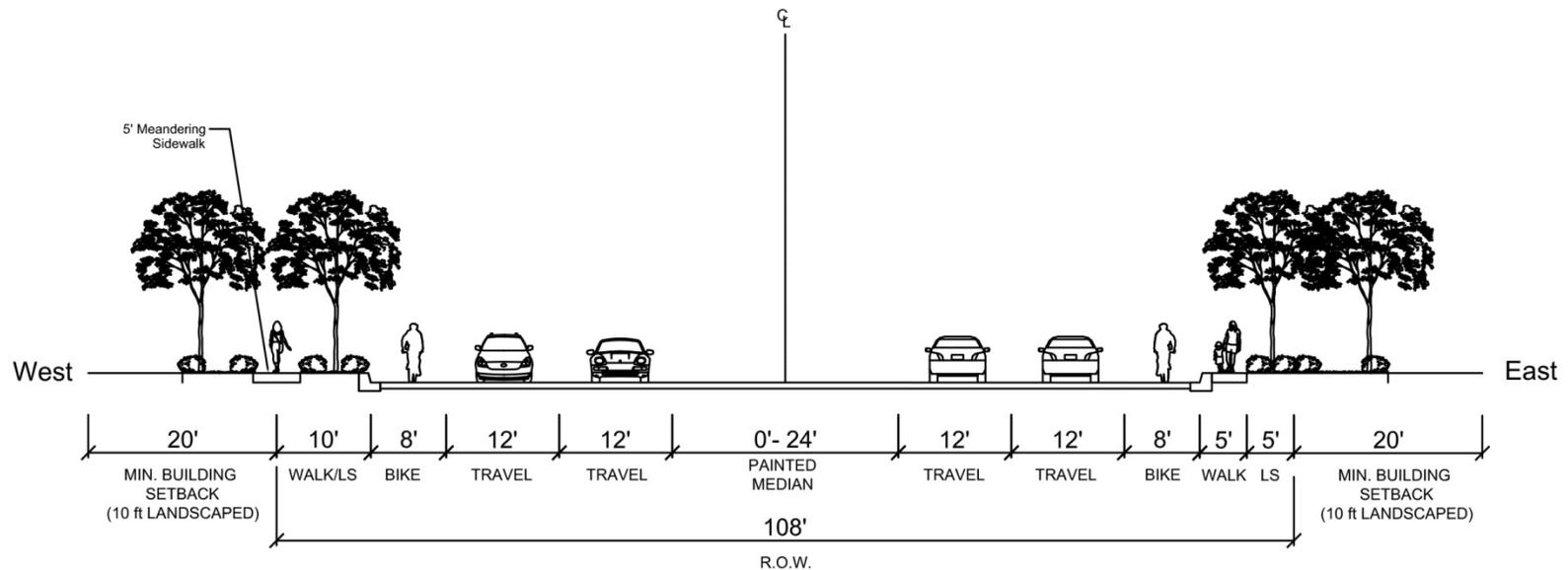
k. Kensington Park Drive – Secondary Arterial

Kensington Park Drive is one of two access roads into Tustin Legacy from Edinger Avenue. The intersection is fully signalized. The road is adjacent to Columbus Square on the west and a future commercial center on the east.

The right-of-way design is intended to:

- Allow for left hand turns within a painted median.
- Separate pedestrians from traffic with a landscape parkway between the curb and a 5-foot meandering sidewalk on the west side.

Figure 2-17 Kensington Park Drive – Northbound from Valencia Avenue to Edinger Avenue



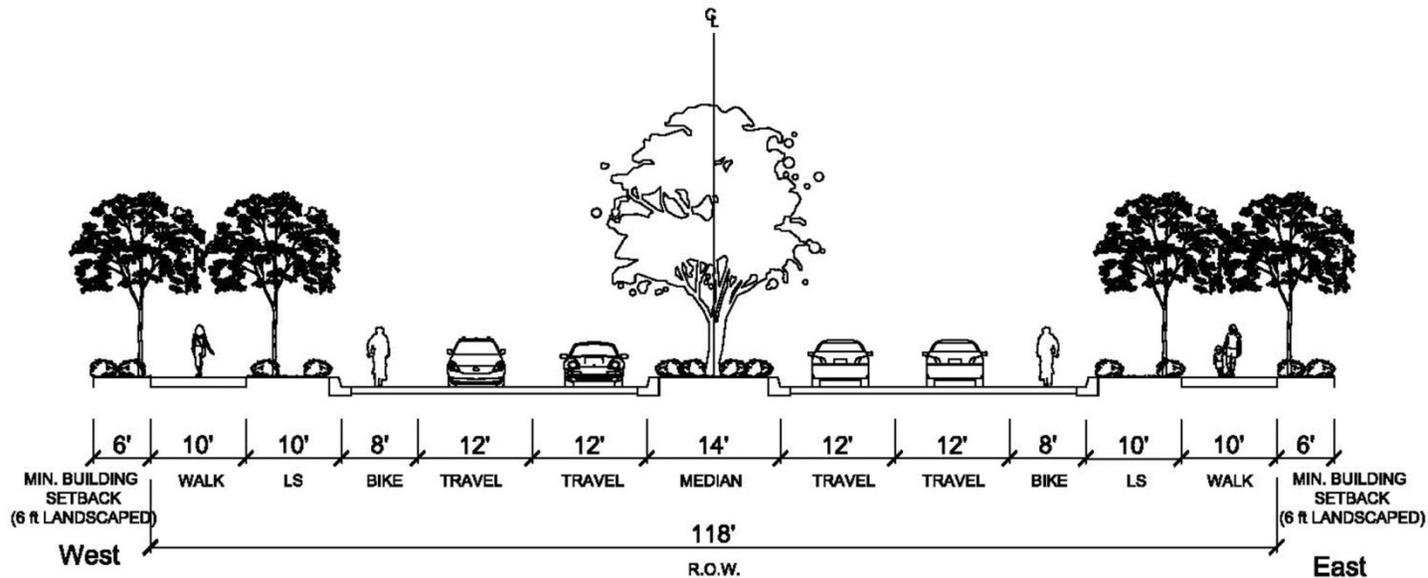
I. Edinger Connector – Secondary Arterial

Edinger Connector is the temporary name for this short segment of road that extends from Valencia Avenue to Edinger Avenue within the Mixed-Use Transit neighborhood. The intersection will be a right-in, right-out only.

It is designed as a 4-lane secondary arterial and is intended to:

- Provide a means of access into and out of the Mixed-Use Transit neighborhood onto the external arterial, Edinger Avenue. Edinger connects to the SR-55 freeway and SR-261 Toll Road.
- Create a primary entrance for the neighborhood with a landscaped median and wide 10-foot landscape parkway adjacent to the curb.
- Create a walkable transit-oriented environment with wide sidewalks, landscaping, and reduced building setbacks.

Figure 2-18 Edinger Connector – Northbound from Valencia Avenue to Edinger Avenue



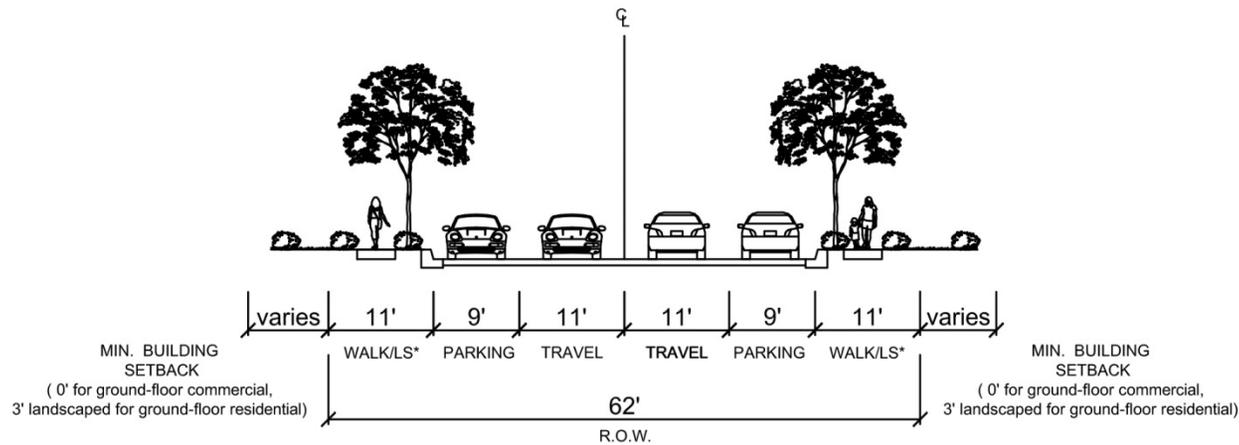
m. Local Road - Mixed Use Urban and Mixed Use Transit Planning Areas

Within Planning Areas 8, 13&14, and PA 15, a local road cross-section has been prepared. Local roads within these areas shall be public only, using this cross-section. Flexibility is allowed in the sizing, configuration and design of sidewalk and landscape zone.

The right-of-way configuration is intended to:

- Provide for 2-lanes of travel and on-street parking on both sides.
- Create an ample 11-foot sidewalk and landscape zone that can be tailored to the needs of the project. A minimum 5-foot sidewalk shall be provided.

Figure 2-19 Local Road



n. Local Collector and Modified Local Collector – Mixed Use Urban and Mixed Use Transit Planning Areas (Optional Street Type)

Two unique cross-sections have been prepared for two Tustin Legacy neighborhoods where a more urban, walkable, mixed-use environment is planned. These cross-sections will be applied where needed based on anticipated traffic volumes.

The design of these streets is intended to:

- Support a range of residential uses, retail, service commercial, and office uses in a mixed-use setting, with a consistent right-of-way design.
- Elevate the importance of pedestrian and bicycle modes of travel by arrowing the overall right-of-way to slow traffic, and providing ample space for sidewalks, bikeways, and landscaping.
- Allow for on-street parking to meet visitor parking needs.

Figure 2-20a Local Collector

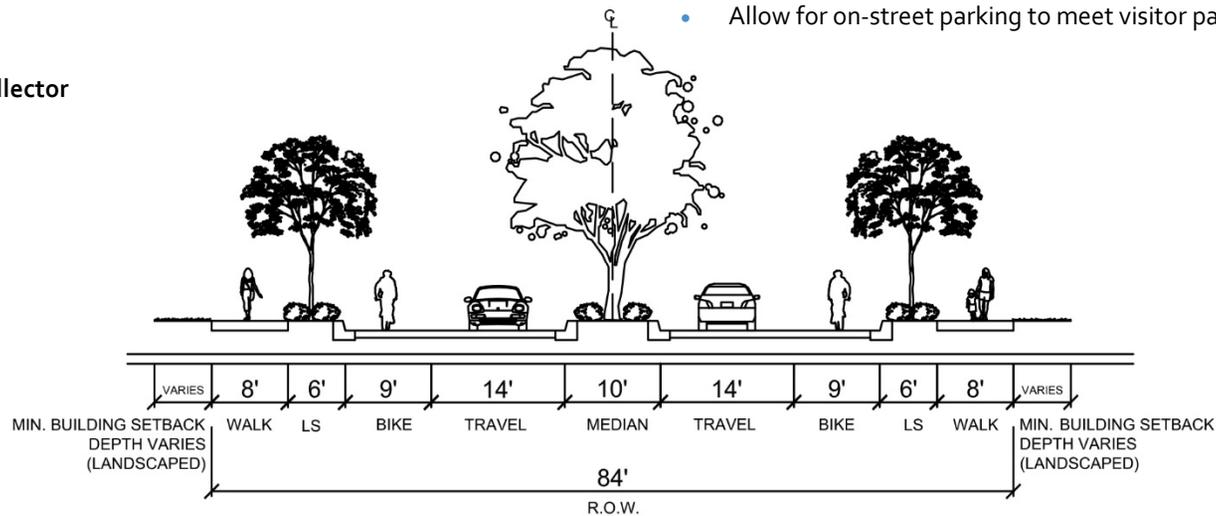
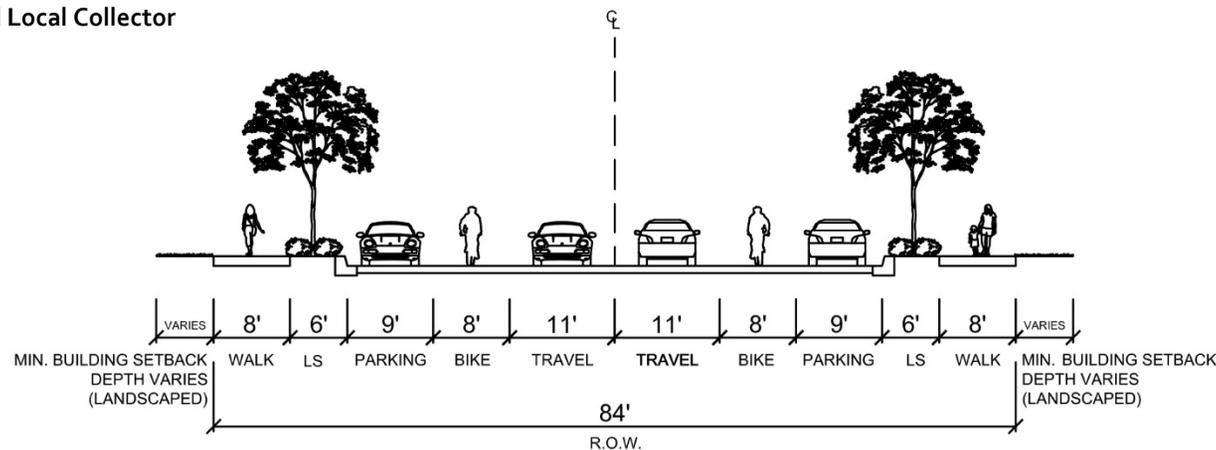


Figure 2-20b Modified Local Collector



o. Main Street (Optional Street Type)

“Main Street” is the temporary name given to a unique cross-section that has been prepared for the Mixed-Use Urban Planning Area. The “Main Street,” or walking street, shown here are guidelines only. The final street section will be designed to respond to the character of the adjacent development, with approval of the Community Development Director and City Engineer.

The overall design intent is to:

- Create a distinct roadway that can be used for strolling, sitting, outdoor dining, and socializing. The “Main Street” is intended to support the retail, restaurant, and residential uses envisioned for the street.
- Provide convenient on-street parking in either a parallel or diagonal configuration.
- Provide an ample 10- to 14-foot sidewalk to encourage outdoor dining.

Figure 2-21a Alternative 1 – Main Street with Diagonal Parking

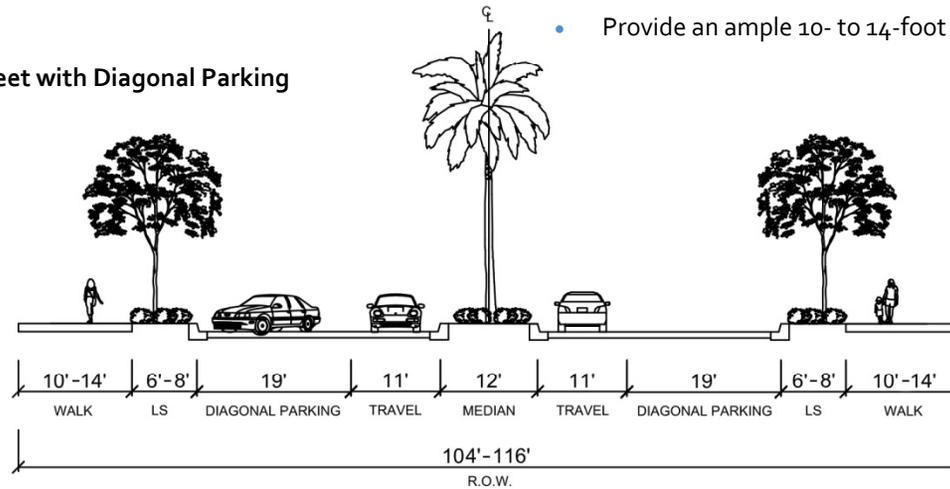


Figure 2-21b Alternative 2 – Main Street with Parallel Parking

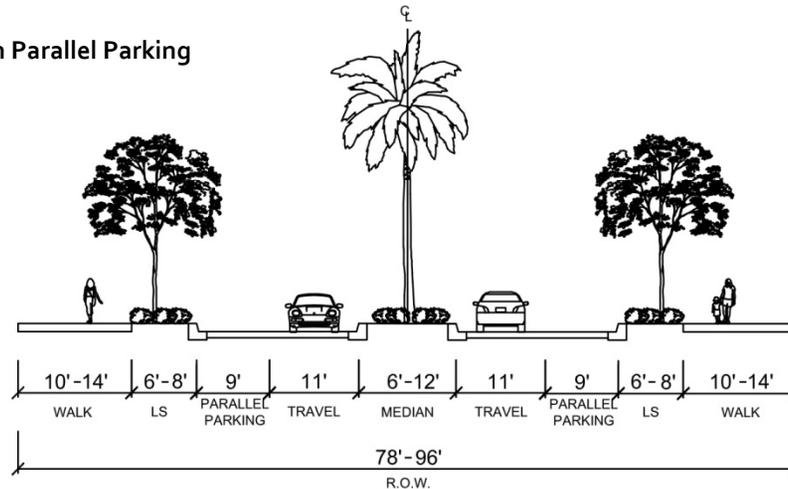
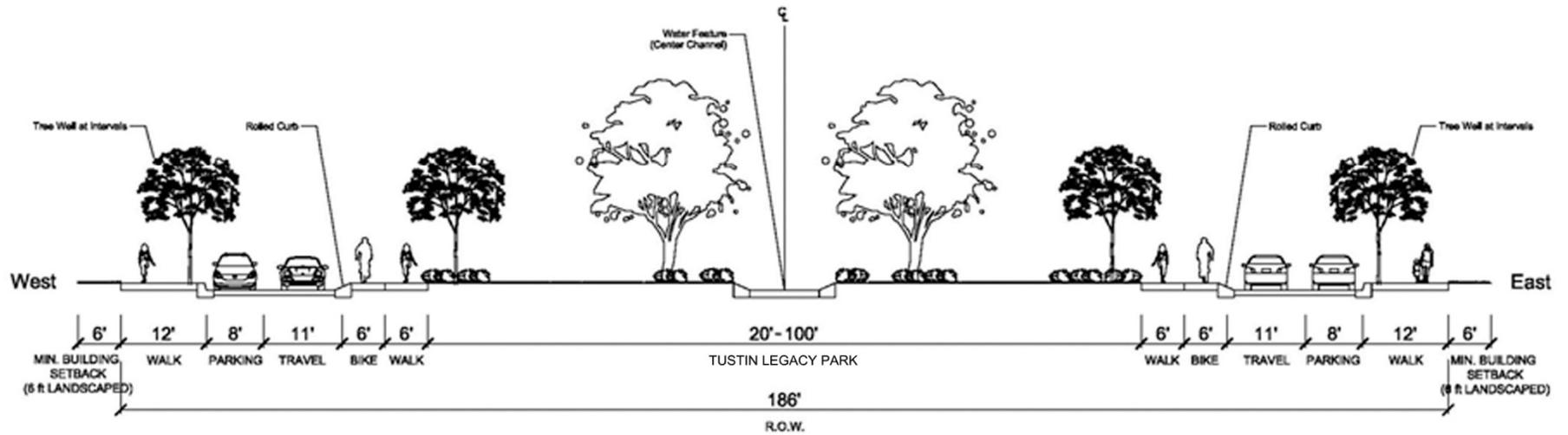


Figure 2-21c Alternative 2 – Main Street with Tustin Legacy Park/Water Feature



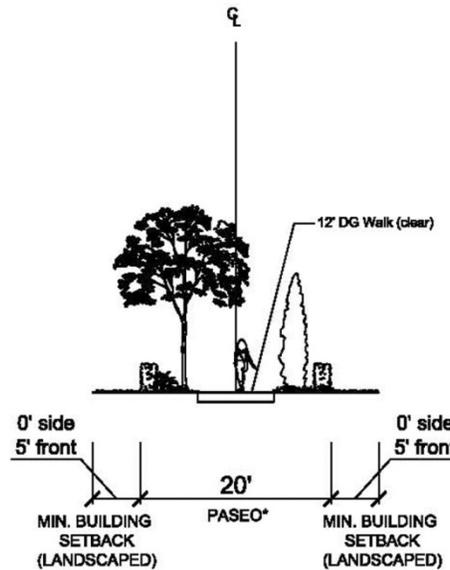
p. Paseo (Optional Street Type)

Paseos are defined pathways located on the side of the building or along a courtyard designed for pedestrians and bicyclists. In addition to adding visual interest and expanding pedestrian experience, to be successful paseos must also feel safe for their users

The design of the cross-section is intended to:

- Identify a minimum width to facilitate high visibility and safety.
- Provide convenient access at mid-block locations to access another street or parking areas.
- Allow flexibility in the sizing, configuration, and design of the sidewalk and landscape area.

Figure 2-22 Paseo



2.4 PARKS AND RECREATION

The Specific Plan provides for a variety of public and private parklands, open space areas, private recreation facilities, and trails to serve the residents of Tustin Legacy as well as the larger community. Figure 2-23 and Table 2-5 identify a variety of public parks including parkettes, neighborhood parks, a community park, and a regional park that will serve the residents in Tustin Legacy and the surrounding area.

Table 2-5 Tustin Legacy Public Parks

PLANNING AREA	NEIGHBORHOOD	TYPE	EXISTING PARK ACRES	FUTURE PARK ACRES
2	B	Community Park	-	29
4-5	B	Parkettes	4	
6 (County)	C	Urban Regional Park	-	85
9-12	E	Tustin Legacy Park Overlay	-	28 minimum
8, 13-14	D	Parkettes, Tustin Legacy Park Overlay	-	76 minimum
15	G	Neighborhood Parks, Parkettes, Tustin Legacy Park Overlay	13	12 minimum
20	G	Parkettes	1	-
21	G	Neighborhood Park	7	-
22 (Irvine)	H	Neighborhood Park (Sweet Shade Park)	8	-
Total:			33	230

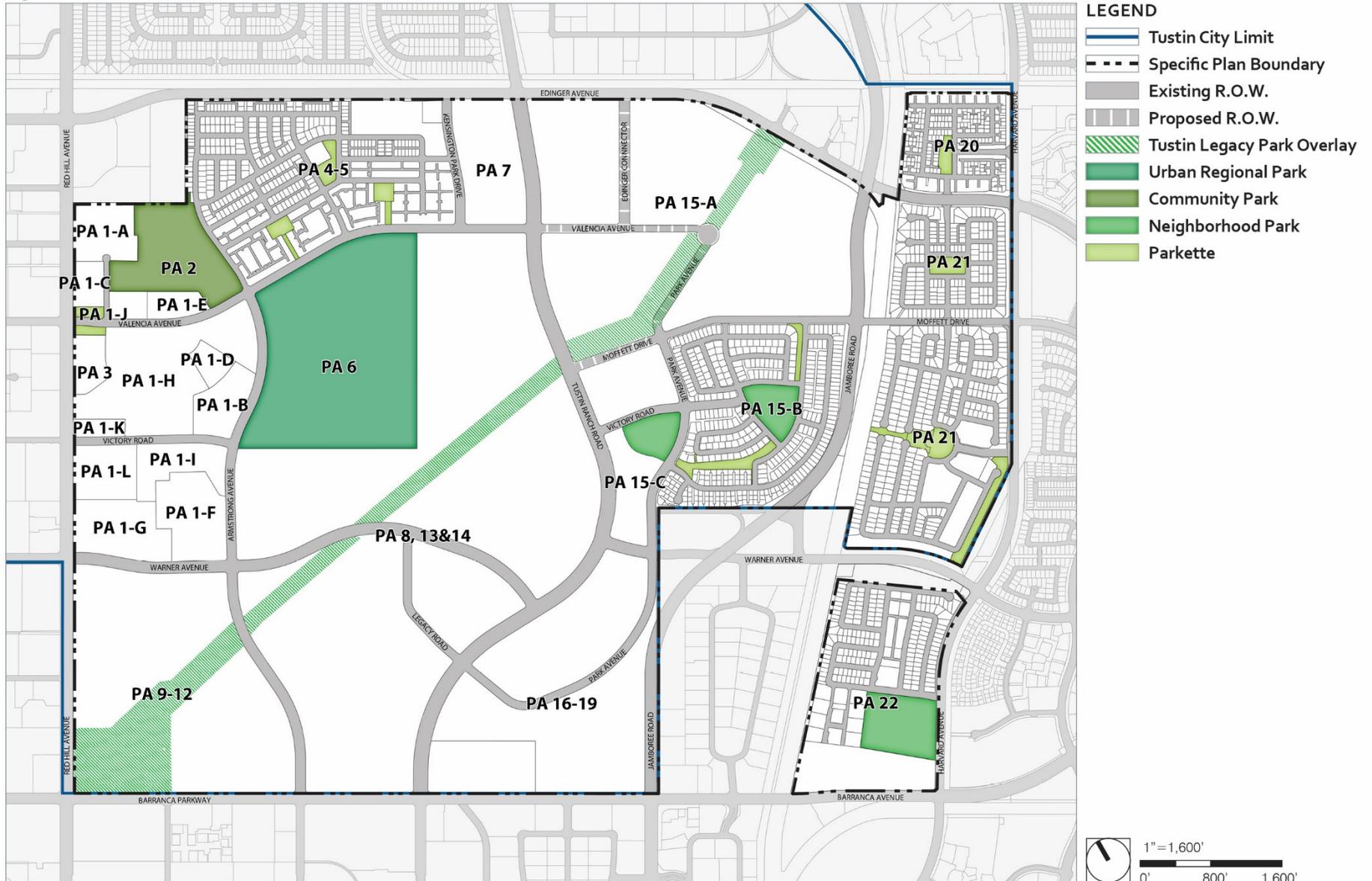
The City of Tustin has established standards for determining land requirements for future park sites within the Conservation/ Open Space/ Recreation Element of the General Plan and in Tustin's City Code. The adopted standard for neighborhood and community parks is three (3) acres of usable parkland per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

The City of Irvine's Local Park Code also establishes standards for determining land requirements and improvements for park sites within the City. The Specific Plan identifies a neighborhood park site, which has been conveyed to the City of Irvine by the federal government. Improvements to this park site shall be in accordance with the applicable requirements of Irvine's Local Park Code.

2.4.1 Parkettes and Neighborhood Parks

Parkettes and neighborhood parks are generally located throughout mixed-use and residential areas of Tustin Legacy. According to City of Tustin standards parkettes are small, passive local parks that can be less than an acre and up to 3 acres in size. Parkettes may feature play areas, benches, and/or landscaped open space. Neighborhood parks have a minimum size of three acres and should contain active recreation amenities such as ball fields, multi-purpose fields and open turf, game courts, tot lots, picnic facilities, swimming pools, community buildings, restroom building and on-site parking. This Specific Plan identifies several existing parkettes and neighborhood parks. Developers are encouraged to incorporate these types of park spaces into future development.

Figure 2-23 Parks



2.4.2 Community Parks

The Specific Plan provides for a 33-acre community park in the northwest portion of the Plan area in the City of Tustin. Upon completion, the community park will contain a wide range of recreational facilities including softball, football, soccer, tennis, basketball, racquetball, and volleyball facilities. The park will also contain picnic areas and supporting uses. The community park is intended to serve an approximate population of 10,000 residents, which will include the Specific Plan area as well as a significant number of households in the southern and western portions of Tustin.

2.4.3 Urban Regional Park

A significant open space and cultural amenity within the Specific Plan area will be an 84.5-acre urban regional park to be owned, operated and maintained by the County of Orange, Harbors, Beaches and Parks. If financially feasible to preserve, the landmark wooden blimp hanger will be the focal point of the park. The hangar is listed on the National Register of Historic Buildings and measures 1,088 feet in length, 297 feet in width, and 178 feet in height. The federal Section 106 process requires consultation with the State Office of Historic Preservation to establish mitigation measures, including the possibility of providing an interpretive center in the park, if the hangar is not retained. In either event, the park will have outdoor recreation and the possible adaptive reuse of a number of existing buildings. The park is in close proximity to the community park and is situated to support and complement other adjacent proposed uses.

The park may also contain general purpose turf areas, landscaping, paths for walking and bicycling, sports fields and courts, and other commercial recreational uses and concessions. Existing buildings within the park site may be reused to provide park programs, training, park ranger offices, park maintenance/administration, and other ancillary uses.

2.4.4 Tustin Legacy Park Overlay

The Specific Plan designates an overlay for a linear park, which will be named Tustin Legacy Park. Its final configuration and size will be determined as each planning area is developed, per the requirements in Section 3, Regulating Code. In general, Tustin Legacy Park will extend from the corner of PA 9-12 at Barranca Parkway and Red Hill Avenue in a diagonal direction, through the

Specific Plan area to Edinger Avenue in PA 15, terminating across from the Metrolink Station. The linear park includes a variety of landscape settings such as urban hardscapes, natural softscapes, and waterscapes. Section 3, Regulating Code, establishes further direction on layout and conceptual design within each Planning Area for Tustin Legacy Park and addresses connectivity from commercial areas to the park via a trail system.

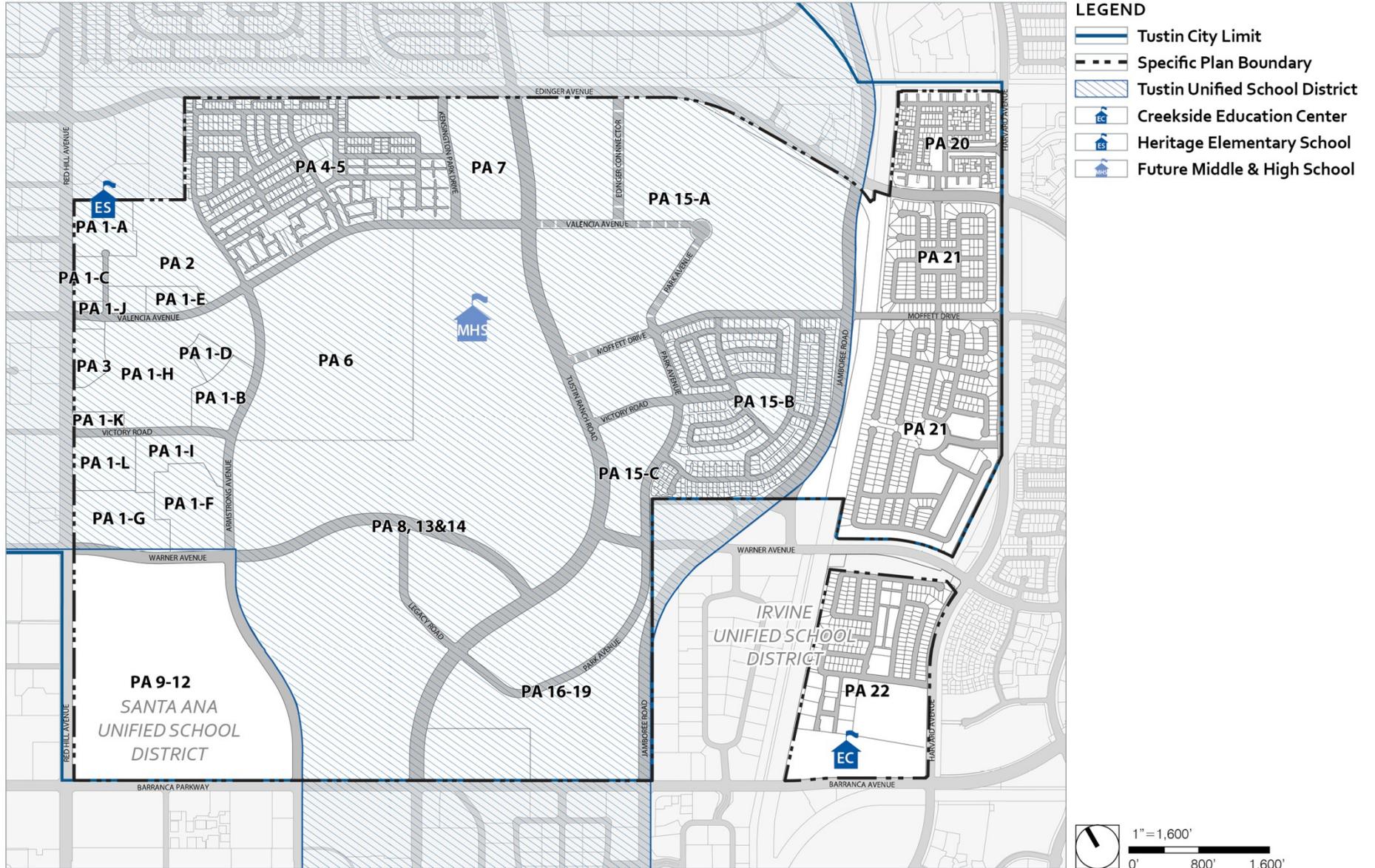
2.5 SCHOOLS

Tustin Unified School District (TUSD) and Irvine Unified School District (IUSD) are each responsible for schools within the Tustin Legacy. Figure 2-24, Schools, identifies sites for three schools, two of which are operated by TUSD and one by IUSD. A portion of the Specific Plan area is also covered by Santa Ana Unified School District; however, this Planning Area (PA 8, 13&14) is designated for nonresidential uses.

Tustin Legacy residents living west of Jamboree Road are within the boundaries of TUSD. TUSD has already completed construction of Heritage Elementary School, a 10-acre site located in Neighborhood A. A 40-acre middle school and high school site has also been identified on the land use plan at the southwest corner of Tustin Ranch Road and Valencia Avenue in Neighborhood D. This undeveloped site is a conveyance agreement and grant deed agreement between the City and TUSD.

Residents east of Jamboree Road are within the boundaries of IUSD. Located in Neighborhood H, on the northwest corner of Barranca Parkway and Harvard Avenue, IUSD has a small campus called the Creekside Education Center. Creekside High School and Irvine Adult School are both located on this approximately 20-acre site.

Figure 2-24 Schools



2.6 INFRASTRUCTURE

2.6.1 Water and Sewer

a. *Water*

The domestic water concept plan, Figure 2-25, was developed in consultation with The Irvine Ranch Water District (IRWD). IRWD is the jurisdictional agency responsible for providing domestic (potable) water service to the plan area. IRWD currently supplies domestic water to the area through a north-south 12-inch pipeline in the center of the former base.

The proposed backbone domestic water system is based upon design recommendations proposed in the Irvine Ranch Water District (IRWD) Sub-Area Master Plan (SAMP). The SAMP recommends that pipe systems follow a loop pattern and provide service areas with multiple sources of supply. These recommendations provide operational flexibility that will prevent loss of service to an area should a source or pipeline fail. The proposed domestic water system adheres to both of these recommendations.

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

Pipe sizes were calculated by IRWD based on demands, water pressure requirements, flow velocity criteria, and the fire-flow specifications of the Orange County Fire Authority. Surveys and more specific knowledge of the land uses will be required to determine the network's final pipe sizes.

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

b. *Reclaimed Water*

Reclaimed (non-potable) water is currently supplied to the planning area by IRWD through a 16-inch pipeline in Barranca Parkway and a 6-inch to 8-inch pipeline in Tustin Ranch Road. The area's internal reclaimed water system ties into the Barranca Parkway pipeline at Jamboree Road and extends north towards Edinger Avenue.

The proposed reclaimed water plan, developed in consultation with IRWD, for the area is shown in Figure 2-26.

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

c. *Sewer*

The Irvine Ranch Water District (IRWD) and Orange County Sanitation District #7 (CSD-7) are the jurisdictional agencies responsible for providing plan approval and sewer service to the planning area. The IRWD and CSD-7 have agreed to allow IRWD to be the sole responsible agency for provision of sewer service for the area. Plans for a sewage conveyance backbone system from the site were prepared in coordination with IRWD.

The site's existing topography favors sewer flow towards the southeast. The proposed sewer plan, shown in Figure 2-27 flows south and connects to a proposed sewer main in Barranca Parkway. All parcels located west of Peters Canyon Channel will discharge through this system. Sewage will be conveyed through a trunk system in Armstrong Avenue through Irvine.

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

Figure 2-25 Domestic Water Plan

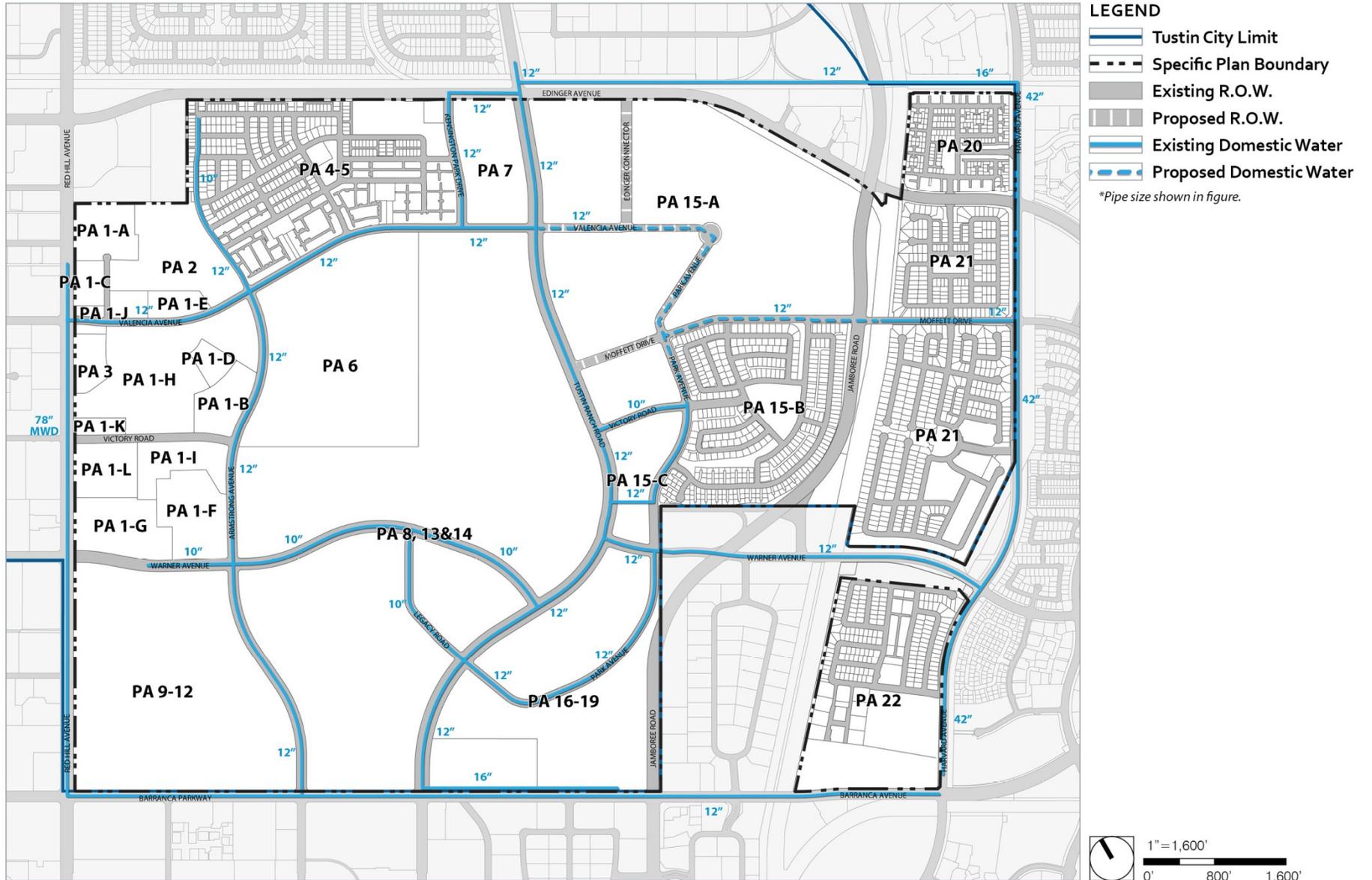


Figure 2-26 Reclaimed Water Plan

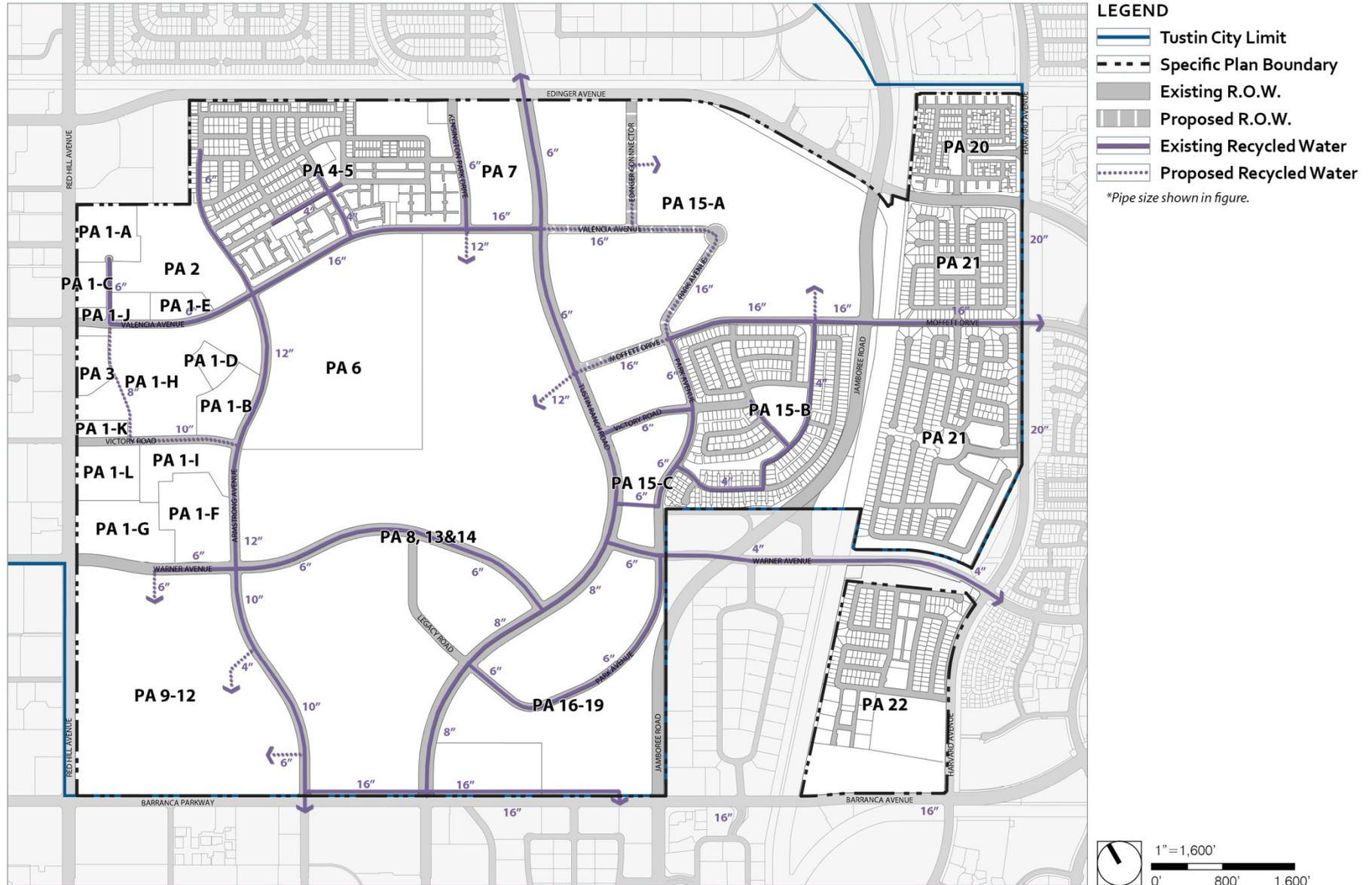
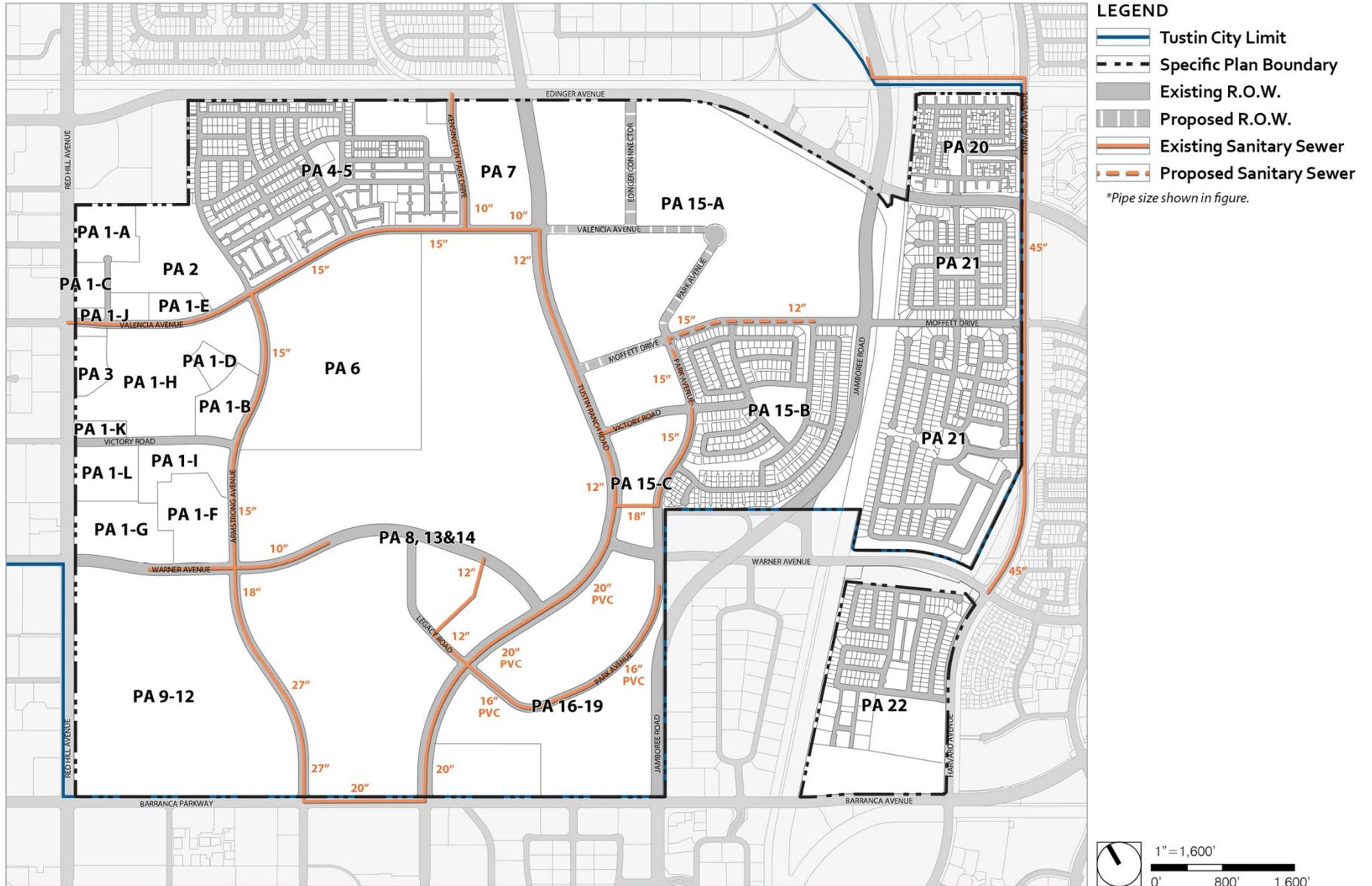


Figure 2-27 Sanitary Sewer Plan



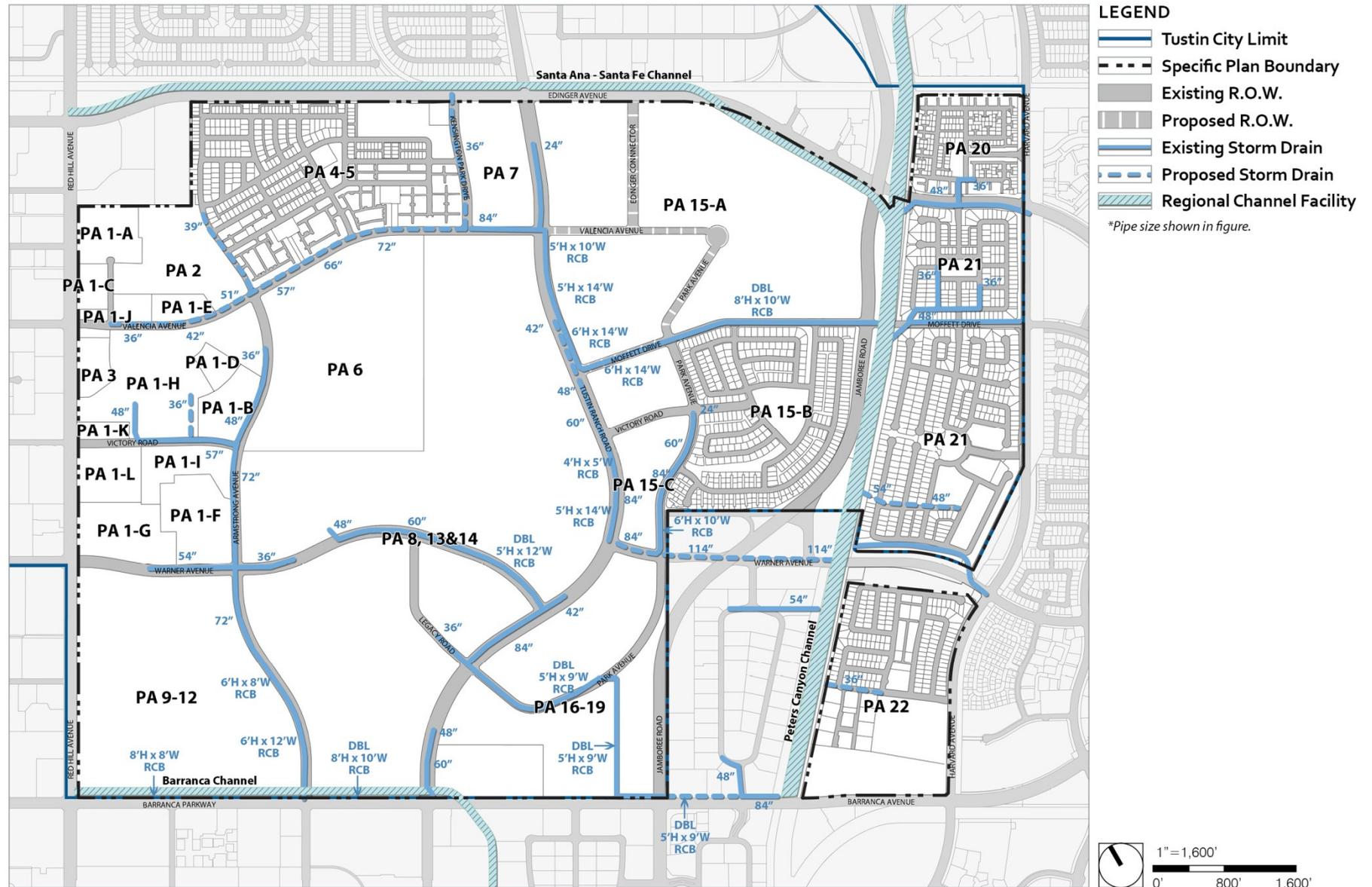
2.6.2 Storm Drainage

The proposed major backbone storm drain facilities to be developed in a phased manner within the site are identified on Figure 2-28. The backbone system will follow the alignments of the major arterial roadways, such as Armstrong Avenue, Valencia Avenue, Moffett Drive, Tustin Ranch Road, and Warner Avenue. The proposed storm drain plan includes five major on-site drainage areas with mainline facilities, as well as improvements to the OCFCD Barranca Channel. The local collector systems for each parcel will need to be studied as each parcel is developed.

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

To the north of the Specific Plan area is the existing OCFCD Santa Ana/Santa Fe Channel. This is an earthen-lined channel and is located north of Edinger Avenue. The channel passes under the existing SCRRA/OCTA Railway Line and Edinger Avenue approximately 1,500 feet west of Jamboree Avenue. The conceptual design for the improvements of Santa Ana/Santa Fe Channel portion between Edinger Avenue and Peters Canyon Wash was approved by OCFCD in 2007.

Figure 2-28 Storm Drain Plan



2.6.3 Water Quality

Projects within the specific plan are required to prepare a Water Quality Management Plan pursuant to the MS₄ Permit and Technical Guidance Document (TCD), and comply with existing regulatory permitting processes. Requirements for waste discharge from developed land uses into stormwater facilities were expanded in 2009 through the municipal stormwater permit (MS₄ Permit, Order No. R8-2009-0030) issued by the Santa Ana RWQCB. The new permit is expected to be adopted in Fall 2015. The MS₄ Permit requires low-impact development (LID) measures intended to preserve a site's predevelopment hydrology by minimizing the loss of natural hydrologic processes such as evapotranspiration, and runoff detention. LID measures introduce structural and nonstructural design components that restore these water quality functions into the project's land plan. However, there are infiltration constraints that must be taken into consideration when selecting LID measures. The design and operations phases of projects developed pursuant to the Tustin Legacy Specific Plan would comply with requirements in the MS₄ Permit and would comply with additional requirements in the Drainage Area Management Plan issued by OC Public Works in 2003.



Section 3

REGULATING CODE

Section 3. REGULATING CODE

3.1 PURPOSE AND SCOPE

This Regulating Code is intended to achieve a specific pattern of development in accordance with the envisioned future of a neighborhood or district within Tustin Legacy. The standards contained in this section regulate the development of buildings, streets, and public spaces with a focus on the physical built environment and the relationship between the private and public realm. Certain standards may apply only to specific Planning Areas, and are indicated as such in this section.

Development standards established in this Specific Plan are tailored to each Planning Area based on its location, adjacent streets, and intended use, as shown in Figure 3-1, Community Structure Plan. The Regulating Code includes development standards for each applicable Planning Area, as follows:

- Use regulations, which provide permitted and conditionally permitted uses in the Specific Plan area (see Appendix A. Glossary for use definitions). Those uses not specifically listed are subject to a determination by the Community Development Director as either permitted, permitted subject to a conditional use permit or prohibited consistent with the intent of the Planning Area and the Specific Plan. Decisions of the Director are appealable to the Planning Commission.
- Built form standards, which address specific aspects of site development, including building mass and placement adjacent to streets and other buildings.
- Building frontage standards, which identify permitted frontage types per applicable street.
- Open space standards, which address the required amount of private and public open space for residential and nonresidential developments.
- Parking standards, which address the placement and number of required vehicle and bicycle parking spaces for residential and nonresidential developments.

3.2 LAND USE APPLICABILITY

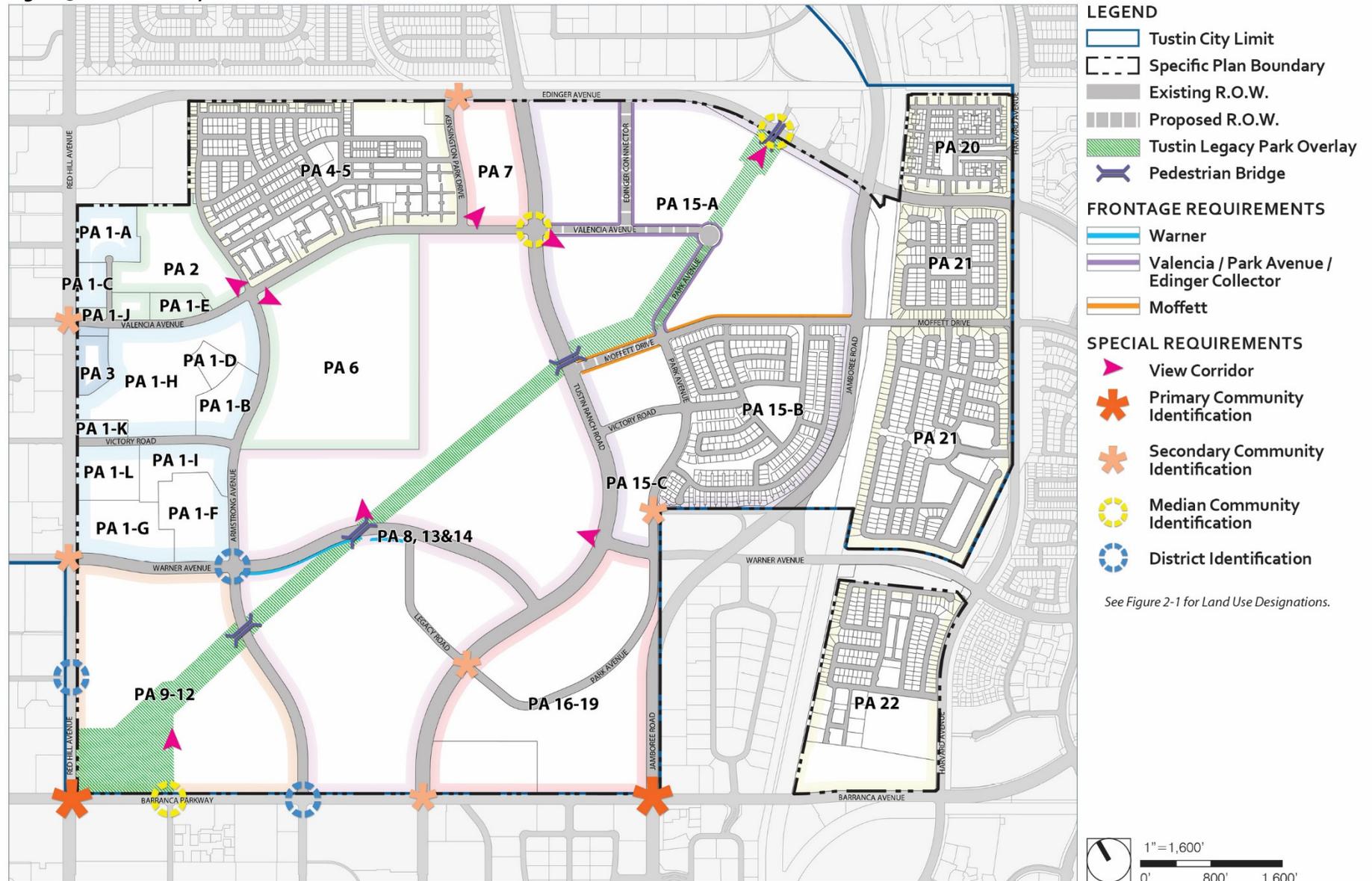
The provisions of this Regulating Code are applicable to all parcels within the Specific Plan area and shall supersede the provisions contained in the Tustin City Code (TCC). The City of Tustin shall administer the provisions of this Regulating Code in accordance with the State of California Government Code and the Tustin General Plan and Municipal Code. Where this Regulating Code differs from provisions in the TCC, the provisions herein shall prevail. If the Specific Plan is silent on an issue, the provisions of the TCC shall be consulted.

Design guidelines contained in Section 3.19, Urban Design Guidelines, of this Specific Plan shall be used in concert with the development standards in the Regulating Code.

3.3 SUMMARY OF CHANGES FROM 2014 SPECIFIC PLAN

This Specific Plan updates and replaces the 2014 Tustin Legacy Specific Plan. Development standards and guidelines for certain Planning Areas within the Specific Plan area (PA 8,13&14 and PA 15) have been changed to accommodate mixed uses in an urban setting, as described in Section 2.2 Land Use and summarized in Table 2-3, Summary of Changes to Planning Areas. For areas of no change, development standards and guidelines from the 2014 Specific Plan have been incorporated into this Specific Plan document. They have not been changed but have been updated for consistency with the contents of this Specific Plan.

Figure 3-1 Community Structure Plan



3.4 SPECIAL REQUIREMENTS

The following requirements shall be required for all Planning Areas where applicable.

3.4.1 Housing Element Requirements

California law requires that cities zone land to encourage and facilitate their fair share of housing growth—referred to as the regional housing needs assessment (RHNA). The closure of the MCAS Tustin provides the City with the opportunity to create affordable units to accommodate the needs of the residents. The City in 2001 adopted the MCAS Tustin Specific Plan and in 2003 designated the MCAS Tustin as a Redevelopment Project area and adopted the MCAS Tustin Redevelopment Plan (eliminated 2011). Based on the City of Tustin 2013 Housing Element Planning Areas 8, 13&14 have been identified as the area to facilitate lower income residential development. The development of Tustin Legacy is anticipated to occur during the Housing Element planning period. To promote the provision of affordable housing within the City, all residential developments must comply with the applicable citywide affordable housing policy.

Furthermore, it is the policy intent of this Specific Plan that a minimum of 51 percent of the total dwelling units constructed within Tustin Legacy be for-sale rather than rental product. This is a policy that the Community Development Department will monitor over time.

3.4.2 Existing Structures

Reuse of existing structures shall comply with applicable codes including but not limited to the California Building Code as amended by the City of Tustin, State of California Title 24 Access Compliance (handicapped provisions), and requirements of the Americans with Disabilities Act (ADA).

Demolition of existing structures may be required by the City of Tustin to be undertaken under the following conditions:

- Where information determines the need for demolition to eliminate public health and safety risk.
- To improve the appearance of the Planning Area in which the structure is located.
- To accommodate the completion of major roadway improvements.
- To properly implement the permanent development intent of the Planning Area in which the structure is located.





Existing buildings, open space areas, and other site improvements shall be aesthetically upgraded through architectural and landscape improvements, prior to issuance of use and occupancy permits. Such improvements may include, but are not limited to, the following:

- Upgraded façade treatments, including the use of plaster, brick, stone, and/or other approved materials.
- Upgraded window types and treatments.
- Upgraded entries, including doorways, covered walkways, decorative paving.
- Upgraded roofing materials and roof overhangs.
- Updated color scheme for buildings.
- Decorative treatment of all exposed site walls.
- Enhancement of private patios and balconies.
- Upgraded appearance of entrances, including doorways, walkways, driveways, and decorative paving.

- Extensive planting of trees and shrubs throughout the site, including parking areas and common open space areas.
- Improved landscape design of front yards and common areas.
- Improved landscape design along building perimeters and entries.
- Improvements to common recreational areas including provision of shelters, lighting, and refurbishing of facilities.
- Addition of pedestrian amenities including paths, benches, shade trees, trash receptacles, drinking fountains, lighting, and decorative paving.
- Addition of bicycle facilities including bike racks.
- Creation of project entryways through signage and landscape design, as applicable.
- Creation of signage program for building identification and directional signs.
- Upgraded and consistent signage, including project identification, addressing, and directional signs.
- Enhanced lighting scheme for building entrances, common areas, paths, and parking areas.
- Application of defensible space techniques in landscaping and lighting.

3.4.3 Utility Services

Utility metering modifications and/or provision of independent utility services shall be committed to by agreement between the City of Tustin, and the City of Irvine as applicable, and those agencies receiving or leasing property in each Planning Area, prior to use and occupancy of existing buildings and/or new development, except for interim uses. Said agreement shall identify required capital/infrastructure improvements and Environmental Impact Statement and Environmental Impact Report (FEIS/EIR) mitigations.

3.5 PLANNING AREA 1: EDUCATION VILLAGE

3.5.1 Purpose and Intent (PA 1)

Planning Area 1 is envisioned as the Education Village consisting of a broad mix of public-serving, office, and other non-residential uses. The Education Village will be an important anchor for the community with a range of public-serving uses within a walkable campus setting. By virtue of its uses and operation, the Education Village will be linked to many other uses and activities within the Planning Area. Its primary functions are to provide education, training, and specific social service functions for Tustin Legacy.

The Education Village is already well defined by having been the community support and administrative core of Marine Corps Air Station (MCAS) Tustin. Included within PA 1-A is a 10-acre elementary school site at the northwesterly corner along Red Hill Avenue. The Education Village may also accommodate 10 acres of a law enforcement training center/animal shelter or use of the site by the South Orange County Community College District (SOCCCD), a 4-acre children’s intermediate care shelter, and the Army Reserve Center (currently under construction). The Education Village will also include city-owned sites and a sheriff academy operated by the Rancho Santiago Community College District (RSCCD). Various office, research and development, and supporting commercial uses are permitted to complement educational uses in PA 1.

a. Development Potential Summary

- Total Developable Area: 124.5 acres
- Non-Residential: Max. 2,229,580 sf¹

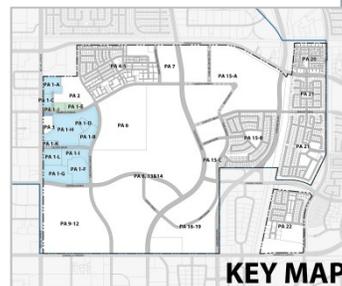
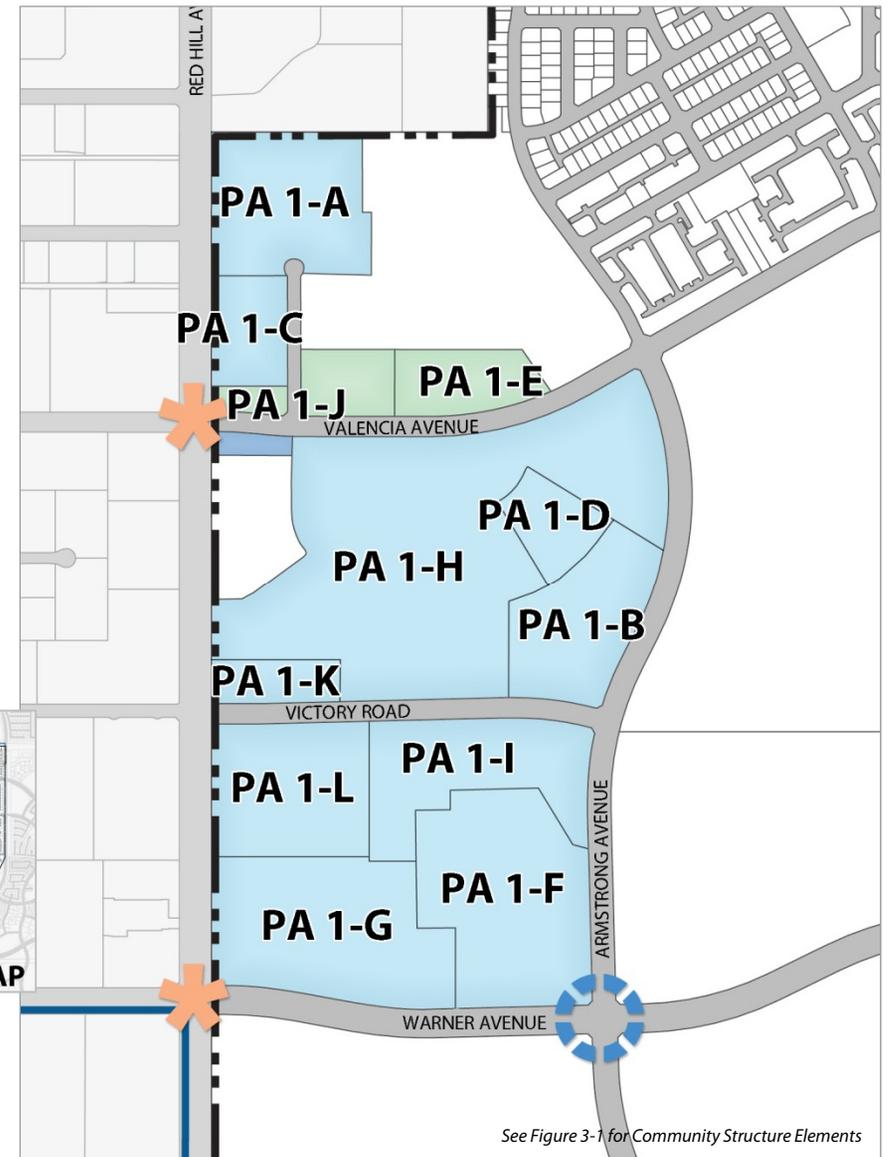


Figure 3-2 Subplanning Areas in PA 1



See Figure 3-1 for Community Structure Elements

¹F.A.R. and Total Floor Area square footage ranges reflect the maximum potential development dependent upon the mix of land uses and subject to the vehicle trips allocated to the Subplanning areas pursuant to the Development Agreement and Amended And Restated Agreement between the City of Tustin and the South Orange County Community College District for Conveyance of a Portion of MCAS, Tustin and the Establishment of an Advanced Technology Educational Campus.

3.5.2 Development Standards (PA 1)

The following development standards regulate new site and building development by establishing standards for intensity, building height, open space, and other elements. They have been developed to accommodate the wide range of educational, non-educational, and institutional uses anticipated. They are intended to ensure connectivity, provide screening and landscape design along roadways, create view corridors to the northern blimp hangar (if retained), and provide trail linkages to adjacent neighborhoods.

Table 3-1 Site Configuration Regulations (PA 1)

TYPE	MIN.	MAX.
Site		
Lot Size	None	None
Floor-Area-Ratio (FAR)		
1-B, 1-D, 1-H, 1-K and 1-L ¹	0.38	0.59
1-C	None	0.35
All other Subplanning areas	None	0.30
Building Setback²		
Red Hill Avenue	40 ft	None
Valencia Avenue	25 ft	None
Armstrong Avenue	20 ft	None
Warner Avenue	20 ft	None
Victory Road	15 ft	
Private Street or Drive	15 ft	None
Distance between Buildings	10 ft	None

1. FAR range reflects the maximum potential development dependent upon the mix of land uses and is subject to the vehicle trips allocated to the Subplanning areas pursuant to the Development Agreement and Amended And Restated Agreement between the City of Tustin and the South Orange County Community College District for Conveyance of a portion of MCAS Tustin and the establishment of an Advanced Technology Educational Campus.
2. Minimum landscaped areas are required within building setback areas per Section 2.3 Mobility Plan. Building setbacks from streets are measured from back of rights-of-way.

Table 3-2 Building Height Regulations (PA 1)

TYPE	MIN.	MAX.
All Buildings		
Floors	None	6 stories
Building Height ¹	None	100 ft

1. Building height shall be determined from the finished grade within five feet of the structure to the highest point of the structure, excluding chimneys and vents.

a. Built Form & Landscaping

- District identification signage shall be provided at the intersection of Warner and Armstrong Avenues (see Section 3.19.4, Signage).
- Secondary community identification signage will be provided at the intersection of Valencia and Red Hill Avenues and at the intersection of Warner and Red Hill Avenues (see Section 3.19.4, Signage).
- Buildings shall be clustered to create plazas, focal areas, and activity areas.
- Existing groves and linear stands of trees shall be taken into consideration when site planning for new development and roadways. If it is not possible to preserve these existing groves or stands of trees, a landscaping definition along public roads and within the Planning Area shall be created.



b. Circulation & Parking

- Access to Subplanning Area 1-D shall be secured from recorded easements on adjacent private streets within the Education Village (Subplanning Area 1-H) in the event an exchange of land does not occur between the City of Tustin and SOCCCD.
- Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trails where applicable.
- Perimeter parking around buildings shall be designed in smaller parking areas around existing campus style building configuration where feasible to facilitate pedestrian access.

c. Special Requirements

- Site plan and design review shall be required for individual Subplanning areas 1-A, 1-C, and 1-I prior to reuse or new development (see Section 4.2.2, Site Plan and Design Review).
- Prior to any interim or permanent reuse of facilities or property on a parcel, or prior to any new development on a parcel, other than by the City of Tustin, those parties receiving or leasing property from the Department of Defense within the Education Village shall be required to enter into an Agreement with the City of Tustin. The purpose of the Agreement is to:
 - Identify the planning goals of each of the agencies and the City for each site.
 - Identify the scope and schedule for short-range improvements and long-range development plans for property.
 - Establish a process that provides for meaningful consultation on development and operational issues of mutual concern.
 - Identify roadway dedications, capital/infrastructure improvements, and environmental impact report mitigation that will be required for use and/or development of the agency receiving property.

- Identify necessary procedures to implement the Agreement.
- Development of an animal care center shall be subject to the following criteria:
 - Location shall be at least 500 feet away from any residential use or residentially-zoned property.
 - Visual screening of outdoor storage and service areas shall be provided.
 - Noise control of animal containment areas shall be provided.
 - Site plan and architectural design of buildings shall be subject to review pursuant to Section 3.19, Urban Design Guidelines.
 - Odor control shall be provided pursuant to development standards in Section 3.18.4, Environmental.



3.5.3 Use Regulations (PA 1)

The land use regulations define permitted uses within Planning Area 1, as shown in Table 3-3 Permitted Use Regulations (PA 1).

Supplemental permitted uses are provided in Table 3-4 Supplemental Permitted Use Regulations (PA 1-D, G, H, K, L). These uses apply only in Subplanning areas 1-D, 1-G, 1-H, 1-K, and 1-L. Such uses would be permitted in Subplanning Area 1-B only in the event an exchange of land occurs between the County of Orange and SOCCCD and an agreement is reached between the County and SOCCCD for County’s future ownership of Subplanning Area 1-I. Such uses would also be permitted in Subplanning Area 1-I in the event an exchange of land does not occur between the County of Orange and SOCCCD and an agreement is not reached between the County and SOCCCD for County’s future ownership of Subplanning Area 1-I.

Specifically prohibited uses are provided in Table 3-5 Prohibited Use Regulations (PA 1-B, D, H, I, K, L) for Subplanning areas 1-B, 1-D, 1-H, 1-I, 1-K, 1-L.

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

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

The baseline mix of uses for Subplanning areas 1-B, 1-D, 1-H, 1-K and 1-L is 51 percent Education Village and 49 percent office and other nonresidential uses. The baseline mix of uses for all other subplanning areas within Planning Area 1 shall be 98 percent Education Village and 2 percent commercial or other nonresidential uses. The mix of uses shall be administered by the Non-Residential Land Use/Trip Budget procedure specified in Section 4.1.4. The purpose is to ensure that adequate circulation capacity is available to serve the proposed project.

Table 3-3 Permitted Use Regulations (PA 1)

USE	
Public/Institutional	
Children’s intermediate care shelter ¹	Permitted
Churches and other religious institution	Conditional
Community college, educational campus or other educationally oriented use	Permitted
Government facility	Permitted
Law enforcement training facility ²	Permitted
Nursery school or child care center	Permitted
School, private or public	Permitted
Service Commercial	
Animal care center ²	Permitted

1. Only in Subplanning Area 1-C as shown in Figure 3.2, Subplanning Areas in PA 1.
2. Only in Subplanning Area 1-B or 1-I as shown in Figure 3.2, Subplanning Areas in PA 1, in the event that a land exchange occurs between County of Orange and SOCCCD and an agreement is reached between the County and SOCCCD for County’s future ownership of Subplanning Area 1-I (see also Special Requirements for Planning Area 1 applicable to development of an animal care center).

Table 3-4 Supplemental Permitted Use Regulations (PA 1-B¹, D, H, I², K, L)

USE	
Automobile research, design, and development	Permitted
Communications business	Permitted
Corporate headquarters/office	Permitted
Data storage, retrieval, send-recvie operation	Permitted
Electronic equipment testing	Permitted
Experimental/prototype assembly and testing facility	Permitted
General office	Permitted
Industrial/commercial incubator (flexible) building	Permitted
Instructional/vocational school	Permitted
Live performance facility/amphitheater	Permitted
Medical offices/healthcare centers	Permitted
Medical/dental clinic	Permitted
Motion picture and recording studio	Permitted
Pharmaceutical products manufacturing/distribution	Permitted
Precision machine shop	Permitted
Professional office	Permitted
Research and development facility	Permitted
Science laboratory	Permitted
Simulation development use	Permitted
Software design use	Permitted
Technology exchange/transfer service	Permitted
Other non-listed uses that further the purpose and intent of the Education Village as determined by the Community Development Director	Permitted/Conditional

1. In the event an exchange of land occurs between the County of Orange and SOCCCD and an agreement is reached between the County and SOCCCD for future ownership of PA 1-I
2. In the event an exchange of land does not occur between the County of Orange and SOCCCD for County's future ownership of PA 1-I.

Table 3-5 Prohibited Use Regulations (PA 1-B, D, H, I, K, L)

USE
Congregate care facility
Auto sales, leasing or repairs, and recreational vehicle (RV) sales, rentals or repairs
Bingo parlor/hall, casino, or other gaming establishment conducting games of chance
Drive-through use
Grocery store, supermarket, mini-market or mini-mart, or similar food retail operation ¹
Health club (except for use by students, faculty and campus employees)
Hotel/motel
Jail facility
Live Entertainment/Entertainment use, such as commercial motion picture theater ²
Residential dwelling (except dormitory and student housing)
Residential/commercial mixed use, live/work (loft/mezzanine) use ²
Second hand store, thrift store, pawn shop, or indoor or outdoor flea market or farmer's market ³
Sexually oriented business ⁴
Shopping center or commercial strip center and retail use over 15,000 square feet in size
Traveling carnival or fair ⁵

1. Unless specifically ancillary to an educational use or as approved by the Community Development Director.
2. Unless associated with or supports an educational use.
3. Unless approved by the Community Development Director.
4. As defined in Section 3911 of the Tustin City Code and subject to applicable law.
5. Except as may be approved for promotional events in this Specific Plan or Tustin City Code.

3.6 PLANNING AREA 2: COMMUNITY PARK

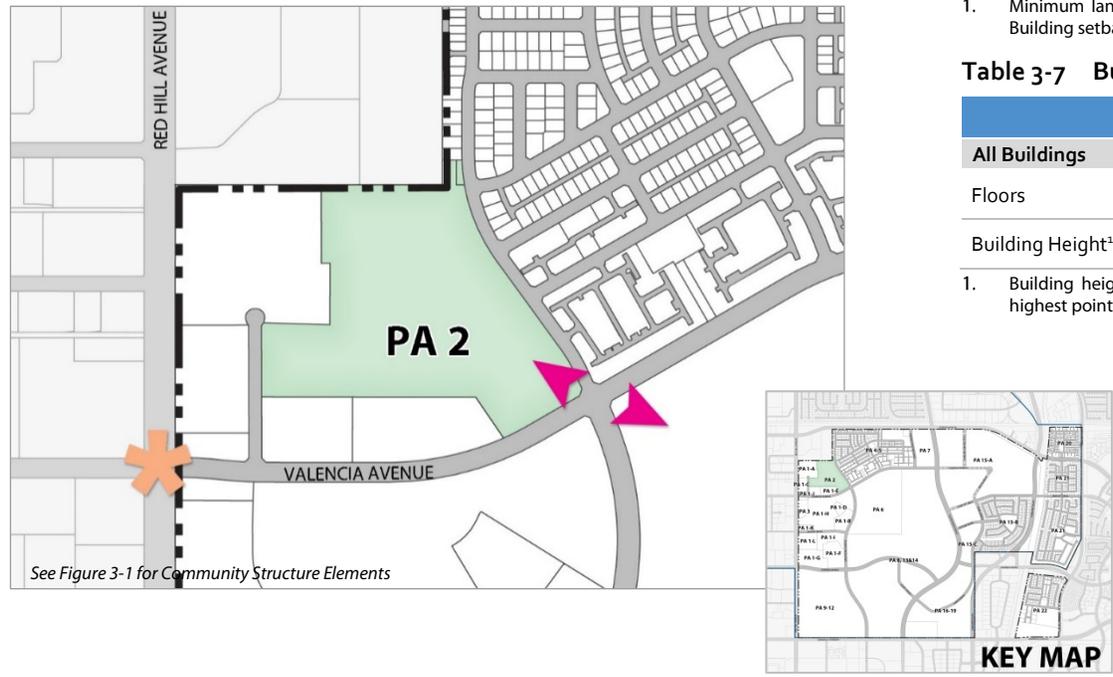
3.6.1 Purpose and Intent (PA 2)

Planning Area 2 is designated for a city-owned community park, located within the former military recreational fields and facilities of MCAS Tustin. The community park will include sports fields, supporting structures, and other community-level recreational opportunities to serve residents of Tustin Legacy and other nearby neighborhoods.

a. Development Potential Summary

- Total Developable Area: 29 acres
- Non-Residential: Max. 1,000 sf

Figure 3-3 Planning Area 2



See Figure 3-1 for Community Structure Elements

3.6.2 Development Standards (PA 2)

The following development standards regulate new site and building development by establishing standards for intensity, building height, open space, and other elements. The development standards for PA 2 have been tailored to its future use as an active sports park.

Table 3-6 Site Configuration Regulations (PA 2)

TYPE	MIN.	MAX.
Site		
Lot Size	None	None
Floor-Area-Ratio (FAR)		
All areas	None	0.10
Building Setback¹		
Valencia Avenue	25 ft	None

1. Minimum landscaped areas are required within building setback areas per Section 2.3, Mobility Plan. Building setbacks from streets are measured from back of rights-of-way.

Table 3-7 Building Height Regulations (PA 2)

TYPE	MIN.	MAX.
All Buildings		
Floors	None	2 stories
Building Height ¹	None	35 ft

1. Building height shall be determined from the finished grade within five feet of the structure to the highest point of the structure, excluding chimneys and vents.

a. Built Form & Landscaping

- A view corridor into the park shall be provided at the intersection of Armstrong and Valencia Avenues (see Section 3.19.1, Site Design).

b. Circulation & Parking

- An internal pedestrian/multi-use trail through the park shall be developed and coordinated with access to the elementary school site to west and residential development to the east

3.6.3 Use Regulations (PA 2)

The land use regulations define permitted uses within Planning Area 2, as shown in Table 3-8, Permitted Use Regulations (PA 2).

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

- Maintenance facility, structure, outdoor storage
- Support commercial concession

Table 3-8 Permitted Use Regulations (PA 2)

USE	
Recreational	
Ballfield, court, playground, and other recreational use ¹	Permitted
Civic, cultural, and community center	Permitted
Nature center with live animals	Conditional
Private recreational use	Permitted
Public park	Permitted
Sports field lighting where lighting is designed to confine direct rays and glare to the premises	Permitted

1. Other recreational uses to be determined by the Community Development Director.

Figure 3-4 Conceptual Site Plan of PA 2



3.7 PLANNING AREA 3: TRANSITIONAL/EMERGENCY HOUSING

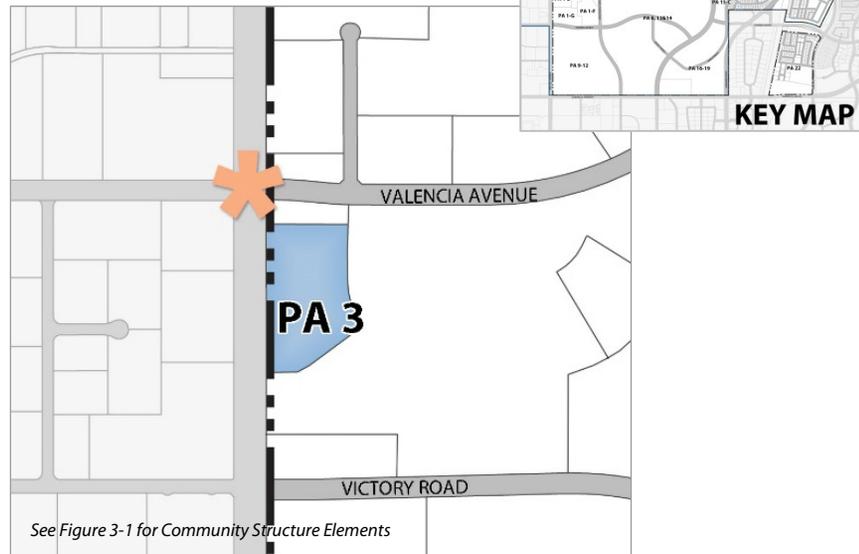
3.7.1 Purpose and Intent (PA 3)

Planning Area 3 is a designated transitional/emergency housing site currently operated by the Orange County Rescue Mission. This site includes the reuse of two existing barracks (Building Numbers 553 and 554) and accompanying parking areas for an emergency homeless shelter or transitional housing for homeless persons. Supporting social services and food services are also allowed within this Planning Area.

a. Development Potential Summary

- Total Developable Area: 5 acres
- Non-Residential: Max. 133,294 sf

Figure 3-5 Planning Area 3



3.7.2 Development Standards (PA 3)

The following development standards regulate new site and building development by establishing standards for intensity, building height, open space, and other elements.

Table 3-9 Site Configuration Regulations (PA 3)

TYPE	MIN.	MAX.
Site		
Lot Size	None	None
Floor-Area-Ratio (FAR)		
All areas	None	0.60
Building Setback¹		
Red Hill Avenue	40 ft	None
Private Street or Drive	10 ft	None
Interior Side Yard	5 ft	None
Distance between Buildings	10 ft	None
Distance from Accessory Structure	5 ft	None

1. Minimum landscaped areas are required within building setback areas per Section 2.3, Mobility Plan. Building setbacks from streets are measured from ultimate rights-of-way line.



Table 3-10 Building Height Regulations (PA 3)

TYPE	MIN.	MAX.
All Buildings		
Floors	None	3 stories
Building Height ¹	None	35 ft

1. Building height shall be determined from the finished grade within five feet of the structure to the highest point of the structure, excluding chimneys and vents.

a. Built Form & Landscaping

- Areas not devoted to buildings, parking areas, hardscape, and roads, shall be landscaped.
- The existing concrete wall along Red Hill Avenue shall be replaced or aesthetically improved to be decorative, durable, and to blend with the landscape design along Red Hill Avenue.

b. Circulation & Parking

- Access to PA 3 shall be secured from recorded easements on adjacent private streets within the Education Village (PA 1).

c. Special Requirements

- Site plan and design review shall be required for PA 3 prior to reuse or new development (see to Section 4.2.2, Site Plan and Design Review).
- Transitional/emergency housing shall not be used in calculating the total number of units permitted to be in rental tenure in the Specific Plan.

3.7.3 Use Regulations (PA 3)

The land use regulations define permitted uses within Planning Area 3, as shown in Table 3-11, Permitted Use Regulations (PA 3).

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

- Administrative office
- Caretaker’s quarter
- Assembly/multi-purpose building
- Kitchen/dining
- Maintenance/storage facility and structure

Table 3-11 Permitted Use Regulations (PA 3)

USE	
Education-Related	
Church/assembly use	Conditional
Congregate care facility	Permitted
Government facility	Conditional
Medical/dental clinic	Conditional
School, public or private community college/educational campus	Conditional
Single room occupancy hotel	Permitted
Transitional/emergency housing	Permitted

3.8 PLANNING AREAS 4&5: RESIDENTIAL

3.8.1 Purpose and Intent (PAs 4&5)

Planning Areas 4&5 have been constructed as a residential neighborhood called Columbus Square. It is comprised of a range of housing types, including single-family homes, townhomes, motorcourt homes, and senior housing. The Columbus Square neighborhood also includes a series of parks, greenways, and a private clubhouse.

Figure 3-6 Planning Areas 4&5



3.8.2 Development Standards (PAs 4&5)

The following development standards regulate new site and building development by establishing standards for intensity, building height, a range of residential building types, open space, and other elements. The maximum density of the permitted residential building types allowed in Planning Areas 4&5 are:

- Single Family Residential
 - Detached Home: 15 du/ac
 - Attached Home: 15 du/ac
 - Carriage Way Unit: 15 du/ac
 - Patio Home: 15 du/ac
- Multiple Family Residential
 - Condominium: 15 du/ac
 - Multiple Family Dwelling: 15 du/ac

Table 3-12 Dwelling Unit Regulations (PAs 4&5)

TYPE	MIN.
Gross Floor Area per Dwelling Unit¹	
Bachelor	450 sf
1 bedroom	550 sf
1 bedroom with den	700 sf
2 bedrooms	750 sf
2 bedrooms or more with den	850 sf
Patio homes ²	900

1. Applicable to single family attached homes, condominiums, and multiple family dwellings.
2. Gross floor area for patio homes excludes garage. Up to 30 percent of the total number of patio homes may be four bedroom units.

Table 3-13 Site Configuration Regulations (PAs 4&5)

TYPE	MIN.	MAX.
Site		
Lot Size	3,000 sf	None
Lot Width ¹	35 ft	None
Lot Coverage ² - Single Family Detached Home and Carriage Way Unit	None	50%
Lot Coverage ³ - Single Family Attached Home and Patio Home	None	100%
Lot Coverage ⁴ - Condominium and Multiple Family Dwelling Unit	None	65%
Building Setback		
Edinger Avenue	40 ft	None
Valencia Avenue	25 ft	None
Kensington Park Drive	20 ft	None
Local Public Street ^{6,7}	10 ft	None
Private Street, Drive, or Court ^{7,8}	5 ft	None
Rear Yard ⁹	10 ft	None
Interior Side Yard ¹⁰	3 ft	None
Distance between Buildings ^{11,12}	10 ft	None
Distance between principal and Accessory Structures	5 ft	None
Distance between Accessory Structures	5 ft	None

- Not applicable to single family attached homes, patio homes, condominiums, and multiple family dwelling units.
- Applies to entire lot area. Covered areas shall include all area under roof except trellis areas, roof overhangs, and covered porches outside the exterior wall.
- Applies to lot area less required setbacks and open space areas.
- Applies to lot area less required building setback areas.
- Minimum landscaped areas are required within building setback areas per Section 2.3, Mobility Plan. Building setbacks from streets are measured from back of rights-of-way.
- An attached or detached garage of patio homes may be setback a minimum of 5 feet from a local street. If living areas are provided above garages, garage setbacks shall apply provided that no more than 75 percent of the units along the street frontage have living space over a garage with less than a 10-foot setback. All units located along both sides of a street segment shall be included when calculating the above 75 percent determination, regardless of whether they front, side, or rear load on that section of a street.
- A patio home garage shall not be setback between 9 feet and 19 feet from the right-of-way line. Garages setback 9 feet or less shall be equipped with an automatic garage opener.
- For patio homes, the minimum building setback shall be 10 feet or 7 feet in a private court or on a private drive not located within a court. An attached or detached garage may be setback a minimum of 3 feet provided that no more than 50 percent of the length of the building frontage over the total length of the drive or court is setback less than 7 feet. In calculating the total length of the drive or court and the length of building frontage, the length of building and street frontage on both sides of the drive or court shall be used. If living areas are provided above garages, garage setback shall apply. The minimum 3-foot garage setback shall be increased where necessary to accommodate required sidewalks. A minimum

- distance of 40 feet shall be maintained between ground floor living areas on units across from each other in a court, on a drive, or on a shared driveway
- Carriage way units are permitted a minimum 3-foot setback for garage and 7 feet minimum setback for living areas including living areas above a garage.
 - The aggregate setback for both side yards shall be 10 feet minimum.
 - Carriage way units fronting a paseo/open space shall have a front separation of 30 feet minimum from the opposing building.
 - For patio homes, the minimum distance between buildings may be reduced to 6 feet for no more than a maximum length of 25 feet of a building elevation, provided that there are no windows on one elevation for that portion of the building elevation with less than a 10-foot setback. If living areas are provided above garages, garage setbacks shall apply.

Table 3-14 Building Height Regulations (PAs 4&5)

TYPE	MIN.	MAX.
Residential - Single Family		
Building Height ¹	None	35 ft
Residential - Multifamily		
Building Height ¹	None	40 ft

- Building height shall be determined from the finished grade within five feet of the structure to the highest point of the structure, excluding chimneys and vents.

a. Built Form & Landscaping

- Buildings should be staggered along Valencia Avenue to provide variety along the streetscape.
- The use of sound walls should be minimized through building site location.
- Single family carriage way units that side-on to a public road shall incorporate architectural enhancements on the side and front view of the unit, as seen from the public road.
- A minimum back up space of three feet in addition to the width of the drive approach shall be required for single family carriage way end units.
- Areas not devoted to buildings, parking areas, hardscape, and roads, shall be landscaped.
- A masonry block wall shall be maintained and/or constructed along the western perimeter of the Planning Area in accordance with development standards in Section 3.19.3, Landscape Architecture.

b. Circulation & Parking

- Bicycle and pedestrian circulation facilities shall provide connections within the Planning Areas, to adjacent Planning Areas, and to citywide bicycle trail where applicable.

c. Special Requirements

- Site plan and design review shall be required for Planning Areas 4&5 prior to reuse or development (see Section 4.2.2, Site Plan and Design Review).
- Planning Areas 4&5 shall be developed or redeveloped as a single development unit.
- Reuse/development in Planning Areas 4&5 shall be preferably ownership tenure. Development of apartments is a discretionary action requiring approval of a conditional use permit.
- Affordability - The following minimum affordable housing production objectives are intended to reflect the intention of the City to create a redevelopment project area (Community Redevelopment Law, section 33000) and as needed to meet Regional Housing Allocation needs as identified in the Housing Element of the General Plan through the provision of housing for households at very low, low, and moderate incomes levels. Specific housing requirements for redevelopment and Housing Element compliance will be established at the time of development project approval to ensure uniformity with the Housing Element of the General Plan and other applicable provisions of California Law and to achieve the following:
 - a) At least 15% of units for initial occupancy by very low income to moderate income households for redevelopment, with 6% (or 40%) of units affordable to very low income households.
 - b) At least 38 additional units for occupancy by low income households.
 - c) At least 15 additional units for occupancy by moderate income households.
 - d) Restricted affordable housing units shall be reasonably dispersed throughout the project and shall be compatible with the design and use of market rate units in appearance, use of materials, and finished

quality. Restricted units shall be affordable for at least the minimum period of time required by state law, or longer if required by a construction or mortgage financing assistance program.

- e) Prior to issuance of a certificate of use and occupancy, a developer shall enter into a legally binding agreement with the City of Tustin or its Redevelopment Agency, and agree to deed restrictions on targeted affordable housing units that are binding on property upon sale or transfer. Said agreements shall address the following:
 - 1) Number of units by type, location, bedroom count
 - 2) Standards for qualifying income and maximum rents or sales prices
 - 3) Parties responsible for sales prices and incomes
- f) The City of Tustin reserves the right to negotiate transfer of a developer's obligation pursuant to this section offsite as a credit for affordable units which cannot be reasonably feasible to provide on-site which shall be at the City's sole and absolute discretion. To ensure comparable equivalent value of an off-site option or exchange for not providing on-site affordable units, a financial affordability gap analysis will be conducted by the City, at developer's cost, to compare the value of the off-site option and the affordability gap cost of providing on-site affordable housing.

3.8.3 Use Regulations (PAs 4&5)

The land use regulations define permitted uses within Planning Areas 4&5, as shown in Table 3-15, Permitted Use Regulations (PAs 4&5).

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

- Carport
- Garage
- Home occupation subject to provisions of the Tustin City Code
- Patio cover/trellis
- Swimming pool, spa, jacuzzi
- Tennis court, basketball court and other multi-purpose court, recreation and community building



Images for illustrative purposes only

Table 3-15 Permitted Use Regulations (PAs 4&5)

USE	
Commercial	
Churches and other religious institutions	Conditional
Community care facility for six or fewer persons	Permitted
Condominium and cooperative	Permitted
Convalescent hospital	Conditional
Family care home, foster home, or group home for six or fewer persons	Permitted
Fire station	Permitted
Residential	
Multiple-family dwelling unit (apartment) ¹	Conditional
Patio home	Permitted
Single-family attached dwelling unit and duplex	Permitted
Single-family detached carriage way unit	Permitted
Single-family detached dwelling unit	Permitted
Public/Institutional	
School, private	Conditional
Preschool, public or private	Conditional
Residential care facility for elderly for six or fewer persons	Permitted

1. In accordance with tenure provisions in the Special Requirements of Section 3.8.2, Development Standards (PAs 4&5).

3.9 PLANNING AREA 6: COUNTY REGIONAL PARK

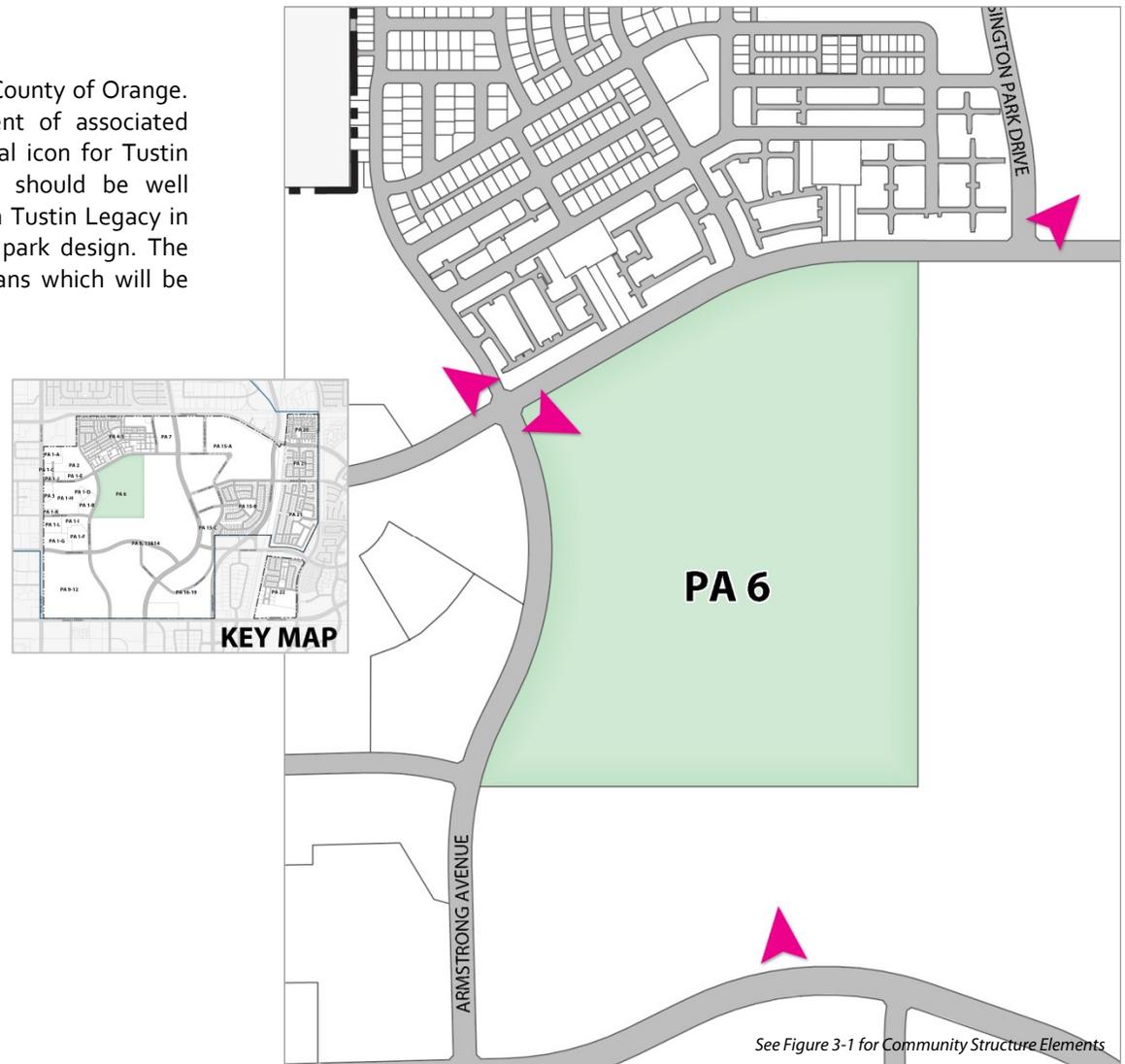
3.9.1 Purpose and Intent (PA 6)

Planning Area 6 is the Urban Regional Park, owned by the County of Orange. The reuse of the historic blimp hangar and development of associated recreational amenities will create a regional-serving cultural icon for Tustin Legacy. Design and development of the regional park should be well integrated with the other parks and recreational facilities in Tustin Legacy in terms of landscaping, trail systems, and other aspects of park design. The County Board of Supervisors is exploring park concept plans which will be refined as final uses are determined.

a. Development Potential Summary

- Total Developable Area: 85 acres
- Non-Residential: Max. 574,992 sf

Figure 3-7 Planning Area 6



3.9.2 Development Standards (PA 6)

The following development standards regulate intensity, building height, and open space elements for new development and the reuse of the blimp hangar. The State Historic Preservation Office, the Advisory Council on Historic Preservation, Department of Navy, County of Orange and City of Tustin entered into a Memorandum of Agreement that dictates the process to be followed in determining any future reuse or demolition plans for the historic blimp hangar. A copy of the memorandum and specifics regarding the future reuse or demolition of the blimp hangar are provided in the Final EIS/EIR for the Disposal and Reuse of MCAS Tustin.

Table 3-16 Site Configuration Regulations (PA 6)

TYPE	MIN.	MAX.
Site		
Lot Size	80 ac	None
Floor-Area-Ratio (FAR)		
Urban Regional Park	None	0.16
Regional Law Enforcement Training Classrooms	None	0.25
Building Setback¹		
Valencia Avenue	25 ft	None
Armstrong Avenue	20 ft	None
Distance between Buildings	10 ft	None

1. Minimum landscaped areas are required within building setback areas per Section 2.3, Mobility Plan. Building setbacks from streets are measured from back of rights-of-way. Non-conforming buildings will be permitted to remain where existing buildings are not in future rights-of-way.

Table 3-17 Building Height Regulations (PA 6)

TYPE	MIN.	MAX.
All Buildings¹		
Building Height ²	14 ft	40 t

1. No building height limit shall apply to Hangar #1.
 2. Building height shall be determined from the finished grade within five feet of the structure to the highest point of the structure, excluding chimneys and vents.

a. Built Form & Landscaping

- If the blimp hangar is retained as part of the park, any new development within the Planning Area should not obstruct the visual dominance of the blimp hangar, particularly from adjacent roadways.
- A view corridor into the park shall be provided at the intersection of Valencia and Armstrong Avenues (see Section 3.19.1, Site Design).

b. Circulation & Parking

- An internal pedestrian/multi-use trail through the park shall be developed and coordinated with pedestrian and bicycle trail systems of adjacent Planning Areas, and with city-wide trails where applicable.

c. Special Requirements

- Site plan and design review shall be required for PA 6 prior to reuse or development (see Section 4.2.2, Site Plan and Design Review).
- Prior to any interim or permanent reuse of buildings or property on a parcel, or prior to any new development on a parcel within this Planning Area, other than by the City of Tustin, any agencies receiving property from the Department of Defense shall be required to enter into an Agreement with the City of Tustin. The purpose of the Agreement is to:
 - Identify the planning goals of an agency and the City.
 - Identify the scope and schedule for short-range improvements and of any long-range development plans for the property.
 - Establish a process that provides for meaningful consultation on development and operational issues of mutual concern.
 - Identify roadway dedication and capital infrastructure improvements that will be required for use and/or development, and Environmental Impact Report mitigation required by the agency receiving property.
 - Identify necessary procedures to implement the Agreement.
- Any new structural additions to PA 6 shall be reviewed and approved by the City of Tustin.
- An interpretive center shall be provided in the Urban Regional Park as part of the project’s implementation. Pursuant to the Memorandum of

Agreement discussed above, the center shall address the history of the blimp hangar and its associated facilities, and MCAS Tustin as a whole.

- Development of an animal care center shall be subject to the following criteria:
 - Location shall be at least 500 feet away from any residential use or residentially zoned property.
 - Visual screening of outdoor storage and service areas shall be provided.
 - Noise control of animal containment areas shall be provided.
 - Site Plan and architectural design of buildings shall be subject to review pursuant to Section 3.19, Urban Design Guidelines.
 - Odor control shall be provided pursuant to Section 3.18.4, Environmental.



3.9.3 Use Regulations (PA 6)

The land use regulations define permitted uses within Planning Area 6, as shown in Table 3-18, Permitted Use Regulations (PA 6).

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

- Concession commercial, gift shop (sundries, souvenirs, books, collectibles, apparel)
- Guard house, gate and other security facility/structure
- Maintenance facility and structure
- Restaurant, cafeteria, food court

Table 3-18 Permitted Use Regulations (PA 6)

USE	
Recreational	
Arboretum and horticultural garden	Permitted
Live performance facility/amphitheater	Conditional
Museum, cultural center, interpretive center, and/or other educational and cultural facility	Permitted
Nature center with live animals	Conditional
Picnic area	Permitted
Recreation facility	Permitted
Regional archaeological curation center	Permitted
Riding and hiking trail and staging area	Permitted
Sports lighting where exterior lighting is designed to confine direct rays and glare to premises	Permitted
Service Commercial	
Animal care center	Permitted
Commercial recreation facility	Conditional
Retail or service commercial use, other than concessionaire commercial use	Conditional
Theater	Conditional

3.10 PLANNING AREA 7: COMMERCIAL

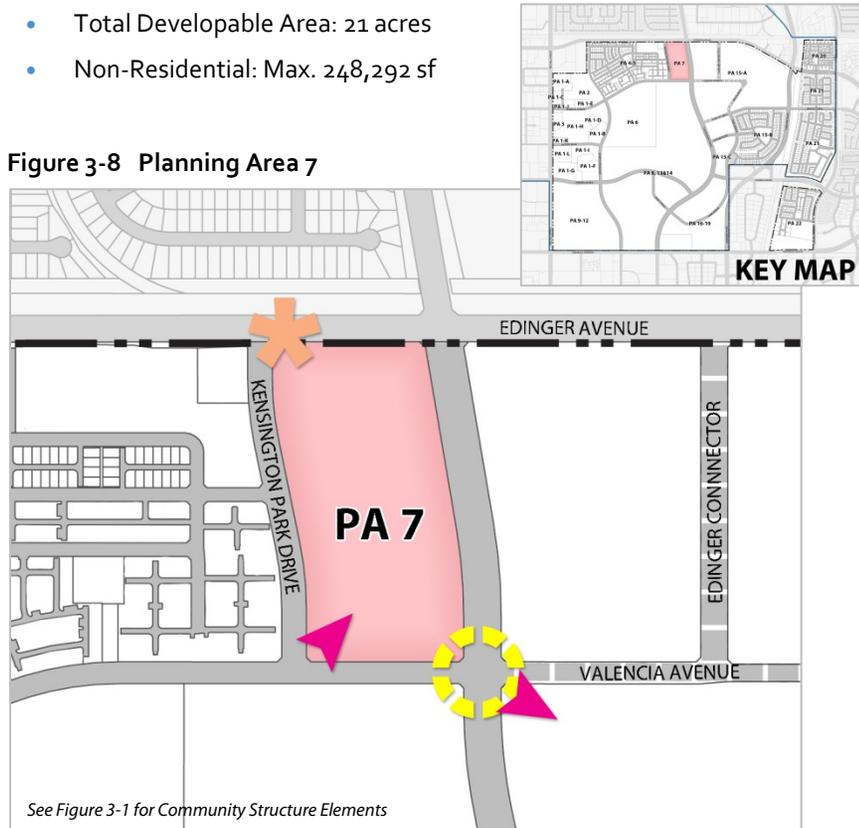
3.10.1 Purpose and Intent (PA 7)

Planning Area 7 is envisioned as a local-serving commercial retail, service commercial, and office use adjacent to residential neighborhoods. The intent is to offer convenient vehicular and pedestrian accessibility through site design, and to provide commercial uses that support the residents of Tustin Legacy and other nearby neighborhoods.

a. Development Potential Summary

- Total Developable Area: 21 acres
- Non-Residential: Max. 248,292 sf

Figure 3-8 Planning Area 7



See Figure 3-1 for Community Structure Elements

3.10.2 Development Standards (PA 7)

The following development standards regulate intensity, building height, open space, and other elements for new site and building development.

Table 3-19 Site Configuration Regulations (PA 7)

TYPE	MIN.	MAX.
Site		
Lot Size ¹	10,000 sf	None
Floor-Area-Ratio (FAR)		
Office uses	None	0.50
Retail Commercial uses	None	0.35
Service Commercial uses	None	0.35
Public Institutional uses	None	0.25
Building Setback²		
Tustin Ranch Road	30 ft	None
Valencia Avenue	25 ft	None
Edinger Avenue	20 ft	None
Kensington Park Drive	20 ft	None
Distance between Buildings	10 ft	None

1. Minimum building footprint size shall be 1,000 sf for freestanding retail commercial buildings and 10,000 sf for all other buildings.
2. Minimum landscaped areas are required within building setback areas per Section 2.3, Mobility Plan. Building setbacks from streets are measured from back of rights-of-way.

Table 3-20 Building Height Regulations (PA 7)

TYPE	MIN.	MAX.
All Buildings¹		
Building Height ¹	None	45 ft ²

1. Building height shall be determined from the finished grade within five feet of the structure to the highest point of the structure, excluding chimneys and vents.
2. Building height limits are 55 feet for medical centers and 60 feet for acute care/rehabilitation facilities per City of Tustin the City of Tustin Ordinance No. 1460.

a. Built Form & Landscaping

- Secondary community identification signage shall be provided at the intersection of Edinger Avenue and Kensington Park Drive (see 3.19.4, Signage).
- Median community identification signage (previously called community entry treatment) shall be provided at the intersection of Valencia Avenue and Tustin Ranch Road (see Section 3.19.4, Signage).
- The architectural façade treatment on buildings shall be consistently applied on all sides.
- The Planning Area should include development of a pedestrian-oriented commercial center. The inclusion of courtyards and/or plazas within the commercial center is encouraged.
- Any development should ensure a strong relationship between the main commercial center and any freestanding buildings, with consideration given to pedestrian access and relationships between uses.
- A view corridor toward the main buildings shall be provided at the intersection of Valencia Avenue and Kensington Park Drive (see Section 3.19.1, Site Design). Pedestrian access into the site in the vicinity of this intersection shall also be provided.

b. Circulation & Parking

- Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trail where applicable.

c. Special Requirements

- Site plan and design review shall be required for PA 7 prior to development (see Section 4.2.2, Site Plan and Design Review).

3.10.3 Use Regulations (PA 7)

The land use regulations define permitted uses within Planning Area 7, as shown in Table 3-21, Permitted Use Regulations (PA 7).

Accessory uses and structures are permitted when customarily associated with, and subordinate to, a permitted use on the same site.

The baseline mix of uses for PA 7 is administered by the Non-Residential Land Use/Trip Budget procedure specified in Section 4.1.4. The purpose is to ensure that adequate circulation capacity is available to serve the proposed project. The baseline mix does not preclude development of listed permitted or conditional uses.



Table 3-21 Permitted Use Regulations (PA 7)

USE	
Retail Commercial	
Off-site alcoholic beverage sales establishment ¹	Permitted
Art gallery	Permitted
Automobile parts and supplies, sales only	Permitted
Drug store, pharmacy	Permitted
General retail store	Permitted
Pet store, supplies and grooming	Permitted
Supermarket, grocery store	Permitted
Service Commercial	
Acute care/ rehabilitation uses	Conditional
Automobile service station ²	Conditional
Bakery, coffee house/cafe, delicatessen/cafeteria	Permitted
Bank and financial institution, without drive-thru	Permitted
Bulk recycling vending ²	Conditional
Car wash	Conditional
Coin-operated self-service laundromat	Conditional
Commercial recreation facility	Conditional
Dry cleaner, commercial storefront only	Permitted
Dry cleaner, plant on premises	Conditional
Emergency care facility	Permitted
General service commercial	Permitted
Health club	Permitted
Large collection recycling facility	Conditional

USE	
Mortuary	Conditional
Movie theater	Conditional
On-site alcoholic beverage sales establishment ³	Conditional
Restaurant, without drive-thru	Permitted
Restaurants with drive-thru	Conditional
Reverse vending recycling machine ²	Permitted
Skilled nursing uses	Conditional
Small animal hospital or clinic	Conditional
Office	
General office	Permitted
Professional office	Permitted
Public/Institutional	
Church and other religious institution	Conditional
Nursery school or child care center	Conditional
School, private or public	Conditional
Utility facility, private or public	Conditional

1. If located within a building and permitted business with at least 15,000 square feet of gross floor area and where the alcoholic beverages sales area within the building occupies no more than ten (10) percent of the gross floor area subject to Section 3.18.1 of this Specific Plan.
2. In accordance with the Tustin City Code.
3. When not an integral part of a restaurant, in accordance with Section 3.18.1 of this Specific Plan.

3.11 PLANNING AREA 8,13&14: MIXED-USE URBAN

3.11.1 Purpose and Intent (PAs 8,13&14)

Planning Areas 8,13&14 are designated as Mixed Use Urban, and are envisioned as an active living, working, shopping, and recreational environment. The standards are intended to result in an interconnected network of streets composed of small blocks to promote walkability and support a more urban, mixed-use setting. Planning Areas 8,13&14 contain the majority of Tustin Legacy Park. The park is expected to at least partially surround and include the blimp hangar (south hangar), which may be repurposed, although not required, for a variety of cultural uses, entertainment uses, events, as well as retail and dining experiences. The park may also include a variety of commercial recreation uses, including sports and music venues. This Planning Area also contains a future high school site for the Tustin Unified School District. Future detailed site planning for this large Planning Area is encouraged to incorporate a walking street concept within the grid pattern of roads.

a. Development Potential Summary

- Total Developable Area: 314 acres
- Non-Residential: 2,180,690 sf
- Residential: Max. 1,672 du (does not include 157 density bonus units)
- Park Overlay: Minimum 76 acres to be devoted to Tustin Legacy Park¹

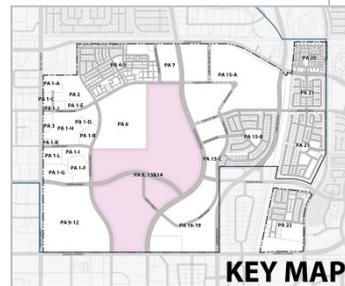
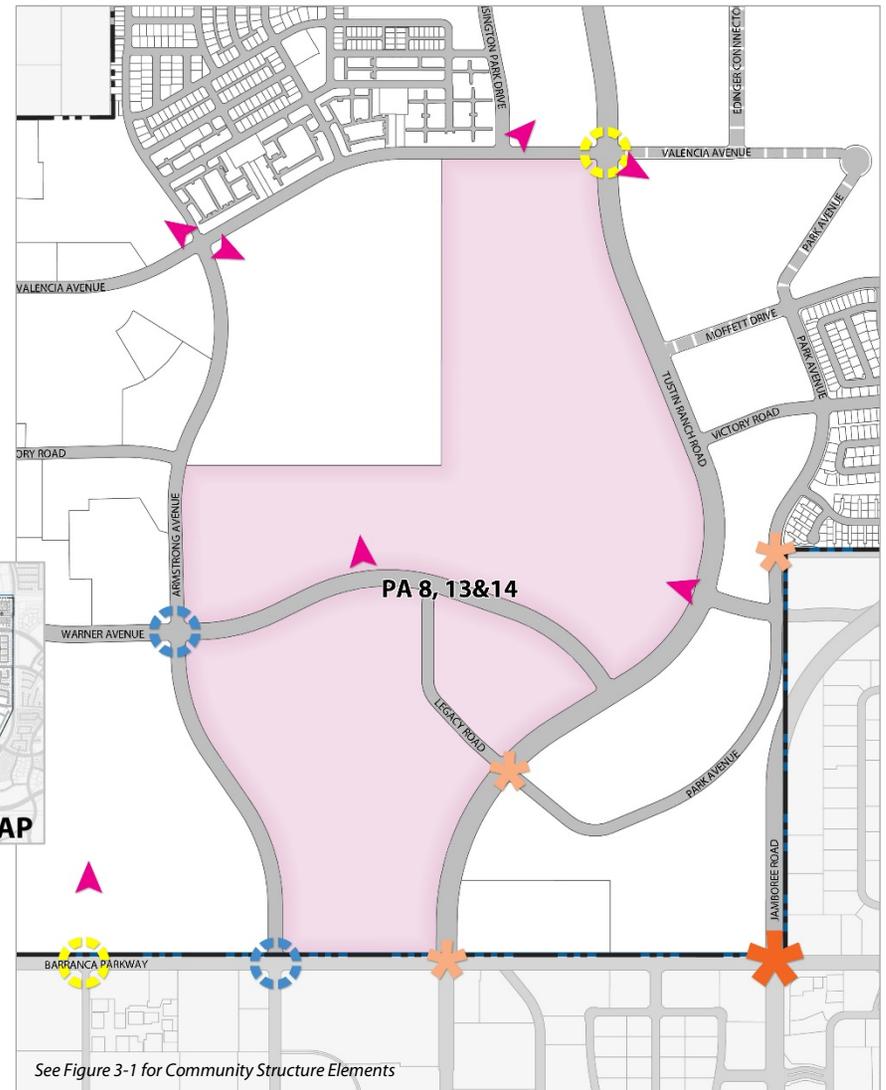


Figure 3-9 Planning Areas 8,13&14



¹ Boundaries of Tustin Legacy Park may be finalized during the site plan and design review process (see Section 4.2.2.). The park acreage requirement may be transferred to another Planning Area at the approval of the Community Development Director.

3.11.2 Development Standards (PAs 8,13&14)

The following development standards regulate new site and building development by establishing standards for intensity, building height, form, placement, parking, open space, and other elements. Development standards include street-based frontage standards regulating buildings frontages along existing and new streets to form adequate and pedestrian-friendly environments. They also address key view windows into PAs 8,13&14.

Table 3-22 Site Configuration Regulations (PAs 8,13&14)

TYPE	MIN.	MAX.
Site Size		
Lot Area (non-residential)	8,000 sf	none
Lot Area (residential)	None	None
Building Setback¹		
Tustin Ranch Road	30 ft	None
Valencia Avenue	25 ft	None
Armstrong Avenue	20 ft	None
Barranca Parkway	30 ft	None
Warner Avenue	20ft	None
Legacy Road - South of Warner Avenue - West edge,	6 ft	None
Legacy Road - South of Warner Avenue - East edge	10 ft	None
Legacy Road - North of Warner Avenue - Ground-floor residential	3 ft	10 ft
Legacy Road - North of Warner Avenue - Ground-floor commercial	0 ft	10 ft ²
Local Road - Ground-floor residential	3 ft	10 ft
Local Road - Ground-floor commercial	0 ft	10 ft ²
Main Street	0 ft	10 ft ²
Private Street or Drive	5 ft	None
Alley	3 ft	None
Distance between Building and Accessory Structure	5 ft	None
Distance between Accessory Structures	5 ft	None

1. Minimum landscaped areas are required within building setback areas per Section 2.3, Mobility Plan. Building setbacks from streets are measured from back of rights-of-way.
2. Maximum setback may be increased to allow for additional outdoor uses at the discretion of the Community Development Director.

Table 3-23 Building Height Regulations (PAs 8,13&14)

TYPE	MIN.	MAX.
All Buildings		
Building Height	None	150 ft ¹
Buildings fronting "Main Street"		
Ground Floor Height ²	16 ft	None
Upper Floor Height ²	10 ft	None

1. Exceptions to building height limits may be permitted up to 180 feet if approved by the Community Development Director.
2. Floor height is measured from finished floor to ceiling.

Figure 3-10 Conceptual Illustrative of Planning Areas 8,13&14



Image for illustrative purposes only.

a. Building Frontages

All new development adjacent to a street with frontage requirements as shown in Figure 3-1, Community Structure Plan, shall have a primary building façade and entry from the identified street and must adhere to the following building frontage requirements. These frontages dictate the relationship between the street (back of right-of-way) and the façade of the ground-floor of the building (see Section 3.19.2, Building Design, for building frontage design standards and guidelines).

- Building orientation shall be determined by the location of the primary entrance, which shall indicate the front of the building.
- Where not a designated frontage, all building sides abutting major public right-of-way shall require architectural treatment.
- Although primary building entrances along Tustin Ranch Road are not a requirement, pedestrian access to the road is required either through common corridors or courtyards from buildings adjacent to the road.

Table 3-24 Frontage Categories (PAs 8,13&14)

TYPE ¹	WARNER	MAIN STREET	LOCAL COLLECTOR/ MODIFIED LOCAL COLLECTOR
Ground-Floor Non-Residential			
Shopfront	Permitted	Permitted	Permitted
Forecourt ²	Permitted	Permitted	Permitted
Gallery	Not permitted	Permitted	Not permitted
Ground-Floor Residential			
Stoop	Permitted	Permitted	Permitted
Terrace	Permitted	Permitted	Permitted
Porch	Permitted	Not permitted	Permitted

1. See Section 3.19.2, Building Design, for building frontage design standards and guidelines
 2. Forecourt frontage type may be used for residential ground floor use.



Images for illustrative purposes only.

b. Built Form & Landscaping

- Special façade treatments are required as shown on Figure 3-1 Community Structure Plan (see Section 3.19.2, Building Design, for façade design guidelines).
- District identification signage shall be provided at the intersection of Warner and Armstrong Avenues, and at the intersection of Barranca Parkway and Armstrong Avenue (see Section 3.19.4, Signage).
- Secondary community identification signage (previously called community entry treatment) shall be provided at the intersection of Tustin Ranch and Legacy Roads. Secondary community identification signage (previously called portal intersection treatment) shall be provided at the intersection of Tustin Ranch Road and Barranca Parkway (see Section 3.19.4, Signage).
- Median community identification signage (previously called community entry treatment) shall be provided at the intersection of Valencia Avenue and Tustin Ranch Road (see Section 3.19.4, Signage).
- Views shall be provided to the park and its main features, such as the blimp hangar, at view corridors as shown on Figure 3-1, Community Structure Plan.

- Pedestrian paseo should be configured to cross at the midpoint of the greatest length of the blocks. The paseos are intended to improve connectivity from nearby residential, commercial business, and parking areas.
- Common open spaces should serve as an extension of the architecture, a garden space, or a recreation zone, and should have strong connections to building entries, pedestrian paseos, trail corridors, and Tustin Legacy Park. They should be furnished with seating, lighting, and overhead elements.
- For projects not included within Tustin Legacy Park, areas not devoted to buildings, parking areas, hardscape, roads and service areas, shall be landscaped in compliance with the City of Tustin’s Water Efficiency Landscape Ordinance and Guidelines and the Landscape Design Guidelines as detailed in Section 3.19.3, Landscape Architecture, of this Specific Plan.
- Tustin Legacy Park will vary in design and width, ranging from 20 feet to over 100 feet in some locations.
- Buildings facing “Main Street” in either a mixed-use or standalone configuration need not conform to common open space requirements.

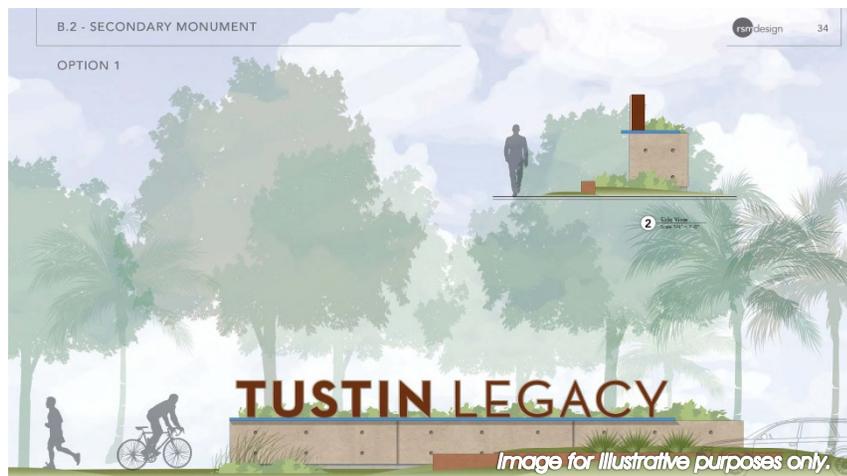


Table 3-25 Open Space Regulations (PAs 8,13&14)

TYPE	STANDARD	PROVISIONS
Office		
Common Open Space/Green Room	5% of project site	Shared facilities (outdoor). May include balconies, roof decks, courtyard, paseo, etc.
Residential		
Private	100 sf per unit	Shall provide minimum depth of 4 ft. 50 sf per unit of the required private open space shall be provided for storage facilities (enclosed).
Common	100 sf per unit	Shared facilities designated as recreational areas. May include pedestrian paths, common area balconies, common area rooftop decks, recreation buildings, etc.

1. Private attached ground level patios may be credited if open on three sides. Areas not available for open space credit include all streets, driveways, landscaped building setback areas, and parking lots.
2. Private open space may include balconies, patios, courtyards, roof decks, etc.

Circulation & Parking

- Three bicycle/pedestrian bridges and/or connector are planned to connect Tustin Legacy Park as it continues diagonally across the site. One will connect to PA 15 on the east (over Tustin Ranch Road), one will cross over Warner Avenue, and the third will connect PA 8, 13 & 14 with PA 9 – 12 over Armstrong. Bicycle and pedestrian circulation facilities within PA 8, 13 & 14 shall provide connections from the Planning Area to the bridges and to adjacent Planning Areas.
- Every structure or use shall have a permanent means of access to a public street by way of a public or private street or easement, or recorded reciprocal access agreement.
- On-street parking can be counted toward required visitor spaces for commercial uses upon approval by the Director of Community Development.
- Provisions for common vehicular access points and shared parking should be encouraged and coordinated with any development plans within these Planning Areas and with adjacent Planning Areas where practical.

c. Special Requirements

- A Memorandum of Agreement has been entered into between the State Historic Preservation Office, the Advisory Council on Historic Preservation, Department of Navy, County of Orange and City of Tustin. The Memorandum of Agreement dictates the process to be followed in determining any future reuse or demolition plans for the historic blimp hangar (see the Final EIS/EIR for the Disposal and Reuse of MCAS Tustin for a copy of the Memorandum of Agreement and specifics regarding the future reuse of demolition of the blimp hangar).
- Prior to any interim or permanent reuse of buildings or property on a parcel, or prior to any new development on a parcel within the Planning Area, any agencies receiving property from the Department of Defense shall be required to enter into an Agreement with the City of Tustin. The purpose of the Agreement is to:
 - Identify the planning goals of an agency and the City

- Identify the scope and schedule for short-range or long-range development plans for the property
- Establish a process for meaningful consultation on development and operational issues of mutual concern
- Identify roadway dedication or capital/infrastructure improvements that will be required for use and/or development, and Environmental Impact Report mitigation required by the agency receiving property
- Identify necessary procedures to implement the Agreement
- See Section 3.4 for Housing Element compliance.

3.11.3 Use Regulations (PAs 8,13&14)

The land use regulations define permitted uses within Planning Areas 8,13&14, as shown in Table 3-26, Permitted Use Regulations (PAs 8,13&14).

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

- Accessory distribution related to a primary use
- Carport/garage
- Concession commercial, gift shop (sundries, souvenirs, books, collectibles, apparel)
- Enclosed, screened, outdoor storage
- Guard house, gate and other security facility/structure
- Home occupation, subject to Tustin City Code
- Maintenance facility and structure
- Outdoor dining, subject to Tustin City Code
- Patio cover/trellis
- Reverse vending recycling machines, subject to Tustin City Code
- Swimming pool, spa, jacuzzi
- Tennis court, basketball courts, and other multi-purpose courts recreation and community building
- Vendor cart or commercial kiosk (outside of street right-of-way)

Table 3-26 Permitted Use Regulations (PAs 8,13&14)

USE	GROUND FLOOR		UPPER FLOORS
	MAIN STREET	ALL OTHER STREETS	
Residential¹			
Condominium and cooperative	Conditional	Permitted	Permitted
Multiple family dwelling (apartment)	Conditional	Permitted	Permitted
Single family attached dwelling unit and duplex	Conditional	Permitted	Permitted
Service Commercial (including incidental retail sales)			
Commercial sports/recreation facility	Conditional	Conditional	Conditional
Conference/convention facility	Prohibited	Conditional	Conditional
General service business	Permitted	Permitted	Permitted
Health club	Conditional	Conditional	Conditional
Hotel	Permitted	Permitted	Permitted
Performance facility	Conditional	Conditional	Conditional
Movie theater	Conditional	Conditional	Conditional
On-site alcoholic beverage sales establishment ²	Conditional	Conditional	Conditional
Restaurant, family, specialty, food hall, and fast-food without drive-thru	Permitted	Permitted	Permitted
Office			
General office	Conditional	Permitted	Permitted
Medical office/healthcare center	Conditional	Permitted	Permitted
Professional office	Conditional	Permitted	Permitted
Retail Commercial³			
General retail	Permitted	Permitted	Permitted
Specialty grocery/farmers market	Permitted	Permitted	Permitted
Vendor cart or commercial kiosk	Conditional	Conditional	Conditional

USE	GROUND FLOOR		UPPER FLOORS
	MAIN STREET	ALL OTHER STREETS	
Public/Institutional			
Art and cultural facility	Conditional	Permitted	Permitted
Church and other religious institution	Conditional	Conditional	Conditional
Congregate care, convalescent, and assisted living facility	Prohibited	Conditional	Conditional
Hospital	Prohibited	Prohibited	Prohibited
Nursery school or child care center	Prohibited	Conditional	Conditional
Open space, public/private	Permitted	Permitted	Permitted
Recreational facility, public/private	Conditional	Conditional	Conditional
School, public/private	Prohibited	Conditional	Conditional

1. See Section 3.4, Special Requirements, for Housing Element compliance.
2. When not an integral part of a restaurant, such as bars, taverns, and cocktail lounges, in accordance with Section 3.18.1 of this Specific Plan.
3. Proposed retail commercial uses shall be focused along the "Main Street." Other locations for retail commercial uses may be appropriate as development along the "Main Street" builds out, and shall require approval by the Director of Community Development upon buildout of retail development along the "Main Street."

3.12 PLANNING AREAS 9-12: COMMERCIAL BUSINESS

3.12.1 Purpose and Intent (PAs 9-12)

Planning Areas 9-12 have been designated as Flight (formerly Cornerstone I) and Cornerstone II. This area is envisioned as a 21st century work environment that is contemporary, modern, and sustainable. Building orientation/site design, parking areas, pedestrian/bicycle paths, outdoor “green rooms”, and access points are well coordinated between individual development sites and relate well to adjacent uses. Private indoor/outdoor environments will be connected to the adjacent Tustin Legacy Park.

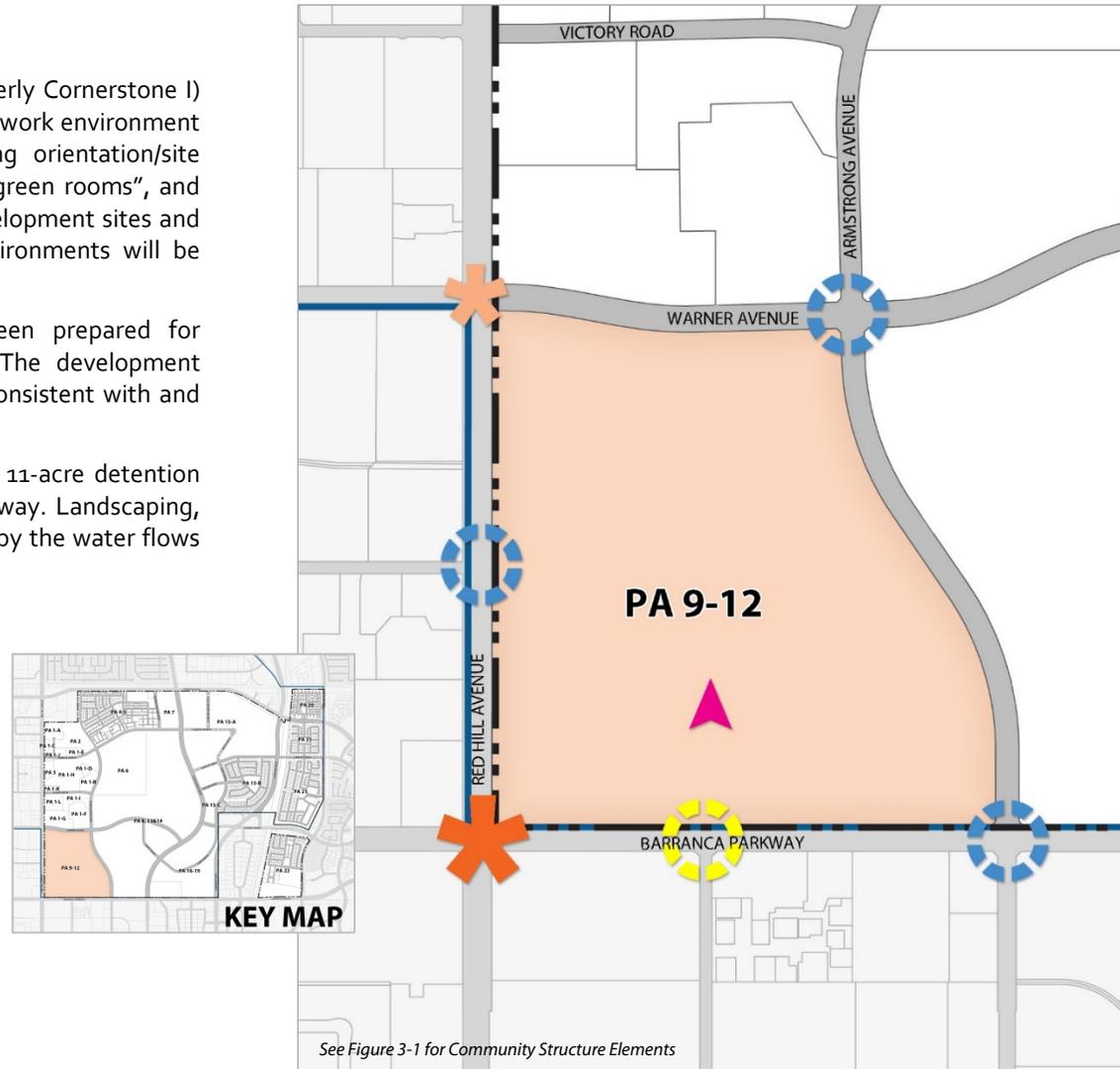
A separate set of detailed design guidelines have been prepared for Cornerstone, and are available on the City’s website. The development standards and design guidelines in this Specific Plan are consistent with and complement the Cornerstone Design Guidelines.

Tustin Legacy Park within Planning Area 9-12 includes an 11-acre detention basin at the corner of Red Hill Avenue and Barranca Parkway. Landscaping, trails, and other improvements in this area may be limited by the water flows and functional requirements of the basin.

a. Development Potential Summary

- Total Developable Area: 117 acres
- Non-Residential: Max. 1,588,198 sf
- Park Overlay: Min. 28 acres

Figure 3-11 Planning Areas 9-12



See Figure 3-1 for Community Structure Elements

3.12.2 Development Standards (PAs 9-12)

The following development standards regulate new site and building development by establishing standards for intensity, building height, open space, and other elements.

Table 3-27 Site Configuration Regulations (PAs 9-12)

TYPE	MIN.	MAX.
Site		
Lot Size	20,000 sf	None
Building Setback¹		
Red Hill Avenue	40 ft	None
Barranca Parkway	30 ft	None
Armstrong Avenue	20 ft	None
Warner Avenue	20 ft	None
Local Public Street	10 ft	None
Private Street or Drive	10 ft	None
Distance between Buildings	10 ft	None

1. Minimum landscaped areas are required within building setback areas per Section 2.3 Mobility Plan. Building setbacks from streets are measured from back of rights-of-way.

Table 3-28 Building Height Regulations (PAs 9-12)

TYPE	MIN.	MAX.
All Buildings¹		
Floors	None	6 stories
Building Height ¹	None	70 ft

1. Building height shall be determined from the finished grade within five feet of the structure to the highest point of the structure, excluding chimneys and vents.

a. Built Form & Landscaping

- Primary community identification signage shall be provided at the intersection of Barranca Parkway and Red Hill Avenue. It shall be designed as an arrival feature that celebrates the entrance into Tustin Legacy Park. This entrance shall be designed to frame views of the park and Saddleback Peak and shall provide pedestrian and bicycle access into the park (see Section 3.19.4, Signage).
- Secondary community identification signage shall be provided at the intersection of Red Hill and Warner Avenues (see Section 3.19.4, Signage).
- District Identification signage shall be provided at the intersection of Warner and Armstrong Avenues, at the intersection of Barranca Parkway and Armstrong Avenue, and at the intersection of Red Hill Avenue (see Section 3.19.4, Signage).
- View corridors into Tustin Legacy Park and its main features as shown on Figure 3-1, Community Structure Plan, shall be considered.
- The composition of building masses shall range from taller structures along Barranca Parkway and Red Hill Avenue to shorter buildings adjacent to Tustin Legacy Park.
- Commercial uses are intended to provide support services to the office uses and are not intended to encourage auto-oriented, strip commercial development along Red Hill Avenue or Barranca Parkway.
- Building organization and site design of individual parcels shall create usable outdoor spaces that expand indoor programs and connect workers to well-designed, usable open space areas.
- Common open spaces should serve as an extension of the architecture, a garden space, or a recreation zone, and should have strong connections to building entries, pedestrian paseos, trail corridors, and Tustin Legacy Park. They should be furnished with seating, lighting, and overhead elements.

- A minimum of one “green room” shall be provided within each project site. Green rooms should be connected with tree-lined walkways to other buildings, green rooms, Tustin Legacy Park, and adjacent pedestrian connections along major public roads where feasible.
- Tustin Legacy Park will vary in design and width, ranging from 20 feet to over 100 feet in some locations.

Table 3-29 Open Space Regulations (PAs 9-12)

TYPE	STANDARD	PROVISIONS
Commercial Business		
Common Open Space/Green Room	5% of project site	Shared facilities (outdoor)

b. Circulation & Parking

- Pedestrian access shall be provided from parking areas to buildings as well as from buildings to outdoor gathering areas, to pedestrian paseos, and to Tustin Legacy Park trails.
- Each parcel shall have adequate entry to the site with the primary entry having a median and project sign. Primary parcel entries on either side of an internal drive should align with each other.

Figure 3-12 Conceptual Site Plan of Cornerstone I in PAs 9-12



3.12.3 Use Regulations (PAs 9-12)

The land use regulations define permitted uses within Planning Areas 9-12, as shown in Table 3-30 Permitted Use Regulations (PAs 9-12). Permitted commercial uses are intended to provide support services to the office and industrial uses and are not intended to encourage auto-oriented, strip commercial development along Red Hill Avenue or Barranca Parkway.

- Accessory uses and structures are permitted when customarily associated with, and subordinate to, a permitted use on the same site, and would include:
- Enclosed, screened outdoor storage
- Maintenance facility and structure

Table 3-30 Permitted Use Regulations (PAs 9-12)

USE	
Retail Commercial	
General retail	Permitted
Service Commercial	
Bakery, coffee house/cafe, delicatessen/cafeteria	Permitted
Bank and financial institution	Permitted
Commercial recreation facility	Permitted
Health club	Conditional
Hotel	Conditional
Restaurant, without drive-thru	Permitted
Small animal hospital or clinic	Conditional
Research and Development	
Printing, reproduction and other related service	Permitted
Research and development facility	Permitted
Science laboratory, simulation development, software design use	Permitted
Technology exchange/transfer service	Permitted
Office	
Corporate headquarter	Permitted
General office	Permitted
Medical office	Permitted
Professional office	Permitted
Public/Institutional	
Instructional/vocational school	Permitted
Nursery school or child care center	Conditional
Recreational	
Active sports facility	Permitted
Park, public or private	Permitted
Private/non-profit cultural facility	Permitted
Sports related research facility	Permitted
Other	
Helipad/heliport ¹	Conditional

1. Proposals to develop helipads/heliports must be submitted through the city to the ALUC for review and action pursuant to Public Utilities Code Section 21661.5. Proposed heliport/helipad projects must comply fully with the state permit procedure provided by law and with all conditions of approval imposed or recommended by FAA, by the ALUC for Orange County and by Caltrans/Division of Aeronautics.

3.13 PLANNING AREA 15: MIXED-USE TRANSIT

3.13.1 Purpose and Intent (PA 15)

Planning Area 15 is located across from the Tustin Metrolink Station and is envisioned as the transit-oriented, residential core of Tustin Legacy. A pedestrian bridge and/or connector over/across Edinger Avenue will connect residents and employees within Tustin Legacy to the rail station. Higher intensity residential and commercial uses are focused along Park Avenue and Tustin Legacy Park. Tustin Legacy Park is intended to terminate at a public square where the pedestrian bridge is located.

Planning Area 15 includes a recently completed 225-unit affordable housing community and a 375-unit single-family neighborhood with supporting parks. PA 15 is further intended to include a range of housing types for single family and multifamily residential, including but not limited to the following:

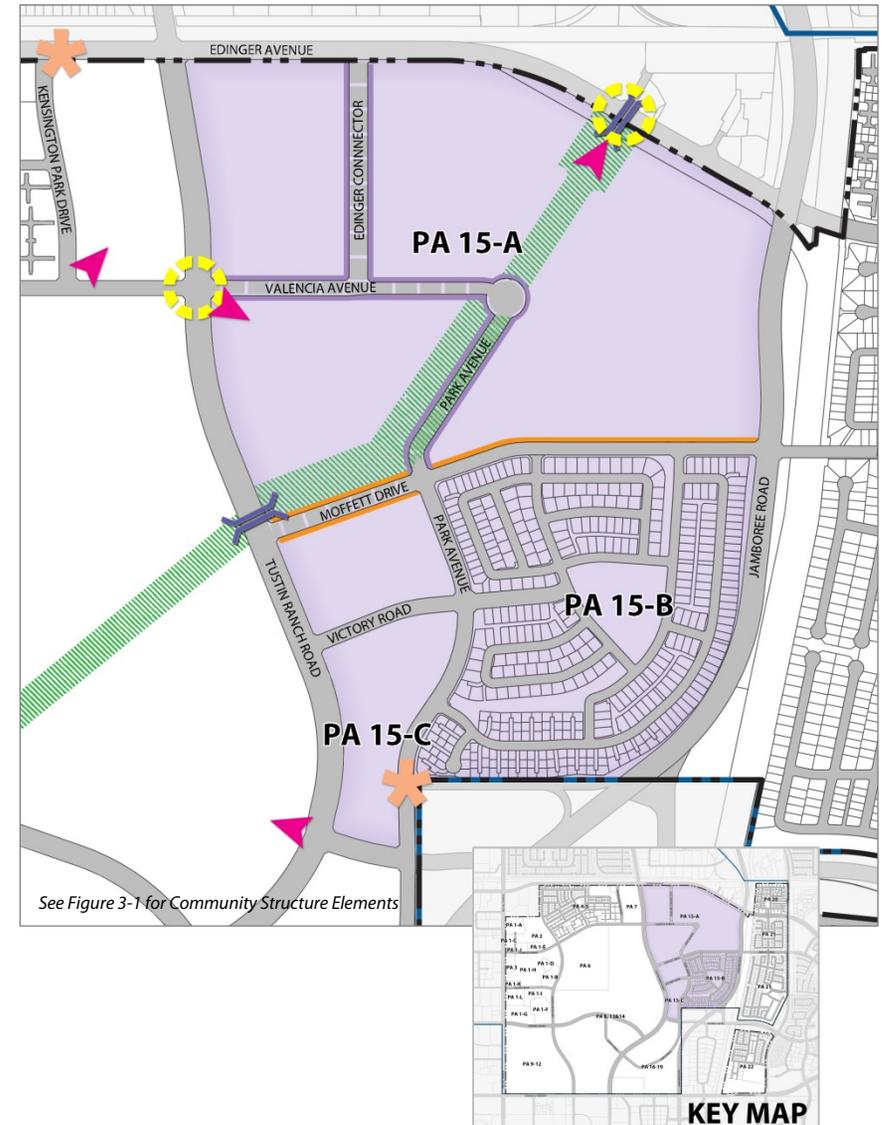
- Single Family Residential
 - Detached Homes
 - Carriage Way Units
- Multifamily Residential
 - Courtyard housing
 - Townhomes
 - Flats (over retail or in stand-alone configurations)

a. Development Potential Summary

- Total Developable Area: 271 acres
- Non-Residential: Max. 1,095,200 sf
- Residential: Max. 2,814 du (does not include density bonus units)
- Park/Open Space Overlay: Min. 12 acres¹

¹ Park acreage requirement may be transferred to another Planning Area at the approval of the Community Development Director.

Figure 3-13 Subplanning Areas in PA 15



3.13.2 Development Standards (PA 15)

The following development standards regulate new site and building development by establishing standards for intensity, building height, open space, and other elements. Development standards include street-based frontage standards regulating buildings frontages along existing and new streets to form adequate and pedestrian-friendly building faces.

Table 3-31 Site Configuration Regulations (PA 15)

TYPE	MIN.	MAX.
Site		
Lot Size - Single Family Detached	3,000 sf	None
Lot Size – Single Family Attached	None	None
Lot Size - Multifamily	None	None
Lot Size - Nonresidential	10,000 sf ²	None
Lot Width	35 sf	None
Building Setback²		
Edinger Avenue	40 ft	None
Tustin Ranch Road	30 ft	None
Jamboree Road	30 ft	None
Valencia Avenue	6 ft	None
Warner Avenue	20 ft	None
Moffett Drive and Victory Road	10 ft	None
Local Collector and Local Road – Ground-floor residential	3 ft	10 ft
Local Collector and Local Road – Ground-floor commercial	0 ft	10 ft ³
Edinger Connector	6 ft	None
Park Avenue – Between Warner Avenue and Moffett Drive	30 ft	None
Park Avenue –Between Moffett Drive and Valencia Avenue, if Tustin Legacy Park is not adjacent to road	6 ft	None
Private Street or Drive	5 ft	None
Alley	3 ft	None

TYPE	MIN.	MAX.
Rear Yard ⁴	10 ft ⁵	None
Distance between Building and Accessory Structure	5 ft	None
Distance between Accessory Structures	5 ft	None
Interior Side Yard ⁴	3 ft ⁶	None

1. Minimum building footprint size shall be 1,000 sf for freestanding retail commercial buildings and 10,000 sf for all other buildings.
2. Minimum landscaped areas are required within building setback areas per Section 2.3, Mobility Plan. Building setbacks from streets are measured from back of rights-of-way.
3. Maximum setback may be increased to allow for additional outdoor uses at the discretion of the Community Development Director.
4. Applies only to single family detached dwelling units, attached dwelling units, and duplexes.
5. Carriage way units shall have a 3-foot rear yard setback for garage and 7-foot for living areas.
6. Interior side yard setbacks shall maintain an aggregate 10 feet distance between buildings.

Table 3-32 Building Height Regulations (PA 15)

TYPE	MIN.	MAX.
Buildings fronting “Main Street”		
Floors	None	6 stories
Ground Floor Height ¹	16 ft	None
Upper Floor Height ¹	10 ft	None
All Other Buildings		
Single Family Residential	None	3 stories
Multifamily Residential	None	6 stories
Non-Residential	None	6 stories
Mixed Use	2 stories	6 stories

1. Floor height is measured from finished floor to ceiling.

a. Frontages

All new development adjacent to a street with frontage requirements as shown in Figure 3-1, Community Structure Plan, shall have a primary building façade and entry from the identified street and must adhere to the following building frontage requirements. These frontages dictate the relationship between the street (back of right-of-way) and the façade of the ground-floor of the building (see Section 3.19.2, Building Design, for building frontage design standards and guidelines).

- Building orientation shall be determined by the location of the primary entrance, which shall indicate the front of the building.
- Where not a designated frontage, all building sides abutting major public right-of-way shall require architectural treatment.
- Although primary building entrances along Tustin Ranch Road are not a requirement, pedestrian access to the road is required either through common corridors or courtyards from buildings adjacent to the road.
- A solid wall greater than three (3) feet is not allowed along Tustin Ranch Road.

Table 3-33 Frontage Categories (PA 15)

	LOCAL COLLECTOR/ MODIFIED LOCAL COLLECTOR	VALENCIA, PARK AVE, EDINGER CONNECTOR	MAIN STREET	MOFFETT
Ground-Floor Non-Residential				
Shopfront	Permitted	Permitted	Permitted	Not permitted
Forecourt	Permitted	Permitted	Permitted	Not permitted
Gallery	Not permitted	Not permitted	Permitted	Not permitted
Arcade	Not permitted	Not permitted	Permitted	Not permitted
Ground-Floor Residential				
Stoop	Permitted	Permitted	Permitted	Permitted
Terrace	Permitted	Permitted	Permitted	Permitted
Porch	Permitted	Not permitted	Not permitted	Permitted
Yard	Permitted	Not permitted	Not permitted	Permitted

1. See Section 3.19.2, Building Design, for building frontage design standards and guidelines.

b. Built Form & Landscaping

- Median community identification signage (previously called community entry treatment) shall be provided at the intersection of Tustin Ranch Road and Valencia Avenue and at the pedestrian bridge/connector across Edinger Avenue (see Section 3.19.4, Signage).
- Secondary community identification (previously called community entry treatment) shall be provided at the intersection of Park Avenue and the off-ramp from Jamboree Road (see Section 3.19.4, Signage).
- Views shall be provided to the park and its main features, such as the pedestrian bridge, at view corridors as shown on Figure 3-1, Community Structure Plan.
- Special façade treatments are required as shown on Figure 3-1, Community Structure Plan (see Section 3.19.2, Building Design, for façade design guidelines).
- Open space design shall accommodate site drainage and wetland mitigation, as necessary.



Table 3-34 Open Space Regulations (PA 15)

TYPE	STANDARD	PROVISIONS
Residential - Multifamily		
Private	100 sf per unit	Shall provide minimum depth of 4 ft. 50 sf per unit of the required private open space shall be provided for storage facilities (enclosed).
Common	200 sf per unit	Shared facilities designated as recreational areas. May include pedestrian paths, common area balconies, common area rooftop decks, recreation buildings, etc.

1. Private attached ground level patios may be credited if open on three sides. Areas not available for open space credit include all streets, driveways, landscaped building setback areas, and parking lots.
2. Private open space may include balconies, patios, courtyards, roof decks, etc.

c. Circulation & Parking

- On-street parking along “Main Street” may be counted toward required visitor spaces for retail and services upon approval of the Community Development Director.
- Provisions for common vehicular access points and shared parking should be encouraged and coordinated between the office and commercial uses within these Planning Areas and with adjacent Planning Areas where practical.

d. Special Requirements

- Development in PA 15 shall be protected from a 100-year storm in a manner consistent with the Flood Plan Management Ordinance and as approved by the City of Tustin Building Official.
- See Section 3.18.2 for dedication requirements for the Santa Ana - Santa Fe Channel.

3.13.3 Use Regulations (PA 15)

The land use regulations define permitted uses within Planning Area 15, as shown in Table 3-35, Permitted Use Regulations (PA 15).

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

- Caretaker’s residence
- Enclosed, screened outdoor storage
- Carport and garage
- Home occupation, subject to the Tustin City Code
- Large family day care for 9 to 14 children on single family detached lot in accordance with the Tustin City Code
- Patio cover/trellis
- Reverse vending machine in accordance with Tustin City Code
- Small family day care for eight or fewer children
- Swimming pool, spa, jacuzzi
- Tennis court, basketball court and other multi-purpose court, recreation and community building

Table 3-35 Permitted Use Regulations (PA 15)

TYPE	GROUND-FLOOR		UPPER FLOOR
	MAIN STREET	ALL OTHER STREETS	
Residential			
Condominium and cooperative	Conditional	Permitted	Permitted
Multiple family dwelling unit (apartment)	Conditional	Permitted	Permitted
Single family attached dwelling unit and duplex	Conditional	Permitted	Permitted
Single family detached dwelling unit	Prohibited	Permitted	Permitted
Retail Commercial¹			
Off-site alcoholic beverage sales establishment ²	Conditional	Conditional	Conditional
General retail	Permitted	Conditional	Conditional
Supermarket, grocery store	Permitted	Conditional	Conditional
Specialty grocery/farmers market	Permitted	Conditional	Conditional
Vendor cart or commercial kiosk	Conditional	Conditional	Conditional
Service Commercial (including incidental retail sales)			
Bakery, coffee house/cafe, delicatessen/cafeteria	Permitted	Conditional	Conditional
Bank and financial institution	Permitted	Conditional	Conditional
General service commercial use	Permitted	Conditional	Conditional
Commercial sports/recreation facility	Conditional	Conditional	Conditional
Health club	Conditional	Conditional	Conditional
On-site alcoholic beverage sales establishment ³	Conditional	Conditional	Conditional
Restaurant, without drive-thru	Permitted	Conditional	Conditional
animal grooming	Permitted	Conditional	Conditional
Office¹			
General office	Conditional	Permitted	Permitted
Professional office	Conditional	Permitted	Permitted
Public / Institutional			
Church and other religious institution	Conditional	Conditional	Conditional
Preschool, private or public	Conditional	Conditional	Conditional
School, private or public	Conditional	Conditional	Conditional
Public and private park, open space, and community facility	Permitted	Permitted	Permitted
Recreational facility, public or private	Permitted	Permitted	Permitted

- Proposed retail commercial and office uses shall be focused along Main Street at the pedestrian bridge base. Other locations for retail commercial uses may be appropriate as development along the Main Street builds out, and shall require approval by the Director of Community Development upon buildout of retail development along the Main Street.
- If located within a building and permitted business with at least 15,000 square feet of gross floor area and where the alcoholic beverages sales area within the building occupies no more than ten (10) percent of the gross floor area subject Section 3.18.1 of this Specific Plan.
- When not an integral part of a restaurant, in accordance with Section 3.18.1 of this Specific Plan.



3.14 PLANNING AREAS 16-19: COMMERCIAL

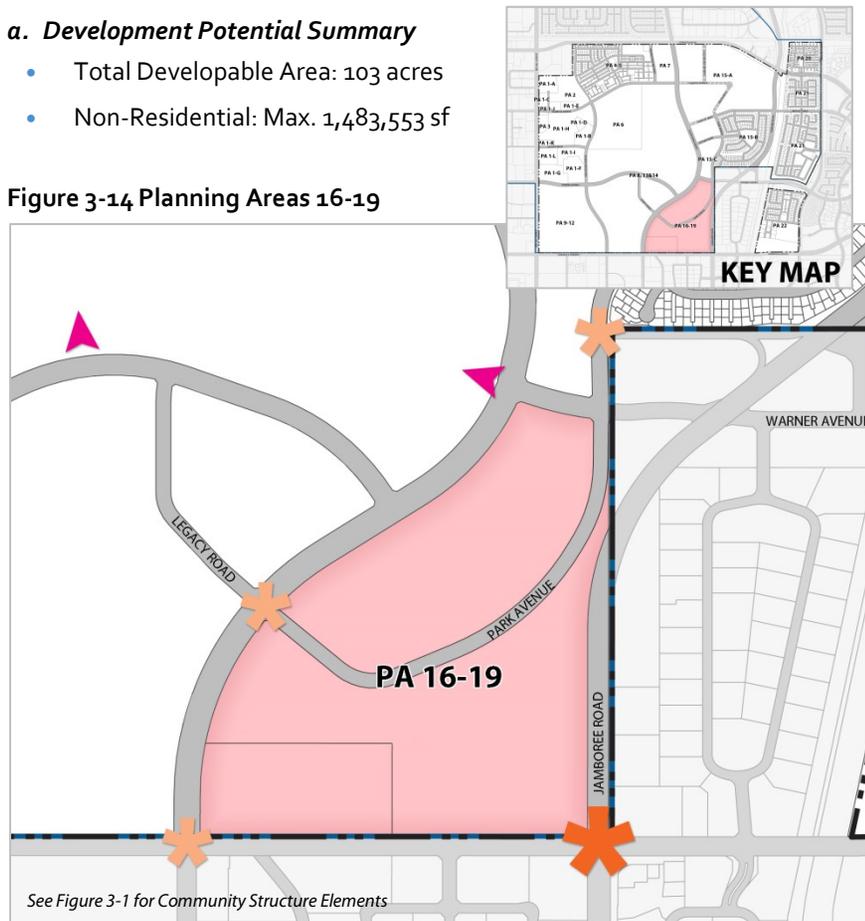
3.14.1 Purpose and Intent (PAs 16-19)

Planning Areas 16-19 are intended to be a regionally-oriented commercial district. This area is largely developed as The District, with a mix of big box retail and a pedestrian-oriented lifestyle center with a movie theater, restaurants, and small shops. This Planning Area also contains an Army Reserve Center which is relocating to PA 1.

a. Development Potential Summary

- Total Developable Area: 103 acres
- Non-Residential: Max. 1,483,553 sf

Figure 3-14 Planning Areas 16-19



See Figure 3-1 for Community Structure Elements

3.14.2 Development Standards (PAs 16-19)

The following development standards regulate new site and building development by establishing standards for intensity, building height, open space, and other elements.

Table 3-36 Site Configuration Regulations (PAs 16-19)

TYPE	MIN.	MAX.
Site		
Lot Size	20,000 sf	None
Building Setback¹		
Tustin Ranch Road	30 ft	None
Jamboree Road	30 ft	None
Barranca Parkway	30 ft	None
Park Avenue	20 ft	None
Warner Avenue	20 ft	None
Local Public Street	10 ft	None
Private Street or Drive	10 ft	None
Distance between Buildings	10 ft	None

1. Minimum landscaped areas are required within building setback areas per Section 2.3, Mobility Plan. Building setbacks from streets are measured from ultimate rights-of-way line.

Table 3-37 Building Height Regulations (PAs 16-19)

TYPE	MIN.	MAX.
All Buildings		
Building Height ¹	None	50 ft

1. Building height shall be determined from the finished grade within five feet of the structure to the highest point of the structure, excluding chimneys and vents.

a. Built Form & Landscaping

- Primary community identification signage shall be provided at the intersection of Barranca Parkway and Jamboree Road. It shall be designed as an arrival feature that celebrates the entrance into Tustin Legacy Park and The District (see Section 3.19.4, Signage).
- Secondary community identification signage shall be provided at the intersection of Barranca Parkway and Tustin Ranch Road, and at the intersection of Tustin Ranch and Legacy Roads (see Section 3.19.4, Signage).

b. Circulation & Parking

- Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trail where applicable. A Class I bikeway shall be provided along the southern boundary of property within the landscaped building setback area (see Section 2.3.2, Recreational Bikeway/Trail Concept Plan, for bikeways plan and design standards).
- Provisions for common vehicular access points and shared parking should be encouraged and coordinated with any development plans within these Planning Areas and with adjacent Planning Areas where practical.



3.14.3 Use Regulations (PAs 16-19)

The land use regulations define permitted uses within Planning Areas 16-19, as shown in Table 3-38, Permitted Use Regulations (PAs 16 - 19).

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

- Enclosed, screened outdoor storage
- Maintenance facility and structure

Table 3-38 Permitted Use Regulations (PAs 16-19)

USE	
Retail Commercial	
Art gallery	Permitted
Building material/ supplies yard	Conditional
Department store	Permitted
General retail store	Permitted
Nursery	Permitted
Off-site alcoholic beverage sales establishment ¹	Permitted
Supermarket, grocery store	Permitted
Warehouse and sales outlet	Permitted
Wholesale store and storage within a building	Permitted
Service Commercial	
Automobile accessories and service station	Conditional
Bakery, coffee house/cafe, delicatessen/cafeteria	Permitted
Bank and financial institution	Permitted
Car wash	Conditional
Commercial recreation facility	Conditional
Dry cleaner, commercial storefront only	Permitted
Emergency care facility	Permitted
General service commercial use	Permitted
Health club	Conditional
Movie theater	Conditional
On-site alcoholic beverage sales establishment	Conditional
Restaurant, with drive thru	Conditional
Restaurant, without drive thru	Permitted

USE	
Theater, including live performance	Permitted
Utility facility, private	Conditional
Industrial	
Advertising and publishing business	Permitted
Printing, reproduction and other related service	Permitted
Commercial library	Permitted
Communications business and equipment center	Permitted
Data storage, retrieval, send-recvie operation	Permitted
Electronic equipment testing and repair service	Permitted
Mail order business	Permitted
Motion picture and recording studio	Permitted
Office furniture, equipment and sales	Permitted
Research and development facility, including experimental/prototype assembly and testing facility	Permitted
Software design use	Permitted
Technology exchange/transfer service	Permitted
Office	
General office	Permitted
Medical/dental clinic	Permitted
Medical office/healthcare center	Permitted
Professional office	Permitted
Public/Institutional	
Government facility	Permitted
Professional, instructional, motivational, vocational and/or seminar schools	Conditional

1. If located within a building and permitted business with at least 15,000 square feet of gross floor area and where the alcoholic beverages sales area within the building occupies no more than ten (10) percent of the gross floor area subject to Section 3.18.1 of this Specific Plan.

3.15 PLANNING AREA 20: RESIDENTIAL

3.15.1 Purpose and Intent (PA 20)

Planning Area 20 includes a medium-high density residential neighborhood east of Jamboree Road and north of Edinger Avenue. The Planning Area is built out with a development, known as Tustin Field I.

3.15.2 Development Standards (PA 20)

The following development standards regulate new site and building development by establishing standards for intensity, building height, a range of residential building types, open space, and other elements. The maximum densities of the permitted residential building types allowed in Planning Area 20 are:

- Single Family Residential
 - Detached Homes: 7 du/ac
 - Attached Homes: 15 du/ac
 - Patio Homes: 15 du/ac
- Multifamily Residential
 - Condominiums: 25 du/ac
 - Multiple Family Dwellings: 25 du/ac

Table 3-39 Dwelling Unit Regulations (PA 20)

TYPE	MIN.
Gross Floor Area per Dwelling Unit¹	
Bachelor	450 sf
1 bedroom	550 sf
1 bedroom with den	700 sf
2 bedrooms	750 sf
2 bedrooms or more with den	850 sf
Patio homes ²	900 sf

1. Gross floor area for patio homes excludes garage. Up to 30 percent of the total number of patio homes may be four bedroom units.

Figure 3-15 Planning Area 20

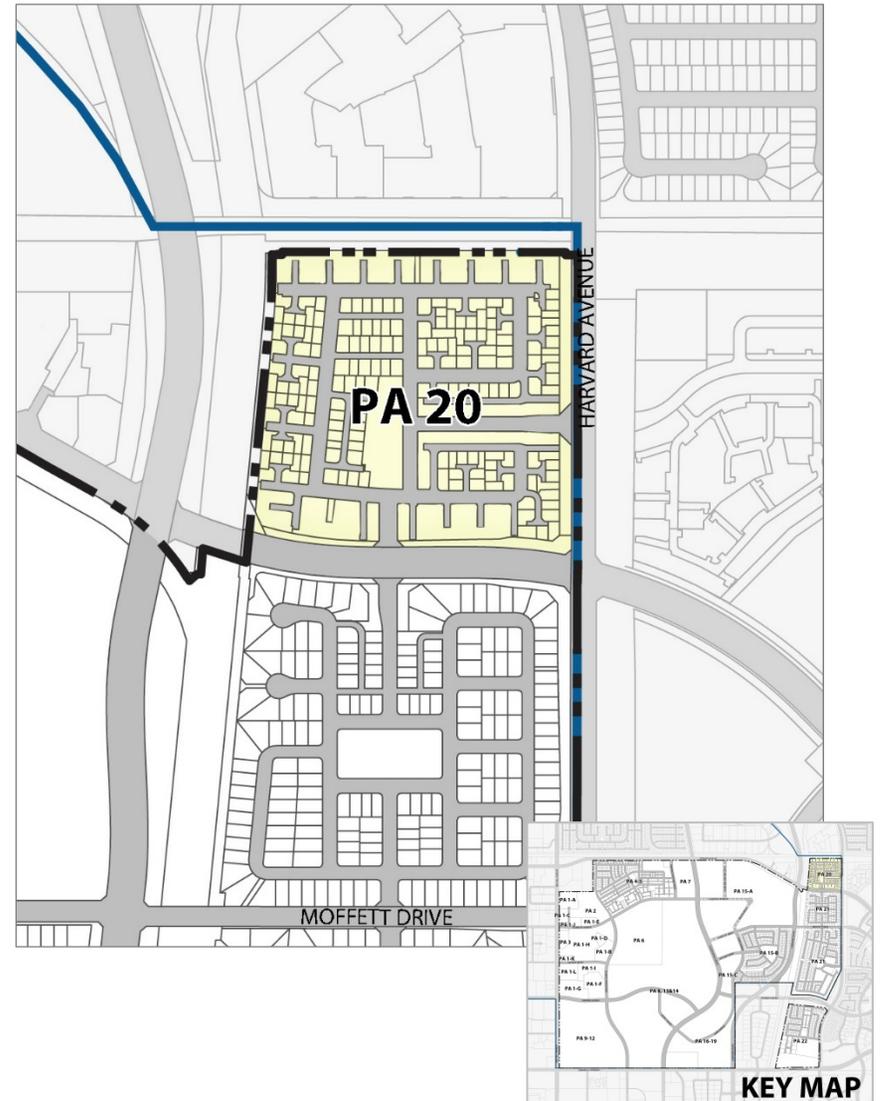


Table 3-40 Site Configuration Regulations (PA 20)

TYPE	MIN.	MAX.
Site		
Lot Size - Single Family Residential Detached	3,000 sf	None
Lot Size - Multiple Family Residential	10 ac	None
Lot Coverage - Single Family Residential Detached Homes	None	50%
Lot Coverage - Single Family Residential Attached and Patio Homes	None	None
Lot Coverage - Multifamily Residential	None	65%
Building Setback¹		
Edinger Avenue	40 ft	None
Harvard Avenue	40 ft	None
Local Public Street ^{2,3}	10 ft	None
Private Street, Drive, or Court ⁴	5 ft	None
Rear Yard	10 ft	None
Interior Side Yard ⁵	3 ft	None
Distance between Buildings ^{6,7}	10 ft	None
Distance between principal and accessory structures	5 ft	None
Distance between Accessory Structures	5 ft	None

- Minimum landscaped areas are required within building setback areas per Section 2.3, Mobility Plan. Building setbacks from streets are measured from back of rights-of-way.
- For patio homes, an attached or detached garage may be setback a minimum of 5 feet from a local street. If living areas are provided above garages, garage setbacks shall apply provided that no more than 75 percent of the units along the street frontage have living space over a garage with less than a 10-foot setback. All units located along both sides of a street segment shall be included when calculating the above 75 percent determination, regardless of whether they front, side, or rear load on that section of a street.
- A patio home garage shall not be setback between 9 feet and 19 feet from the right-of-way line. Garages setback 9 feet or less shall be equipped with an automatic garage opener.
- For patio homes, the minimum building setback shall be 7 feet in a private court or on a private drive not located within a court. An attached or detached garage may be setback a minimum of 3 feet provided that no more than 50 percent of the length of the building frontage over the total length of the drive or court is setback less than 7 feet. In calculating the total length of the drive or court and the length of building frontage, the length of building and street frontage on both sides of the drive or court shall be used. If living areas are provided above garages, garage setback shall apply. The minimum 3-foot garage setback shall be increased where necessary to accommodate required sidewalks. A minimum distance of 40 feet shall be maintained between ground floor living areas on units across from each other in a court, on a drive, or on a shared driveway.
- The aggregate setback for both side yards shall be 10 feet minimum.
- For patio homes, the minimum distance between buildings may be reduced to 6 feet for no more than a maximum length of 25 feet of a building elevation, provided that there are no windows on one elevation

- for that portion of the building elevation with less than a 10-foot setback. If living areas are provided above garages, garage setbacks shall apply.
- For condominium/multiple family dwellings, buildings with 1 story shall have a minimum building to building setback of 10 feet, buildings with 2 stories or more shall have a minimum building to building setback of 15 feet.

Table 3-41 Building Height Regulations (PA 20)

TYPE	MIN.	MAX.
Residential - Single Family		
Building Height ^{1,2}	None	35 ft
Residential - Multifamily		
Floors ²	None	3 stories
Building Height ^{1,2}	None	45 ft

- Building height shall be determined from the finished grade within five feet of the structure to the highest point of the structure, excluding chimneys and vents.
- Buildings within 300 feet of Harvard Avenue shall not exceed 35 feet or two stories.

a. Built Form & Landscaping

- Site planning should “stair step” building massing and density, with lower densities along Harvard Avenue stepping up in building massing and density as development occurs further into the site.

Table 3-42 Open Space Regulations (PA 20)

TYPE	STANDARD	PROVISIONS
Residential		
Common Open Space ^{1,2}	400 sf per unit	Shall be located within common, designated recreational areas.

- Not applicable to single family detached homes.
- A minimum of 150 square feet may be for private use if located on ground level and open on three sides. Areas not available for open space credit include all streets, driveways, landscaped building setback areas, and parking lots.

b. Circulation & Parking

Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trails where applicable.

c. Special Requirements

- Site plan and design review shall be required for development in PA 20, pursuant to Section 4.2.2 of this Specific Plan.
- Development in PA 20 shall be protected from a 100-year storm in a manner consistent with the Flood Plain Management Ordinance and as approved by the City of Tustin Building Official.
- Due to the site’s close proximity to the railroad tracks, Edinger Avenue, and the Eastern Transportation Corridor, appropriate noise attenuation measures will need to be implemented.
- Development in PA 20 shall be intended for ownership sale and tenure.
- Affordability– The following minimum affordable housing production objectives are intended to reflect the intention of the City to create a redevelopment project area (Community Redevelopment Law, section 33000) and as needed to meet Regional Housing Allocation needs as identified in the Housing Element of the General Plan through the provisions of housing for households at very low, low and moderate income levels. Specific housing requirements may be established at the time of development approval to ensure conformity with the Housing Element of the General Plan and other applicable provisions of California Law and to achieve the following:
 - a) At least 15% of units for initial occupancy by very low income to moderate income households for redevelopment, with 6% (or 40%) of units affordable to very low income households.
 - b) At least 22 additional units for occupancy by moderate income households.
 - c) Restricted affordable housing units shall be reasonably dispersed throughout the project and shall be compatible with the design and use of market rate units in appearance, use of materials, and finished quality. Restricted units shall be affordable for at least the minimum period of time required by state law, or longer if required by a construction or mortgage financing assistance program.

d) Prior to issuance of a certificate of use and occupancy, a developer shall enter into a legally binding agreement with the City of Tustin or its Redevelopment Agency, and agree to deed restrictions on targeted affordable housing units that are binding on property upon sale or transfer. Said agreements shall address the following:

- 1) Number of units by type, location, bedroom count
- 2) Standards for qualifying income and maximum rents or sales prices
- 3) Parties responsible for sales prices and incomes

3.15.3 Use Regulations (PA 20)

The land use regulations define permitted uses within Planning Area 20, as shown in Table -43, Permitted Use Regulations (PA 20).

Accessory uses and structures are permitted when customarily associated with, and subordinate to, a permitted use on the same site.

Table 3-43 Permitted Use Regulations (PA 20)

USE	
Residential	
Condominiums and cooperatives	Permitted
Patio homes	Conditional
Single family detached and attached dwelling units	Permitted
Public/Institutional	
Churches and other religious institutions	Conditional
Nursery school or child care center	Conditional
School, private	Conditional
School, public	Permitted

3.16 PLANNING AREA 21: RESIDENTIAL

3.16.1 Purpose and Intent (PA 21)

Planning Area 21 is intended to be a residential neighborhood with a range of housing types supported by parks and trails. The area east of Jamboree Road previously included military housing. It is now developed with neighborhoods known as Tustin Field II and Columbus Grove. The southern portion of Planning Area 21 was originally located within the City of Irvine but has been annexed into the City of Tustin.

3.16.2 Development Standards (PA 21)

The following development standards regulate new site and building development by establishing standards for intensity, building height, a range of residential building types, open space, and other elements. The maximum density of development allowed in Reuse Plan Disposition Parcel 36 of Planning Area 21 is 7 du/ac. The maximum density of the permitted residential building types allowed in Reuse Plan Disposition Parcels 34 and 35 of Planning Area 21 are:

- Single Family Residential
 - Detached Homes: 7 du/ac
 - Carriage Way Units: 7 du/ac
 - Attached Homes: 7 du/ac
 - Patio Homes: 7 du/ac
- Multifamily Residential
 - Condominiums: 7 du/ac
 - Multiple Family Dwellings: 7 du/ac

Figure 3-16 Planning Area 21

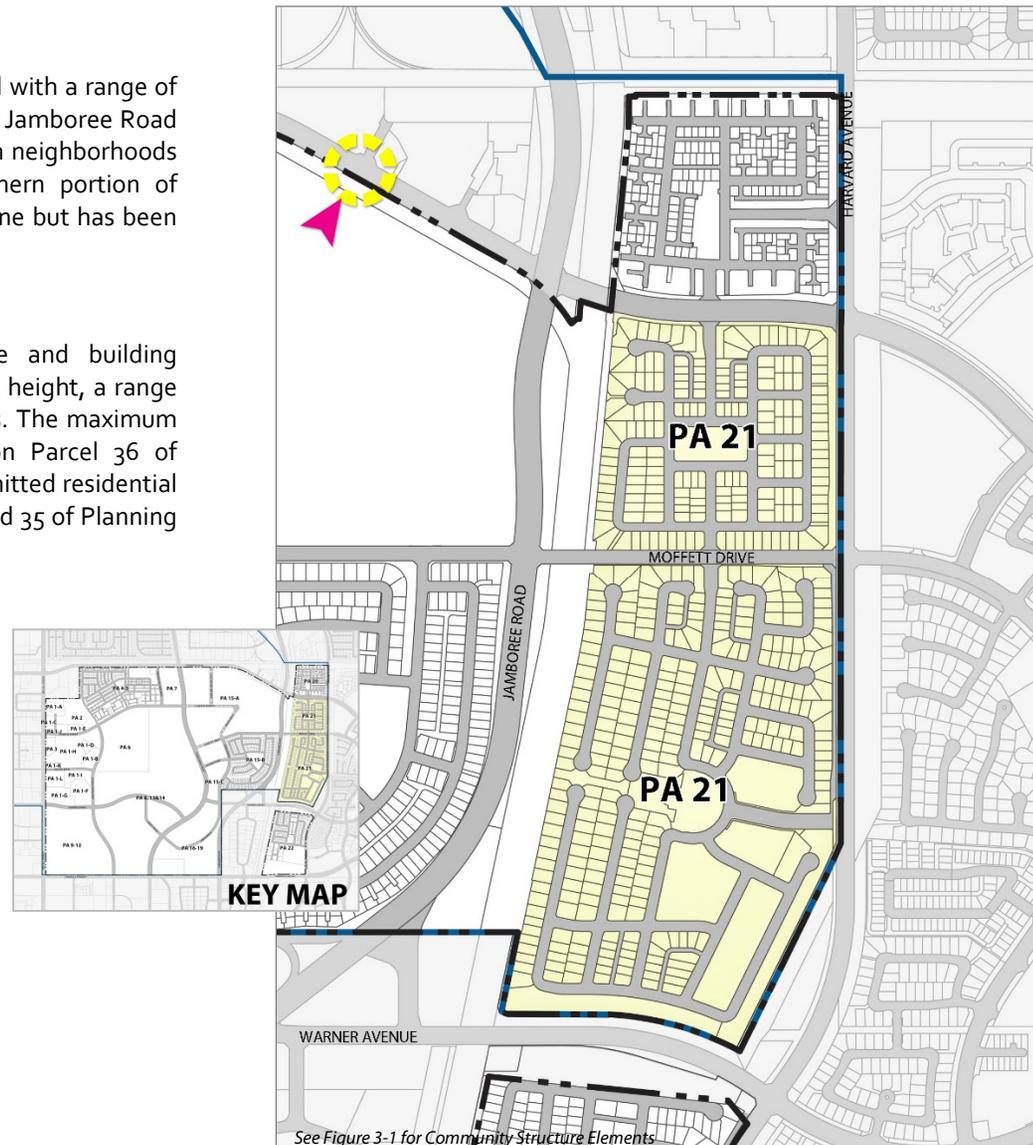


Table 3-44 Dwelling Unit Regulations (PA 21)

TYPE	MIN.
Gross Floor Area per Dwelling Unit¹	
Bachelor	450 sf
1 bedroom	550 sf
1 bedroom with den	700 sf
2 bedrooms	750 sf
2 bedrooms or more with den	850 sf
Patio homes ²	900

1. Applicable to single family attached homes and multifamily.
2. Gross floor area for patio homes excludes garage. Up to 30 percent of the total number of patio homes may be four bedroom units.

Table 3-45 Site Configuration Regulations (PA 21)

TYPE	MIN.	MAX.
Site		
Lot Size ¹	3,000 sf	None
Lot Width - Single Family Detached and Detached Carriage Way Unit	35 ft	None
Lot Coverage ² - Single Family Detached Home and Carriage Way Unit	None	50%
Lot Coverage - Single Family Attached Home and Patio Home	None	None
Lot Coverage - Multifamily	None	65%
Building Setback³		
Harvard Avenue	42 ft	None
Warner Avenue	42 ft	None
Edinger Avenue	40 ft	None
Moffett Drive	10 ft	None
Local Public Street ^{4,5}	10 ft	None
Private Street, Drive, or Court ^{5,6,7}	5 ft	None
Rear Yard ⁸	10 ft	None
Interior Side Yard ⁹	3 ft	None
Distance between buildings ^{10,11}	10 ft	None
Distance between principal and accessory structure	5 ft	None
Distance between accessory structures	5 ft	None

1. For development in Disposition Parcel 36, 2,400 sf minimum. In Disposition Parcels 34 and 35, 8 acres minimum for multifamily residential and no minimum for patio homes. Single family attached development projects in Disposition Parcels 34 and 35 shall be minimum 10 acres.
2. Applies to entire lot area. Covered areas shall include all area under roof except trellis areas, roof overhangs, and covered porches outside the exterior wall.
3. Minimum landscaped areas are required within building setback areas per Section 2.3, Mobility Plan. Building setbacks from streets are measured from back of rights-of-way.
4. For Patio Homes, an attached or detached garage may be setback a minimum of 5 feet from a local street. If living areas are provided above garages, garage setbacks shall apply provided that no more than 75 percent of the units along the street frontage have living space over a garage with less than a 10-foot setback. All units located along both sides of a street segment shall be included when calculating the above 75 percent determination, regardless of whether they front, side, or rear load on that section of a street.
5. A patio home garage shall not be setback between 9 feet and 19 feet from the right-of-way line. Garages setback 9 feet or less shall be equipped with an automatic garage opener.
6. For patio homes, the minimum building setback shall be 7 feet in a private court or on a private drive not located within a court. An attached or detached garage may be setback a minimum of 3 feet provided that no more than 50 percent of the length of the building frontage over the total length of the drive or court is setback less than 7 feet. In calculating the total length of the drive or court and the length of building frontage, the length of building and street frontage on both sides of the drive or court shall be used. If living areas are provided above garages, garage setback shall apply. The minimum 3-foot garage setback shall be increased where necessary to accommodate required sidewalks. A minimum distance of 40 feet shall be maintained between ground floor living areas on units across from each other in a court, on a drive, or on a shared driveway.
7. Not applicable to lots within the City of Irvine.
8. Carriage way units are permitted a minimum 3-foot setback for garage and 7 feet minimum setback for living areas including living areas above a garage.
9. The aggregate setback for both side yards shall be 10 feet minimum. For development in Disposition Parcel 36, the interior side yard setback shall be 10 feet minimum plus 2 feet for every 5 feet in height over 30 feet.
10. Carriage way units fronting a paseo/open space shall have a front separation of 30 feet minimum from the opposing building.
11. For patio homes, the minimum distance between buildings may be reduced to 6 feet for no more than a maximum length of 25 feet of a building elevation, provided that there are no windows on one elevation for that portion of the building elevation with less than a 10-foot setback. If living areas are provided above garages, garage setbacks shall apply.

Table 3-46 Building Height Regulations (PA 21)

TYPE	MIN.	MAX.
All buildings in Disposition Parcel 36		
Building Height ¹	None	40 ft
Residential - Single Family Detached, Carriage Way Units, and Patio Homes		
Building Height ¹	None	35 ft
Residential - Single Family Attached and Multifamily		
Building Height ¹	None	40 ft

1. Building height shall be determined from the finished grade within five feet of the structure to the highest point of the structure, excluding chimneys and vents.

a. Built Form & Landscaping

- Development in Disposition Parcel 36 shall be set back a minimum 100 feet from the Southern California Edison Easement.
- Single family carriage way units that side-on to a public road shall incorporate architectural enhancements on the side and front view of the unit, as seen from the public road.
- A minimum back up space of three feet in addition to the width of the drive approach for single family carriage way end units.
- Areas not devoted to buildings, parking areas, hardscape and roads shall be landscaped.
- Attached residential development in Disposition Parcel 36 shall have at minimum 30 percent site landscaping. Landscaping may include sidewalks and paseo/bikeway paths.
- Wall and streetscape upgrades along Harvard Avenue should be designed to create greater compatibility with Irvine’s Village 38 theme walls and streetscape on the east side of Harvard Avenue. A combination of walls, landscaping, and berms may be utilized to achieve required noise standards in both Tustin and Irvine.

c. Special Requirements

- Site plan and design review shall be required for development in PA 21, pursuant to Section 4.2.2 of this Specific Plan.
- Reuse/development of Planning Area 21 shall be encouraged to be ownership tenure. Development of apartments is a discretionary action requiring approval of a conditional use permit.
- Prior to any interim or permanent reuse of buildings or property on a parcel, or prior to any new development on a parcel within this Planning Area, other than by the City of Tustin, any agencies receiving property from the Department of Defense shall be required to enter into an Agreement with the City of Tustin. The purpose of the Agreement is to:
 - Identify the planning goals of an agency and the City.
 - Identify the scope and schedule for short-range improvements and of any long-range development plans for the property.
 - Establish a process that provides for meaningful consultation on development and operational issues of mutual concern.
 - Identify roadway dedication and capital infrastructure improvements that will be required for use and/or development, and Environmental Impact Report mitigation required by the agency receiving property.
 - Identify necessary procedures to implement the Agreement.
- The following minimum affordable housing production objectives were intended to reflect the intention of the City of Tustin to comply with the Community Redevelopment Law, Section 33000 at the time and as needed to meet Regional Housing Allocation needs as identified in the Housing Element of the Tustin General Plan:

Table 3-47 Open Space Regulations (PA 21)

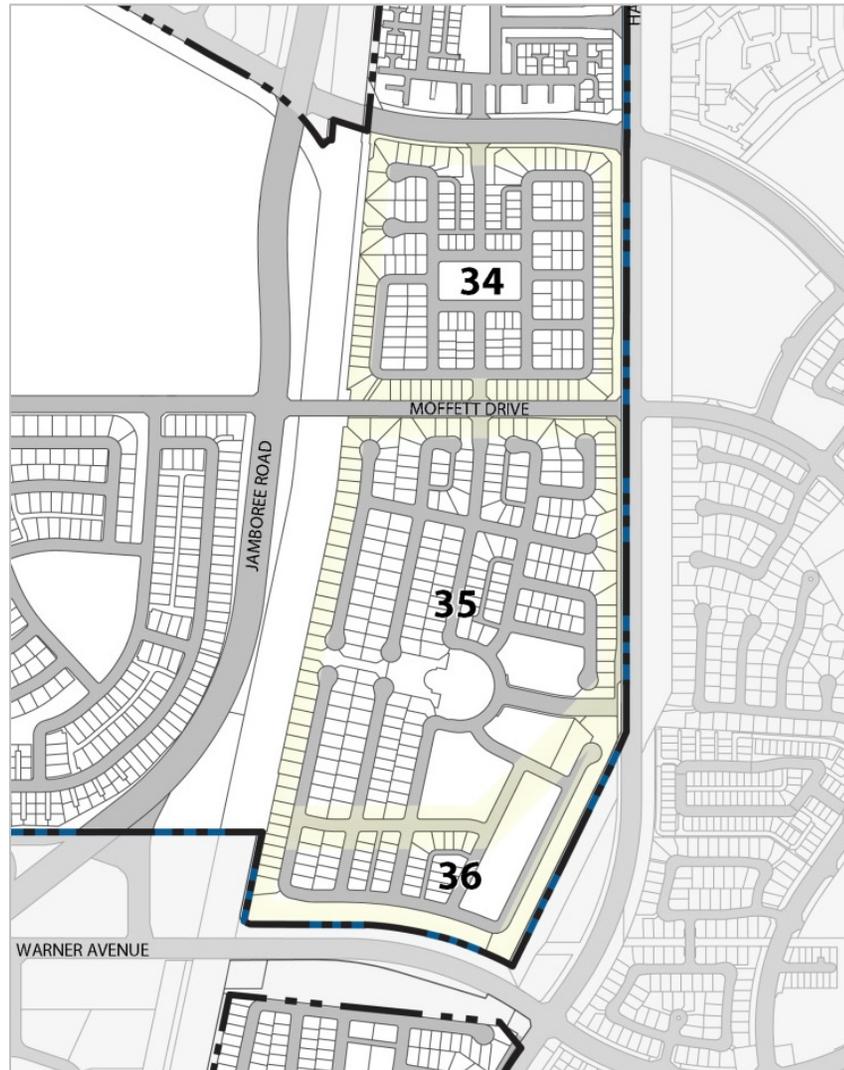
TYPE	STANDARD	PROVISIONS
Residential		
Private	400 sf per unit	Includes minimum 50 sf of enclosed storage space per unit
Common ^{1,2}	400 sf per unit	Shall be located within common, designated recreational areas.

1. Applies only to single family attached home, patio homes, and multifamily residential.
 2. A minimum of 150 square feet may be for private use if located on ground level and open on three sides. Areas not available for open space credit include all streets, driveways, landscaped building setback areas, and parking lots.

b. Circulation & Parking

- Bicycle and pedestrian circulation facilities shall provide connections within the Planning Area, to adjacent Planning Areas, and to citywide bicycle trails where applicable.

Figure 3-17 Disposition Parcels 34, 35, and 36



Disposition Parcels 34 and 35

- At least 15 percent of units for initial occupancy by very low income to moderate income households for redevelopment with 6 percent (or 40 percent) of these units affordable to very low income households. Developer compliance with the Homeless Accommodation Plan described in Section 2.2.6 shall be required.
- At least 10 additional units for initial occupancy by low income level households and at least 20 additional units for initial occupancy by moderate income level households.
- Restricted affordable housing units shall be reasonably dispersed throughout a project and shall be compatible with the design and use of market rate units in appearance, use of materials, and finished quality.
- Restricted units shall be affordable for at least the minimum period required by state law, or longer if required by a construction or mortgage financing assistance program.
- Prior to issuance of a certificate of use and occupancy, a developer shall enter into a legally binding agreement with the City of Tustin, and agree to deed restrictions on targeted affordable housing units that are binding on property upon sale or transfer. Said agreements shall address the number of units by type, location, bedroom count, standards for qualifying income and maximum rents or sales prices, and the parties responsible for sales prices and incomes.
- The City of Tustin reserves the right to negotiate transfer of a developer's obligation pursuant to this section off-site as a credit for affordable units which cannot be reasonably feasible to provide on-site which shall be at the City's sole and absolute discretion. To ensure comparable equivalent value of an off-site option or exchange for not providing on-site affordable units, a financial affordability gap analysis will be conducted by the City, at developer's cost, to compare the value of the off-site option and the affordability gap cost of providing on-site affordable housing.

Disposition Parcel 36

- Prior to issuance of a certificate of use and occupancy, the developer shall enter into a legally binding agreement with the City of Irvine to provide in PA 22 the affordable housing units that would have been required on Disposition Parcel 36 pursuant to the City of Irvine Affordable Housing Implementation Procedure (Chapter 2-3 of the Irvine Zoning Code), and agree to deed restrictions on targeted affordable housing units that are binding on property upon sale or transfer. Said agreements shall address the number of units by type, location, bedroom count, standards for qualifying income and maximum rents or sales prices, and the parties responsible for sales prices and incomes.
- If the required affordable housing units are not provided in PA 22, then the developer shall comply with general affordability requirements applicable to Disposition Parcels 34 and 35, and at least 9 units for initial occupancy by very low income level households, at least 7 units for initial occupancy by low income level households, and at least 7 units for occupancy by moderate income level households.

3.16.3 Use Regulations (PA 21)

The land use regulations define permitted uses within Planning Area 21, as shown in Table 3-48, Permitted Use Regulations (PA 21).

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

- Carport and garage
- Home occupation, subject to the Tustin City Code
- Patio covers/trellis
- Swimming pool, spa, jacuzzi
- Tennis court, basketball court, and other multi-purpose court, recreation and community building

Table 3-48 Permitted Use Regulations (PA 21)

USE	
Residential	
Condominium and cooperative	Permitted
Multiple-family dwelling unit (apartment) ¹	Conditional
Patio home	Conditional
Single-family attached dwelling unit and duplex	Permitted
Single-family detached dwelling unit	Permitted
Single family detached carriage way unit	Permitted
Transitional/emergency housing (maximum of 12 units)	Permitted

1. In accordance with Special Requirements of Section 3.16.2.

3.17 PLANNING AREA 22: RESIDENTIAL

3.17.1 Purpose and Intent (PA 22)

Planning Area 22 is located entirely within the City of Irvine. It is intended to primarily be a residential neighborhood, supported by parks, trails, and a school. This Planning Area, known as Columbus Grove, contains a total of 402 dwelling units in a range of housing types.

The regulations for new development in Planning Area 22 are consistent with the City of Irvine’s Medium Density Residential Zoning Category (Section V.E-329.2.5). Furthermore, the Planning Area will also be required to comply with applicable requirements of Irvine’s Village 38, Westpark II.

3.17.2 Development Standards (PA 22)

Applicable site development standards from Irvine’s Village 38 Zoning shall apply (Section V.E. 838.2). However, the total number of dwelling units within the Planning Area shall not exceed 402 units.

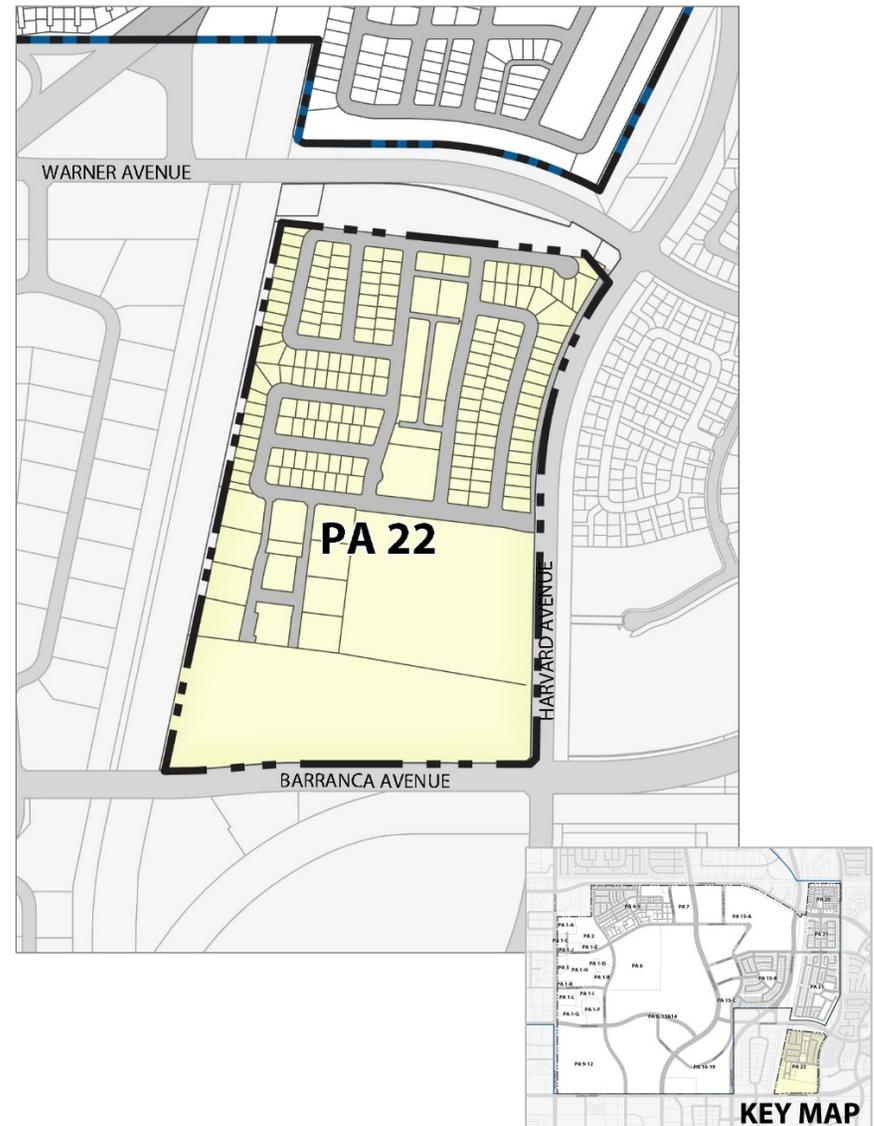
a. Built Form & Landscaping

- Wall and streetscape upgrades along Harvard Avenue should be designed to create greater compatibility with Irvine’s Village 38 theme walls and streetscape on the east side of Harvard Avenue. A combination of walls, landscaping, and berms may be utilized to achieve required noise standards in Irvine.

b. Special Requirements

- Site plan and design review shall be required for development in Planning Area 22 (see Section 4.2.2, Site Plan and Design Review).
- Reuse/development of Planning Area 22 shall be encouraged to be ownership tenure. Development of apartments is a discretionary action requiring approval of a conditional use permit. Consideration of a conditional use permit should include the City’s preference for ownership tenure, and in any event, no more than 25 percent of the total number of units permitted within the Irvine portion of the Specific Plan area may be approved for apartments.

Figure 3-18 Planning Area 22



- Prior to any interim or permanent reuse of facilities or property on a parcel, or prior to any development on a parcel, any party receiving property from the Department of Defense shall be required to enter into an agreement with the City of Tustin. The purpose of the Agreement is to:
 - Identify the planning goals of the Agency receiving property and the City for the site.
 - Identify the scope and schedule for short range improvements and long range development plans for the property.
 - Establish a process for meaningful consultation on development and operational issues of mutual concern.
 - Identify capital infrastructure improvements, roadway dedications, and environmental impact report mitigation that will be required of the Agency receiving or leasing property.
 - Identify necessary procedures to implement the agreement.
- The following minimum affordable housing production objectives are intended to implement the Housing Element of the Irvine General Plan through the provision of housing for households at very low, low, and moderate incomes levels. Specific housing requirements will be established for specific sites at the time of development project approval to ensure that any reuse/development of Planning Area 22 achieves the following:
 - At least 24 units for initial occupancy by very low income level households - within the very low category, at least 14 units shall be for transitional housing.
 - At least 18 units for initial occupancy by low income level households.
 - At least 18 units for occupancy by moderate income level households.
 - Restricted affordable housing units shall be reasonably dispersed throughout the project and shall be compatible with the design and use of market rate units in appearance, use of materials, and finished quality. Restricted units shall be affordable for at least the minimum period required by state law or longer is required by a construction or mortgage financing assistance program.

- Prior to issuance of a certificate of use and occupancy, a developer shall enter into a legally binding agreement with the City of Tustin and/or the City of Irvine, as applicable, and agree to deed restrictions on targeted affordable housing units that are binding on property upon sale or transfer. Said agreements shall address the number of units by type, location, and bedroom count, standards for qualifying income and maximum rents or sales prices, and the parties responsible for sales prices and incomes.

3.17.3 Use Regulations (PA 22)

- Permitted, conditionally permitted, and accessory uses for Irvine’s Village 38 Zoning shall be applicable (Section V.E. 838.2).
- Applicable City of Irvine Zoning Code provisions shall be referred to for those uses not specifically listed for Irvine’s Village 38.



3.18 GENERAL DEVELOPMENT REGULATIONS

The following general regulations shall apply to new development and the reuse of existing structures and facilities, unless specific exceptions are described elsewhere in the Specific Plan.

3.18.1 Use Regulations

a. Alcohol Beverage Sales

The City of Tustin established standards for all on-and off-site alcoholic beverage sales establishments to promote and protect the public health, safety and general welfare, and preserve and enhance the quality of the city. Applicants shall refer to the most current Alcoholic Beverage Sales Ordinance for standards and guidelines relating to establishments that include the sales of alcoholic beverages for on- and off-site consumption. Alcohol beverage sales require a conditional use permit, as identified in the use regulations of the Planning Area in which the establishment is located.

b. Outside Storage

All uses shall be conducted within a completely enclosed building, except for off-street parking, loading, approved nursery accessory uses, approved temporary uses, and any outdoor dining specifically permitted in conjunction with eating establishments. Minor ancillary outdoor storage (service vehicle parking, materials storage, or limited equipment assembly associated with a permitted use) may be located outside a building in certain Planning Areas as an accessory use, provided that there is solid screening and there is no negative noise or aesthetic impacts on adjacent properties.

c. Interim and Temporary Uses

Interim uses within city-owned properties shall be permitted in all Planning Areas subject to a license agreement. Other interim uses on private property shall require approval of a temporary use permit pursuant to the Tustin City Code and Irvine Municipal Code, as applicable.

Temporary uses shall be regulated pursuant to the Tustin City Code and Irvine Municipal Code, as applicable.

3.18.2 Utilities

All utility lines serving a new development, with the exception of interim uses, shall be placed underground by the developer in accordance with the city's policies for locating utilities underground.

- Existing utility lines shall also be placed underground with development, where feasible and as required by the City of Tustin or Irvine, as applicable.
- No structures shall be permitted to be developed over active pipelines, abandoned lines, or utility easements, except where approved by the City Engineer.
- All utility line and connection costs to the backbone infrastructure/utility system (water supply, sanitary sewer facilities, reclaimed water supply, storm drainage and other utilities) needed to serve individual projects shall be the responsibility of the new user/owner, or as otherwise determined as a result of a negotiated development agreement or lease.
- All water supply, sanitary sewer facilities, reclaimed water supply, storm drainage and other facilities shall be provided in accordance with adopted master plans of the respective service providers. Costs shall be assigned to each development lot or parcel in accordance with a cost-benefit formula established by the LRA, based on estimated engineering construction costs, or as otherwise determined as a result of a negotiated development agreement.
- The City has entered into an Agreement with IRWD regarding future water well sites. The terms of the Agreement will guide the placement and timing of any well sites impacting future development in Tustin Legacy.
- An offer to dedicate 25 feet of additional right-of-way for the Santa Ana channel to OCFCD shall be made with said terms subject to approval of the City of Tustin prior to any new development on parcels adjacent to the channel in Planning Area 15.

a. Antennae and Satellite Dish Standards

All provisions of the Tustin City Code and Irvine Municipal Code, as applicable, shall apply.

b. Mechanical Equipment

Compressors, air conditioning units, vents, exhausts, or similar mechanical equipment located outside a building shall comply with the following:

- All such equipment shall be screened from view from any abutting street, highway or adjacent use. Screening shall be an integral part of the overall architectural design of the project. The top of any screening shall be a minimum of 6 inches above the top of any mechanical equipment.
- All mechanical equipment shall be maintained in a clean and proper condition to prevent breakdown that might release noxious or toxic materials or create excessive noise, and to avoid accumulation of litter, filth and materials which would be noxious or unsafe.

c. Roof Mounted Solar Collector Panels

- Roof mounted solar collector panels shall be flush surface mounted where possible and painted to match roof surface color. Where panels cannot effectively perform if flush mounted, justification in the form of efficiency calculations may be submitted to the City of Tustin or Irvine for consideration of alternative mounting configurations.

d. Refuse Collection Facilities

- All outdoor refuse collection facilities shall be screened visually from streets and highways. Collection areas shall be shielded from view in all directions, either within a building or within a solid masonry wall of sufficient height to conceal materials temporarily accumulated for collection. The enclosure shall be designed to complement the main building materials.
- Adequate facilities and containers shall be provided to accomplish refuse recycling and handling of toxic materials, including source-separated materials as may be required by city ordinance. Innovative designs of storage, handling and transfer equipment are encouraged to achieve maximum recycling levels.

3.18.3 Encroachments and Site Development

a. Encroachments

The following encroachments into setback areas are allowed, subject to the California Building Code:

- Architectural features
- Eaves
- Fireplaces
- Mechanical equipment
- Steps and staircases (open)
- Covered patio trellis, or canopies, unenclosed on at least two sides may encroach into the required side or rear yard setback provided they do not cover more than 50 percent of the private yard or open space area on a residential property and comply with the California Building Code related to distance requirements between adjacent structures.

b. Park Provisions

- Requirements and standards contained in the City of Tustin Subdivision Ordinance will be utilized in reviewing public or private park proposals per parkland dedication requirement.
- The area of the Specific Plan within the City of Irvine will be subject to the requirements and standards of the City of Irvine's Local Park Code.

c. Maintenance and Completion of Open Space, Amenities, Landscaping, and Manufactured Slopes

- No lot or dwelling unit in a development shall be sold or a Certificate of Occupancy issued, unless a corporation, homeowner's association, assessment district or other approved entity has been legally formed with the right to assess all those properties which are jointly owned or benefited to operate and maintain all of the mutually available features of the development including, but not limited to, open space, amenities, landscaping or slope maintenance landscaping, private streets, and utilities.

- Conditions, Covenants, and Restrictions (CC&R's) shall be developed and recorded for said development subject to the review and approval of the applicable City Attorney. The recorded CC&R's shall permit the enforcement by the applicable City, if required.
- No lot or dwelling unit shall be sold unless all approved and required open space, amenities, landscaping, or other improvements, or approved phases thereof, have been completed or completion is assured by a development agreement or financing guarantee method approved by the City of Tustin or City of Irvine, as applicable.

3.18.4 Environmental

a. Grading

All earthwork shall be conducted in accordance with the City of Tustin Grading Ordinance and manual, and grading requirements within the City of Irvine. Grading permits shall consider consistency with the urban design concept. Compliance with National Pollutant Discharge Elimination System (NPDES) regulations related to storm drain runoff from construction sites as implemented in the City of Tustin and Irvine shall be required.

b. Vibration

No vibration associated with any use shall be permitted which is discernible beyond the boundary line of the property, unless the vibration does not negatively impact an adjacent property.

c. Fumes, Odors, and Other Forms of Air Pollution

If any use which produces odors, toxic gases, or noxious matter in such quantities as may be readily detectable at any point outside the property lines of the premises, and/or may become a public nuisance or hazard, the use shall be modified to prevent such emissions. Emissions shall be in compliance with the South Coast Air Quality Management District standards.

d. Hazardous Materials

To ensure that the use, handling, storage, and transportation of hazardous materials comply with the California Government Code and Health and Safety Code, all provisions of the Tustin and Irvine Hazardous Materials Codes and Fire Codes shall apply.

e. Noise Control

Plans for noise attenuation of residential units located near arterial highways and railroad rights-of-way, which ensure that interior and exterior noise levels do not exceed state requirements and local City of Tustin and Irvine noise ordinances, as applicable, shall be submitted for review and approval prior to building permits being issued to accommodate reuse and/or subdivision approval for residential development, whichever occurs first.

All uses shall be subject to provisions of the City of Tustin or City of Irvine noise ordinance, as applicable.

f. Enforcement of EIS/EIR Mitigation Measures

Amendments to Section 21081.6 of the Public Resources Code, as applicable, shall apply. The amendments provide that measures to mitigate or avoid significant effects on the environment shall be fully enforceable through permit conditions, agreements, or other measures. The EIS/EIR mitigation measures are contained in the EIS/EIR for the project.

3.18.5 Airport-Related Hazards

The Specific Plan area is within the Height Restriction Zone for the John Wayne Airport, included in the 2008 Airport Environs Land Use Plan (AELUP) for John Wayne Airport. Accordingly, buildings and structures within the Specific Plan area shall not penetrate FAR Part 77 Imaginary Obstruction Surfaces for John Wayne Airport. Development within the Federal Aviation Regulation (FAR) Part 77 would be subject to Federal Aviation Administration (FAA) height restrictions and reviewed by the Airport Land Use Commission (ALUC) for Orange County to ensure there is no interference with flight operations.

3.18.6 Financing Program

Prior to recordation of the first final map in a Planning Area, the subdivider shall enter into an agreement with the City to participate in a financing program for required infrastructure. The agreement shall provide for granting of credit to the subdivider for a certificate of occupancy, improvements required, or a condition of approval on this project to the extent that the cost of such improvements may be included in any such financing program.

3.19 URBAN DESIGN GUIDELINES

Design will play a crucial role in implementing the Vision for Tustin Legacy. The layout of the blocks, site design, architectural character, outdoor spaces, landscaping, and views will contribute to a “sense of place” that is unique to Tustin Legacy.

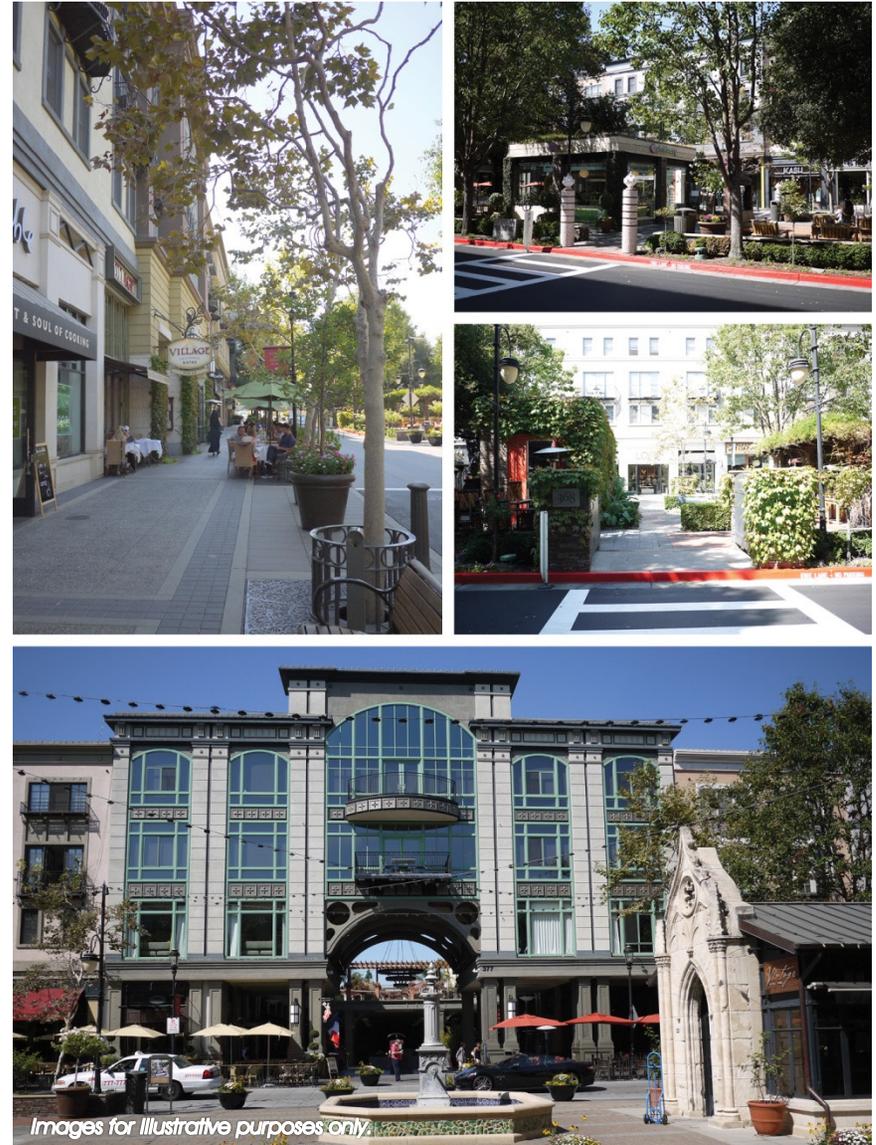
The purpose of these guidelines is to provide direction that will create a comprehensive approach to design as it relates to Tustin Legacy. These guidelines are not meant to dictate a particular architectural style in the area, but rather foster innovative design features and site appropriate architecture that is constructed with quality materials and complemented by landscape, open spaces and connectivity between uses.

3.19.1 Site Design

Site design is an important process critical to any development that may occur in Tustin Legacy. The resulting outcome, conveyed in a project’s site plan, will determine how buildings are placed on a site, where access will occur, and how structures and spaces are located in relation to each other and to adjacent off-site uses. The following guidelines shall be integrated in the site design of all new projects. Alternatives will be permitted only if the intent of the design guideline is met.

a. Block Structure and Access

Within each Planning Area, a new system of roads will be designed to support the planned development and provide connectivity to the backbone arterial system. This road network will determine the block system and thereby influence interconnectivity, walkability, and building types that can be developed. As future Planning Areas are subdivided into blocks, it is the City’s overall objective to achieve an interconnected network of streets composed of smaller blocks that create a walkable grid pattern. Blocks can be designed with mid-block alleys and paseos to further enhance mobility and access, especially for pedestrians and bicyclists. The following guidelines shall apply in the layout of a block structure for a large site or Planning Area.



- Block faces should not exceed 500 feet in length on major streets (arterials) or 400 feet on internal local roads are desirable.
- Mid-block alleys and paseos should allow shared use by drivers, bicyclists, and pedestrians, as appropriate. These thru-connections should be designed to encourage slow vehicle speeds and clearly signed for shared use with pedestrians and bicyclists.
- Providing active uses along the alleys and paseos is highly encouraged.
- Cul-de-sacs are discouraged unless physical conditions provide no practical alternative.
- New paseos and walkways should connect to other similar paths and provide access to public open spaces.
- Vehicular access to each site must be designed to minimize conflicts between pedestrians, cyclist, autos, and service vehicles. Entrance and exit points should be well marked with streetscape and landscape features.
- Where new streets cross pedestrian and bicycle paths, high visibility crosswalks should be provided. Where slower-speed roads within a development cross pedestrian and bicycle paths, crosswalks should be designed to heighten driver awareness (raised or special paving) in addition to warning signage.

b. Building Placement and Orientation

Building placement and orientation have a large impact on the way people experience a developed site, and on the building’s relationship with local conditions such as views, wind and sun movements. Visually interesting buildings that are oriented to the street shape the area’s character as well as the visitor’s experience. Locating parking behind buildings, placing buildings closer to the public street edge, and placing a majority of active ground floor uses on the same frontage all contribute to making the public street frontage more inviting to pedestrians.

- Buildings should have a strong presence and encourage activity along the street frontage.

- Certain Planning Areas have street frontage requirements (see Figure 3-1, Community Structure Plan) and buildings shall comply with the frontage type requirement specified for the applicable Planning Area in Section 3. Furthermore, the design of the frontage shall comply with the frontage type provided in Section 3.19.2, Building Design.
- Buildings should be sited to capitalize on views of the mountains, parks, or other open space features, especially where view corridors are required as shown in Figure 3-1, Community Structure Plan.
- Buildings should be oriented for energy efficiency (e.g., to capture day lighting, minimize heat gain, take advantage of prevailing breezes and for natural ventilation).
- For single-family residential, variation in front setbacks is strongly encouraged to create variety and interest along the street.



c. Building Massing

Building massing refers to how the development program is shaped into a structure that gives a building its architectural form. For example, a building can have a taller mass in one wing, step down in another wing and have a tower that emphasizes its entrance; all of which is achieved by modeling its massing. Building massing can be used to frame public spaces, step down to adjacent uses, and provide architectural variety. It is generally more interesting to see multiple buildings with a variety of heights and massing, rather than a uniform large building block.

- Appropriate and adequate variation in frontal planes, massing, and building footprints should be used to minimize bulk and create variety with rhythm and order.
- For single-family residential, entrances and windows, not garages, should be the dominant elements of the front façades. Window and door placement, size, material, and style should help define a building’s architectural style.
- Multiple buildings on the same site shall be designed and grouped, to the extent possible, to provide a cohesive, visual relationship among buildings, while at the same time, provide for pedestrian plazas, open space and views.
- Massing of buildings shall consider sun and wind orientation, particularly to allow for maximum exposure of sunlight to open space.
- Massing breaks, such as entry courts and stepped-back corners are encouraged to promote visibility and allow block transparency.

d. Parking Structures

- Above-ground structures should be internalized, screened, or wrapped with other active ground floor uses (e.g., retail, office, or residential) along public streets so they are only visible at access points for vehicles and less visible from major streets.
- The facades of parking structures that are not lined with active uses should be screened using architectural solutions and/or a landscaping that is integrated into the structure’s design (e.g., perforated panels, landscape/vine screens, columnar trees, or public art elements).

- Parking structures should be designed with compatible materials, color, and detail as the principle building.
- Parking structures should have shaded structures/photovoltaic arrays located on the top deck to reduce heat island effects.
- Parking structures should screen night lighting to avoid uplighting, spillover and glare on nearby properties.
- Parking structures should incorporate usage-technology to assist visitors and minimize the time spent searching for a space.



Images for illustrative purposes only.

e. Outdoor Places

Outdoor places, or people places, are spaces that extend the indoor environment to the outdoors. They are essential components of placemaking – contributing significantly to the character and activity levels of a place. These places are created through the clustering of buildings and landscapes to define outdoor “green” rooms, plazas, or recreation areas, and can accommodate an array of functions including social gathering, working, dining, leisure, and recreation.

- Outdoor places shall provide shade protection and a variety of amenities such as seating, lighting, and trash receptacles. Shade devices include, but are not limited to, umbrellas, awnings, trellises, and canopies that are integrated into the building or over open spaces.
- Seating should be provided in both sunny and shaded locations.
- Outdoor places should contain visual focal features, such as public art, fountain, specimen tree, or recreation facility, to serve as a focal point of the space.
- Furniture and fixtures used in outdoor places should complement the architectural style of the project and nearby buildings.
- Outdoor places should be designed for multi-use, such as active and passive areas for recreation, casual gathering areas, and collaborative meeting areas.
- Outdoor places should connect to nearby public open spaces via a trails or sidewalk.
- Corner plazas, terraces, or courtyards should be considered in any major intersection to elevate the attractiveness and use of the space.
- Courtyards and plazas should be fronted by architectural features such as doors, windows, and balconies.
- Where blank spaces face a courtyard or plaza, landscape treatments such as vines, lattice, or plants with vertical form shall be use to soften the wall.



3.19.2 Building Design

This section addresses the design elements of a building that help create an interesting public realm, including building frontage treatment, façade design and composition, colors and materials, windows and doors, and roofs. New buildings should contribute to defining the character of the street and should represent a single architectural style that all materials and details are true to. Architects are encouraged to innovate, but with full awareness of, and respect for, appropriate height, massing, variety, and quality of materials that result in a building with architectural integrity.

a. Frontage Type

Frontage type addresses the design elements of the building’s groundfloor front façade and the area in front of it extending to the street. It is an important element of urban design because it is the way a building engages the public realm. The arrangement and design of building frontages largely determines the character of the area and the quality of the pedestrian environment. At the groundfloor, building frontages are the means of access into buildings and consequently visually reinforce their human scale. The intent of regulating groundfloor frontages is to ensure that the transition between the proposed development and the public realm is consistent with the Specific Plan’s goals for building form, character and quality.

This Specific Plan identifies permitted groundfloor frontage types per applicable street type in Planning Areas 8,13&14 and Planning Area 15. This section provides design guidelines for each frontage type to ensure that proposed development relates to the street and meets community design objectives. Within each applicable Planning Area, buildings shall be designed with at least one of the permitted frontage types based on the street it fronts on per its respective Frontage Categories table and as shown in Figure 3-1, Community Structure Plan. If a proposed building is flanked by two streets requiring a building frontage, the primary building façade shall be determined in consultation with the City. Determination of the primary building frontage shall take into consideration the orientation and character of adjacent developments.

These frontage guidelines shall be used along with other development and design guidelines herein. While this Specific Plan provides for a variety of frontage types, the actual choice, design and architectural style is the decision

of the property owner based on the proposed uses, site plan, and building design. Educational buildings are not required to comply with frontage type requirements because of their unique disposition and application.

Guidelines for all frontage types are provided below. Tables 3-49 to 3-56 on the following pages describe the intent of each frontage type and provide guidelines for application to the building façade and street front.

- Primary building façades must align with the ROW, property lines, or easement line unless setbacks are allowed.
- Non-primary building walls shall be consistent in design with the primary building front to the extent possible. Non-primary building walls are not required to utilize frontage types provided in this Specific Plan.
- The term “clear” means that the identified area is free of encroachments.
- Canopies, awnings, signs, balconies and other architectural projections must clear 8 feet above the adjacent sidewalk and may encroach into the pedestrian zone up to a maximum of 4 feet provided a minimum 6-foot-wide clear and unobstructed path is provided, unless approved by the Public Works Director and Community Development Director (see also Section 3.18.3). Any encroachment onto the City’s right-of-way would require approval of a License Agreement by the Public Works Director.
- Canopies and awnings are encouraged along all retail street frontages.
- Modification of design due to site specific, utility conflicts, or other unforeseen factors shall require approval from the Community Development Director.



Table 3-49 Shopfront Frontage Type

SHOPFRONT FRONTAGE
<p>Description</p> <p>A shopfront is a frontage wherein the building façade and entrance are at sidewalk grade and close to the pedestrian zone. Shopfronts include large areas of transparent openings and doors and are commonly equipped with cantilevered roof(s) or awning(s). Shopfronts typically provide access directly from sidewalks and are oriented to display ground-level commercial uses.</p> <p>This frontage type is conventional for commercial use. This frontage type can be used in conjunction with terrace, and or forecourt to create a more engaging street.</p>
<p>Guidelines</p> <p>A great variety of shopfront designs are possible, but the following should apply:</p> <ol style="list-style-type: none"> Desirable shopfront façade area is at least 15 feet tall, as measured from the adjacent walk, and minimum 10 feet wide. Shopfronts may be recessed from the primary building façade by up to 5 feet. The shopfront should provide clear views of merchandise displays. A base of similar or visually “heavier” materials than the walls is recommended below display windows. Doors should be substantial, well detailed, and match the materials, design, and character of the display windows. Canopies and awnings should be integrated to shopfront openings. Remaining open areas within the frontage zone shall be landscaped per Section 3.19.3, Landscape Architecture

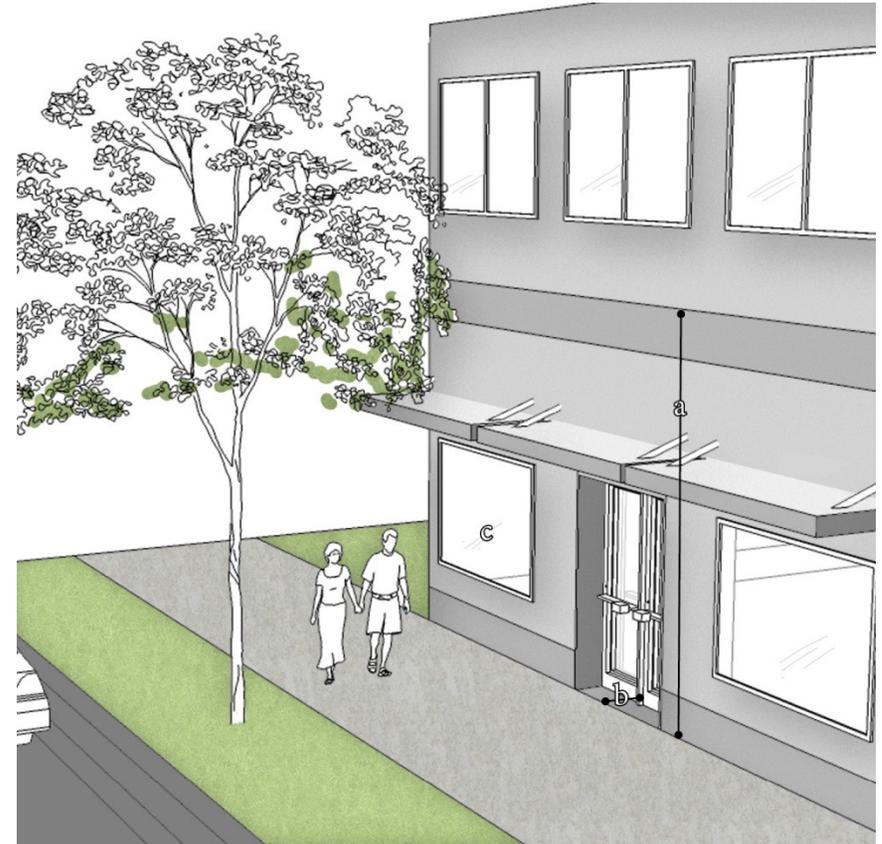


Table 3-50 Forecourt Frontage Type

FORECOURT FRONTAGE
Description
<p>A forecourt is a frontage wherein a portion of the building façade is recessed from the primary building façade. The forecourt may be used as an entry court and open space for residential uses, or as additional shopping or seating areas for commercial uses. Forecourts with large trees and lush landscaping offer visual and environmental variety to the urban streetscape.</p> <p>This frontage type is appropriate for either residential and/or commercial uses. A combination of both uses can be achieved by using the forecourt as a residential entrance while commercial uses occupy street adjacent building space. This type can be used in conjunction with shopfronts and stoops as a transition into residential frontage.</p>
Guidelines
<p>A great variety of forecourt designs are possible, but the following should apply:</p> <ol style="list-style-type: none"> a. A minimum of 10 feet and maximum of 40 feet deep clear. b. A minimum of 20 feet and maximum of 50 feet wide or 50% of the lot width, whichever is less. c. One building entry must front onto the forecourt. d. The forecourt may also be raised from the sidewalk, creating a small retaining wall at the property line with entry steps to the forecourt, but shall not exceed 3 feet in height from the adjacent sidewalk grade. e. The proportions and solar orientation of the forecourt should be carefully considered for user comfort. Canopies of large trees placed within the forecourt may overhang into the pedestrian zone. f. A fence or wall at the property line may be used to define the private space of the court and shall comply with per Section 3.19.3, Landscape Architecture. g. Entrances and pedestrian 'gateways' may be announced by posts or pilasters, and may be combined with trellises, special landscaping, decorative lighting, public art or other special features. h. Open areas within the frontage zone shall be landscaped per Section 3.19.3, Landscape Architecture.



Table 3-51 Gallery Frontage Type

GALLERY FRONTAGE
<p>Description</p> <p>A gallery is a frontage wherein the building façade has an attached, cantilevered shed or a lightweight colonnade overlapping the sidewalk. The colonnade may support a roof or balcony above. Balconies may be used for outdoor dining. The gallery covering the sidewalk provides pedestrian shelter and opportunities for covered outdoor dining.</p> <p>This frontage type is conventional for commercial use.</p>
<p>Guidelines</p> <p>A great variety of gallery designs are possible, but the following should apply:</p> <ol style="list-style-type: none"> a. A minimum of 10 feet and maximum of 15 feet deep clear. Galleries may overlap the whole width of the sidewalk within the pedestrian zone but may not encroach into the landscape area. b. Galleries should be no less than 12 feet wide and 10 feet tall. c. Galleries should be in alignment with adjacent galleries and/or arcades to the extent possible. d. Spacing between openings and/or columns should be a minimum of 10 feet. e. Shopfront openings within galleries should be at least 10 feet tall and shall provide clear views of merchandise displays within the space. f. The height and the proportions of the gallery should correspond to storefront openings and the building façade consistent with the architectural style of the building. g. Soffits, columns/arches should be treated consistent with the architecture of the building. h. Entrances should be at sidewalk grade. i. The pedestrian zone sidewalk and gallery frontage portions within the frontage zone and should be consistent in design and material. j. Remaining open areas within the frontage zone shall be landscaped per Section 3.19.3, Landscape Architecture



Table 3-52 Arcade Frontage Type

ARCADE FRONTAGE
<p>Description</p> <p>An arcade is a frontage wherein the building façade is aligned close to the pedestrian zone with a colonnade recessed into the building. The colonnade supports habitable commercial or residential space above. The colonnade covering the sidewalk provides pedestrian shelter and opportunities for covered outdoor dining.</p> <p>This frontage type is conventional for commercial use.</p>
<p>Guidelines</p> <p>A great variety of arcade designs are possible, but the following should apply:</p> <ol style="list-style-type: none"> A minimum of 10 feet and maximum of 15 feet deep clear. Arcades should be no less than 12 feet wide and 10 feet tall. Arcades should be in alignment with adjacent galleries and/or arcades to the extent possible. Spacing between openings and/or columns should be a minimum of 10 feet. Shopfront openings within arcades should be at least 10 feet tall and shall provide clear views of merchandise displays within the space. The height and the proportions of the arcade should correspond to storefront openings and the façade consistent with the architectural style of the building. Soffits, columns/arches should be treated consistent with the architecture of the building. Entrances should be at sidewalk grade. Remaining open areas within the frontage zone shall be landscaped per Section 3.19.3, Landscape Architecture.



Table 3-53 Stoop Frontage Type

STOOP FRONTAGE
<p>Description</p> <p>A stoop is a frontage wherein the building façade is separated from the street, paseo, or open space, by an entrance to the elevated groundfloor of the building. The entrance is usually an exterior stair and landing and may be covered.</p> <p>This type is recommended for ground-floor residential use as it facilitates a transition onto more residential frontage.</p>
<p>Guidelines</p> <p>A great variety of stoop designs are possible, but the following should apply:</p> <ol style="list-style-type: none"> A minimum of 3 feet and maximum of 5 feet deep clear. Fences or walls defining the stoop should not exceed 3 feet from the highest adjacent grade of the stoop and shall comply with Section 3.19.3, Landscape Architecture. Stoops should be raised to transition into the building. The ground story entry should not be elevated more than 3 feet above the adjacent sidewalk. Stoops should correspond directly with the building entry(s) and be at least 3 feet wide (perpendicular to or parallel with the adjacent walk). Building façade may be setback the depth of the entry stair from the sidewalk. The stoop may include a covered roof, awning, or door inset within the building front. Remaining open areas within the frontage zone shall be landscaped per Section 3.19.3, Landscape Architecture.



Table 3-54 Terrace Frontage Type

TERRACE FRONTAGE
<p>Description</p> <p>A terrace is a frontage wherein the building façade is set back from the street, paseo, or open space, by an elevated open area that is paved or planted. This frontage type can effectively buffer building uses from the sidewalk.</p> <p>This type is recommended for residential and commercial use as it allows for semi-private use of frontage areas.</p>
<p>Guidelines</p> <p>A great variety of terrace designs are possible, but the following should apply:</p> <ol style="list-style-type: none"> A minimum of 5 feet to maximum of 8 feet deep clear. Terrace design should take into consideration landscape areas, where adjacent to public landscape easement, to the extent possible. Terraces should be raised to transition into the building. Terraces should not be raised more than 3 feet from the adjacent grade of the pedestrian zone. A retaining wall may be built around the terrace per Section 3.19.3, Landscape Architecture. A minimum of 6 feet wide clear for entry landing. Fences defining the terrace should not exceed 3 feet in height from the highest adjacent grade of the terrace and comply with Section 3.19.3, Landscape Architecture. Planted terraces and remaining open areas within the frontage zone shall be landscaped per Section 3.19.3, Landscape Architecture.



Table 3-55 Porch Frontage Type

PORCH FRONTAGE
<p>Description</p> <p>Porch frontage is a common frontage where the facade is set back from the right of way and a porch is appended to the façade, encroaching into the front yard. This frontage type is primarily associated with single family houses, but used with other building types depending on the context in all cases. Porches typically have a fence defining the area of the porch. A fence or wall at the property line shall not be used to define the private space of the yard where porches are provided.</p>
<p>Guidelines</p> <p>A great variety of porch frontage designs are possible, but the following should apply:</p> <ol style="list-style-type: none"> A minimum of 10 feet deep clear, maximum of 15 feet deep clear should be provided for the front yard area. Porches may encroach up to 50 percent of required building setback depth unless specified otherwise in zone standards, provided the remaining setback area should not be less than 5 feet. Fences or walls defining the porch should not exceed 3 feet from the highest adjacent grade of the stoop and comply with Section 3.19.3, Landscape Architecture. A minimum of 6 feet wide clear for centered entry path; or a minimum of 10 feet clear for asymmetrical entry. A minimum of 6 feet wide clear for entry landing. A minimum of 10 feet tall clear. Porches should be at grade or raised to transition into the building. Porches should not be raised more than 3 feet from the adjacent grade.



Images for illustrative purposes only.

Table 3-56 Yard Frontage Type

YARD FRONTAGE
<p>Description</p> <p>Yards are a common frontage primarily associated with single family houses, but used with other building types depending on the context in all cases, where the facade is set back from the right of way with non-elevated open space as the front yard. A fence or wall at the property line may be used to define the private space of the yard.</p>
<p>Guidelines</p> <p>A great variety of yard designs are possible, but the following should apply:</p> <ol style="list-style-type: none"> a. A minimum of 10 feet deep clear, maximum of 15 feet deep clear. b. A minimum of 6 feet wide clear for centered entry path; or a minimum of 10 feet clear for asymmetrical entry. c. Fences or walls defining the front yard should not exceed 3 feet in height from the adjacent sidewalk and shall comply with Section 3.19.3, Landscape Architecture.



b. Façade Design and Composition

Façade generally refers to a building's external wall which faces a public street or open space. The design and composition of facades involves the arrangement of architectural elements such as doors, windows, balconies, caps, and pilasters on the walls of buildings. The façade and ground floor of a building is the most visible component seen by pedestrians, bicyclists, and motorists. How the mass of the building "meets the street" should be well detailed. The design of the facade is what humans experience most intimately when on the sidewalk and is the biggest contributor to district character.

- Buildings shall have a clear base, middle, and top by providing horizontal differentiating treatment. The base shall visibly anchor the building to the ground and the eave or parapet shall provide a visual termination of the building.
- All sides of a building visible from a public street, paseo or open space should maintain the same level of architectural detail and visual quality used on a front façade to the extent possible.
- The façade detailing of mixed-use buildings shall visually differentiate ground-floor uses from upper-story uses. The façade detailing of commercial or retail entries shall be differentiated from residential entries.
- Exterior building walls should have variation, recesses, and offsets in the surface especially at entries and important gateways. Long building walls shall be attractive and visually interesting by applying changes (by 2 to 4 feet to be read as a substantial change and provide a significant shadow line) in surface materials, colors, massing, fenestration, storefronts, public art, or other architectural elements that are well composed. Pilasters or breaks in the wall plane are allowed where appropriate.
- Large expanses of walls at the non-street facing sides of buildings (less public) may also integrate murals, trellises, or vines and espaliers to add texture and create visual interest.
- Live-work or shopkeeper units should be designed to appear like a commercial storefront, gallery, or urban light industrial compatible to the area it is most affiliated with in character.

c. Materials and Colors

The colors and materials of buildings can effectively create a streetscape of interest when applied appropriately and in partnership with façade modulation. The use of quality materials not only last longer and wear better but also preserve the quality of the public realm.

- Buildings shall use durable, high quality materials to develop long-lasting buildings that can be adaptively reused over time.
- Architectural style and use of quality materials shall be consistent throughout the entire project; however, variations in materials and details may be used to differentiate between the residential and commercial portions of the project.
- The finish, texture, and color of materials should be compatible with the proposed architectural character of the building.
- Materials may vary in the vertical plane. Buildings shall exhibit greater detail and higher quality materials at the lower levels.
- Materials and colors should be used to imply form changes, particularly for entrance lobbies, massing changes, and different uses or tenants.
- Construction details should be authentic and applied with consistency.
- Stucco finishes are acceptable, provided the stucco finish is smooth, rather than textured, lace, or rough sand finish.

d. Windows and Doors

Windows, the main source of natural light and fresh air into buildings, should be designed to maximize the light that enters and to take advantage of natural ventilation.

- Buildings should be designed with a rhythm of windows and entrances that provide interest and engage pedestrians.
- Commercial windows and doors should comprise at least 60 percent of a building's street level façade.
- For residential, to prevent residential wall surfaces from being monotonously flat, windows and doors shall be recessed at least 3 inches from the face of the finished exterior wall to achieve a sufficient depth

and shadow reading. Flush finish installations, especially with stucco, are not desirable.

- Detailing of windows and doors should reflect the overall design idea of the building and be well crafted and constructed.

e. Roofs

- The roof or overhang shall enhance the architectural character of the building. The extent and type of roof detail should be appropriate to the architectural style.
- Roof drains should be designed as an integral part of the structure.
- Rooftop and other building mechanical equipment should be screened from public view and be housed within a penthouse structure that is consistent with the building’s architectural style.

f. Awnings, Canopies, and Marquees

Encroachments such as awnings, canopies, and marquees are encouraged but must be well designed and proportioned so they do not adversely impact the sidewalk environment. Canopies and awnings are encouraged along all retail street frontages.

- The minimum vertical clearance between the ground or street level and the encroachment should be 8 feet. In areas of zero setback, awnings, canopies, and marquees should not project more than two-thirds the width of the sidewalk, subject to the California Building Code. At least 2 feet of clearance must be maintained from the street curb line.
- Awnings or canopies that are designed to require ground support are prohibited on sidewalks. In areas where setbacks are required, awnings, canopies, and marquees should not project past the setback line.
- Horizontal dimensions should relate to the bays of the building façade.
- For awnings and canopies, the materials, shape, rigidity, reflectance, color, lighting, and signage should relate to the architectural design of the building.



Images for illustrative purposes only.

3.19.3 Landscape Architecture

In all land use designations, all landscaping shall conform to the landscape guidelines contained in this Specific Plan or, for issues not addressed in the Specific Plan, the Guidelines for Implementation of the City of Tustin Water Efficient Landscape Ordinance, or City of Irvine guidelines, as applicable.

- All commonly owned property and landscaped setback areas exclusive of structural improvements shall be landscaped and maintained in a weed free condition with a combination of trees, shrubs and ground cover.
- Landscaping at intersections shall be designed in such a manner as to not restrict vehicular sight distance in accordance with current City of Tustin and Irvine standards and guidelines, as applicable.

a. Landscape Design Approach

Visual continuity throughout Tustin Legacy will be created through streetscape design, entry features, and project landscaping. A landscape design and palette has already been established along the existing arterial and local roadways, along private landscaped parkways and setback areas, and within neighborhood parks. It is important that as the final areas get developed, key elements of the landscape design within the public realm are consistent with existing areas to create cohesiveness throughout Tustin Legacy.



Key objectives of the landscape design for Tustin Legacy are as follows:

- To reuse existing healthy trees to the maximum extent possible;
- To reinforce the regional significance of Tustin Legacy by creating a perimeter upright columnar "beacon" landscape treatment;
- To design the landscape along each arterial roadway to be generally consistent along the entire roadway, formalized, and composed of signature plantings to create an attractive and cohesive identity. Unique qualities of individual developments or uses may be highlighted through variation in landscape design while using similar landscape elements;
- To create opportunities for shade and shadow throughout the entire project to help reduce the amount of solar heat gain and provide a comfortable environment;
- To provide for pedestrian and vehicular views to penetrate past the roadways, allowing for good visibility of buildings, signs, or key open space features;
- To connect buildings with outdoor spaces, pedestrian paseos and parks;
- To create entry spaces, transitional spaces, and gathering spaces with appropriate landscape architecture elements based on the function of the area, which may include gateways, pedestrian lighting, water elements, signage, furniture, and other amenities; and
- To incorporate sustainable landscape practices to achieve a desired visual aesthetic which includes healthy growing conditions and proper selection, grouping and sizing of plants to reduce water consumption.

b. Landscape and Hardscape Guidelines

- Development proposals are required to comply with Chapter 7 of the Tustin City Code pertaining to water efficient landscaping, and the Guidelines for Implementation of the City of Tustin Water Efficient Landscape Ordinance.
- Landscape pedestrian spaces and outdoor rooms are to provide sun protection in the summer, and sun penetration in the winter.

- Ensure a compatible landscape transition from the streetscape to the on-site landscaping.
- Hardscape areas should utilize landscape planters to the extent possible. Landscape planters shall be of adequate width to provide ample root ball space and growing room for selected plant material.
- Provide planting areas that are designed to receive and filter storm water runoff from adjacent streets and paved surfaces where feasible.
- The use of permeable pavement to capture and treat storm water runoff is encouraged where feasible.
- On-center tree placement should not exceed 30 feet. Streetscape trees should be minimum 36-inch box size.
- Draw from Table 3-57, Street Tree Palette, for guidance on street tree selection, based on what has been planted and proposed to date. Additional trees need approval by the City the Tustin during approval of the Landscape Document Package.
- Plants shall be selected and planted appropriately based upon their adaptability to the climatic, geologic, and topographical conditions of the project site. To encourage the efficient use of water, the following is highly recommended for inclusion in the landscape design plan: (1) use the Sunset Western Climate Zone System which takes into account temperature, humidity, elevation, terrain, latitude, and varying degrees of continental and marine influence on local climate; (2) recognize the horticultural attributes of plants (i.e., mature plant size, invasive surface roots) to minimize damage to property or infrastructure (e.g., buildings, sidewalks, and power lines); and (3) consider the solar orientation for plant placement to maximize summer shade and winter solar gain.
- Plants with similar water requirements should be grouped together to utilize hydro zoning techniques.

Table 3-57 Street Tree Palette

TREE		TREE	
Image	Description	Image	Description
	Botanical Name: <i>Albizia julbrissin</i> Common Name: Burgundy silk tree Height: 25-40'		Botanical Name: <i>Bauhinia x blakeana</i> Common Name: Hong Kong orchid tree Height: 20-25'
	Botanical Name: <i>Brachychiton populneus</i> Common Name: Kurrajon bottle tree Height: 30-45'		Botanical Name: <i>Cassia leptophylla</i> Common Name: Gold medallion tree Height: 20-30'
	Botanical Name: <i>Cercis occidentalis</i> Common Name: Eastern redbud Height: 15-20'		Botanical Name: <i>Chitalpa x tashkentensis</i> Common Name: Chitalpa Height: 20-30'
	Botanical Name: <i>Cinnamomum camphora</i> Common Name: Camphor tree Height: 30-40'		Botanical Name: <i>Fraxinus uhdei</i> Common Name: Shamel ash Height: 60-80'
	Botanical Name: <i>Gleditsia tiacanthos</i> Common Name: Thornless honey locust Height: 35-60'		Botanical Name: <i>Grevillea robusta</i> Common Name: Silk oak Height: 40-75'

TREE		TREE	
Image	Description	Image	Description
	Botanical Name: <i>Jacaranda mimosifolia</i> Common Name: Jacaranda Height: 25-40'		Botanical Name: <i>Koelreuteria bipinnata</i> Common Name: Chinese flame tree Height: 25-45'
	Botanical Name: <i>Lagerstroemia indica</i> Common Name: Crape myrtle Height: 15-25'		Botanical Name: <i>Laurus nobilis</i> Common Name: Sweet bay Height: 15-25'
	Botanical Name: <i>Magnolia grandiflora</i> "Bracken's Brown Beauty" Common Name: Bracken's brown beauty magnolia Height: 30-50'		Botanical Name: <i>Olea europaea</i> Common Name: Common olive Height: 20-30'
	Botanical Name: <i>Pinus eldarica</i> Common Name: Afghan pine Height: 15-30'		Botanical Name: <i>Pistacia chinensis</i> Common Name: Chinese pistache Height: 25-35'
	Botanical Name: <i>Platanus racemosa</i> Common Name: California sycamore Height: 40-80'		Botanical Name: <i>Platanus x acerfolia</i> Common Name: London plane tree Height: 40-80'

TREE		TREE	
Image	Description	Image	Description
	Botanical Name: <i>Podocarpus gracilior</i> Common Name: Fern pine Height: 20-40'		Botanical Name: <i>Quercus virginiana</i> Common Name: Southern live oak Height: 40-75'
	Botanical Name: <i>Tabebuia chrysotricha</i> Common Name: Golden trumpet tree Height: 20-30'		Botanical Name: <i>Tabebuia impetiginosa</i> Common Name: Pink trumpet tree Height: 30-50'
	Botanical Name: <i>Tristania conferta</i> Common Name: Brisbane box Height: 25-35'		Botanical Name: <i>Ulmus parvifolia</i> Common Name: Chinese elm Height: 40-60'

c. Screening

All provisions of the Tustin and Irvine City Code, where applicable, shall apply to the construction of walls, fences, and hedges in the Specific Plan, with the exception that maximum established heights within the City of Tustin may be exceeded when higher walls are required as noise mitigation (acoustical barriers) based on City Noise Ordinance, subject to Community Development Director approval.

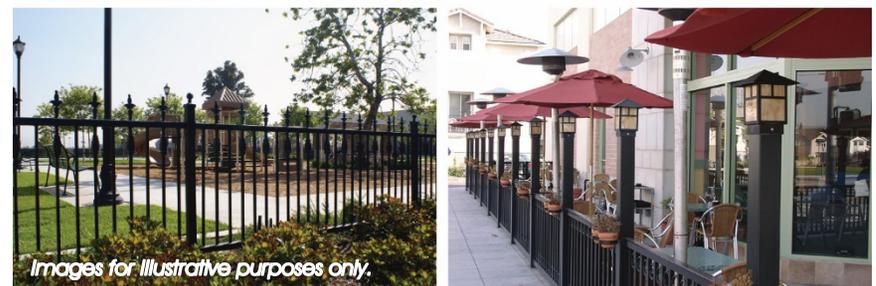
- Any planter, fence, or wall within the streetside setback may not exceed 3 feet in height.
- Fences and walls shall be designed to not restrict sight distance and visibility at roadway intersections per City of Tustin and Irvine standards, as applicable.

- The use of barbed wire, electrified fence, or razor wire fence in conjunction with any fence, wall, roof, or hedge within any land use designation is prohibited, unless required by any law or regulation of the City of Tustin or Irvine, federal government, or agency thereof, as applicable.
- A screen consisting of one or a combination of berms, wrought-iron fencing, masonry walls, and landscaping integrated into an aesthetic pattern shall be installed along site boundaries where residential uses abut arterial or secondary highways, with the aggregate height of berms and walls not to exceed 6 feet, 8 inches, or higher as may be required and approved to mitigate noise impacts. Screening shall also be installed along commercial or commercial/business site boundaries that immediately abut areas designated for residential uses. The type of appropriate screening will be determined during site plan review.
- Screening shall be installed along all parking areas abutting streets. The screening shall be a minimum height of 36 inches.
- Screening shall consist of one or any combination of the following components:
 - Walls, including retaining walls, consisting of concrete, stone, brick, tile or similar type of masonry material.
 - Fence, made of wrought-iron or similar material.
 - Berms, constructed of earthen materials and landscaped according to an approved plan.
 - Evergreen or deciduous trees or shrubs consistent with the landscape guidelines contained in the Specific Plan.

d. Lighting

- All lighting shall be designed and located to confine direct rays and glare to the boundaries of a parcel. All lights must have shade that directs all light to be down pointing.
- Internal and external storefront lighting should be designed for ground floor retail and restaurant spaces to augment the pedestrian space and encourage window-shopping even when stores are closed.

- Special illumination should be used to highlight main building entrances and add interest to the building façade. Subtle lighting to accent the architecture and special architectural elements (such as distinctive rooftops) is encouraged.
- No lighting shall blink, flash, or be of unusually high intensity or brightness.
- Security lighting shall be provided as required by the Uniform Security Code.



Images for illustrative purposes only.

3.19.4 Signage

a. Community Identification Signage

A separate plan for Community and District signs within Tustin Legacy has been prepared and is available at the Community Development Department. This document replaces the original concept plan for Primary, Secondary, and Portal entries in MCAS Tustin Specific Plan/Reuse Plan. This new document, called Tustin Legacy Permanent Sign Concepts, defines the location of Primary, Secondary, Median, and Legacy Park identification signs. It also provides guidance for the general location and design of District or neighborhood-level signage. This document shall be used by project applicants in providing either community-level or district-level signage.

Community-level signage consists of Primary, Secondary, and Median Identification signages. Primary community signage is intended to identify Tustin Legacy and City of Tustin boundary for vehicular traffic. The design is also intended to provide a pedestrian path forming a distinct entry portal. Two Primary Identification signs are identified – one at the northeast corner of Redhill Avenue and Barranca Parkway and the other at the northwest corner of Jamboree Road and Barranca Parkway, as shown in Figure 3-1, Community Structure Plan.

Secondary Identification signage is intended to identify the Tustin Legacy boundary and entries for vehicular traffic. It is smaller scale in design than the Primary signage and is to be located at select intersections where arterials meet the project boundary, as shown on Figure 3-1, Community Structure Plan. And finally, Median Identification signage has been designed for locations where Secondary signage (at the Tustin Legacy boundary) is not effective. These signs will be installed in medians at key vehicular entrances. Some of the locations for these signs are known and are identified in Figure 3-1, Community Structure Plan. Others locations may be needed as future site plans are finalized. The need for Median Identification signage will be determined by the Community Development Department.

The appropriate location for the District or neighborhood-level signage will be determined with each district's or neighborhood's individual design review process. Locations shown on Figure 3-1, Community Structure Plan, are

conceptual. The Permanent Sign Plan provides general parameters for sizing, orientation, materials and sign content.

b. Project Identification Signage

This section establishes regulations and guidelines for project identification signage throughout the Specific Plan area. The intent is to achieve a visually coordinated and appealing signage system that provides identity to the site and promotes effective identification for the range of uses within the Specific Plan.

- All signs in the City of Tustin shall conform to the provisions contained in the Tustin Sign Code, unless otherwise contained in this section. Whenever the regulations contained herein conflict with the regulations of the Tustin Sign Code, the Specific Plan regulations shall take precedence. Signs in the City of Irvine shall conform with the Irvine Sign Code.



- A sign permit shall be applied for and received from the Department of Community Development prior to constructing, erecting, altering, replacing, moving, or painting any sign, except for signs exempt from a permit according to the Tustin Sign Code. Permit applications shall be accompanied by information as required for a standard sign plan or master sign plan, pursuant to the Tustin Sign Code.
 - A master sign plan is required for new development or reuse projects within the Specific Plan area involving multi-use sites and multi-tenant centers or buildings. A master sign plan is also required for PA 15. The purpose of a master sign plan is to encourage coordinated and quality sign design on sites where a large number of signs will occur. In addition, the master sign plan should include on-premises directional/information signs to facilitate smooth internal circulation.
 - After approval of a master sign plan, no sign shall be constructed, erected, altered, replaced, moved, or painted unless the sign conforms to the master sign plan. The master sign plan shall designate a person or firm as the primary liaison with the city for the purpose of requesting approval of the master sign plan and for submitting sign permit requests in conformance with the approved master plan.
 - A master sign plan may establish more restrictive sign standards than those contained in the Tustin Sign Code. Conversely, a master sign plan may deviate from the standards upon submittal and approval of a conditional use permit.
- c. Signage Review Criteria**
- Signs shall be consistent throughout a project site by incorporation of common design elements including use of materials, letter style, colors illumination, sign type, and sign shape. Sign design and coloring are subject to the city's design review procedures.
 - Signs shall be compatible with and complement the architectural design and colors of the buildings intended to be identified, through the use of materials, colors, sign layout, and sign placement.
 - Signs shall be designed to direct/inform both pedestrians and motorists.
 - Signs shall not be placed in a manner that will obstruct or inhibit sight distance or visibility for the motorist.
- Signs shall contain only that information which is necessary to identify the businesses or uses of the property on which the sign is located. Identification of product, trade and service information is permitted and considered supplemental provided it is subordinate to business identification. Supplemental signs shall be considered subordinate if no more than 25 percent of the total allowable sign area is used for this purpose.
 - Signs shall not dominate the view of a site or building, nor obscure or eliminate the view of existing signs.
 - New signs in existing developments shall be designed in accordance with the established master sign plan for the building or center where the sign is to be located. If no such plan exists, then new signs shall be designed to be harmonious with other existing signs on the property and/or the architectural theme and design features of the building(s).
 - Freestanding signs may be located in required setback areas provided that the following criteria are met:
 - The location is not within a required visual clearance area for traffic or other purposes as identified by the City Engineer; and
 - The location will not cause negative light and glare impacts on adjacent uses, if the sign is lighted.
 - Master sign plans shall be reviewed for conformance with the following criteria, in addition to the criteria listed above:
 - Sign plan shall reflect a common theme through the use of materials, letter styles, colors, illumination, sign type, and sign shape.
 - Sign plan shall be compatible with and reflect the special qualities of the architecture of the buildings on the site in both daytime and nighttime conditions.

3.20 OFF-STREET PARKING

Off-street parking in the City of Tustin shall conform to the provisions of the Specific Plan or the Tustin City Code when not addressed in this section. Whenever the regulations contained herein conflict with the Tustin City Code, Specific Plan regulations shall take precedence. Off-street parking in the City of Irvine shall be governed by the Irvine Parking Ordinance.

3.20.1 General Regulations

a. New Uses

Off-street parking shall be provided for any new building constructed and for any new use established; for any additional or enlargement of an existing building or use; and for any change in the occupancy of any building or the manner in which any use is conducted that would result in additional parking spaces being required. On-street parking on private streets can be counted toward required visitor spaces for non-residential development or required guest spaces for residential development.

b. Joint Use of Parking Areas

Parking facilities may be used jointly for nonresidential uses with different peak hours of operation subject to a minor conditional use permit. Requests for shared parking must meet the following requirements.

- A parking study shall be submitted by the applicant demonstrating that no substantial conflict will exist in the peak hours of parking demand for the uses for which joint use is proposed. The methodology to be utilized in preparing the study shall be either the Urban Land Institute's shared parking study or methodologies promulgated by the Institute of Transportation Engineers (ITE).
- The number of parking stalls which may be credited against the requirements for the structures or uses involved shall not exceed the number of stalls reasonably anticipated to be available during differing hours of operation.
- Parking spaces designated for joint use shall be located so that they will adequately serve the use for which they are intended.

- A written and recorded agreement shall be drawn to the satisfaction of the City Attorney and the Director of Community Development and executed by all parties concerned assuring the continued availability of the number of stalls designated for joint use and availability of reciprocal access easements
- Zoning Administrator approval of a minor conditional use permit is required for parking areas serving structures less than 30,000 square feet. Planning Commission approval is required for all other parking areas with joint-use parking.

c. Transportation Demand Management Plans (TDM)

Transportation management plans shall be prepared when and if required by the City's TDM Ordinance (Chapter 9) or by the Air Quality Management District. Where required for all new or expanded projects, the trip reduction/TDM program and annual monitoring data shall be submitted to the City Traffic Engineer for review and compliance evaluation. Compliance and enforcement provisions of the City's TDM Ordinance shall apply.

d. Fraction of Parking Spaces

Where the application of the off-street parking requirements results in a fractional number of spaces required, then the fraction shall be rounded to the next higher whole number.

e. Development Standards for Off-Street Parking

Access requirements, design, and landscaping requirements shall be provided in accordance with the Tustin City Code. All required off-street parking spaces shall be located on the same lot as the use to be served unless otherwise approved by the Director of Community Development Department. If required parking is approved off-site, the following requirements shall be met:

1. The off-site parking shall be located so that it will adequately serve the use for which it is intended. In making this determination, the following factors shall be considered:
 - a) Proximity of the off-site parking facilities;
 - b) Ease of pedestrian access to the off-site parking facilities; and

c) The type of use the off-site parking facilities are intended to serve, i.e., off-site parking may not be appropriate for high turnover uses such as retail.

A written and recorded agreement shall be drawn to the satisfaction of the City Attorney and the Community Development Director and executed by all parties concerned assuring the continued reservation and availability of the offsite parking facilities for the use they are intended to serve.

f. Restricting the Use of Parking Spaces

All required parking spaces shall be made available permanently for vehicle parking for employees working at the premises for which parking is required, and customers and guests having lawful reason to be at the premises for which such parking is required. In the absence of prior approval from the Community Development Department, it is unlawful for any owner, lessee, tenant or any person having control of the operation of any premises for which parking is required to prevent, prohibit or restrict authorized persons from using parking.

g. Gates

Gates which limit or control access to parking areas require special consideration, as their design can significantly impact the parking demand and usage and the vehicular circulation on a site. Gates shall be designed in accordance with City standards and guidelines, and shall require approval through the Design Review process. The applicant shall submit to the City a plan addressing the following issues:

- Type and operation of the gate including location of visitor call box.
- Adequacy of vehicle stacking area at gate including vehicle turn-around area.
- Effect of gate on parking usage and distribution on-site.
- Effect of gate on parking for surrounding or adjacent areas.
- Effect of gate on street operations at the entrances to the gated street.

h. Accessible Parking Requirements

The number and the location of accessible parking spaces shall be as required by the California Building Code, state accessible parking requirements, and the Tustin City Code.

i. Maintenance

All required off-street parking spaces shall be available permanently and marked and maintained permanently for such use in accordance with the Tustin City Code.

j. Parking Requirements

The requirement for any uses not listed in this Specific Plan shall be determined by the Community Development Director on the basis of the requirements for similar uses.



Image for illustrative purposes only.

3.20.2 Residential Off-Street Parking Requirements

Table 3-58, Residential Off-Street Parking Requirements, defines the off-street parking requirements for residential uses in the City of Tustin portion of the Specific Plan area. Refer to the Irvine Parking Ordinance for applicable standards within the City of Irvine.

Table 3-58 Residential Off-Street Parking Requirements

TYPE	REQUIRED SPACES	GUEST PARKING	PROVISIONS
Single Family Detached	2 spaces/du	None required	Within a fully enclosed garage
Single Family Attached	2 spaces/du	0.25 space/du ¹	Within a fully enclosed garage. Guest spaces may be located in carports, parking garage or uncovered parking.
Multifamily	2 spaces/du	0.25 space/du ¹	May be located in garage, carports, or parking structure ²

1. Guest requirement may be fulfilled with on-street parking on private streets, with the approval of the Community Development Director.
2. Up to 20 percent of the required spaces may utilize tandem parking when the tandem spaces are located in parking structure or uncovered parking spaces and the tandem space is assigned to the same unit.

3.20.3 Nonresidential Off-Street Parking Requirements

Parking requirements for nonresidential shall comply with the Tustin City Code, except as noted below.

a. Mixed-Use Parking Requirements for PAs 8,13&14 and PA 15

The Mixed-Use Urban and Mixed-Use Transit designations are intended to include a balance of residential, retail, services, and employment uses in a well-connected, walkable setting. In addition, both areas are close to transit services (bus and rail), with a pedestrian connection to Metrolink over Edinger Avenue. These mixed-use settings will also provide a variety of community benefits including but not limited to:

- Creating a well-integrated, high-intensity core area, and strong sense of place in each Planning Area.

- Reducing costs of developing and maintaining surface and structured parking areas.
- Attracting businesses to the area.
- Reducing the amount of surface parking would mean less impermeable surface which would result in more space for vegetation and other natural landscape features that would reduce storm water runoff to storm drains and heat islands.

During the design review process, the Community Development Director may conditionally approve a 20 percent reduction in parking for certain non-residential development within PAs 8,13&14 and PA 15 per the requirements contained in this section.

The parking reductions authorized under this section shall not limit nor preclude use of the shared parking provisions allowed under Section 3.20.1.b Joint Use of Parking Area.

- Parking reduction shall be based on a parking demand analysis for anticipated development in the Planning Area.
- The demand ratios for the weekday and weekend parking are based on recommendations and data collected by Urban Land Institute (ULI) and Shared Parking Guidelines prepared by ITE (Institute of Transportation Engineers).

The Community Development Director may only conditionally approve a 20 percent reduction in parking provided that the following findings and/or conditions are met:

- A determination of consistency with the general mix of land uses shall be made based upon the anticipated development per the Specific Plan or approved developed plans.
- The minimum number of parking spaces against which the 20 percent parking reduction may be applied shall be determined based on the number of parking spaces that would otherwise be required for each land use separately.
- Shared parking spaces shall be so located so they will adequately serve the uses for which they are intended.

- If privately owned parking is to serve two or more separate properties, a written and recorded agreement between property owners approved by the City Attorney and Community Development Department shall be executed between property owners or properties guaranteeing access to, use of, and management of designated spaces.
- With a design review submittal, a shared parking plan shall be submitted including the following:
 - A site plan of parking spaces included for shared parking and their proximity to land uses that they will serve.
 - A signage plan that directs drivers to the most convenient parking areas for each particular use or group of uses.
 - A pedestrian circulation plan that shows connections and walkways between parking areas and land uses.
 - A safety and security plan that addresses lighting and maintenance of the parking.
- For any future changes in land uses that would increase the parking demand, where a 20 percent parking reduction has been taken, an applicant shall be required to provide an update of the parking documentation when requested.
- As requested by the city, an applicant or parties to a parking reduction shall provide follow-up documentation such as parking occupancy counts within a defined time period (e.g. 2 years or sooner if a parking shortage issue is perceived) after project completion to validate shared parking results.

3.20.4 Off-Street Loading Requirements

All buildings containing commercial, office, research and development, or industrial type uses, shall contain a minimum number of loading spaces per the Tustin City Code. Loading spaces shall have safe and adequate means of ingress and egress for trucks to and from a public street or alley based on the standards in the Tustin City Code.



Section 4

ADMINISTRATION & IMPLEMENTATION

Section 4. ADMINISTRATION AND IMPLEMENTATION

4.1 ADMINISTERING THE PLAN

The Community Development Director shall be responsible for the administration and enforcement of provisions of this Specific Plan, including processing assistance, interpretations of provisions, management of the Specific Plan's phasing program, approval of temporary uses, specification of conditions of approval, site plan and design review to determine compliance with the Specific Plan, consideration of Minor Adjustments, approval of Final Maps, and authorization of certificates of use and occupancy for both new development and reuse.

The Planning Commission and Zoning Administrator, as defined by the applicable City Code, shall be responsible for approving Variances and Conditional Use Permits; subdivision maps; recommending Specific Plan Amendments and Development Agreements to the City Council; and acting on appeals from decisions by the Community Development Director or Zoning Administrator.

The applicable City Council shall be responsible for adopting amendments to the Specific Plan; maps; certifying EIRs, when required; and acting on appeals from decisions by the Planning Commission.

4.1.1 Unlisted Uses

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

4.1.2 Appeal

Any decision of the Community Development Director or Zoning Administrator may be appealed to the Planning Commission. Any decision by the Planning Commission may be appealed to the City Council.

An appeal may be initiated by any interested party in accordance with appeal procedures in the respective City of Tustin or City of Irvine Municipal Code, as applicable.

4.1.3 Interpretations

If ambiguity arises concerning the meaning or appropriate application of provisions of this Specific Plan, the Community Development Director shall make the appropriate determination. In so doing, the Director shall consider the following factors and document applicable findings accordingly:

- A. The case is similar to previous interpretation of similar provisions;
- B. The interpretation responds satisfactorily to the vision, intent and purpose of the Specific Plan;
- C. The resulting project is consistent with the General Plan;
- D. The decision constitutes a sound precedent for other similar situations; and
- E. The interpretation does not alter the policy intent of the Specific Plan.

Determinations of interpretation shall be maintained in an administrative file accessible to the public and accumulated to document the administrative record of Specific Plan implementation. Upon subsequent amendment to the Specific Plan, the administrative record shall reflect the impact of the amendment.

4.1.4 Transfer of Dwelling Unit Allocations

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

4.1.5 Non-Residential Land Use/Trip Budget

The Non-Residential Land Use/Trip Budget tracking system is a mechanism for managing the forecasted vehicular trips generated by the land use mix in the Specific Plan area. The purpose of the tracking system is to ensure that development can be accommodated within the planned roadway capacity of the on-site and off-site roadway systems.

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

In order to manage the availability of roadway capacity, a Non-Residential Trip Budget tracking system will be monitored and maintained by the Public Works Department. The system entails establishment of a maximum limit on the number of ADT's generated from non-residential uses within the Specific Plan area and for each Neighborhood. That limit is identified in the Trip Budget, which summarizes the square footage of non-residential uses allocated to each Neighborhood by Planning Area, and the associated ADT. Residential uses are shown for information only, but are not part of the Trip Budget.

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

The Community Development Department and Public Works Department shall maintain a current Trip Budget Tracking Form depicting the maximum square footage of non-residential development in each Neighborhood. The form shall specify the assumed square footage of commercial, office, institutional and other non-residential uses which have been assigned to each Neighborhood. In addition, the form shall specify the amount of square footage approved for development with the equivalent ADTs assigned to a development, and amount of ADT's available for remaining development or available for transfer to another Neighborhood. The information shall be further allocated to each Planning Area based on the Trip Budget maintained

by the City for administration purposes only. The essential requirement is to document ADT status as it is impacted by each development project so that sufficient roadway capacity remains to accommodate later projects.

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

- **Calculation of ADTs on Parcels:** The calculation of ADTs assigned to a parcel will occur upon approval of a site plan, or design approval for new development, or submittal of an application for building permits, whichever occurs first. Refinements to calculations can be made at the building permit stage where square footage changes are proposed to a development.
- **Calculation of ADTs for Multiple Use Developments:** In a development containing more than one use, ADTs shall be calculated by multiplying the total square footage for each use by the respective trip generation rates and adding the ADTs for each land use on a parcel to derive the total ADTs for a project.
- **Deviations from the Trip Budget Land Use Mix:** A proposed development may deviate from the land use mix shown in the trip budget as long as it can be demonstrated that sufficient ADT capacity exists to serve the project and the remainder of the Neighborhood.

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

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

Adjustments to the amount, intensity, or mix of uses may occur if consistent with the Specific Plan and if desired by the City, as long as sufficient trips remain to accommodate remaining development

potential in a Neighborhood on parcels where development proposals have not been submitted.

- **Trip Budget Transfers between Neighborhoods:** Except as expressly provided in an agreement approved in writing by the City, any available ADT's from the trip budget remaining within a Neighborhood (whether from undeveloped or developed parcels) shall remain available for allocation and distribution solely at the discretion of the City.

If a portion of a trip budget within a Neighborhood is secured for use exclusively by a party to a written agreement that has been approved by the City, the transfer of the ADTs secured by the agreement to another Neighborhood shall not occur without the irrevocable written authorization of both (1) the parties to the agreement securing such ADTs, and (2) the landowner(s) of the developed or undeveloped parcels within the contributing Neighborhood for which the ADTs were secured. Any such transfer shall be subject to review and approval or denial by the City. If approved, this approval shall be in the form of a transfer agreement in association with entitlement application(s) for a proposed project. In the event that no entitlement applications are required, a transfer agreement shall be reviewed and approved by the Community Development Director and the City Attorney.

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

- **Establishment of Trip Generation Rates:** Trip generation rates for estimating the number of vehicle trips that will be generated for land uses in the Specific Plan are based on ITE rates. Since traffic generation rates may vary over time, those used in the Traffic Report may be updated periodically subject to review and approval by the Community Development Department.

Transfer between Residential and Non-Residential

Residential dwelling units and non-residential ADTs may be transferred between Planning Areas/Neighborhoods provided that such transfer does not increase the total units allowable in the overall Specific Plan area, except for any density bonus granted pursuant to the City Incentives for the

Development of Affordable Housing (Density Bonus) Ordinance, and subject to City approval.

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

4.2 DEVELOPMENT PROCESSING

The following processing procedures shall be followed for development and reuse within the Specific Plan area.

4.2.1 Subdivisions

All divisions of land shall be processed in accordance with the Tustin City Code or the Irvine City Code, as applicable regarding subdivision and parcelization of land, and the state Subdivision Map Act. Three types of subdivisions may occur within the Specific Plan area:

1. **Conveyance Map:** ("Sector A map") A map that subdivides the property for conveyance or financing purposes only and will not of itself be a grant of vesting or development rights.
2. **Master Map:** ("Sector B-map") A subdivision map that divides a larger parcel into additional parcels (development units) and that will facilitate conveyance of property by a master developer or other subdivider to vertical merchant builders or other parties.
3. **Builder Map:** ("Sector C-map") A subdivision map that divides a parcel (development unit) into additional parcels.

4.2.2 Site Plan and Design Review

In accordance with Section 9272 of the Tustin City Code, individual development projects shall be subject to a site plan and design review process. The Community Development Department has the following responsibilities:

1. To provide for the review of building design, site planning and site development in order to protect the increasing value, standards and importance of land and development in the City due to the urbanization of Orange County.
2. To retain and strengthen the unity and order of the visual community.
3. To ensure that new uses and structures enhance their sites and are harmonious with the highest standards of improvements in the surrounding area and total community.

4. To ensure the necessary linkages are provided between the development project and the Planning Area/Neighborhood in which it is located.
5. The integrity of the Specific Plan and purpose and intent of each Neighborhood is maintained.

In addition to the submittal requirements identified in the Tustin City Code, projects within Tustin Legacy shall also provide the following:

1. An overall external and internal access plan including an analysis of the Tustin Legacy backbone infrastructure and local infrastructure, and circulation improvements required. This analysis shall address phasing of necessary improvements and any assignment of non-residential land use-trips to individual parcels (development sites).
2. Design program for the Planning Area that demonstrates consistency with the applicable community structure plan or urban design guidelines established for the planning area.
3. Conceptual utility connection plans and overall drainage plan required for development and phasing of major Tustin Legacy backbone infrastructure, local infrastructure, and other major improvements;
4. A concept landscape and hardscape plan, streetscape design, parkway, and edge treatment, buffering/screenings, community/portal entries; and
5. Other information as deemed necessary by the Community Development Director.
6. Projects proposed within the Tustin Legacy Specific Plan shall be consistent with the 'Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easements of the Metropolitan Water District of Southern California.' All submitted designs and/or plans shall clearly identify MWD facilities and rights-of-way.

4.2.3 Variances and Conditional Use Permits

All applications shall be processed in accordance with the Tustin City Code or the Irvine City Code, as applicable.

4.2.4 Minor Modifications

Minor modifications to the provisions of this Specific Plan shall require approval of Community Development Director. Minor modifications consist of: 1) limited deviations from specified site development standards; 2) refinements in Specific Plan language which increase clarity and do not change the Specific Plan policy intent; and 3) correction of conflicting or confusing language or inadvertent errors in the originally approved plan and which do not change the Specific Plan policy intent. Minor modifications may also be considered if they provide a special benefit in terms of the aesthetic, physical, or environmental attributes of a proposed project. Requests for minor modifications shall be processed in accordance with the Tustin City Code, or the Irvine City Code, as applicable.

Within the City of Tustin, minor modifications may be requested for the following:

- A. Building site area decrease - up to five (5) percent;
- B. Building setback decrease, including landscaped area requirements within building setbacks - up to ten (10) percent;
- C. Height of fence or wall increase - up to twenty (20) percent;
- D. Projections into required setbacks increase - up to ten (10) percent;
- E. Building height increase - up to 10 percent;
- F. Reduction in off street parking spaces for non-residential uses - up to ten (10) percent;
- G. Decrease in distance between buildings - up to ten (10) percent;
- H. Decrease in the amount of required on or off-street parking spaces for non-residential land uses - up to ten (10) percent;
- I. Increase in the maximum amount of sign area – up to ten (10) percent; and
- J. Modifications of previously required conditions

4.2.5 Interim Use Permits

A License Agreement is required when a parcel of land or a structure is proposed to be constructed, erected, occupied, leased, maintained, altered, moved and/or enlarged within City-owned properties for a limited period of

time, in lieu of a permanent use in accordance with this Specific Plan. A Temporary Use Permit in accordance with the Tustin City Code is required for temporary uses within privately-owned properties.

4.2.6 Specific Plan Amendment

A Specific Plan Amendment may be initiated by the City Council, the Planning Commission, Community Development Department or, upon proper application, by a property owner or owner's designated agent, or potential property purchaser within the City of Tustin or Irvine, as applicable. An amendment is required if any of the following applies:

- A. A proposed change in property within a Planning Area from one land use designation to another;
- B. New regulations imposed on property not currently imposed;
- C. Removal or modification of regulations on property currently imposed (beyond the allowances for minor modifications or variances; and
- D. Modification of the Non-Residential Trip Budget Tracking System to increase the maximum ADT allowed in the Specific Plan. The Non-Residential Trip Budget Tracking System is maintained by the Tustin Public Works Department.

An amendment to this Specific Plan shall be initiated and processed in the same manner as set forth in the City of Tustin or City of Irvine Municipal Code, as applicable, for amending the City Zoning Ordinance.

4.2.7 Development Agreement

To strengthen the public planning process, encourage private participation in comprehensive planning, and reduce the economic risk of development, the Legislature of the State of California adopted the "Development Agreement Statute," Section 65864, et seq. of the Government Code. The Development Agreement Statute authorizes the City to enter into an agreement with any person having a legal or equitable interest in real property and to provide for development of such property and to establish certain development rights therein. Pursuant to the authorization set forth in the Development Agreement Statute, the City has enacted procedures for entering into development agreements which are contained in Tustin City Code Sections 9600 to 9619.

The processing and approval of Development Agreements is intended to augment and further the purposes and intent of the General Plan and Specific Plan, and will ensure the orderly implementation of infrastructure and additional development in accordance with these documents. Further, Development Agreements will establish a schedule of performance for future development including obligations and phasing triggering mechanisms that ensure that adequate local and Tustin Legacy Backbone Infrastructure Program improvements are in place to support anticipated development in accordance with the Phasing Plan in Section 4.4 below and any Tustin City Code requirements.

Accordingly, prior to issuance of any permits or approval of any entitlements within the Specific Plan area, all private development shall first obtain a Development Agreement in accordance with Section 65864 et seq. of the Government Code and Sections 9600 to 9619 of the Tustin City Code.

4.2.8 General Notes

- A. Where required, approval from the South Coast Air Quality Management District shall be obtained for any devices or processes responding to mandated actions. The City of Tustin or Irvine, as applicable, will assist in this process to the extent possible.
- B. Whenever the regulations contained in this Specific Plan conflict with the regulations of the Tustin City Code or Irvine's Codes, as applicable, the provisions of this Specific Plan shall take precedence. The Tustin City Code or Irvine Codes, as applicable, shall apply regarding any standard or regulation not covered by this plan.

4.2.9 Severability

If any section, subsection, subdivision, sentence, clause, phrase, exhibit, table or portion of this Specific Plan is found to be invalid or unconstitutional by a court having jurisdiction, such a decision shall not invalidate the remaining portions in whole or in part of the Specific Plan.

4.3 ENFORCEMENT

The regulatory portions of this Specific Plan have been adopted by Ordinance and therefore are subject to penalty provisions of the Tustin or Irvine City Codes, as applicable. Specifically, violations of land use development standards shall be subject to penalty and citation procedures of each city's Code, in addition to either City's authority to seek civil litigation in a court of law.

Site plan, design review, subdivision map, variance, conditional use permit, minor adjustments, or building permit conditions imposed pursuant to this Specific Plan shall also be subject to penalty provisions and citation procedures of the Tustin and Irvine City Codes.

4.4 PHASING PLAN

4.4.1 Introduction

The Phasing Plan provides an organizational framework to facilitate development of the Specific Plan area while assuring provision of infrastructure necessary to support the planned development. This framework reflects the fact that each component of the infrastructure has its own threshold for accommodating additional development toward buildout of the Specific Plan area. The Phasing Plan establishes the level of development that may be accommodated in association with provision of certain infrastructure facilities.

While the Tustin Legacy Specific Plan identifies all necessary infrastructure to support the project, this Phasing Plan includes relevant triggering mechanisms which will identify timing for certain key infrastructure needs only. Where applicable, reference will be made to trigger points and mitigation measures identified in this Specific Plan and supporting environmental documentation.

4.4.2 Anticipated Development Timing

Tustin Legacy has been undergoing development since the early 2000’s. Ultimate buildout is expected by 2035. There are two primary factors that influence the timing of development at Tustin Legacy: 1) market demand for the uses planned; and 2) the complexity and timing of environmental clean-up efforts.

Where adequate infrastructure is in place and supports new development, this Phasing Plan would enable earlier response to positive market conditions and result in more rapid buildout of the Specific Plan area. Where a proposed development project is not supported by existing infrastructure, conditions of approval shall be established to ensure that appropriate infrastructure is constructed in accordance with this Phasing Plan and mitigation adopted in the supporting environmental documentation.

4.4.3 Phasing Requirements

Facilities included in the Phasing Plan are roadways, bikeways/trails, community and neighborhood parks, domestic (potable) water, reclaimed (non-potable) water, sanitary sewers, and storm drains. While the phasing of these services and facilities are assumed to be commensurate with development, the local jurisdictions within the project area generally do not have jurisdiction over the implementation of such facilities.

Table 4-1, Phasing Plan Requirements, presents these facilities, describes their scope, and identifies the triggering mechanism, which causes implementation requirements to be imposed. It is important to note that many of the linear systems are closely related to the backbone arterial highway system phasing to reduce construction costs. If a portion of a linear system is accelerated for any reason, impacts on cost should be carefully evaluated.

Table 4-1 Phasing Plan Requirements

FACILITY	GENERAL SCOPE	GENERAL TRIGGERING MECHANISM
Circulation	<ol style="list-style-type: none"> 1) On-site arterial highways and intersections; 2) Off-site arterial highway and intersection improvements 	When cumulative development and associated average daily trips reach ADT development thresholds based on the land use/trip budget.
Bikeways/Trails	<ol style="list-style-type: none"> 1) Class 1 Bikeway along Peters Canyon Channel; 2) On-site Class II Bikeway System 	<ol style="list-style-type: none"> 1) When Peters Canyon Channel is improved 2) When backbone arterial highways are constructed.
Domestic (Potable) Water	<ol style="list-style-type: none"> 1) Existing housing water distribution lines; 2) New backbone water mains; 3) Abandoned/relocated wells 	<ol style="list-style-type: none"> 1) Upon determination by IRWD regarding acceptability of the lines. 2) When backbone arterial highways are constructed; 3) Upon determination by the City and consultation with IRWD.
Reclaimed (Non-Potable) Water	<ol style="list-style-type: none"> 1) New backbone water lines 	<ol style="list-style-type: none"> 1) When backbone arterials highways are constructed
Sanitary Sewer	<ol style="list-style-type: none"> 1) Existing housing sewer conveyance lines; 2) New backbone sewer mains 	<ol style="list-style-type: none"> 1) Upon determination by IRWD regarding acceptability of the lines; 2) When backbone arterial highways are constructed.
Storm Drain	<ol style="list-style-type: none"> 1) Backbone storm drain systems; 2) Regional flood control channel improvements; 3) Retention basins 	<ol style="list-style-type: none"> 1) Generally in conjunction with arterial highway construction 2) Any project generated Peters Canyon channel and Santa Ana/Santa Fe channel improvements in conjunction with development as needed or determined by the applicable jurisdiction and in consultation with OCFCD 3) As necessary as interim or permanent design in review of development plans.

Table 4-1 Phasing Plan Requirements

FACILITY	GENERAL SCOPE	GENERAL TRIGGERING MECHANISM
Parks	<ol style="list-style-type: none"> 1) Regional park; 2) Community park (29 acre) (Veterans Park – under design); 3) Community Park (46 acre), neighborhood parks and private parks (various location); 4) Neighborhood park in Irvine (completed). 	<ol style="list-style-type: none"> 1) Site can be used upon transfer to County; improvements will occur per agreement with City of Tustin; 2) Site can be used upon transfer to City; upgrading will occur upon receipt of adequate funding including park development fees; 3) When adequate park development fees are received, subject to development conditions, development agreements and funding availability as applicable; 4) When adequate funding has been secured from assessment district funding; tax-increment or developer-negotiation.

Notes: In addition to applicable sections of this Phasing Plan, the provisions of the joint Final EIS/EIR and/or SEIR will apply.

4.4.4 Circulation Improvements

Circulation improvements associated with the project are specifically identified in this Specific Plan and analyzed in the Supplemental EIR. For major, primary, and secondary arterials, a Backbone Infrastructure and Fee Program has been established to help pay for the construction of these roads within the Specific Plan area. On-site circulation improvements within the Specific Plan area are generally summarized in Table 4-2.

Table 4-2 On-Site Arterial Circulation Improvements

ROAD	FROM	TO	CLASSIFICATION	COMPLETED
Barranca Parkway	Peters Canyon Channel	Harvard Avenue	Major Arterial	Completed
Edinger Avenue	East of Red Hill Avenue	West of Jamboree Road	Major Arterial	Completed
Red Hill Avenue	Barranca Parkway	North of Valencia Avenue	Major Arterial	
Tustin Ranch Road	Edinger Avenue	Barranca Parkway	Major Arterial	Completed
Warner Avenue	Red Hill Avenue	North Loop Road (completed as Park Avenue)	Major Arterial	Completed
Harvard Avenue	Barranca Parkway	Edinger Avenue	Primary Arterial	Completed
Warner Avenue	North Loop Road (completed as Park Avenue)	Jamboree Road	Primary Arterial	Completed
Armstrong Avenue	North Loop Road (completed as Valencia Avenue)	Barranca Parkway	Secondary Arterial	Partially Completed
East Connector	Edinger Avenue	North Loop Road (completed as Valencia Avenue)	Secondary Arterial	
Harvard Avenue	South of OCTA/SCRRRA Railroad	Edinger Avenue	Secondary Arterial	Completed
Legacy Road ¹	Warner Avenue	Tustin Ranch Road	Secondary Arterial	Completed
North Loop Road (completed as Park Avenue)	Valencia Avenue	Warner Avenue	Secondary Arterial	Partially Completed

Table 4-2 On-Site Arterial Circulation Improvements

ROAD	FROM	TO	CLASSIFICATION	COMPLETED
South Loop Road (completed as Park Avenue)	Tustin Ranch Road	Warner Avenue	Secondary Arterial	Partially Completed
West Connector (completed as Kensington Park Drive)	Edinger Avenue	North Loop Road (completed as Valencia Avenue)	Secondary Arterial	Completed
Aston Street ¹ (Flight Way)	Legacy Park	Barranca Parkway	Local Collector	
Moffett Drive	North Loop Road (Park Avenue)	Harvard Avenue	Local Collector	Partially Completed
Sweet Shade	Harvard Avenue	--	Local Collector	Completed
Lansdowne Road	North Loop Road (completed as Valencia Avenue)	--	Local Road	Completed
Severyns Road	North Loop Road (completed as Valencia Avenue)	--	Local Road	Completed
Victory Road ¹	Redhill Avenue	Armstrong Avenue	Secondary Arterial	
Victory Road ¹	Tustin Ranch Road	South Loop Road (completed as Park Avenue)	Secondary Arterial	Completed

1. New Improvement

Requirements for off-site circulation improvements are discussed in the Specific Plan and joint EIS/EIR and/or SEIR. They generally consist of partial improvements to existing roadways and intersections. Improvement costs for most of them are proportionately shared with other projects. The fair share approach attempts to define a nexus between the improvement and ultimate facility user.

Off-site improvements will be funded by the project and may be potentially supported by other funding mechanisms including, but are not limited to: in lieu gas taxes; Measure M funds; funds from the cities of Tustin, Irvine, and Santa Ana and the County of Orange; developer contributions; assessment district funding; or other similar financing mechanisms. Additional outside sources such as state or federal funds may also be used.

As shown in Table 4-3, On-Site ADT Development Thresholds, average daily traffic (ADT) volume thresholds have been defined for each phase of development. These volumes establish the level of development for which certificates of occupancy or building permits can be released or issued. Once the cumulative total ADT is reached, circulation improvements must be initiated to allow subsequent development unless noted otherwise in this section.

Table 4-3 On-Site ADT Development Thresholds

ADT ADDED	CUMULATIVE	ROADS ADDED
27,000	(27,000)	Armstrong Avenue – North Loop Road (completed as Valencia Avenue) to Warner Avenue (Completed) Barranca Parkway – Tustin Ranch Road to Jamboree Road (Completed) Edinger Avenue – along project frontage between Red Hill Avenue and Jamboree Road (Completed) Harvard Avenue – Barranca Parkway to just south of OCTA/SCRRA railroad (Completed) Lansdowne Road (Completed) Marble Mountain Road (Completed as “Sweet Shade”) North Loop Road (Completed as Valencia Avenue) – Red Hill Avenue to West Connector (Completed as Kensington Park Drive) (Completed) Severyns Road (Completed) West Connector (Completed as Kensington Park Drive)
38,000	(65,000)	Barranca Parkway – Tustin Ranch Road to Red Hill Avenue (Completed) Tustin Ranch Road – Edinger Avenue to Barranca Parkway (Completed) Warner Avenue – Red Hill Avenue to Jamboree Road (Completed) Legacy Road (Completed as Victory Road) – North Loop Road (Completed as Park Avenue) to Tustin Ranch Road Legacy Road – Warner Avenue to Tustin Ranch Road
30,000	(95,000)	Moffett Drive Red Hill Avenue – Barranca Parkway to just north of Valencia Avenue (fourth northbound through lane) North Loop Road (Completed as Park Avenue) – Moffett Drive to Warner Avenue (Partially Completed)

Table 4-3 On-Site ADT Development Thresholds

ADT ADDED	CUMULATIVE	ROADS ADDED
44,000	(139,000)	North Loop Road (Completed as Valencia Avenue) – West Connector (Completed as Kensington Park Drive) to Moffett Drive (Partially Completed)
		Armstrong Avenue – Warner Avenue to Barranca Parkway
		Flight Way
		Legacy Park
95,000	(234,000)	East Connector

There are certain planning areas that can be released without the need to initiate significant on-site or off-site Specific Plan infrastructure improvements. However, these areas shall still bear a proportionate share of roadway infrastructure costs within the Plan and off-site. These areas are as follows:

- The Mixed-Use Transit area located at the northeast corner of Edinger Avenue and Jamboree Road.
- The residential area located between Peters Canyon Channel and Harvard Avenue north of Moffett Drive.
- The Elementary School (ES) and the Neighborhood Park (NP) sites located at the northwest corner of Barranca Parkway and Harvard Avenue.
- The residential areas located between Peters Canyon Channel and Harvard Avenue south of Moffett Drive.

In addition to exemptions to the cumulative ADT thresholds shown in the previous table, interim uses and leases which do not result in greater ADT levels than were generated at MCAS Tustin prior to closure may be authorized. If phasing and the resulting cumulative ADTs are not consistent with the development thresholds identified in Table 4.4, a supplemental traffic study will be completed.

Service providers for off-site arterial highway circulation improvements are determined by jurisdictional boundaries: the cities of Tustin, Irvine, and Santa Ana for their jurisdictions, respectively; and the County of Orange for improvements in unincorporated territory. The Transportation Corridor Agencies are responsible for the Eastern Transportation Corridor (referred to as SR-261). Caltrans is responsible for freeway ramp improvements. All providers work closely with the Orange County Transportation Authority to implement the Countywide Master Plan of Arterial Highways.

4.4.5 Recreational Bikeways

Additional bikeways beyond the existing system consists of one regional bikeway (Class I) and several Class II on-road bikeways. The Class I Bikeway along Peters Canyon Channel will be completed in connection with completion of channel improvements. Red Hill Avenue Bikeway improvements will be completed in conjunction with its future widening.

The on-road bikeways within the boundaries of the project area are planned in conjunction with the internal arterial highway network. Consequently, phasing will generally conform to the phasing for highway segments with which they are associated and relate to development within geographic sectors of the project.

The service provider for each recreational bikeway is the local jurisdiction within which it is located, except for the Peters Canyon Class I Bikeway, for which the County of Orange is responsible. Funding for planned trail improvements along Peters Canyon Channel will be on a fair share basis between the City of Tustin, Irvine and the County of Orange. Both the Cities of Tustin and Irvine, however, will not be providing funding for any riding and hiking trail improvements, concentrating instead on biking and pedestrian trails. Improvements to Red Hill Avenue would be completed on a fair share basis in conjunction with completion of future widening to Red Hill Avenue.

4.4.6 Domestic (Potable) Water

To the maximum extent possible, the backbone water line system is anticipated to be phased along with the internal arterial highway construction program, since both are designed to serve geographic areas they develop. If any highways in which domestic water lines are to be located are actually built before their scheduled phase it will be recommended that water lines be installed at that time. In such cases, the line may be capped until connection is needed. The service provider for domestic water is the Irvine Ranch Water District.

4.4.7 Reclaimed (Non-Potable) Water

To the maximum extent possible, the backbone water line system for reclaimed water will be coordinated with arterial highway construction. If any highways in which reclaimed water lines are to be located are actually built before their scheduled phase, it is recommended that water lines be installed at that time. In such cases, the line may be capped until connection is needed.

Four potential well sites generally located in the southerly portion of the project will be the subject of subsequent negotiation, the results of which shall guide any conditions associated with well locations/relocations. The service provider for reclaimed water is the Irvine Ranch Water District.

4.4.8 Sanitary Sewer

To the maximum extent possible, the backbone sanitary sewer system will be coordinated with the arterial highway construction. If any highways in which sanitary sewer lines are to be located are actually built before their scheduled phase, it will be recommended that the sewer line be installed at that time. In such cases, the line may be capped until connection is needed.

The anticipated service provider for sanitary sewers is the Irvine Ranch Water District.

4.4.9 Storm Drain

The storm drain system will be constructed in phases generally in conjunction with arterial highway construction which provide maximum flood protection for existing and planned development and keep improvement costs to a minimum. While retention and/or detention basins may be useful in augmenting channel construction, that option will not be defined until subsequent studies are completed.

On-site drainage improvements will be funded by the project through a likely combination of developer contributions, assessments or other financing mechanisms. Peter's Canyon Channel improvements and improvements to the Santa Ana - Santa Fe Channel and Barranca Channel improvements will be satisfied as identified on Table 4-2.

The service provider for regional flood control channels is the Orange County Flood Control District. The cities of Tustin and Irvine would be responsible for on-site drainage facilities within their respective jurisdictions with consultation with OCFCD.

4.4.10 Electricity

To the extent possible, backbone electrical distribution lines will be installed underground at the same time as the on-site arterial highways are constructed to serve phased development.

4.4.11 Natural Gas

To the maximum extent possible, the backbone natural gas distribution lines will be installed underground at the same time as the on-site arterial highways are constructed to serve phased development.

4.4.12 Parks

Community and neighborhood park development by the City of Tustin will be a function of when adequate park development fees or other financing mechanisms are secured. Since Irvine does not have a park development fee, they will develop the proposed neighborhood park when funding mechanisms are secured. The County of Orange will be responsible for regional park development and will develop the park based on agreements they enter into with the City of Tustin.



Section 5

APPENDICES

Section 5. APPENDICES

5.1 GLOSSARY

Words, phrases and terms not specifically defined herein shall be as defined in the Tustin City Code.

Acres, Gross. An estimated allocation of land area within a Planning Area, measured from the edge of the adjacent arterial roadways and/or the boundary of the Planning Area (as shown on Figure 2-1 Land Use Plan).

Acres, Net. An estimated allocation of land area within a Planning Area, based on gross acreage reduced for internal circulation (local roads) within a Planning Area.

Alcohol Beverage Sales Establishments. Alcohol beverage sales establishments are comprised of on-site and off-site establishments. Alcohol is either sold for consumption on the premises (on-site) or sold for consumption off the premises (off-site). The following definitions are grouped under on-site or off-site sales establishments.

Alcohol Beverage Sales Establishment – On-Site. An on-site sales establishment provides for the sale of alcoholic beverages for consumption on the premises. On-Site Sales Establishments may include the following:

1. Amusement Resort: includes arcades, theaters, auditoriums, social halls and indoor/outdoor recreation facilities, including billiard/pool halls and bowling alleys where the service of alcoholic beverages to patrons for on-site consumption, is not an ancillary use to a full-service restaurant.
2. Club: An establishment with table and/or bar seating that serves alcoholic beverages to patrons for on-site consumption, which is not an ancillary use to a full-service restaurant. If food service is offered, the gross receipts of alcohol sales exceed the gross receipts of food sales. Club establishments may include bars, nightclubs, and membership organizations.
3. Restaurant: A retail establishment that sells food and beverages prepared on the site for on-site consumption. Seating shall be designed and used for and must possess the necessary utensils, table service, and condiment dispensers with which to serve meals to the public. The gross annual sales

of food shall exceed the sales of alcohol. A restaurant may have ancillary uses such as a lounge, microbrewery/wine tasting, and live entertainment pursuant to City requirements.

Alcohol Beverage Sales Establishment – Off-Site. An off-site sales establishment provides for the sale of alcoholic beverages for consumption off the premises. Off-Site Sales Establishments may include the following:

1. Food Market Store: An establishment, less than 10,000 square feet in size, where alcoholic beverages are sold primarily for off-site consumption. A food market store is typically a retail establishment where food, beverages, household and personal items, or any combination thereof, are sold.
2. Microbrewery/Wine Tasting Establishment: An establishment that includes beverage production of beer and/or wine and may include a tasting facility and sales of beer and/or wine in original, unopened containers for consumption off the premises where sold. The establishment shall not include the sale of alcoholic beverages for on-site consumption with the exception of sampling the product within a tasting facility or on-site consumption in conjunction with a restaurant.
3. Specialty Store: A market or retail establishment that offers a combination of unique foods and alcoholic beverages not commonly found in food market stores or other retail stores. The establishment may include a tasting facility as a primary use or as an ancillary use to the purchase of alcohol for off-site consumption.

Baseline Mix of Uses. An assumed mix of non-residential uses for each neighborhood, which establish a baseline capacity of average daily trips for each neighborhood.

Block Perimeter. The total distance around the block, along the street right-of-way, starting at a point of origin and ending at the original starting point.

Building Setbacks. Building setback distances are measured from future rights-of-way and include required minimum landscaped areas. Non-conforming building setbacks will be permitted to remain to accommodate existing buildings not in future rights-of-way.

Carriage Way Unit. A dwelling unit built over a garage with ground level entry to the upper living quarters.

Development Unit. Consists of all building sites, their private open space, common recreation and open space areas, and public and/or private streets serving the project. A development unit may contain multiple products, at an average density not to exceed maximum densities for each applicable land use designation (i.e. low density, medium density, and medium high density).

Dwelling Units, Existing. The existing military family housing units within the Tustin Legacy Specific Plan area boundary.

Dwelling Units, Potential. The maximum number of new dwelling units, based on the density per gross acre for the Planning Area.

Dwelling Units, Total. The maximum number of existing and potential dwelling units allocated to each Planning Area (where applicable).

Dwelling Units per Acre. The maximum dwelling units per gross acre at which density may be calculated. This overall density may not be exceeded even by a fraction.

Floor Area, Existing. The square footage of existing buildings within the Tustin Legacy Specific Plan area boundary.

Floor Area, Gross. The sum of the horizontal areas of each floor of a building, measured from the exterior faces of the exterior walls or from the centerline of walls separating two buildings, but not including underground parking, uncovered steps or exterior balconies.

Floor Area, Potential. The potential square footage of new development within each Planning Area.

Floor Area, Total. The total square footage of development derived by multiplying the floor area ratio by the net acreage.

Floor Area Ratio (F.A.R.). The gross floor area of all buildings within a Planning Area divided by the net acreage of the Planning Area.

Interim Use. The purpose for which a parcel of land or a structure is or may be intended, designed, arranged, constructed, erected, occupied, leased, maintained, altered, moved and/or enlarged for a limited period of time in excess of six months and not to exceed 5 years from the date of the interim lease, in lieu of a permanent use in accordance with this Specific Plan.

Law Enforcement Training Facility. An educational facility including classroom training, office space, obstacle course, gym, locker and shower facilities, canine training, indoor pistol range, laser village and weapons storage to be located within the proposed Urban Regional Park.

Mixed Use, Horizontal. Two or more primary uses in a single development project in which uses are arranged in separate structures throughout the development site.

Mixed Use, Vertical. Two or more primary uses contained within a single structure in which uses occupy different floors of the structure.

Multifamily. Housing where multiple dwelling units are contained within one building or several buildings within one complex, such as an apartment.

Patio Homes. A single-story home, having one or more common walls with neighboring homes, a patio and a common back yard.

Planning Area (PA). The smallest regulatory unit for the application of development regulations.

Reuse. The conversion of buildings and/or facilities from a military use to a civilian use upon closure of the base. All reuses shall be in conformance with the Tustin City Code.

Single Family Attached. A home that shares a common party wall on one or more sides with another home, such as a duplex or row townhouse. Single family attached homes may be a condominium or on individual lots.

Single Family Detached. A home that is free of any shared walls and stands alone on an individual lot.

Single Room Occupancy Hotel. A single room residential unit, typically 250 to 500 square feet, with a sink and closet, which may require the occupant to share a communal bathroom, shower, and/or kitchen.

Tenure. The ownership status of residential property (i.e., rental or owner-occupied).

Transitional/Emergency Housing. Reuse of two existing barracks and accompanying parking areas for immediate and short-term housing and supplemental services that will assist the homeless in the transition to self-sufficiency.

5.2 THE REUSE PLANNING PROCESS

5.2.1 Background

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

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

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

- Parcels recommended for transfer to other federal agencies and the intended uses of the parcels;
- Parcels recommended for state and local public benefit purposes and the intended uses of the parcels;

- The Plan's proposed Homeless Assistance Program; and Acquisition of the remaining MCAS property under the Economic Development Conveyance authority.

5.2.2 Opportunities and Constraints

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

A. Project-wide Opportunities and Constraints

1. Approximately 1,600 contiguous acres in a prime location in Orange County.
2. Good freeway/arterial access and commuter rail access to site.
3. Opportunity to retain open space as visual and recreational amenities.
4. Constraint on aviation use of land due to impacted airspace (i.e., proximity to John Wayne Airport).
5. Community desire for reuse and development of the site as a cohesive and distinct area of unique character.
6. Potential for reuse of the site with development that will advance regional goals for jobs/housing balance, and address regional and local needs for parkland and recreational facilities.
7. Need for development that will provide affordability "opportunities" for housing in Tustin and in the region.
8. Existing fire protection services may need to be augmented to adequately service future development in the reuse area.
9. Existing police protection services may need to be augmented to adequately service development in the reuse area.
10. Existing schools may not have adequate capacity to serve development in the reuse area.
11. Development in the reuse area may create demand for additional library services.

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

B. Physical Elements

1. Opportunity for interim use and reuse of buildings and facilities, including military housing.
2. Basic utilities and infrastructure on the base (i.e. sewer, water and electrical utilities) are close to 50 years old and were incrementally installed. Urban sizing and capacity needs represent a major issue for future redevelopment. Water and sewer lines will require substantial upgrading; and most nonresidential electrical lines will likely need to be replaced.
3. Constraints on reuse of blimp hangars due to high renovation and maintenance costs, potential toxic hazards, and historic designation. The blimp hangars are on the National Register and are subject to Section 106 of National Historic Preservation Act - required consultation with Advisory Council on Historic Preservation.
4. Need for compatible development to adjacent surrounding residential areas.
5. Existing drainage system needs improvements to accommodate flows from 25-year and 100-year storms.
6. Increased runoff from new development may adversely impact existing County drainage facilities.
7. Regional landfills have capacity for future development.

C. Environmental Elements

1. The existing and planned transportation infrastructure in the vicinity is heavily burdened, which results in the need to create additional capacity, enhance accessibility to and from the site, and provide for road extension opportunities through the site to improve regional mobility.
2. Bicycle and recreation trail extension opportunities through the site.
3. Potential for access to the commuter rail station in proximity to the site.

4. Opportunity to locate reclaimed water detention basins as holding ponds.
5. Potential for extensive use of reclaimed water.
6. Good availability and accessibility to water resources.
7. The northeast portion of site is impacted by 100-year flood plain of Peters Canyon Channel.
8. Portions of the site are contaminated with hazardous materials and must be cleaned up by the Marine Corps and the Department of the Navy.
9. Schedule for final cleanup activities would influence phasing of reuse development.
10. Portions of the site will likely be available for disposal or leasing prior to final closure.
11. Areas along Peters Canyon, Santa Ana/Santa Fe, and San Joaquin Channels will be evaluated under State and Federal wetlands criteria.
12. Southwestern Pond Turtle, Category 2 Candidate for Federal listing as Threatened or Endangered has been sighted in San Joaquin Channel.
13. Approximately 360 acres are designated as Prime Farmland by the U.S. Soil Conservation Service.
14. No significant archaeological issues; previously discovered archaeological site was destroyed in 1971.
15. Potential for increased availability of bike and hiking trails, and greater continuity in existing trails.
16. Soils are susceptible to change in volume upon wetting or drying, and to subsidence and settlement; fair/poor slope stability for slopes greater than 10 feet in height.
17. Special soil erosion control may be necessary.
18. Site is not within an Alquist-Priolo Special Study Zone.
19. Moderate to high liquefaction potential related to soils on site.

D. Sensory Elements

1. Opportunity to design vistas in and through the site to significant on and off-site features.
2. Special planning criteria may be needed around blimp hangars if they are retained.
3. Need for landscaping or other treatment along reuse area's boundaries to create distinguishable borders for the area and improved compatibility with surrounding jurisdictions.
4. Potential to underground electrical transmission lines along Barranca, Warner, and Harvard to eliminate visual intrusion effects.
5. Opportunity to configure portions of drainage into landscaping, buffering, etc. increasing aesthetic quality, safety, and potentially enhancing wetland areas on site.
6. Opportunity to retain open spaces as visual and recreational amenities.
7. Site will be impacted by noise from surrounding roads, adjacent rail line, and possibly aircraft operations at John Wayne Airport.
8. Reuse of site could create noise impacts on existing surrounding uses.
9. Closure of the base will eliminate military aircraft noise.

5.2.3 Land Use Alternatives

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

Under the Arterial Grid Pattern/High Residential/No Core Area alternative, the land use pattern is defined by a grid pattern circulation system and provided for significantly more residential units than either the proposed Plan or other alternative. While the grid pattern maximizes design speeds, the community core area identified in the proposed Plan is disrupted. The loss of the Community Core area limits the potential of the alternative to respond to prevailing market conditions once the parcel becomes available for reuse.

Under the Arterial Loop Pattern/Low Residential alternative, it is assumed that the southeastern blimp hangar is removed. This allows for construction of the ideal loop roadway system which yields a more efficient traffic flow than the loop system in the proposed Plan. The Community Core area of the site is retained as a single parcel to provide flexibility in future reuse opportunities after cleanup occurs. The method for selecting a preferred Land Use Plan included a formal evaluation process of the two alternatives and the draft preferred Plan. The two alternatives and draft preferred Plan were compared and rated based on key planning criteria and goals for the project. The result of this process was the selection and refinement of the proposed Land Use Plan.

5.2.4 Public Participation

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

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

5.3 FEDERAL PROPERTY DISPOSAL PROCESS

5.3.1 General Background

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

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

- Step 1: The Department of the Navy identifies Department of Defense (DoD) and federal property needs. Any property that DoD does not need is considered "excess" to the needs of DoD and made available to other DoD and Federal agencies. If DoD and other federal agencies do not identify a need, the remaining base property can be declared "surplus" and available for reuse.
- Step 2: The LRA undertakes outreach and solicits notice of interests in the base from State and local governments, representatives of the homeless and other interested parties. Federal laws and regulations allow for public benefit conveyances of surplus property at partial or full discount from fair market value. Where these types of uses are identified as a benefit to the LRA or other eligible beneficiary, land and facilities requested for the public benefit may be obtained at no cost to the recipient. Generally, these conveyances allow for broad public uses such as: airports, education, health, historic properties, and park and recreation. The Redevelopment Act also provides for conveyance of discounted surplus property for uses supporting the needs of qualified homeless providers.
- Step 3: After considering the notices of interest received, the LRA prepares the Reuse Plan ensuring through public comment, that the Plan

adequately balances local community and economic needs with the needs of the homeless.

- Step 4: The LRA completed Reuse Plan is submitted to the Department of Housing and Urban Development (HUD) as part of an application to determine whether the LRA has adequately balanced local community and economic development needs with those of the homeless. The completed plan is also submitted to the Department of the Navy who will notify Federal agencies that certain properties may become available for a public benefit conveyance and a request is made for their recommendations regarding the eligibility of a user.
- Step 5: The EIS for the closure and Reuse Plan must be completed after the Department of the Navy receives written notification from HUD that the community's Reuse Plan meets the requirements of base closure law and the Redevelopment Act. After completion of the EIS and supporting documentation, the Navy will be responsible for making final disposal decisions and will issue a disposal Record of Decision(s) (ROD) in accordance with the approved Reuse Plan.

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

5.3.2 Department of Defense and Federal Agency Screening

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

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

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

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

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

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

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

- Immediately following acceptance of a deed transfer of the Army Reserve site from the Navy, the Army has agreed to deliver a no-cost grant or dedication of required right-of-way along Barranca Parkway to the City of Tustin.
- The City will complete street widening and improvements to Barranca Parkway adjacent to the Army Reserve site and fund upgrades to landscaping along the frontage of the site when improvements are completed along Barranca Parkway.

- Ingress/egress from Tustin Ranch Road, once completed, will be provided to the Army subject to City approval as to location.
- The Army will provide a right of first refusal to the City to purchase the site in the event said site is no longer needed for the Army Reserve mission and a right of first refusal to the City to enter into an exchange agreement with the Army Reserve for the property.
- The Army Reserve will furnish a memorandum which describes the legal authorization and procedure to permit the City or private development entity to negotiate an exchange of property and/or facilities at the proposed Army Reserve site for an equivalent alternate location which meets the needs of the Army Reserve.

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

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

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

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

The LRA also actively utilized HUD field staff for technical assistance on outreaching to representatives of the homeless, utilizing (while also augmenting) HUD's official list of homeless providers operating in the vicinity

of the installation. In addition, in March of 1995, representatives of the LRA met with HUD officers in Washington D.C. to proactively describe and receive concurrence for the outreach efforts planned for homeless accommodation at MCAS Tustin. Specifically, the LRA fully complied with Section 586.20 of the Rules implementing the Redevelopment Act.

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

Interested parties were given an opportunity to:

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

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

described the process and criteria to be used by the LRA in considering application submittals. Submitted Notices of Interest were required to include:

- A description of the proposed homeless assistance program, including the purposes to which the property or facility will be put, as well as an indication of how the proposal clearly meets an identified need of the homeless and fills a gap in the community's continuum of care;
- A description of how the program was to be coordinated with other homeless assistance programs in Tustin and Irvine;
- A description of the requested buildings and property at the installation required to carry out the proposed program;
- A description of the applicant and its organizational capacity to carry out the program including the submittal of a financial plan for implementing the proposed program; and
- An assessment of time required in order to commence carrying out the proposed program.

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

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

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

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

5.3.4 Response to Notices of Interest

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

Over a period of several weeks, project staff, the Housing and State and Local Screening Subcommittee and Base Closure Task Force, consistent with the confidentiality provisions of the Redevelopment Act and Department of Defense implementing regulations, reviewed the submittals for completeness and how they measured against established criteria for evaluation.

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

- Contain all requested application information;
- Have good general experience and capability;
- Balance in an appropriate manner the economic and other community development needs of the community;
- Fill a critical need gap identified in the communities' Consolidated Plans;
- The proposal was consistent with the proposed Reuse Plan and compatible with surrounding community neighborhoods, infrastructure, social services, etc. not creating any potential negative impacts;
- Consistent with the principles embraced by the LRA and Task Force and issues they wanted addressed in their development of a Homeless Accommodation Plan as discussed in Section 2.3.6;
- Clearly Demonstrated a sound financial status and/or an ability to finance the proposal submitted;
- Demonstrated experience in the operation of programs similar to the one requested at MCAS Tustin;
- Demonstrated established and adequate property ownership and property management experience;

- Demonstrated a firm ability to provide the specific services proposed;
- The proposal would serve specific community needs;
- The proposal provided adequate sources of funding and was self-supportive;
- The proposer had a verified history of compliance with obligations and responsibilities associated with previous contractual associations or requirements of state/federal grants;
- The program was not a duplication of available support services; and
- The proposal could not be accomplished by other means rather than property transfer.

5.3.5 Public Benefit Conveyances

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

- Site location and configuration shall be consistent with the LRA's identified concept approval but the size of the transfer was approximated only and actual metes and bounds shall be determined prior to transfer in consultation with the LRA.
- Prior to transfer of the property by the Federal government and prior to any interim or permanent reuse of requested facilities or sites, the recipient shall enter into an agreement with and acceptable to the LRA and the Cities of Tustin or Irvine, as appropriate. The purpose of the agreement is to: 1) identify the planning goals of the agency receiving property and the City or LRA for the site; 2) identify the scope and schedule for short range improvements and long range development plans for the property; 3) establish a process for meaningful consultation on development and operational issues of mutual concern; 4) identify capital infrastructure improvements, roadway and existing utility and new utility right of way and easement dedications (as needed) and environmental impact report mitigation that will be required of the

Agency receiving property; 5) identify necessary procedures to implement the agreement; and 6) ensure each recipient affirms its commitment to return any properties not used for the slated purpose directly to the LRA, in the case of property transferred as an Economic Development Conveyance (EDC).

- Applicant shall agree to not challenge the adequacy of the EIS/EIR for the Plan or the future creation of a Redevelopment Project Area.

A. Recommended Applications

1. Orange County (Sheriff's Department Law Enforcement Training Center):

The proposal would establish a small facility which would be educational in nature (no outdoor shooting, driving courses, etc.), including classroom training, office space, obstacle course, gym, locker and shower facilities, canine training, indoor pistol range, laser village and weapons storage. The Training Center would consist of Buildings #173 and #253 located within the proposed Urban Regional Park site to be utilized as classroom buildings and a nearby vacant approximate 10 acre parcel within the Education Village (Previously referred to as the Learning Village) immediately adjacent to the proposed Armstrong Avenue. The proposal is to be strictly educational in nature and would not pose any negative impact upon surrounding uses. The LRA's approval of this transfer is conditioned upon the following:

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

2. South Orange County Community College District (Education Village - Previously referred to as the Learning Village):

South Orange County Community College District (SOCCCD) has the legal authority to own and operate a community college within a portion of the Education Village identified on the Reuse Plan. The LRA recommended proposal would transfer

approximately 99.7 acres and result in the creation of a unique educational opportunity involving advance education (extension and advanced degree opportunities), vocational training, business incubators, etc. The College District also indicated a willingness to accommodate additional educational and job training opportunities for the homeless as desired by the community as part of the reuse planning effort and to continue to explore collaborative opportunities with the County Sheriff's Department, and volunteer and community-based organizations. The LRA's approval of this transfer is conditioned on the following:

- No direct additional vehicular access to the site on Red Hill Avenue will be permitted.
- Other colleges and college-level programs shall be encouraged to participate by the College when said programs are determined compatible with the business development goals of the Village.
- The College provides right-of-way easements to the City of Tustin for access to the proposed community park site and two day care facilities and easements for access to the emergency/transitional housing site in the Education Village.
- Standard LRA transfer conditions identified above.

3. Tustin Unified School District (Elementary and High Schools):

The TUSD originally requested two 10 acre elementary schools, a 20 acre middle school site and a 50 acre high school. After LRA discussions with TUSD, TUSD reduced and modified their request to include only the two 10 acre elementary school sites and a 40 acre high school site to serve larger Tustin community needs.

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

- Standard LRA transfer conditions identified above.
- No direct vehicular access to the site on Red Hill Avenue will be permitted.
- An intended use shall be fully implemented by TUSD by the later of either 5 years from transfer of the property or when building permits are issued for 80% of the new units being proposed in the Reuse Plan within TUSD boundaries, unless a shorter period is mandated by the Federal sponsoring agency. The underlying land use designation of the Reuse Plan would allow an alternative land use to occur without an amendment to the Reuse/Specific Plan should the District not move forward with their plans to utilize the property within an agreed upon time frame.
- As part of the agreement required to be entered into between the LRA, the City of Tustin and TUSD, TUSD shall agree not to impose a Mello-Roos Community Facility District on properties within their District boundaries for the MCAS Tustin project. The City and LRA will support TUSD's use of other alternative financing techniques and other reasonable methods for accommodating new school students generated from development within the MCAS Tustin project such as school impact developer fees levied on residential, commercial and industrial development projects, TUSD's receipt of redevelopment tax increment, or their use of certificates of participation, general obligation bonds, state funding, etc.

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

- Standard LRA transfer conditions identified above.
- No direct vehicular access to any school site access along Barranca Parkway.
- An intended use shall be fully implemented by IUSD by the later of either 5 years from transfer of the property or when building permits are

issued for 80% of the new units being proposed in the Reuse Plan within IUSD boundaries, unless a shorter period is mandated by the federal sponsoring agency. The underlying land use designation of the Reuse Plan would allow an alternative land use to occur without an amendment to the Reuse/Specific Plan should the District not move forward with their plans to utilize the property within an agreed upon time frame.

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

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

County of Orange Animal Control: A request for a four-acre animal control site was made by the County of Orange for a location at the southeast portion

of the base. The LRA rejected the request for a four-acre site at the originally requested location but indicated support for an alternative location for the facility provided it was within the boundaries of the regional park.

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

- Standard LRA transfer conditions identified above.
- The LRA and City of Tustin agree to permit inclusion of a County of Orange Animal Control facility only within the boundaries of the regional park provided that as part of the agreement required to be entered into between the LRA, City of Tustin and County, the County agrees to the following:
 - Said facility does not exceed four acres.
 - The County of Orange Environmental Management Agency and Federal Department of the Interior agrees in writing to the siting of said facility within regional park boundaries.
 - Said facility is to be compatible in location and architectural design with the function of a regional park subject to approval of the LRA and City as to siting location and final architectural design. Architectural design of any buildings shall provide for 360 degree viewing.
 - Visual screening of outdoor storage and service areas shall be provided.
 - Noise control of animal containment areas shall be provided as well as odor control of all facility activities.
 - If said four-acre site is not used for an animal control facility operated by the County for regional benefit, only regional park uses would be permitted.
 - An animal control site is not approved as a conveyance request at MCAS El Toro.

6. City of Irvine (8-acre community park and access): The City of Irvine proposes to acquire approximately eight acres of vacant land located within the southeast Housing Area for use as a community park as well as necessary

access to the park on Marble Mountain. The requested park would help serve identified community recreation needs of nearby housing areas within and adjacent to MCAS Tustin. Included in the application for public conveyance, Irvine also requested transfer of a 72-foot wide Marble Mountain right-of-way needed to access the only approved existing right of way park area, proposed community park and K-8 elementary school proposed by the Irvine Unified School District. The LRA recommended that the land transfer for public access to the park (Marble Mountain Road) be limited to the existing 60-foot wide right-of-way and the eight acre park. It was felt that any additional right-of-way could be obtained upon development of site design, with possible dedications taken at that time to accommodate the necessary right-of-way requirements. The LRA's approval is conditioned on the following:

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

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

- Standard LRA transfer conditions identified above.

8. City of Tustin, Storm Drain Facilities: The 1.8 acres for local storm drain purposes is requested by the City of Tustin who currently owns and operates smaller storm drain facilities within the community (larger flood control systems are typically owned and operated by the Orange County Flood

Control District (OCFCD). An existing open storm drain exists immediately adjacent to the southerly extension of Jamboree Road near its intersection with Barranca Parkway. This one length of storm drain has been identified by the community as necessary to support immediate interim uses and long-term development. Because it is located outside of the planned roadway system, a separate public conveyance must be secured. There is a concern that an Economic Development Conveyance may be necessitated due to restrictions on uses of the property by the federal sponsoring agency. The LRA's approval is conditioned upon:

- Standard LRA transfer conditions identified above.

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

- A recreation center, recreation pavilion, softball field, football field, picnic shelter/barbecue pits, volleyball court, tennis court, basketball court, soccer field, indoor handball courts children's playground and physical fitness facility. All ground and support services (i.e. restrooms), infrastructure and personal property necessary for these facilities to function are also included in the request.
- Existing youth center for youth recreation
- Existing officers club, NCO club and enlisted club for use as community recreational purposes.
- All grounds and support services, infrastructure and personal property necessary for the contemplated uses.

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

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

- Standard LRA transfer conditions identified above.

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

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

The LRA's approval is conditioned upon:

- Standard LRA transfer conditions identified above.

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

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

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

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

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

The LRA's approval is conditioned on the following:

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

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

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

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

- No direct vehicular access to the site along Red Hill Avenue.
- The site location, configuration, and actual metes and bounds shall be determined prior to transfer in consultation with the LRA.
- Prior to transfer of the property by the Federal government and prior to any interim or permanent reuse of requested facilities or sites, the recipient shall enter into an agreement with and acceptable to the City of Tustin and LRA. The purpose of the agreement is to: 1) identify the planning goals of the agency receiving property and the City or LRA for the site; 2) identify the scope and schedule for short range improvements and long range development plans for the property; 3) establish a process for meaningful consultation on development and operational issues of mutual concern; 4) identify capital infrastructure improvements and right of way dedications and environmental impact report mitigation that will be required of the Agency receiving property or leasing property, and 5) identify necessary procedures to implement the agreement.
- Applicant shall not contest the EIS/EIR for the Plan and creation of a Redevelopment Project Area.

B. Public Conveyance Requests Denied

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

<u>Organization</u>	<u>Request</u>
California Dept. of Education	Food distribution center - land and buildings

<u>Organization</u>	<u>Request</u>
California Baptist College	Evening college facility - 13,000 s.f.
Chapman University	Off-campus education center - 15,000 s.f.
Rancho Santiago Community College	Education Village (Previously known as the Learning Village) - 116 acres
Santa Ana Unified School District	High school site - 75 acres
Native American Cultural Center	University Program - 130 acres
IRWD	4 replacement wells & 1 well site
City of Irvine	Right-of-way along Jamboree Road for a Rapid Transit Corridor

5.3.6 Homeless Accommodation Plan

A. Identification of Need

Under the Redevelopment Act, the LRA must consider the interest of the homeless in buildings and property on the base in preparing the Reuse Plan. In review of the Reuse Plan, one criteria the Secretary of Housing and Urban Development (HUD) will utilize to determine the adequacy of the Reuse Plan will be whether the Plan takes into consideration the size and nature of the homeless population in the communities in the vicinity of the installation and availability of existing services in such communities to meet the needs of the homeless in such communities.

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

The critical gaps in the community's comprehensive homeless service system are identified as needs of the homeless within the City of Tustin and City of Irvine's Consolidated Plan documents which were approved by HUD in 1995. The formula of defined need would refer to those needs defined in each community's Consolidated Plan minus existing resources resulting in the

homeless need gap in each community. What portion of the larger, community-based need should be met as part of the homeless need accommodation at MCAS Tustin was the focus of the Base Closure Task Force and the Task Forces' Housing and State and Local Screening Subcommittee discussions.

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

According to both communities' Consolidated Plan, it was estimated that there was a total net homeless need of 411 persons. A large portion of this need was needed to support emergency transitional housing for youth and individuals. The local homeless need as described in both communities' Consolidated Plans also indicated a gap in the continuum of care in the areas of vocational and job training/educational opportunities, some emergency and transitional housing units for individuals and families, support services, and affordable ownership units.

The Homeless Assistance Plan for MCAS Tustin addresses the problem of homelessness in Tustin and Irvine by utilizing the continuum of care model promulgated by HUD for accommodating the needs of the homeless in a manner which is consistent with the Consolidated Plans approved for both Irvine and Tustin.

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

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

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

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

2. Creating a program and service system separate from the mainstream would be inefficient and not consistent with the concept of breaking the cycle of homelessness.
3. Established public and private providers should be used for delivery on-site or off-site (by contracting and visiting clinical personnel) of certain program and services. This should be the preferred approach and will assist in the streamlining and consolidation of existing programs.
4. Linkages with job-training, employment and education should be encouraged.
5. Any assistance Plan should build on planned reuses at MCAS Tustin as well as take advantage of other resources in each community and in the region. The Reuse Plan must balance the needs of the homeless and the need of the communities for economic and other development.

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

1. The number, type and locations of units to be set-aside for accommodation of the homeless at MCAS Tustin.
2. Market considerations were taken into account. It was felt that homeless accommodation should be designed so that the marketability of other existing units on the base was maintained as well as existing homes in adjacent neighborhoods in both Tustin and Irvine.
3. Any transitional housing units to be provided should be dispersed in a manner that makes it difficult to identify any building as a homeless project.
4. Any emergency shelter or transitional housing project will need to be renovated to make them aesthetically appealing. Transitional units should not be discernable from permanent housing and should appear in image as "market rate" housing.
5. It was the LRA's desire to obtain property and lease to homeless providers, and maintain the flexibility for the LRA to also deed transfer in the future to providers.

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

B. Recommended Homeless Service Providers

Homeless providers are permitted to acquire surplus property at closing military installations when the services they provide are recognized by the community as filling a known continuum of care homeless need identified within the community's HUD approved Consolidated Plan.

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

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

The following are the LRA recommended homeless service providers applications:

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

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

2. Salvation Army (24 family units): The Salvation Army has proposed to operate 24 existing family housing units as emergency/transitional housing in the Northeast Housing Area currently existing at MCAS Tustin. It is estimated that proposal would accommodate approximately 50% of the unsheltered homeless identified in the Tustin and Irvine Communities. The Salvation Army operates other similar programs in the County. The proposal would provide emergency/transitional housing to homeless families filling an identified need "gap" in the continuum of care approach. The Salvation Army is organizationally and financially capable of providing the service proposed. The LRA's approval is conditioned upon the following:

- The LRA requests transfer of any property from DoD to the LRA who will provide a no cost lease to the recipient.
- It is the LRA's intent to request an economic development conveyance of existing housing and to work with a private developer to renovate the units and then to lease 24 renovated units to the recipient. The recipient will have all responsibilities for the units except for holding title with the LRA establishing maintenance and management conditions in the lease which will apply to the units. The LRA will retain the right to provide to the applicant an equal number of units elsewhere on the base or off-site if development plans require the use of the buildings. In the event, an EDC application is not approved on the existing housing for the LRA, the LRA will identify with agreement of the Salvation Army actual building numbers for transfer to the LRA and lease of the 24 units to the Salvation Army.

3. Orange Coast Interfaith Shelter (6 family units): Orange Coast Interfaith Shelter (OCIS) proposes to provide six family units of transitional housing located within the northeast Housing Area which could be located in one 6-plex. All units would be two bedroom units. OCIS owns and operates similar facilities in the region and is organizationally and fiscally proven to be sound, competent and capable of operating the proposal. The provision of transitional housing to homeless families would fill an identified need gap in the

community's continuum of care approach as identified within its HUD approved Consolidated Plan. Also, the program envisions linkages with education, job training, employment and other services intended to break the cycle of homelessness and poverty.

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

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

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

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

education opportunities provided within the proposed Reuse Plan and community at large.

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

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

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

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

For newly constructed units, in other new residential neighborhoods proposed in the Reuse Plan specific affordability housing requirements would be established at the time of development project approval to ensure conformity with the Housing Element of the City's General Plan and any provisions of California Community Redevelopment Law (in the event a Redevelopment Project Area is created).

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

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

D. Homeless Service Provider Requests Denied

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

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

5.3.7 Economic Development Conveyance

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

If property is conveyed to the LRA through an economic development conveyance, the LRA will have maximum control over reuse of the site. There are several advantages to the economic development conveyance option. The LRA will have complete control over the rehabilitation, redevelopment and disposition of the property. Problems associated with land assembly, inconsistent development and inappropriate tenants can be avoided. However, the economic development conveyance would impose interim maintenance costs on the LRA. While additional control may benefit the long-

term marketing of the Base, the LRA cannot afford the added control if it implies significant short-term cost impacts. Two principals must prevail in any EDC relationship with the DoD:

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

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

5.3.8 Personal Property

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

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

5.3.9 Summary of Recommended Reuse Plan Conveyance Methods

Figure 5-1 shows the proposed conveyance methods for property as originally recommended by the LRA. Table 5-1 also provides a narrative summary of recommended conveyances as discussed in the previous subsection.

Figure 5-1 Preferred Conveyance Strategy

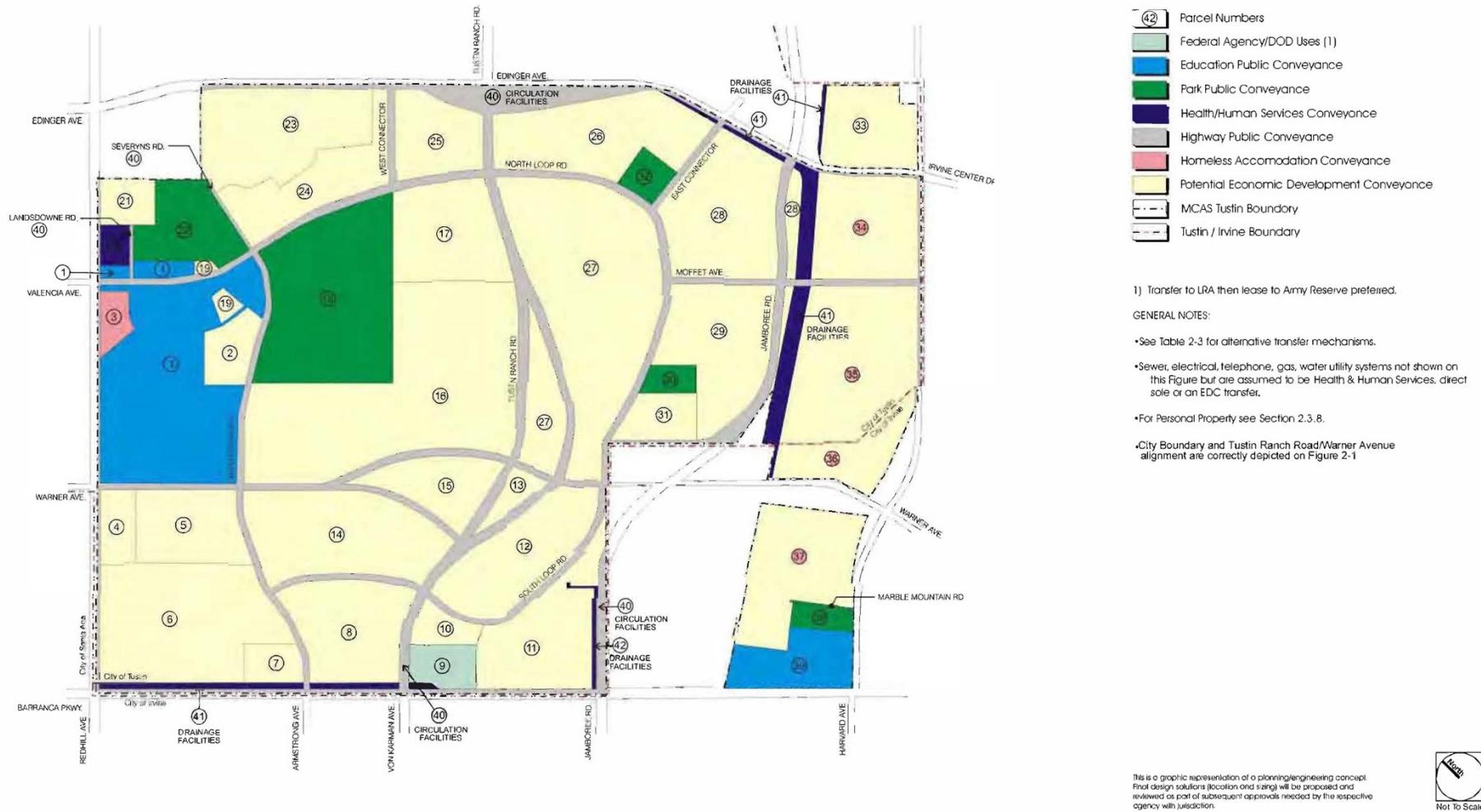


Table 5-1 LRA Recommended Property Disposal Strategy/Conveyance Methods

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

Planning Area	Parcel No.	Recommended Recipient	Proposed Use	Purpose	Acreage Recommended for Transfer (gross)	Preferred Transfer Mechanism	Alternative Transfer Mechanism	Comments
22	38	City of Irvine	Public Park/Marble Mountain Road	Transportation/Park and Recreation	8.8	DOI-Park/Recreation Deed transfer	EDC	Pursuant to LRA Conditions of Approval
NA	40	City of Tustin	Circulation Facilities	Transportation	157.6	FHWA Trans. Deed transfer	EDC	Pursuant to LRA Conditions of Approval
NA	42	City of Tustin	Storm Drain Facilities	Public Facilities	1.8	HHS Deed transfer	EDC	Pursuant to LRA Conditions of Approval
NA	41	County of Orange Flood Control District	1. Transfer of deed to existing Barranca, Santa Fe, and Peters Canyon Channel easements 2. Transfer of additional 40'-45' wide right-of-way along Peters Canyon Channel	Public Facilities and Park and Recreation	26.7	HHS/DOI Deed transfer	EDC	Pursuant to LRA Conditions of Approval
HOMELESS PROVIDERS								
3	3	LRA/Orange County Rescue Mission	Emergency/Transitional housing for single men and women	Homeless accommodation	5.1	DOD transfer to LRA and LRA lease to provider	EDC	Pursuant to LRA Conditions of Approval
21 21	34 ¹ 35 ¹	LRA/Salvation Army	Emergency shelter and transitional housing for individuals and families	Homeless accommodation	Acreage TBD (24 family units)	DOD transfer to LRA and LRA lease to provider	EDC	Pursuant to LRA Conditions of Approval
21 21	34 ¹ 35 ¹	LRA/Orange Coast Interfaith Shelter	Transitional housing for homeless families	Homeless accommodation	Acreage TBD (6 family units)	DOD transfer to LRA and LRA lease to provider	EDC	Pursuant to LRA Conditions of Approval
21 21	34 ¹ 35 ¹	LRA/DOVE Housing	Transitional housing for homeless families	Homeless accommodation	Acreage TBD (6 family units)	DOD transfer to LRA and LRA lease to provider	EDC	Pursuant to LRA Conditions of Approval
22	37 ¹	LRA/Families Forward (Irvine Temporary Housing)	Transitional housing for homeless families	Homeless accommodation	Acreage TBD (14 family units)	DOD transfer to LRA and LRA lease to provider	EDC	Pursuant to LRA Conditions of Approval
OTHER DISPOSAL STRATEGIES								
4	23	LRA	Residential	Housing	54.2	EDC	Negotiated sale	
5	24	LRA	Residential	Housing	21.7	EDC	Negotiated sale	
7	25	LRA	Village Services	Commercial	20.7	EDC	Competitive public sale	
8	13, 15, 16	LRA	Community Core	Commercial Business, Residential	185.2	EDC	Competitive public sale	
9	4	LRA	Commercial Business	Commercial Business	10.4	EDC	Competitive public sale	

Section 5

Planning Area	Parcel No.	Recommended Recipient	Proposed Use	Purpose	Acreage Recommended for Transfer (gross)	Preferred Transfer Mechanism	Alternative Transfer Mechanism	Comments
10	5	LRA	Commercial Business	Commercial Business	22.9	EDC	Competitive public sale	
11	6	LRA	Commercial Business	Commercial Business	78.5	EDC	Competitive public sale	
12	7	LRA	Commercial Business	Commercial Business	8.4	EDC	Competitive public sale	
13	14	LRA	Commercial Business	Commercial Business	43.7	EDC	Competitive public sale	
14	8	LRA	Commercial Business	Commercial Business	54.0	EDC	Competitive public sale	
15-A Thru 15-E	26, 27, 28, 29	LRA	Residential Core	Golf course, commercial, residential	255.4 ²	EDC	Competitive public sale	
16	12	LRA	Commercial Business	Commercial Business	31.0	EDC	Competitive public sale	
17	10	LRA	Commercial Business	Commercial Business	16.3	EDC	Competitive public sale	
19	11	LRA	Commercial	Commercial Business	38.6	EDC	Competitive public sale	
20	33	LRA	Medium high density residential	Residential	25.3	EDC	Competitive public sale	
21	34	LRA	Residential	Residential	37.8	EDC	Competitive public sale	See parcel listing under homeless recipients also
21	35	LRA	Residential	Residential	67.7	EDC	Competitive public sale	
21	36	TBD	Residential	Residential	21.6	EDC	Negotiated Purchase/Competitive public sale	Within City of Irvine;; implementation of cooperative agreement required for LRA to purchase through EDC
22	37	TBD	Residential	Residential	45.4	EDC	Negotiated Purchase/Competitive public sale	Within City of Irvine;; implementation of cooperative agreement required for LRA to purchase through EDC
	All	TBD	Sewer System	NA	NA		Negotiated Purchase/Direct Sale	EDC also an option
	All	LRA or other	Electrical System	NA	NA		Negotiated Purchase/Direct Sale	EDC also an option
	All	LRA or other	Telephone System	NA	NA		Negotiated Purchase/Direct Sale	EDC also an option
	All	LRA or other	Gas System	NA	NA	Negotiated Purchase	Direct Sale	EDC also an option

Planning Area	Parcel No.	Recommended Recipient	Proposed Use	Purpose	Acreage Recommended for Transfer (gross)	Preferred Transfer Mechanism	Alternative Transfer Mechanism	Comments
	All	TBD	Water	NA	NA	HHS	Negotiated Purchase/Direct Sale	EDC also an option
<p>DOJ - Department of Justice; HHS - Department of Health and Human Services DOI - Department of Interior DOE - Department of Education DOD - Department of Defense FHWA- Federal Highways Administration, Department of Transportation EDC - Economic Development Conveyance UNDET - Undetermined At This Time TBD – To be Determined 1 Actual unit locations within larger parcels to be determined at a later time. 2 Two neighborhood 5-acre park sites and one 10-acre elementary school are shown as separate disposal parcels in this chart.</p>								

5.3.10 Summary of Revised/Subsequent Disposal Decisions

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

Following an extensive review of the City of Tustin's Economic Development Conveyance (EDC) Application and other requests for property at MCAS Tustin, the Department of the Navy approved the conveyance of only a portion of Tustin's requested EDC properties and approved additional properties that were not originally included in the EDC Application. Conveyance of property to the City of Tustin was officially approved with the execution of an Agreement between the United States of America and the City of Tustin, California for the Conveyance of a Portion of the Former Marine Corp Air Station Tustin (The "Navy Agreement") dated May 13, 2002. The Agreement provided for the phased conveyance of approximately 1,153 acres at the former MCAS Tustin as shown on Figure 2-3(b) and located within the City of Tustin and all utility systems at the former facility (within both the City of Tustin and City of Irvine jurisdictional boundaries) and certain personal property items. The Navy Agreement also identified parcels that the Navy would auction to private developers (identified as Government Parcels on Figure 5-2). Following conveyance of the EDC property from the Navy to Tustin, the Agreement has the following results with respect to other agencies and their original LRA recommended or denied requests for property.

A. City of Tustin

1. The Navy will convey directly to Tustin all of Parcel 1 (a previous Department of Education request).
2. The Navy will convey directly to Tustin all of Parcel 19 (a previous Department of Education request).

B. Orange County Sheriff

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

C. Santa Ana Unified School District.

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

D. Rancho Santiago Community College District

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

E. South Orange County Community College District

1. Tustin will convey the balance of Parcel 1 (less the twenty-two (22) acre portion set aside for SAUSD) to the South Orange County Community College District ("SOCCCD"), provided that SOCCCD unconditionally consents to the expansion of RSCCD's boundary to include the property in Parcel 1 to be transferred to RSCCD; if SOCCCD does not so consent by May 1, 2002, Tustin will convey the entire Parcel 1, exclusive of the 22-acre portion set aside for SAUSD, to RSCCD.
2. Tustin will convey the northern portion of Parcel 19 to SOCCCD, provided that SOCCCD unconditionally consents to the expansion of RSCCD's boundary to include the property in Parcel 1 to be transferred to RSCCD.
3. Tustin will convey Parcel 2 to SOCCCD, provided that SOCCCD unconditionally consents to the expansion of RSCCD's boundary to include the property in Parcel 1 to be transferred to RSCCD and, provided further, that the County of Orange Sheriff withdraws its request for Parcel 2.

F. Homeless Service Providers

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

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

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

the Reuse Plan contained in Chapter 3 as reviewed and recommended by the City of Irvine and as evaluated in the FEIS/FEIR committed Irvine to establish specific housing requirements at the time development project approval occurs to ensure that any reuse/development of Planning Area 22 (Parcel 37) achieves at least 14 units for transitional housing.

G. Tustin Unified School District

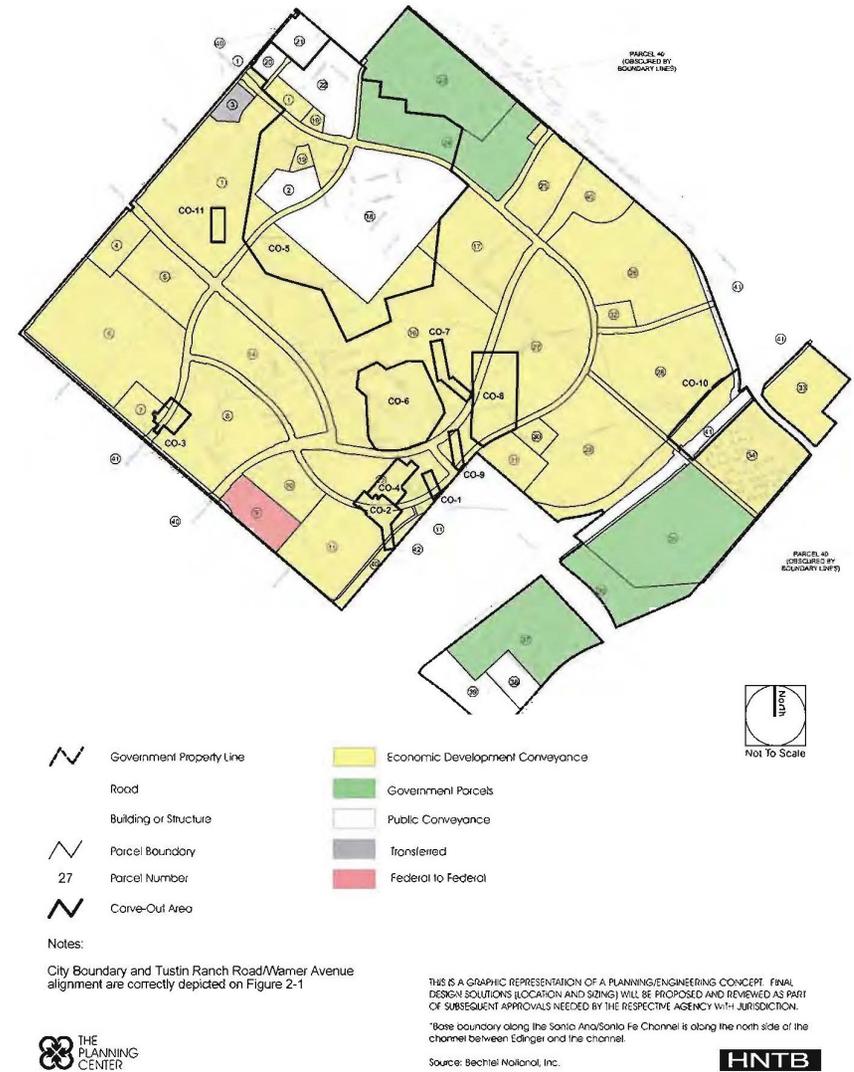
Although not subject to the Navy Agreement, the following additional conveyances of EDC property will occur.

1. Tustin will convey to the Tustin Unified School District (TUSD) parcel 17 (an approximate 40 acre site) for development of a high school and parcel 31 (an approximate 10 acre site) for development of an elementary school. Both sites are previous Department of Education requests by the TUSD. Conveyance is subject to the following conditions:
 - a. The Department of the Navy's issuance of a Finding of Suitability to Transfer (FOST) each parcel.
 - b. Prior to transfer to TUSD, TUSD shall not contest to the potential expansion of the SAUSD boundary to accommodate a 22 acre SAUSD elementary school, if SAUSD elects to receive said 22 acre site from Tustin pursuant to the City and SAUSD Settlement and Release Agreement dated May 10, 2002.
 - c. Prior to transfer, TUSD enters into an agreement with and acceptable to the City as required by Section 2.0 of the Agreement between the City of Tustin and TUSD regarding transfer of school sites and other mitigation measures dated October 21, 1996.
 - d. The grant deeds for conveyance of properties to TUSD shall contain provisions requiring that TUSD use said parcels it receives from Tustin solely and continuously for the proposed educational use for a period of not less than thirty (30) years. The Tustin may not sell, lease or sublease, rent, mortgage, encumber or otherwise dispose of the property without the prior consent of the City of Tustin.

H. All Conveyances by City – By Quitclaim

The City would intend to convey fee title subject to all terms and conditions of the Navy Agreement and each Quitclaim deed applicable to any agency parcel. Upon conveyance of any parcel to the agencies noted above, the agencies will be required to assume and faithfully perform any covenants necessary with the land and obligations set forth in the Quitclaim deed as obligations to be performed by the "Grantee or its Successors or Assigns."

Figure 5-2 EDC Conveyance Map



5.4 GENERAL PLAN CONSISTENCY

Table A demonstrates the project’s relationship with goals and policies in the Tustin General Plan. This analysis primarily relies on goals, but also evaluates the project’s consistency with individual policies that pertain to the project area specifically (see Land Use Policies 13.1 through 13.11).

As shown in Table A, the project is consistent with both citywide goals and policies addressing reuse of the former MCAS Tustin site. Although the General Plan includes additional elements, goals, and policies, these were generally not adopted for the purpose of “avoiding or mitigating an environmental effect.” The Initial Study for this DSEIR determined that impacts of the project to recreation would be less than significant. Therefore, analysis of consistency with policies found in the Conservation/Open Space/Recreation Element is not necessary

Table 5-2 Consistency with Relevant General Plan Goals and Policies

GOAL/POLICY	PROJECT COMPLIANCE WITH GOAL/POLICY
Land Use Element –Goals	
Goal 1: Provide for a well-balanced land use pattern that accommodates existing and future needs for housing, commercial and industrial land, open space and community facilities and services, while maintaining a healthy, diversified economy adequate to provide future City services.	Consistent. The Modified Project allows a broad range of residential product types and other land uses, including educational, retail, commercial/business, entertainment, and recreational uses. The Modified Project revises the mix of these uses precisely to better respond to market conditions and community needs.
Goal 2: Ensure that future land use decisions are the result of sound and comprehensive planning.	Consistent. Specific plans act as a bridge between the General Plan and individual development proposals. Rather than allow ad-hoc development, circulation improvements, and public amenities, the Modified Project plans for these in a comprehensive manner. The plan contains maps, diagrams, development standards, and design guidelines that emphasize compatibility between development projects and between neighborhoods. The mix of allowable land uses in the Specific Plan area is aimed at allowing long-term, phased growth in Tustin while ensuring that each land use type is not overbuilt. The circulation system is designed to be a highly connective, multimodal network of roadways and trails that are appropriately designed and sized for the land uses they access.

GOAL/POLICY	PROJECT COMPLIANCE WITH GOAL/POLICY
Goal 3: Ensure that new development is compatible with surrounding land uses in the community, the City's circulation network, availability of public facilities, existing development constraints and the City's unique characteristics and resources.	Consistent. See response to Goal 2, above.
Goal 4: Assure a safe, healthy and aesthetically pleasing community for residents and businesses.	Consistent. The Modified Project includes development standards, regulations, infrastructure requirements, design guidelines, and implementation programs on which subsequent, project-related development are founded. The revised site layout, land use pattern, and circulation system proposed by the Modified Project addresses safety by creating a hierarchy of streets that differentiates between streets that are designed to provide through-traffic and those that access homes and businesses. Provisions in the Modified Project also require compliance with state and local regulations related to hazardous materials and demolition and remediation of decommissioned military facilities. The Modified Project promotes the health of existing and future residents by expanding the planned network of parks and open space to include the Tustin Legacy Park Overlay that diagonally traverses the project area. This overlay is intended to provide opportunities for exercise and recreation and create an overall more walkable community. Aesthetic concerns are addressed by the Modified Project’s design guidelines, which address land use compatibility issues; landscaping design; architectural character and design; setbacks and buffers; and signage. The guidelines are designed to ensure that high quality design is implemented throughout the Specific Plan area while allowed each planning area to have its own community character.
Goal 5: Revitalize older commercial, industrial and residential uses and properties.	Not applicable. The project area is predominantly vacant or has been developed with new commercial, residential, or institutional uses.
Goal 6: Improve urban design in Tustin to ensure development that is both architecturally and functionally compatible, and to create uniquely identifiable neighborhoods,	Consistent. See last paragraph of response to Goal 4, above. The Modified Project includes design guidelines that address urban design at the project, neighborhood, and community levels.

GOAL/POLICY	PROJECT COMPLIANCE WITH GOAL/POLICY
commercial and business park districts.	
Goal 7: Promote expansion of the City's economic base and diversification of economic activity.	Consistent. The Modified Project allows up to 9,532,419 square feet of nonresidential uses, including retail, office, service commercial, and specialized employment and merchandizing uses. Buildout of this development capacity would greatly diversify the City's economic activity. In addition to more traditional types of employment-generating uses, the Modified Project includes two districts that would generate additional economic activity. The Mixed Use Urban in Planning Area 8, 13-14, would allow a range of uses that emphasize hotel, commercial retail, commercial entertainment, and public recreation. The Education Village in Planning Area 1 would provide for a mix of public-serving, office, institutional, and/or government uses. Supporting office, research and development, and commercial uses would be permitted to complement educational uses.
Goal 8: Ensure that necessary public facilities and services should be available to accommodate development proposed on the Land Use Policy Map.	Consistent. The proposed Land Use Plan designates a location for a new High School in Planning Area 8, near the intersection of Valencia and Tustin Ranch Road. This school would be operated by Tustin Unified School District (TUSD). The Specific Plan area is already home to several public and quasi-public facilities, including Heritage Elementary School, the Orange County Sheriff's Regional Training Academy, Orange County Rescue Mission, and the Advanced Technology & Education Park. Per the proposed Land Use Plan, additional public facilities would be allowed elsewhere in the Specific Plan area, particularly in the Education Village. Educational, governmental, and other institutional uses would be allowed in this designation.
Goal 9: Continue to provide for a planned community in East Tustin compatible with the land use characteristics of the local area and sensitive to the natural environment.	Not applicable. The project area is not in East Tustin.
Goal 10: Improve and strengthen the Tustin Old Town/First Street area with a unique pedestrian environment and diverse mix of goods, services, and uses.	Not applicable. The project area does not contain the Tustin Old Town/First Street area.
Goal 11: Provide for an integrated	Not applicable. The project area does not contain the

GOAL/POLICY	PROJECT COMPLIANCE WITH GOAL/POLICY
business park environment in the Pacific Center East Area which both capitalizes on market opportunities and is compatible with adjacent developed land uses.	Pacific Center East Area.
Goal 12: Maintain the semi-rural and low-density character of North Tustin.	Not applicable. The project area is not in North Tustin.
Goal 13: Continue to implement the Specific Plan/Reuse Plan for MCAS Tustin which maximizes the appeal of the site as a mixed use, master planned development and that includes the following qualities seeking to create results that are very special and worthy of the site's present and historical importance.	Consistent. The Modified Project is a continuation of 16 years of efforts to plan a mixed-use master planned community on the MCAS Tustin site. The Modified Project is intended to maximize the appeal of the site by revising its layout and land use mix to reflect changing market conditions and community needs. Responses for Land Use Element Policies 13.1 through 13.11, below, further demonstrate the Modified Project's consistency with this goal.
Land Use Element – Policies for Reuse of the MCAS Tustin Site	
Policy 13.1: Promote new uses and design which will peacefully coexist with surrounding residences and businesses in Tustin and adjacent cities, minimizing impacts on noise, air quality, traffic, and other environmental features wherever possible.	Consistent. The land uses shown in the proposed Land Use Plan have been arranged to reflect land use patterns in adjacent neighborhoods and cities. The easternmost portion of the Specific Plan area east of Jamboree Road (PA 20 through PA 22) and the northwest corner of the Specific Plan area (PA 4 and PA 5) have already been developed with residential uses reflecting those to the east and north, in Irvine and Tustin, respectively. Nonresidential uses are primarily planned for the southern (PA 16-19) and western (PA 1 and PA 9-12) portions of the Specific area, where they would, in a way, serve as an extension of nonresidential uses in the Irvine Business Complex (IBC) to the south and west. Mixed-Use Transit is proposed for PA 15 to provide mixed-use transit oriented development and residential uses that would connect to the Tustin Metrolink Station at the intersection of Edinger Avenue and Jamboree Road. Furthermore, the circulation system is designed to tie into the surrounding street network and provide new routes through the former MCAS base, rather than be inwardly focused and push all new traffic out to its periphery.
Policy 13.2: Encourage a development pattern that offers a connectedness between buildings	Consistent. The Tustin Legacy Park Overlay introduced by the Modified Project would improve connectedness between uses in the Specific Plan area because it would

GOAL/POLICY	PROJECT COMPLIANCE WITH GOAL/POLICY
<p>and uses, and has a strong sense of place through architectural style and creative landscape design.</p>	<p>provide a continuous linear park that would run in a diagonal direction across the project area. The linear park would traverse commercial/business uses (PA 9-12); a walkable mixed use district (PA 8, 13-14); and a transit-oriented district (PA 15-A). The Tustin Legacy Park would create a unifying element—both physically and visually—to the Specific Plan area and promote walking and biking between land uses.</p> <p>The Modified Project’s design guidelines provide further direction on adequate building-to-building adjacencies, ensuring that pedestrian circulation and sight lines are highly prioritized. The guidelines also address architectural and community character and their role in creating a cohesive sense of place.</p>
<p>Policy 13.3: Encourage a mixture of uses that enable people living or working on the site to choose to meet a significant part of their daily needs within the site.</p>	<p>Consistent. At buildout, the project area would feature approximately 6,813 residential units, an 85-acre regional park, and 11.3 million square feet of nonresidential building space, including commercial/business, retail, entertainment, office, educational, and institutional uses. These uses would allow people to live, work, shop, and spend leisure time all within the boundaries of the Specific Plan area. The diverse mix of uses allowed in the project area is already represented by existing retail (The District at Tustin Legacy), residential neighborhoods (Columbus Grove, Columbus Square, Tustin Fields, Amalfi Apartments, Anton Legacy affordable apartments, and Greenwood), and public facilities (Heritage School, South Orange County Community College District campus, Tustin Family Campus, Village of Hope, Army Reserves Center and the Orange County Sheriff’s Regional Training Academy) constructed in the project area during the last decade.</p> <p>The Modified Project increases the mixed-use nature of the Specific Plan area by proposing two walkable mixed-use districts near the center of the site. PA 8, 13-14 would be a 314 acre mixed-use district, which allows for a variety of residential and commercial/business uses. PA 15 would consist of 184 acres of transit-oriented, mixed-use development and 86 acres of residential uses. The Mixed-Use Transit designation provides flexibility for residential, office, commercial retail, and commercial service uses in a vertical or horizontal configuration. In addition to providing housing and employment</p>

GOAL/POLICY	PROJECT COMPLIANCE WITH GOAL/POLICY
<p>Policy 13.4: Implement the balanced reuse plan that responds to community needs but which does not drain City resources. Wherever possible, tax revenues generated by uses on the site should offset the costs of public services.</p>	<p>opportunities, both these areas would be accessed by the proposed Tustin Legacy Park, which would provide opportunities for recreation. Additionally, these new uses would be place near the Education Village providing a range of public-serving uses (Neighborhood A) and affordable housing provided in Neighborhood B.</p> <p>Consistent. See response to Goal 7, above. Buildout of the Modified Project would result in a diverse array of employment-generating and tax-revenue-generating land uses.</p> <p>Although the cost to increase public services and infrastructure in the Specific Plan area would be paid for, in part, with municipal tax revenues, much of this cost would be incurred by private development as it is constructed.</p>
<p>Policy 13.5: Promote high quality architecture, landscaping, signage, open space design, circulation patterns, and landscape patterns distinct from surrounding areas.</p>	<p>Consistent. See response to Goal 4, above.</p>
<p>Policy 13.6: Encourage the distinguished history of the Base to be preserved in one or more locations on site.</p>	<p>Consistent. The Modified Project includes language requiring compliance with the Memorandum of Agreement (MOA) between the State Historic Preservation Office, the Advisory Council on Historic Preservation, Department of Navy, County of Orange, and City of Tustin. The City has complied with the requirements of the MOA to document the history of the hangers and former Base.</p>
<p>Policy 13.7: Promote uses and institutions which will accommodate and attract 21st Century jobs and technologies.</p>	<p>Consistent. As outlined in Table 3-2 of this DSEIR, the Modified Project allows for a wide variety of nonresidential uses to be developed in the Specific Plan area. Rather than prescribe specific types of employment-generating uses in specific locations, the plan is intended to be flexible and oriented to the long-range economic health of Tustin. The IBC, to the south and west, is already home to many innovative technology firms, consulting companies, and other knowledge-economy industries. Buildout of the Modified Project would promote more of these types of jobs in a 117-acre commercial district proposed for the southwest corner of the Specific Plan area (PA 9-12). This district would include 94 acres designated for</p>

GOAL/POLICY	PROJECT COMPLIANCE WITH GOAL/POLICY
	<p>Commercial/Business uses, allowing for up to 1.6 million square feet of research and development, professional and creative office, retail, senior care facilities, and specialized employment and merchandizing uses.</p> <p>The Education Village proposed to the north of PA 9-12 in PA 1 allows a variety of educational and institutional uses that would be expected to serve as an incubator for technological innovation in Orange County’s job centers, especially those in adjacent business parks. PA 1 is already home to the Advanced Technology & Education Park, a career-training school that focuses on advanced technology and technical workforce development. The campus is operated as a partnership between Irvine Valley College and Saddleback College.</p>
Policy 13.8: Encourage uses that benefit broader community's needs and which are balanced with development that is compatible with the Tustin community.	Consistent. See responses to Goal 1 and Goal 2, above.
Policy 13.9: Ensure that land and water are clean and safe to use and that other environmental considerations are taken into account during design.	Consistent. Soil and groundwater remediation has been ongoing since certification of the 2001 FEIS/EIR. Responsibility for cleanup in the Specific Plan area remains unchanged by the Modified Project. Since almost all hazardous materials sites have been fully remediated and “closed” with no further action needed, a majority of the land in the Specific Plan area can be safely developed with new land uses.
Policy 13.10: Promote a successful transition from military to civilian use that reasonably satisfies the public interests at local, countywide, regional, state and federal levels consistent with the need for any reuse plan to be fiscally sound and to foster economic development.	Consistent. The Modified Project is consistent with the MOA between the State Historic Preservation Office, the Advisory Council on Historic Preservation, Department of Navy, County of Orange, and City of Tustin. Changes to the Specific Plan proposed by the Modified Project are specifically tailored to respond to changing market conditions for residential, office, and retail development, with the goal of fostering long-term economic development in Tustin.
Policy 13.11: Strategically place development in a manner responsive to requirements for hazardous material cleanup, circulation and infrastructure capacity, and market absorption.	Consistent. Soil and groundwater remediation has been ongoing since certification of the 2001 FEIS/EIR. Most hazardous material sites in the project area, including asbestos-containing materials and buildings containing lead-based paint, have been demolished.

GOAL/POLICY	PROJECT COMPLIANCE WITH GOAL/POLICY
	Three hazardous material sites continue to be monitored for compliance. The Navy is responsible for remediating all such sites which would be overlain by proposed residential uses to residential standards pursuant to the compliance programs.
Circulation Element – Goals	
Goal 1: Provide a system of streets that meets the needs of current and future inhabitants and facilitates the safe and efficient movement of people and goods throughout the City consistent with the City's ability to finance and maintain such a system.	Consistent. As under the Adopted Specific Plan, implementation of the Modified Project would involve the construction of an extensive network of arterial roadways, local streets, bike lanes/trails, and pedestrian routes. For additional information about the funding of roadway improvements in the Specific Plan area, see Section 5.8, <i>Transportation and Traffic</i> , of this DSEIR.
Goal 2: Provide for a truck circulation system that provides for the effective transport of commodities while minimizing the negative impacts throughout the City.	Consistent. The Circulation Element of the Tustin General Plan mentions only Irvine Boulevard and Red Hill Avenue (in the vicinity of Irvine Boulevard) as truck routes. Red Hill Avenue serves as the western boundary of the Specific Plan area. However, implementation of the Modified Project would not impede continued truck travel on that roadway. Nonresidential uses are proposed for areas adjacent to Red Hill Avenue to minimize localized air quality and noise impacts associated with truck travel and sensitive receptors.
Goal 3: Support development of a network of regional transportation facilities which ensure the safe and efficient movement of people and goods from within the City to areas outside its boundaries, and which accommodate the regional travel demands of developing areas outside the City.	Consistent. Section 5.8, <i>Transportation and Traffic</i> , of this DSEIR evaluates the Modified Project’s impact on regional transportation facilities, including intersections and roadway segments identified in the Orange County Congestion Management Program. Furthermore, land use changes proposed by the Modified Project are designed to create a transit-oriented district in PA 15-A near the Tustin Metrolink station, incentivizing use of the station for commuting in and out of the Specific Plan area. See also Circulation Element Goal 2.
Goal 4: Maximize the efficiency of the circulation system through the use of transportation system management and demand management strategies.	Consistent. Mitigation Measures AQ-3 and AQ-4 in the 2001 FEIS/EIR require project applicants for specific types of nonresidential development projects, and in some cases the City of Tustin, to identify and implement transportation demand measures. Mitigation Measures AQ-3 and AQ-4 remain applicable under the Modified Project.

GOAL/POLICY	PROJECT COMPLIANCE WITH GOAL/POLICY
Goal 5: Support development of a public transportation system that provides mobility to all City inhabitants and encourages use of public transportation as an alternative to automobile travel.	Consistent. See responses to Circulation Element Goals 3 and 4, above. The Modified Project includes a land use pattern designed to ensure convenient access to—and encourage use of—the Tustin Metrolink Station. Furthermore, as shown in Figure 3-7, <i>Vehicular Circulation Plan</i> , of the Modified Project, the plan is designed to be served by the Orange County Transportation Authority's (OCTA's) bus network, which would be modified to utilize existing and new roadways in the Specific Plan area.
Goal 6: Increase the use of non-motorized modes of transportation.	<p>Consistent. The Modified Project dramatically increases the amount of the Specific Plan dedicated to mixed uses. These areas, including a mixed-use district designed with a linear park (PA 8, 13-14), and transit-oriented district near the Tustin Metrolink station (PA 15-A), are designed to minimize impediments to walking and biking between uses, and encourage use of existing transit service.</p> <p>The overall mix of uses allowed in the Specific Plan area is also aimed at making the area somewhat self-sufficient. Conceivably, a person could work in the commercial/business district (PA 9-12) or go to school in the Education Village (PA 1); shop in The District (PA 16-19); exercise and/or play in the Recreation (PA 2); and live in one of the Specific Plan area's numerous residential neighborhoods. While this diversity of land uses would not totally eliminate vehicle trips within the Specific Plan area, it, along with the proposed network of streets and trails, would allow for many residents to travel by nonmotorized modes on a regular basis if they choose.</p> <p>The most powerful incentive for nonmotorized travel proposed by the Modified Project is the introduction of the Tustin Legacy Park Overlay. At buildout, the linear park would diagonally traverse a large cross-section of the project area, including residential, commercial, institutional, and recreational land uses. The Tustin Legacy Park is designed specifically to create an opportunity for people to move throughout the area without relying on car travel.</p>

Growth Management Element – Goals

Goal 1: Reduce traffic congestion.	Consistent. Section 5.7, <i>Transportation and Traffic</i> , of this DSEIR evaluates the Modified Project's impact on regional transportation facilities, including intersections and roadway segments identified in the Orange County
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GOAL/POLICY	PROJECT COMPLIANCE WITH GOAL/POLICY
	Congestion Management Program. When compared to buildout of the Adopted Specific Plan, the Modified Project would not exacerbate future levels of service at area intersections or freeway segments.
Goal 2: Ensure adequate transportation facilities are provided for existing and future inhabitants of the City.	Consistent. See responses to Circulation Element Goals 1 through 6, above.
Goal 3: Cooperate with neighboring jurisdictions and the County to achieve reduction in regional traffic congestion	Not Applicable. This is not a project-specific goal and is therefore not applicable.
Goal 4: Strive to develop and maintain a balance between jobs and housing in Tustin.	Consistent. Section 5.6, <i>Population and Housing</i> , of this DSEIR evaluates the Modified Project's impact on jobs-housing balance. As discussed in that section, the 2,212 additional housing units and approximately 18,802 jobs generated by the Modified Project would create a more balanced jobs-housing ratio in the City (1.76) compared to buildout of the Adopted Specific Plan (2.03).

Source: Tustin General Plan, 2013.

5.5 MITIGATION MONITORING PROGRAM

The following are measures included in the Final EIS/EIR, Final Supplement #2, Final Supplement #1, and Addendums for the disposal and reuse of MCAS Tustin that identifies both mitigation and implementation measures. Implementation measures are to be required where environmental impacts are less than significant, but supported the proposed development within the reuse plan area concurrent with demand. Both implementation and mitigation measures are identified in the adopted Mitigation and Monitoring Report Program, Final Supplemental #2, Final Supplement #1, and Addendums (Resolution Nos. 00-90, 04-77, 06-43, and 13-33) and are equally enforceable.

Table 5-3 Mitigation Monitoring and Reporting Program

Measure	Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status	
MITIGATION MEASURES FOR LAND USE					
LU-1.	The City of Tustin shall amend its General Plan and zoning ordinance to be consistent with planned land uses. Any zoning ordinance shall include site design measures such as buffering, landscaping, screening, and setbacks, to ensure high quality development and compatibility between land uses. The goal is to assure that the overall appearance of development on the site is at least similar in quality to other master planned areas in Tustin and other adjacent cities.	Prior to a final map recordation (except for financing and re-conveyance purposes) within the Reuse Plan Area within the City of Tustin.	City of Tustin	Community Development Department (Tustin)	
LU-2.	The City of Irvine shall amend its General Plan and zoning ordinance to be consistent with planned land uses. Any zoning ordinance shall include site design measures such as buffering, landscaping, screening, and setbacks, to ensure high quality development and compatibility between land uses. The goal is to assure that the overall appearance of development on the site is at least similar in quality to other master planned areas in Tustin and other adjacent cities.	Prior to a final map recordation (except for financing and re-conveyance purposes) within the Reuse Plan Area within the City of Irvine.	City of Irvine	Community Development Department (Irvine)	
(a)	The City of Tustin or City of Irvine, as appropriate, shall ensure that infrastructure is constructed in phases as triggered by identified thresholds in Table 4-2 of the revised Specific Plan Phasing Plan, Phasing Plan Requirements (see Table 4-2 at the end of this Mitigation Monitoring and Reporting Program). The Phasing Plan provides	See Table 4.3-1 of the Final EIS/EIR or Table 4-2 at the end of this Mitigation Monitoring and Reporting Program for each specific triggering mechanism.	City of Tustin and/or City of Irvine, as applicable	Community Development Department/ Public Works (Tustin and/or Irvine, as applicable)	

Measure	Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status
<p>an organizational framework to facilitate development of the reuse plan area in tandem with infrastructure necessary to support the planned development.</p> <p>(As amended by Addendum)</p> <p>This framework reflects the fact that each component of the infrastructure has its own threshold for accommodating additional development toward build-out of the reuse plan area. The triggering mechanisms that identify timing of key infrastructure provisions are summarized in Table 4-2 of the revised Specific Plan Phasing Plan, Phasing Plan Requirements (see Table 4-2 at the end of this Mitigation Monitoring and Reporting Program).</p>				
<p>(b) Prior to a final map recordation (except for financing and re-conveyance purposes), the development applicant shall enter into an agreement with the City of Tustin and City of Irvine and any appropriate regional utility agencies, districts, and providers, as applicable, to dedicate all easement, right-of-ways, or other land determined necessary to construct adequate utility infrastructure and facilities to serve the project as determined by the City, Agency, District, or other providers.</p>	<p>Prior to final map recordation (except for financing and re-conveyance purposes).</p>	<p>Project developer</p>	<p>Community Development Department (Tustin and/or Irvine, as applicable)</p>	
<p>(c) Prior to any final map recordation (except for financing and conveyance purposes), the development applicant shall enter into a secured agreement with the cities of Tustin and/or Irvine, as applicable, to participate on a pro-rated basis in construction of capital improvements necessary to provide adequate utility facilities.</p>	<p>Prior to final map recordation (except for financing and re-conveyance purposes).</p>	<p>Project developer</p>	<p>Community Development Department (Tustin and/or Irvine, as applicable)</p>	
<p>(d) Prior to the issuance of permits for any public improvements or development project, a development applicant shall submit to the City of Tustin and City of Irvine, as applicable,</p>	<p>Prior to the issuance of permits for any public improvements or development project.</p>	<p>Project developer</p>	<p>Community Development Department (Tustin and/or Irvine, as appropriate)</p>	

Measure	Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status
	information from IRWD which outlines required facilities necessary to provide adequate potable water and reclaimed water service to the development.			
(e)	Prior to the issuance of building permits, the project developer shall ensure that fire hydrants capable of flows in amounts approved by the OCFA are in place and operational to meet fire flow requirements. (As amended by Addendum)	Prior to the issuance of the certificates of use and occupancy.	Project developer	Community Development Department (Tustin and/or Irvine, as appropriate); OCFA
(f)	Prior to the issuance of permits for any public improvements or development project, a development applicant shall submit to the City of Tustin and City of Irvine, as applicable, information from IRWD or the City of Tustin which outlines required facilities necessary to provide adequate sanitary sewage service to the development.	Prior to the issuance of permits for any public improvements or development project.	Project developer	Community Development Department (Tustin and/or Irvine, as applicable)
(g)	Prior to the issuance of grading permits or approval of any subdivision map (except for financing and re-conveyance purposes), whichever occurs first, for development within the 100-year flood plain, grading and drainage systems shall be designed by the project developer such that all building pads would be safe from inundation from runoff from all storms up to and including the theoretical 100-year storm, to the satisfaction of the City of Tustin Building Division or the Irvine Public Works Department, as applicable. Grading permits or subdivision maps generated for financing and reconveyance purposes are exempt.	Prior to the issuance of grading permits or approval of any subdivision map (except for financing and re-conveyance purposes), whichever occurs first.	Project developer	Tustin Building Division or the Irvine Public Works Department, as applicable
(h)	Prior to construction of regional flood control facilities, appropriate state and federal approvals, including agreements and permits, shall be obtained. These include but are not limited to Regional Water Quality Control Board permits,	Prior to construction of regional flood control facilities.	Project developer	Public Works Department (Tustin and/or Irvine, as applicable)

Measure	Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status
<p>including NPDES permits; Section 401 water quality certifications; Section 404 permits from the USACOE, and Section 1601 or 1603 agreements from the CDFG in a manner meeting the approval of the City of Tustin and the Irvine Public Works Department, as applicable.</p> <p>(As amended by Addendum)</p>				
(i)	<p>Prior to issuance of any grading permit or approval of any subdivision map (except for financing and conveyance purposes), for any development that is either partially or completely located within the 100-year flood plain of the Flood Insurance Rate Map, the development applicant shall submit all required documentation to the FEMA and demonstrate that the application for a Conditional Letter of Map Revision for changes to the 100-year flood plain is satisfied in a manner meeting the approval of each respective city, as applicable.</p>	<p>Prior to issuance of any grading permit or approval of any subdivision map (except for financing and conveyance purposes).</p>	<p>Project developer</p>	<p>Tustin Building Division or the Irvine Public Works Department, as applicable</p>
(j)	<p>Prior to the approval of any applicable subdivision map (except for financing and conveyance purposes), the developer - applicant shall design and construct local drainage systems for conveyance of the 10-year runoff. If the facility is in a local sump, it shall be designed to convey the 25-year runoff.</p>	<p>Prior to the approval of any applicable subdivision map (except for financing and conveyance purposes).</p>	<p>Project Developer</p>	<p>Public Works Department (Tustin and/or Irvine, as applicable)</p>
(k)	<p>Prior to any grading for any new development, the following drainage studies shall be submitted to and approved by the City of Tustin, City of Irvine, and/or OCFCD, as applicable:</p> <p>(1) A drainage study including diversions (i.e., off-site areas that drain onto and/or through the project site), with justification and appropriate mitigation for any proposed diversion.</p>	<p>Prior to any grading for any new development.</p> <p>Prior to any grading for any new development.</p>	<p>Project Developer</p> <p>Project Developer</p>	<p>Building Division or Public Works Department (Tustin and/or Irvine, as applicable)</p> <p>Tustin Building Division or Public Works Department (Tustin and/or Irvine, as applicable)</p>

Measure	Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status
(2) A drainage study evidencing that proposed drainage patterns would not result in increased 100-year peak discharges within and downstream of the project limits, and would not worsen existing drainage conditions at storm drains, culverts, and other street crossings including regional flood control facilities. The study shall also propose appropriate mitigation for any increased runoff causing a worsening condition of any existing facilities within or downstream of project limits. Implementation of appropriate interim or ultimate flood control infrastructure construction must be included.	Prior to any grading for any new development.	Project Developer	Tustin Building Division or Public Works Department (Tustin and/or Irvine, as applicable)	
(3) Detailed drainage studies indicating how, in conjunction with the drainage conveyance systems including applicable swales, channels, street flows, catch basins, storm drains, and flood water retarding, building pads are made safe from runoff inundation which may be expected from all storms up to and including the theoretical 100-year flood.	Prior to any grading for any new development.	Project Developer	Tustin Building Division or Public Works Department (Tustin and/or Irvine, as applicable)	
(l) Prior to approval of any subdivision map (except for financing or conveyance purposes), an agreement will be executed with the OCFCD that provides for the identification and contribution of a project-specific Fair Share contribution toward the construction of ultimate flood control facilities needed to accommodate build-out of the affected project. Interim flood control facilities may be considered for approval provided such facilities meet OCFCD requirements. Nothing shall preclude the City of Tustin from transferring the obligation onto other project developers within the project area.	Prior to approval of any subdivision map (except for financing or conveyance purposes).	City of Tustin	Tustin Public Works Department, Tustin Economic Development Department	

Measure	Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status	
IMPLEMENTATION MEASURES FOR PUBLIC SERVICES AND FACILITIES					
(m)	<p>General</p> <p>The City of Tustin and the City of Irvine, each within its respective jurisdiction, shall ensure that adequate fire protection, police protection, libraries, and parks and recreation facilities (including bikeways/trails) needed to adequately serve the reuse plan area shall be provided as necessary. To eliminate any negative impact the project could have on each community's general fund, financing mechanisms including but not limited to developer fees, assessment district financing, and/or tax increment financing (in the event that a redevelopment project area is created for the site), shall be developed and used as determined appropriate by each City. Specifically;</p>	Prior to final map recordation or building permit issuance.	Project developer	Tustin Community Development Department, Police Department, or Parks Department or the City of Irvine, and/or OCFA, as appropriate	
	(1) Applicants for private development projects shall be required to enter into an agreement with City of Tustin or the City of Irvine, as applicable, to establish a fair-share mechanism to provide needed fire and police protection services, libraries, and parks and recreation facilities (including bikeways) through the use of fee schedules, assessment district financing, Community Facility District financing, or other mechanisms as determined appropriate by each respective city.				
	(2) Recipients of property through public conveyance process, or other conveyance procedures, shall be required to mitigate any impacts of their public uses of property on public services and facilities. (As amended by Addendum)		Property recipients		
(n)	The cities of Tustin and Irvine shall jointly consult and coordinate with the Orange County Parks,	Ongoing prior to implementation of Peters Canyon and Barranca	City of Tustin and City of Irvine	Community Development Department (Tustin and/or	

Measure		Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status
	Program Management and Coordination Division, in preparation of trail designs for the Peters Canyon and Barranca trails within the reuse plan area. Improvements for each of these trails would be installed upon completion of flood control channel improvements and approval of their joint use by the OC Parks.	trails.		Irvine, as applicable)	
(o)	Fire Protection/Emergency Medical Services Prior to the first final map recordation or building permit issuance for development (except for financing and re-conveyances purposes), the project developer could be required to enter into an agreement with the City of Tustin or City of Irvine/OCFA, as applicable, to address impacts of the project on fire services. Such agreement could include participation for fire protection, personnel and equipment necessary to serve the project and eliminate any negative impacts on fire protection services.	Prior to the first final map recordation or building permit issuance for development (except for financing and re-conveyances purposes).	Project developer	Tustin Economic Development Department and the City of Irvine	
(p)	Prior to issuance of building permits, the project developer shall work closely with the OCFA to ensure that adequate fire protection measures are implemented in the project.	Prior to issuance of building permits.	Project developer	Community Development Department (Tustin and/or Irvine, as applicable)	
(q)	Prior to issuance of building permits for phased projects, the project developer shall submit a construction phasing plan to the OCFA demonstrating that emergency vehicle access is adequate.	Prior to issuance of building permits for phased projects.	Project developer	Community Development Department (Tustin and/or Irvine, as applicable)	
(r)	Prior to the issuance of building permits, the project developer shall submit a fire hydrant location plan for the review and approval of the Fire Chief and ensure that fire hydrants capable of flows in amounts approved by the OCFA are in place and operational to meet fire flow requirements.	Prior to issuance of building permits.	Project developer	Community Development Department (Tustin and/or Irvine, as applicable)	

Measure		Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status
(s)	<p>Police Protection</p> <p>Prior to issuance of building permits, the project developer shall work closely with the respective Police Department to ensure that adequate security precautions are implemented in the project.</p>	Prior to issuance of building permits.	Project developer	Community Development Department (Tustin and / or Irvine, as applicable)	
(t)	<p>Schools</p> <p>Prior to the issuance of building permits, the project developer shall submit to the respective City proof of payment of appropriate school fees adopted by the applicable school district pursuant to Government Code Section 65995. Alternatively, a project developer may enter into a mutual agreement with an applicable school district to provide alternative mitigation that addresses student generation increases. (As amended by Addendum)</p>	Prior to the issuance of building permits.	Project developer	Community Development Department (Tustin and/or Irvine, as applicable)	
(u)	<p>Parks and Recreation</p> <p>Prior to the first final map recordation (except for financing and re-conveyance purposes) or building permit issuance for development within the City of Tustin portion of the site, the project developer shall be required to provide evidence of compliance with all requirements and standards of the City of Tustin Park Code.</p>	Prior to the first final map recordation (except for financing and re-conveyance purposes) or building permit issuance.	Project developer	Tustin Community Development Department and Parks and Recreation Department	
(v)	<p>Prior to the first final map recordation or building permit issuance within the City of Irvine portion of the site, the project developer shall be required to provide evidence of compliance with all requirements and standards of the City of Irvine Park Code.</p>	Prior to the first final map recordation (except for financing and re-conveyance purposes) or building permit issuance.	Project developer	Irvine Community Development Department	
(w)	<p>Prior to the first concept plan for tentative tract map in the City of Tustin, the project developer shall file a petition for the creation of a landscape maintenance district for the project area with the City of Tustin. The district shall include public neighborhood parks, landscape improvements,</p>	Prior to the first concept plan for tentative tract map.	Project developer	Tustin Public Works Department; Tustin Economic Development Department	

Measure	Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status
(x)	<p>Prior to approval of any subdivision map (except for financing or conveyance purposes), an agreement will be executed with the following agencies for the associated trail improvements:</p> <p>a. <i>County Parks</i> — identification of a project-specific Fair Share contribution toward the installation of necessary regional bikeway trail improvements within Peters Canyon Channel, to be installed in conjunction with the County of Orange's other channel improvements;</p>	<p>Prior to approval of any subdivision map (except for financing or conveyance purposes).</p>	<p>Project developer</p>	<p>Community Development Department (Tustin and/or Irvine, as applicable)</p>
	<p>b. <i>City of Tustin</i> — the identification of a project-specific Fair Share contribution toward the installation of Class II bicycle trails through the project site. For the area of the site northeast of Irvine Center Drive, a separate agreement would be required to ensure the provision of a bikeway right-of-way easement, and design and construction of a bike trail along the SCRRA/OCTA rail tracks from Harvard Avenue westerly to the Peters Canyon Channel. In addition, project developers of the areas of the site southeast of the Peters Canyon Channel would need to accommodate access to both the Peters Canyon Trail and the trail adjacent to the SCRRA/OCTA tracks in any project site design including dedication of any necessary recreational trail easements;</p>	<p>Prior to the first final map recordation (except for financing and re-conveyance purposes) or building permit issuance.</p>	<p>Project developer</p>	<p>Tustin Community Development Department and/or SCRRA/OCTA, as appropriate</p>
	<p>c. <i>City of Tustin</i> — the identification of a project specific Fair Share contribution toward installation of Class I bikeway trail</p>	<p>Prior to the first final map recordation (except for financing and re-conveyance purposes) or building</p>	<p>Project developer</p>	<p>Tustin Community Development Department</p>

Measure		Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status
	improvements northerly of Barranca Parkway after completion of the Barranca Channel improvements. For proposed developments adjacent to Barranca Channel, separate agreements would be required to ensure the establishment of a bikeway right-of-way easement between Jamboree Road and Red Hill Avenue.	permit issuance.			
MITIGATION MEASURES FOR AESTHETICS					
Vis-1	<p>In conjunction with any zoning ordinance amendments to implement the reuse plan in Tustin or Irvine, an urban design plan shall be adopted to provide for distinct and cohesive architectural and landscape design, features and treatments, as well as harmony with adjacent landscaping. The urban design plan shall have the following elements:</p> <ul style="list-style-type: none"> landscaping concept and master signage plan; design review and approval process; limits on development intensity for each specific land use; limits on height of structures and lot coverage; minimum site building setbacks; minimum on-site landscaping requirements; buffering requirements, including berms, masonry walls, and landscaping; lighting regulations, including regulations ensuring that exterior lighting does not negatively impact surrounding property; screening regulations for mechanical equipment and outside storage; and, site signage requirements, including sign permit approval. 	Prior to the first final map recordation (except for financing and reconveyance purposes) or building permit issuance.	City of Tustin and City of Irvine	Community Development Department (Tustin and/or Irvine, as applicable)	

Measure	Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status	
MITIGATION MEASURES FOR CULTURAL AND PALEONTOLOGICAL RESOURCES					
Hist-1	Historic American Building Survey (HABS) - DON will complete the appropriate recordation for hangars 28 and 29 and the discontinuous historic district prior to conveyance of any property within the discontinuous historic district and shall ensure that copies of the recordation are made available to SHPO, the City of Tustin, and any local or other archive facilities designated by SHPO.	Prior to conveyance to City of Tustin	Department of the Navy	Department of the Navy	
Hist-2	Curation - within 30 days of the execution of the MOA, Department of the Navy will distribute copies of plans and architectural drawings and other archival materials and records, as available, concerning the layout and the buildings and structures that made up the original Navy lighter-than-air blimp facility to a local curation facility. The City of Tustin or its designee will also be provided with copies of these materials.	Within 30 days of the execution of the MOA	Department of the Navy	Department of the Navy	
Arch-1	Prior to issuance of grading permits, the four-acre parcel currently outside the boundaries of the Air Station along Harvard Avenue shall be surveyed to determine the presence/absence of archaeological resources prior to grading.	Prior to issuance of grading permits.	Project developer	Tustin Community Development Department	
Arch-2	Prior to issuance of grading permits, the cities of Tustin and Irvine shall each require applicants of individual development projects to retain, as appropriate, a county-certified archaeologist. If buried resources are found during grading within the reuse plan area, a qualified archaeologist would need to assess the site significance and perform the appropriate mitigation. The Native American view point shall be considered during this process. This could include testing or data recovery. Native American consultation shall also be initiated during this process.	Prior to issuance of grading permits.	Project Developer	Community Development Department (Tustin and/or Irvine, as applicable)	
AR-1-	Prior to issuance of a grading permit, the City of Tustin shall retain, as appropriate, a county-	Prior to issuance of a grading permit (for the Tustin Ranch Road	City of Tustin	Community Development Department	

Measure	Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status
	Extension project)			
Hist-3	As specified in the MOA, a substantive effort will be made to determine whether there is an economically viable adaptive use of Hangar 28 and Hangar 29.	Ongoing, prior to making substantial changes to Hangar 28 or Hangar 29.	City of Tustin and County of Orange	Tustin Economic Development Department
Hist-4	If the marketing effort identifies an economically viable adaptive use of either of the complexes, that complex will be encumbered by a historic preservation covenant. In the case of the Hangar 28 complex, these measures shall balance the needs of the adaptive use and the needs for effective operation of the Federal Lands to Parks or Historic Monument programs.	Prior to making substantial changes to Hangar 28 or Hangar 29.	Department of the Navy	Tustin Community Development Department
Hist-5	If NPS and/or SHPO determine that, despite a marketing effort that complies with the terms of the MOA or as agreed to by the City of Tustin/County of Orange, NPS, and/or SHPO, an economically viable adaptive use of the Hangar 28 complex was not identified, NPS and/or SHPO shall promptly advise Department of the Navy and notify the City of Tustin/County of Orange that the following measures are required.			
	a. <i>Written History</i> - The City of Tustin/County of Orange shall prepare an illustrated history report on MCAS TUSTIN, with emphasis on the initial construction of the Air Station and its World War II Navy lighter-than-air operations.	Prior to making substantial changes to Hangar 28.	Department of the Navy	NPS, SHPO, and Department of the Navy

Measure		Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status
	b. <i>Exhibit</i> - The City of Tustin/County of Orange shall prepare a professional-quality illustrated interpretive exhibit with emphasis on the initial construction of the air station and its World War II Navy lighter-than-air operations.				
	c. <i>Interpretive Video</i> - The City of Tustin/County of Orange shall prepare a professional-quality documentary video and shall undertake a one-time distribution and outreach program for the documentary video.				
Paleo-1	The cities of Tustin and Irvine shall each require applicants of individual development projects to comply with the requirements established in a PRMP prepared for the site, which details the methods to be used for surveillance of construction grading, assessing finds, and actions to be taken in the event that unique paleontological resources are discovered during construction.	Prior to issuance of grading permits.	Project developer	Community Development Department (Tustin and/or Irvine, as applicable)	
Paleo-2	Prior to the issuance of a grading permit, project applicants shall provide written evidence to each city, that a county-certified paleontologist has been retained to conduct salvage excavation of unique paleontological resources if they are found.	Prior to issuance of grading permits.	Project developer	Community Development Department (Tustin and/or Irvine, as applicable)	
PR-1	The City of Tustin shall comply with the requirements established in the Paleontological Resources Management Plan (PRMP) prepared for the Base, which details the methods to be used for surveillance of construction grading, assessing finds, and actions to be taken in the event that unique paleontological resources are discovered during construction. (As amended by Final Supplement #1 - for the Tustin Ranch Road Extension project)	During grading and construction activities.	City of Tustin	Community Development Department	
PR-2	Prior to the issuance of a grading permit, the City	Prior to the issuance of a grading	City of Tustin	Community Development	

Measure	Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status
<p>shall retain a county-certified paleontologist to conduct salvage excavation of unique paleontological resources if they are found.</p> <p>(As amended by Final Supplement #1- for the Tustin Ranch Road Extension project)</p>	<p>permit.</p>		<p>Department</p>	
<p>MITIGATION MEASURES FOR BIOLOGICAL RESOURCES</p>				
<p>Bio-1</p> <p>The project proponents of any development affecting jurisdictional waters of the U.S. or vegetated wetlands shall obtain Section 401, Section 404, Section 1602, and other certifications, approvals and permits as necessary. Copies of the necessary state and federal permits shall be provided to the City prior to the issuance of mass or grading permits for grading activities impacting jurisdictional areas. A replacement ratio for affected wetland resources shall be determined in consultation with regulatory agencies as part of the permitting process and shall be no less than 1:1 replacement of function and value. Additional criteria and requirements will be as follows:</p> <ul style="list-style-type: none"> • Create (establish), restore, or enhance wetland/riparian habitats on-site to the maximum extent practicable to minimize and replace the on-site loss of USACE and CDFG jurisdictional acreage and function, or off-site as may be permitted by the USACE and CDFG. • To return jurisdictional habitats that are temporarily disturbed during construction to pre-construction conditions. <p>To provide for maintenance, management and monitoring of the mitigation site or sites for a minimum of three years as determined through the permitting process.</p> <p>(As amended by Addendum)</p>	<p>Prior to issuance of grading permits or any public improvements within pond turtle habitat.</p>	<p>Project developer</p>	<p>Tustin Community Development Department and/or OCFCD, as appropriate</p>	

Measure	Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status
<p>Bio-2</p> <p>Based on consultations with CDFG, City of Tustin, or a project proponent as applicable, an off-site relocation site for southwestern pond turtles captured on site shall be identified that is as close to the Reuse Plan area as possible and that is sustainable in perpetuity. (No appropriate habitat in the City of Tustin is available for relocation.) Potential relocation sites include but are not limited to a turtle pond and relocation site located in upper Shady Canyon within the Orange County Nature Preserve; or the San Joaquin Marsh, which is managed by UC Irvine, Irvine Ranch, and the Orange County Water District. Some property owners and public agencies may be adverse to the relocation of species of special concern onto their property or jurisdiction, and it would be speculative to identify actual sites prior to completion of consultation with CDFG and with potential property owners and/or appropriate public agencies. A relocation and mitigation plan shall be prepared by a qualified biologist for approval by the CDFG. The relocation and mitigation plan shall include the following:</p> <ul style="list-style-type: none"> • Requirement for focused surveys for southwestern pond turtles prior to construction activities and submittal of survey report to the CDFG. • Identification of specific relocation site within the Newport Bay watershed. • Methodology for trapping, capture, recodation and release of southwestern pond turtles. • Requirement of biological monitoring during construction and requirement for capture and relocation by a qualified biologist of any additional southwestern pond turtles observed during construction. <p>(As amended by Addendum)</p>	<p>Prior to issuance of grading permits or any public improvements within pond turtle habitat.</p>	<p>City of Tustin and/or project developer, as appropriate</p>	<p>Tustin Community Development Department</p>	

Measure		Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status
Bio-3	Permits from the CDFG shall be obtained for live-capture of the turtles and for transporting them to the relocation site.	Prior to issuance of grading permits or any public improvements within pond turtle habitat.	Project developer	Tustin Community Development Department	
Bio-4	A project proponent shall negotiate with the CDFG or other agency or organization as appropriate, for relocation of turtles and/or contribution of funds to improve, restore, or create a relocation site as turtle habitat, in conjunction with any regulatory permits necessary. (As amended by Addendum)	Ongoing	City of Tustin and/or project developer, as appropriate RSCCD (Sheriff)	Tustin Community Development Department	
MITIGATION MEASURES FOR TRAFFIC/CIRCULATION					
T/C-1	Construction In conjunction with the approval of a site development permit, the City of Tustin and the City of Irvine, as applicable (for that portion of the reuse plan within Irvine), shall require each developer to provide traffic operations and control plans that would minimize the traffic impacts of proposed construction activity. The plans shall address roadway and lane closures, truck hours and routes, and notification procedures for planned short-term or interim changes in traffic patterns. The City of Tustin and the City of Irvine, as applicable, shall ensure that the plan would minimize anticipated delays at major intersections. Prior to approval, the City of Tustin or the City of Irvine, as applicable shall review the proposed traffic control and operations plans with any affected jurisdiction.	Prior to site development permit.	Project developer (Sheriff)	Public Works Department (Tustin or Irvine, as applicable)	
T/C-2	Development The City of Tustin and the City of Irvine, as applicable (for that portion of the reuse plan area within Irvine), shall ensure that the arterial intersection improvements required in 2005 and 2020 and as indicated in Tables 4.12-7 and 4.12-9	Prior to issuance of certificates of occupancy.	Project developer	Public Works Department (Tustin or Irvine, as applicable)	

Measure	Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status
<p>of the Final EIS/EIR are implemented for their respective jurisdictions according to the cumulative ADT thresholds identified in each table and according to the Fair Share basis noted. The ADT threshold represents the traffic volume which would result in an impact and the Fair Share percentage reflects the percent of the traffic impact resulting from the reuse generated traffic. In some cases, reuse traffic would generate 100 percent of the impact, thereby assuming full financial responsibility for the identified improvements. In other cases, reuse traffic would generate only a fraction of the traffic impacting the intersection and financial responsibility would correspond.</p>				
<p>T/C-3</p> <p>The City of Tustin and the City of Irvine, as applicable (for that portion of the reuse plan area within Irvine), shall contribute, on a Fair Share basis, to improvements to freeway ramp intersections as listed in Table 4.12-8 of the Final EIS/EIR. The method of implementing improvements, e.g., restriping, ramp widening, shall be based on special design studies, in association with Caltrans.</p>	<p>See Table 4.12-8 of the Final EIS/EIR for each specific triggering mechanism.</p>	<p>Project developer</p>	<p>Public Works Department (Tustin or Irvine, as applicable)</p>	
<p>T/C-4</p> <p>The City of Tustin and the City of Irvine, as applicable (for that portion of the reuse plan area within Irvine), shall ensure that all on-site circulation system improvements for the reuse plan area assumed in the 2005 and 2020 traffic analysis and as shown in Table 4-4 of the revised Specific Plan Phasing Plan (see Table 4-4 at the end of the Mitigation Monitoring and Reporting Program) are implemented according to the cumulative ADT thresholds identified in the table. Under this Phasing Plan, the City of Tustin shall monitor all new development within the site, accounting for the cumulative ADT generated by development projects. As each ADT threshold is reached, the roadway improvements listed in Table 4-4 of the revised Specific Plan Phasing Plan</p>	<p>Ongoing (see Table 4.12-10 of the Final EIS/EIR or Table 4-4 at the end of the Mitigation Monitoring and Reporting Program for each specific triggering mechanism.</p>	<p>Project developer</p>	<p>Public Works Department (Tustin or Irvine, as applicable)</p>	

Measure	Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status
<p>(see Table 4-4 at the end of the Mitigation Monitoring and Reporting Program) shall be constructed before any additional projects within the reuse plan area would be approved.</p> <p>(As amended by Addendum)</p>				
<p>T/C-5</p> <p>Prior to approval of a site development permit or vesting tract, except for financing or conveyance purposes, for all land use designation areas in Alternative 1 with the exception of the Learning Village, Community Park, and Regional Park, a project developer shall enter into an agreement with the City of Tustin and City of Irvine, as applicable (for that portion of the reuse plan area within Irvine) which assigns improvements required in the EIS/EIR to the development site and which requires participation in a Fair Share mechanism to design and construct required on-site and arterial improvements consistent with the ADT generation thresholds shown in Table 4-4 of the revised Specific Plan Phasing Plan (see Tables 4-4 at the end of the Mitigation Monitoring and Reporting Program).</p> <p>(As amended by Addendum)</p>	<p>Ongoing, prior to approval of a site development permit or vesting tract, except for financing or conveyance purposes, based on the ADT generation thresholds shown in Tables 4.12-7, 4.12-8, 4.12-9, and 4.12-10 of the Final EIS/EIR (see Table 4-4 at the end of the Mitigation Monitoring and Reporting Program for each specific triggering mechanism).</p>	<p>Project developer</p>	<p>Public Works/Community Development Departments (Tustin and/or Irvine, as applicable)</p>	
<p>T/C-6</p> <p>The City of Tustin and the City of Irvine, as applicable (for that portion of the reuse plan area in Irvine), will monitor new development within the reuse plan area, accounting for the cumulative ADTs generated by development projects within the reuse plan area. As each cumulative ADT threshold shown in Table 4-4 of the revised Specific Plan Phasing Plan 4.12-10 (see Table 4-4 at the end of the Mitigation Monitoring and Reporting Program) is reached, the roadway improvements listed shall be constructed before any additional projects within the reuse plan area are approved.</p> <p>(As amended by Addendum)</p>	<p>Ongoing, based on the ADT generation thresholds shown in Table 4.12-10 of the Final EIS/EIR (see Table 4-4 at the end of the Mitigation Monitoring and Reporting Program for each specific triggering mechanism).</p>	<p>Project developer</p>	<p>Public Works and Community Development Departments (Tustin and/or Irvine, as applicable)</p>	

Measure		Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status
T/C-7	The City of Tustin shall adopt a trip budget for individual portions of the reuse plan area to assist in the monitoring of cumulative ADTs and the amount and intensity of permitted non-residential uses as evaluated in the EIS/EIR.	Within one (1) year of project approval, and ongoing thereafter.	City of Tustin	Tustin Public Works and Community Development Departments	
T/C-8	Alternative improvements that provide an equivalent level of mitigation in 2005 or 2020 to what is identified in Tables 4.12-7, 4.12-8, and 4.12-9 of the Final EIS/EIR (see Tables 2 through 4) at the end of the Mitigation Monitoring and Reporting Program) may be identified in consultation between the City of Tustin and the City of Irvine, as applicable, and the impacted jurisdiction.	Ongoing	City of Tustin and/or City of Irvine	Public Works and Community Development Departments (Tustin and/or Irvine, as applicable)	
T/C-9	<p>The City of Tustin shall enter into agreements with Caltrans and the cities of Santa Ana and Irvine to ensure that the off-site roadway improvements needed to mitigate the effects of the proposed alternative are constructed pursuant to improvement programs established by the respective jurisdiction.</p> <p>In order to properly coordinate the timing and improvements in the adjacent jurisdictions, the City of Tustin shall hold a scoping-like meeting with the respective jurisdictions. The purpose of said scoping-like meeting shall be to identify the concerns of the respective jurisdictions prior to the initiation of the Fair Share study. The purpose of the study would be to fully identify, with each jurisdiction, the scope and costs of feasible improvements (as determined by the respective jurisdiction). The improvements would be acceptable to each jurisdiction toward fulfilling the timing and cost of the transportation improvement obligations as required to mitigate transportation impacts in each jurisdiction. The funding for the improvements to be incorporated into the agreement would be utilized by the respective agency to improve the capacity of the</p>	Within one (1) year of project approval.	City of Tustin, City of Irvine	Public Works and Community Development Departments (Tustin and/or Irvine, as applicable)	

Measure	Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status
<p>impacted intersections/links or be used for substituted improvements, as determined by mutual agreement.</p> <p>Prior to execution of the agreement, each jurisdiction would be allowed ten (10) working days to review the technical report prior to being provided with a copy of the proposed agreement. Each jurisdiction would then have ten (10) working days to review and comment as to its concurrence with the improvement programs contained in the agreement. The comments of each jurisdiction would be considered to ensure that the City of Tustin's responsibility for Fair Share funding of the improvements in each jurisdiction as stated above is fully addressed.</p>				
<p>TC-1</p> <p>A westbound shared through/right-turn lane shall be added to the Redhill Avenue/Warner Avenue intersection</p> <p>(As amended by Final Supplement #1)</p>	<p>Opening Tustin Ranch Road Extension.</p>	<p>City of Tustin</p>	<p>Public Works Department</p>	
<p>IA-1</p> <p>Table 4.12-10 of the Final EIS/EIR, as revised and presented in Table 4-4 of the revised Specific Plan Phasing Plan (see Table 4-4 at the end of the Mitigation Monitoring and Reporting Program) presents the Phasing Plan for the on-site circulation system. The Phasing Plan is based upon traffic circulation impact and mitigation analyses contained in the Tustin Legacy Traffic Analysis (Austin-Foust Associates, Inc., February 2006). Under this Specific Plan Phasing Plan, the City of Tustin shall monitor all new development within the Specific Plan, accounting for the cumulative ADT generated by development projects. As each ADT threshold is reached, the roadway improvements listed in Tables 4-3 and 4-4 of the revised Specific Plan Phasing Plan (see Tables 4-3 and 4-4 at the end of the Mitigation Monitoring and Reporting Program) shall be constructed before any additional projects within</p>	<p>See Table 4.12-10 of the Final EIS/EIR or Table 4-4 at the end of the Mitigation Monitoring and Reporting Program for each specific triggering mechanism.</p>	<p>City of Tustin</p>	<p>Community Development and Public Works Departments (Tustin and/or Irvine, as applicable)</p>	

Measure	Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status
<p>the Specific Plan would be approved. (As amended by Addendum)</p>				
<p>IA-2</p> <p>Table 7-3 of the Final EIS/EIR (see Table 3-3 at the end of the Mitigation Monitoring and Reporting Program) presents the Trip Budget which summarizes the square footage of non-residential uses allocated to each neighborhood by Planning Area and the associated ADT. (Residential uses are shown for information only, they are not part of the budget.) Pursuant to Section 3.2.4 of the Specific Plan, the City of Tustin shall implement the trip budget by neighborhood to control the amount and intensity of non-residential uses. Trip Budget transfers between neighborhoods shall also be implemented as directed in subsection 3.2.4 of the Specific Plan.</p>	<p>See Table 7-3 of the Final EIS/EIR or Table 6 at the end of the Mitigation Monitoring and Reporting Program for each specific triggering mechanism.</p>	<p>City of Tustin</p>	<p>Tustin Community Development and Public Works Departments</p>	
<p>IA-3</p> <p>Prior to the approval of (1) a Site Plan and Design Review pursuant to Section 4.2 of the Specific Plan, (2) a site development permit, or (3) a vesting tentative map for new square footage (not for financing or conveyance purposes), a project developer shall provide traffic information consistent with the provisions of the Specific Plan, the FEIS/EIR, and this Addendum, and the requirements of the City of Tustin Traffic Engineer. The traffic information shall (a) identify and assign traffic circulation mitigation measures required in the EIS/EIR pursuant to the Phasing Plan described in Tables 4-2 and 4-3 of the Tustin Legacy Specific Plan Phasing Plan (see Table 4-4 at the end of the Mitigation Monitoring and Reporting Program); (b) evaluate the effects of either the delay of any previously committed circulation improvements or the construction of currently unanticipated circulation improvements; and (c) utilize the circulation system and capacity assumptions within the EIS/EIR and any additional circulation improvements completed by affected</p>	<p>Prior to the approval of (1) a Site Plan and Design Review pursuant to Section 4.2 of the Specific Plan, (2) a site development permit, or (3) a vesting tentative map for new square footage (not for financing or conveyance purposes).</p>	<p>Project developer</p>	<p>Tustin Community Development and Public Works Departments</p>	

Measure	Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status
<p>jurisdictions for the applicable timeframe of analysis.</p> <p>(As amended by Addendum and Supplemental #2)</p>				
<p>IA-4</p> <p>Prior to the issuance of building permits for new development within planning areas requiring a concept plan, a project developer shall enter into an agreement with the City of Tustin to (a) design and construct roadway improvements consistent with the ADT generation Phasing Plan described in Tables 4-2 and 4-3 of the Tustin Legacy Specific Plan Phasing Plan (see Table 4-4 at the end of the Mitigation Monitoring and Reporting Program) and (b) address the impact of and specify the responsibility for any previously committed circulation improvements assumed in the EIS/EIR which have not been constructed.</p> <p>(As amended by Addendum and Supplement #2)</p>	<p>Prior to the issuance of building permits.</p>	<p>Project developer</p>	<p>Tustin Community Development and Public Works Departments</p>	
<p>IA-5</p> <p>If a subsequent traffic Phasing Plan demonstrates that certain circulation improvements should be included in a different phase of Specific Plan development (accelerated or delayed) or that a circulation improvement can be substituted, the mitigation Phasing Plan in Table 4-4 of the revised Specific Plan Phasing Plan (see Table 4-4 at the end of the Mitigation Monitoring and Reporting Program) may be amended, subject to approval of the City of Tustin and any other affected jurisdictions, provided that the same level of traffic mitigation and traffic capacity would be provided.</p> <p>(As amended by Addendum)</p>	<p>Ongoing</p>	<p>City of Tustin</p>	<p>Tustin Public Works and Community Development Departments</p>	
<p>IA-6</p> <p>The City of Tustin will enter into agreements with Caltrans and the cities of Santa Ana and Irvine to ensure that the off-site roadway improvements needed to mitigate the effects of the Specific Plan are constructed pursuant to improvement</p>	<p>Within one (1) year of approval of reuse and disposal of MCAS Tustin</p>	<p>City of Tustin</p>	<p>Tustin Public Works and Community Development Departments</p>	

Measure	Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status
<p>programs established by the respective jurisdiction.</p> <p>In order to properly coordinate the timing and funding of Fair Share obligation of Specific Plan improvements in the adjacent jurisdictions, the City of Tustin shall hold a scoping-like meeting with the respective jurisdictions. The purpose of said scoping-like meeting shall be to identify the concerns of the respective jurisdictions prior to the initiation of the Fair Share study. The purpose of the study would be to fully identify, with each jurisdiction, the scope and costs of obligations of the Specific Plan as required to mitigate transportation impacts in feasible improvements (as determined by the respective jurisdiction). The improvements would be acceptable to each jurisdiction toward</p> <p>fulfilling the timing and cost of the transportation improvement each jurisdiction, as listed above. The funding for the improvements to be incorporated into the agreement would be utilized by the respective agency to improve the capacity of the impacted intersections/links or be used for substituted improvements, as determined by mutual agreement.</p> <p>Prior to execution of the agreement, each jurisdiction would be allowed ten working days to review the technical report prior to being provided with a copy of the proposed agreement. Each jurisdiction would then have ten working days to review and comment as to its concurrence with the improvement programs contained in the agreement. The comments of each jurisdiction would be considered to ensure that the City of Tustin's responsibility for Fair Share funding of the improvements in each jurisdiction as stated above is fully addressed.</p>				

Measure		Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status
IA-7	Each Specific Plan project would contain, to the satisfaction of the City of Tustin and/or City of Irvine, as applicable, a pedestrian circulation component showing pedestrian access to regional hiking trails, parks, schools, shopping areas, bus stops, and/or other public facilities.	Prior to issuance of grading permits	Project developer	Community Development Department (Tustin and/or Irvine, as applicable)	
MITIGATION MEASURES FOR AIR QUALITY					
AQ-1	During construction of the proposed project, the City, and/or developer and its contractors shall be required to comply with regional rules, which would assist in reducing short-term air pollutant emissions. SCAQMD Rule 402 requires that air pollutant emissions should not create a nuisance off-site. SCAQMD Rule 403 requires that fugitive dust be controlled with the best available control measures so the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. The City and its contractors shall use the measures presented in SCAQMD Rule 403 Tables 1, 2 and 3 (presented in Tables 5-1, 5-2 and 5-3 of the FEIS/EIR Addendum). This compliance measure shall be included in the contractor's specifications and verified on City projects by the Department of Public Works. (As amended by Addendum)	Prior to issuance of grading or building permits.	Project developer	Community Development Department (Tustin and/or Irvine, as applicable)	
AQ-2	Prior to issuance of grading permits, the project applicant shall use low VOC architectural coatings for all interior and exterior painting operations. (As amended by Supplemental #2)	Prior to issuance of grading or building permits.	Project developer	Community Development Department (Tustin and/or Irvine, as applicable)	
AQ-3	Prior to the issuance of development permits for new non-residential projects with 100 or more employees, and expanded projects where additional square footage would result in a total of 100 or more employees, the City of Tustin and the City of Irvine, as applicable, shall impose a mix of TDM measures which, upon estimation, would	Prior to issuance of development permits for new non-residential projects with 100 or more employees and expanded projects where additional square footage would result in a total of 100 or more employees	Project developer	Community Development Department (Tustin and/or Irvine, as applicable)	

Measure	Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status
<p>result in an average vehicle ridership of at least 1.5, for each development with characteristics that would be reasonably conducive to successful implementation of such TDM measures. These TDM measures may include one or more of the following, as determined appropriate and feasible by each city on a case-by-case basis:</p>				
<ul style="list-style-type: none"> - Establish preferential parking for carpool vehicles. - Provide bicycle parking facilities. - Provide shower and locker facilities. - Provide carpool and vanpool loading areas. - Incorporate bus stop improvements into facility design. - Implement shuttles to shopping, eating, recreation, and/or parking and transit facilities. - Construct remote parking facilities. - Provide pedestrian circulation linkages. - Construct pedestrian grade separations. - Establish carpool and vanpool programs. - Provide cash allowances, passes, and other public transit and purchase incentives. - Establish parking fees for single occupancy vehicles. - Provide parking subsidies for rideshare vehicles. - Institute a computerized commuter rideshare matching system. - Provide a guaranteed ride-home program for ridesharing. - Establish alternative work week, flex-time, and compressed work week schedules. - Establish telecommuting or work-at-home programs. Provide additional vacation and compensatory leave incentives. - Provide on-site lunch rooms/cafeterias and commercial service such as banks, restaurants, and small retail. - Provide on-site day care facilities. 	<p>Prior to issuance of development permits for new non-residential projects with 100 or more employees and expanded projects where additional square footage would result in a total of 100 or more employees</p>	<p>Project developer</p>	<p>Community Development Department (Tustin and/or Irvine, as applicable)</p>	

Measure	Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status
<ul style="list-style-type: none"> - Establish an employee transportation coordinator(s). 				
<p>AQ-4</p> <p>If not required under each individual development's TDM plan, the City of Tustin and the City of Irvine, as applicable, shall implement the following measures, as determined appropriate or feasible by each city on a case-by-case basis:</p> <ul style="list-style-type: none"> - Reschedule truck deliveries and pickups for off-peak hours. - Implement lunch shuttle service from a worksite(s) to food establishments. - Implement compressed work week schedules where weekly work hours are compressed into fewer than five days, such as 9/80, 4/40, or 3/36. - Provide on-site child care and after-school facilities or contribute to off-site developments within walking distance. - Provide on-site employee services such as cafeterias, banks, etc. - Implement a pricing structure for single-occupancy employee parking, and/or provide discounts to ridesharers. - Construct off-site pedestrian facility improvements such as overpasses and wider sidewalks. - Include retail services within or adjacent to residential subdivisions. - Provide shuttles to major rail transit centers or multi-modal stations. - Contribute to regional transit systems (e.g., right-of-way, capital improvements, etc.). - Synchronize traffic lights on streets impacted by development. - Construct, contribute, or dedicate land for the provision of off-site bicycle trails linking the facility to designated bicycle commuting routes. - Include residential units within a commercial 	<p>Ongoing</p>	<p>Project developer</p>	<p>Community Development Department (Tustin and/or Irvine, as applicable)</p>	

Measure	Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status
<p>development.</p> <ul style="list-style-type: none"> - Provide off-site bicycle facility improvements, such as bicycle trails linking the facility to designated bicycle commuting routes, or on-site improvements, such as bicycle paths. - Include bicycle parking facilities such as bicycle lockers. - Include showers for bicycling and pedestrian employees' use. - Construct on-site pedestrian facility improvements, such as building access which is physically separated from street and parking lot traffic, and walk paths. 				
<p>AQ-1</p> <p>During construction of the proposed roadway extension, the following measures will be implemented to comply with existing SCAQMD Rules and Regulations:</p> <ul style="list-style-type: none"> - Rule 1113 that regulates the VOC content of any paints and surface coatings that may be used in construction, - Rule 1108 that regulates the VOC content of any asphalt used in construction, SCAQMD Rules 402 and 403 that regulate the control of fugitive dust and visible emissions. - All stationary equipment (e.g., generators and compressors) .rated in excess of 50 horsepower is subject to SCAQMD permitting. <p>(As amended by Final Supplement #1)</p>	<p>During construction of the Tustin Ranch Road Extension.</p>	<p>City of Tustin</p>	<p>Community Development Department.</p>	
<p>AQ-5</p> <p>Applicants for new development projects within the Tustin Legacy Specific Plan shall require the construction contractor to use equipment that meets the US Environmental Protection Agency (EPA) Tier 4 emissions standards for off-road diesel-powered construction equipment with more than 50 horsepower during construction activities, unless it can be demonstrated to the City of Tustin that such equipment is not available.</p>	<p>Prior to issuance of grading or building permits/during construction</p>	<p>Project applicants and construction contractors</p>	<p>City of Tustin Building and Public Works Department</p>	

Measure	Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status
<p>Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by the California Air Resources Board's regulations.</p> <p>Prior to construction, the project engineer shall ensure that all demolition and grading plans clearly show the requirement for EPA Tier 4 or higher emissions standards for construction equipment over 50 horsepower. During construction, the construction contractor shall maintain a list of all operating equipment in use on the construction site for verification by the City of Tustin. The construction equipment list shall state the makes, models, and numbers of construction equipment onsite. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449.</p> <p>(As added by Supplemental #2)</p>				
<p>AQ-6</p> <p>Prior to the issuance of grading permits, the applicants for individual new developments shall evaluate localized construction-related air quality impacts. Localized construction emissions shall be evaluated to the South Coast Air Quality Management District's Localized Significance Thresholds for construction. Applicable mitigation measures to reduce potential localized construction-related air quality impacts shall be included in the evaluation, as necessary, to minimize impacts to the extent feasible and shall be implemented. The evaluation shall be submitted to the City of Tustin for review. In</p>	<p>Prior to issuance of grading permits</p>	<p>Project applicants</p>	<p>City of Tustin Building and Public Works Department</p>	

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<p>addition, all recommended mitigation measures shall be noted on all construction plans submitted to the City of Tustin Building and Public Works Department for verification.</p> <p>(As added by Supplemental #2)</p>					
MITIGATION MEASURES FOR NOISE					
N-1	<p>Prior to reuse of any existing residential units within the reuse area for civilian use, the City of Tustin or the City of Irvine, as applicable, and where necessary and feasible, shall require the installation of noise attenuation barriers, insulation, or similar devices to ensure that interior and exterior noise levels at these residential units do not exceed applicable noise standards.</p>	<p>Prior to reuse of any existing residential units.</p>	<p>Project developer</p>	<p>Community Development Department (Tustin and/or Irvine, as applicable)</p>	
N-2	<p>During design of the grade-separated intersection of Tustin Ranch Road at Edinger Avenue, the City of Tustin shall evaluate potential noise impacts on surrounding properties to the northeast of Edinger Avenue and shall incorporate into the design of this intersection noise attenuation measures determined appropriate and feasible by the City of Tustin, in order to ensure that these surrounding properties do not experience noise levels that exceed City of Tustin noise standards.</p>	<p>Prior to approval of final design plans.</p>	<p>Project developer (Seriff)</p>	<p>Tustin Public Works Department</p>	
N-3	<p>For new development within the reuse area, the City of Tustin and City of Irvine, as applicable, shall ensure that interior and exterior noise levels do not exceed those prescribed by state requirements and local city ordinances and general plans. Plans demonstrating noise regulation conformity shall be submitted for review and approval prior to building permits being issued to accommodate reuse.</p>	<p>Prior to issuance of building permits.</p>	<p>Project developer</p>	<p>Community Development Department (Tustin and/or Irvine, as applicable)</p>	
N-4	<p>Prior to the connection of Warner Avenue to the North Loop Road or the South Loop Road, the</p>	<p>Prior to approval of final design plans.</p>	<p>City of Tustin and City of Irvine</p>	<p>Tustin Community Development and Public</p>	

Measure	Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status
<p>City of Tustin shall conduct an acoustical study to assess reuse traffic noise impacts to existing sensitive receptors adjacent to Warner Avenue, between Harvard Avenue and Culver Drive. If mitigation of reuse traffic noise impacts is required, the City of Tustin and the City of Irvine shall enter into an agreement that defines required mitigation and which allocates the cost of mitigation between the City of Tustin and the City of Irvine on a Fair Share basis.</p>			Works Departments	
<p>NR-1</p> <p>Prior to opening the proposed segment of Tustin Ranch Road to traffic, the City will install a soundwall that achieves the exterior (i.e., 65 dBA) residential noise standards identified in the City of Tustin Noise Element. The following are the required heights of the soundwall in relation to the elevation of the proposed roadway adjacent to the residential receptors (see Exhibit 5.3-2 in Final Supplement to FEIR for receptor locations).</p> <ul style="list-style-type: none"> • Receptor 1 Existing 6-foot wall • Receptors 2- 4 Proposed 12-foot wall • Receptors 5-6 Proposed 10-foot wall • Receptors 7-8 Proposed 8-foot wall • Receptors 9 through 15 feet south of Receptor 21 Proposed 6-foot wall <p>(As amended by Final Supplement #1)</p>	<p>Prior to opening the proposed segment of Tustin Ranch Road to traffic</p>	City of Tustin	Community Development and Public Works Departments	
<p>NR-2</p> <p>Receptors 1 through 13 requires forced air ventilation (see Exhibit 5.3-2 in Final Supplement to FEIR for receptor locations). If Receptors 1 through 13 do not currently have forced air ventilation, the City shall provide forced air ventilation prior to the opening of the proposed segment of Tustin Ranch Road to traffic.</p> <p>(As amended by Final Supplement #1)</p>	<p>Prior to the opening of the proposed segment of Tustin Ranch Road to traffic</p>	City of Tustin	Community Development Department	
<p>NR-3</p> <p>Receptors 14 through 21 that have a second story will require forced air ventilation in the second</p>	<p>Prior to the opening of the proposed segment of Tustin Ranch</p>	City of Tustin	Community Development Department	

Measure	Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status
<p>story. If these residential receptors do not currently have forced air ventilation, the City shall provide forced air ventilation in the second story prior to the opening of the proposed segment of Tustin Ranch Road to traffic.</p> <p>(As amended by Final Supplement #1)</p>	<p>Road to traffic</p>			
<p>NR-4</p> <p>Prior to the opening of the proposed segment of Tustin Ranch Road to traffic, all second-story windows and/or sliding glass doors in habitable rooms of the residences along the proposed alignment that view the proposed alignment shall be fitted with acoustic-rated window/door assemblies. These assemblies shall have a sound transmission class (STC) rating of no less than 35 and the STC shall be high enough to achieve an interior noise level of no more than 45 dBA CNEL. Non-sensitive uses (e.g., bathrooms) do not require such assemblies.</p> <p>(As amended by Final Supplement #1)</p>	<p>Prior to the opening of the proposed segment of Tustin Ranch Road to traffic</p>	<p>City of Tustin</p>	<p>Community Development Department</p>	
<p>NR-5</p> <p>All second-story exterior doors in habitable rooms of the residences along the proposed alignment that view the proposed alignment shall be fitted with solid-core assemblies that are well sealed with weather-stripping.</p> <p>(As amended by Final Supplement #1)</p>	<p>Prior to the opening of the proposed segment of Tustin Ranch Road to traffic</p>	<p>City of Tustin</p>	<p>Community Development Department</p>	
<p>NR-6</p> <p>Prior to opening of the proposed segment of Tustin Ranch Road to traffic, the City will install a 10-foot high wall along the eastern easement of Tustin Ranch Road from Walnut Avenue to the southern property line of the First Baptist Church.</p> <p>(As amended by Final Supplement #1)</p>	<p>Prior to the opening of the proposed segment of Tustin Ranch Road to traffic</p>	<p>City of Tustin</p>	<p>Community Development and Public Works Departments</p>	
<p>NR-7</p> <p>The second-story windows that view the proposed alignment shall be fitted with acoustic-rated window assemblies. The assemblies shall have a</p>	<p>Prior to the opening of the proposed segment of Tustin Ranch Road to traffic</p>	<p>City of Tustin</p>	<p>Community Development Department</p>	

Measure		Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status
	<p>sound transmission class (STC) rating of no less than 35 and the STC shall be high enough to achieve an interior noise of no more than 45 dBA CNEL.</p> <p>(As amended by Final Supplement #1)</p>				
NR-8	<p>The construction contractor shall notify all property owners and tenants adjacent to the proposed construction activities of the days and hours of operation. Prior to construction activities, the construction contractor shall inspect all structures on adjacent properties to document existing characteristics of the structures. If damages to structures (i.e., residences, pools, decking) occur during construction activities, the property owner shall be financially compensated by the construction contractor to remediate damages. These provisions shall be placed on all construction contract documents.</p> <p>(As amended by Final Supplement #1)</p>	Prior to approval of Plans and Specifications	City of Tustin	Public Works Department	
IMPLEMENTATION MEASURES FOR WATER QUALITY					
WQ-1	<p>Prior to the approval of grading plans, the project developers shall provide written evidence to the Department of Public Works that it has filed a Notice of Intent with the State Water Resources Control Board in order to obtain coverage under the latest approved General Construction Permit. Pursuant to the permit requirements, developers shall develop a Stormwater Pollution Prevention Plan (SWPPP) that incorporates Best Management Practices for reducing or eliminating sediment and other construction-related pollutants in the site runoff.</p> <p>(As amended by Addendum)</p>	Prior to approval of grading plans.	Project Developer	Community Development Department (Tustin and/or Irvine, as applicable)	
WQ-2	<p>Prior to approval of a grading plans, the Department of Public Works shall confirm that the</p>	Prior to approval of grading plans.	Project Developer	Community Development Department (Tustin and/or	

Measure	Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status
<p>contractors specifications require compliance with the latest approved General Waste Discharge Requirements issued by the Santa Ana Regional Water Quality Control Board to govern discharges from construction dewatering and water line/sprinkler line testing should they occur during construction. Developers shall comply with these regulations including provisions requiring notification, testing and reporting of dewatering and testing-related discharges, which shall mitigate any impacts of such discharges.</p> <p>(As amended by Addendum)</p>			Irvine, as applicable)	
<p>WQ-3</p> <p>The City of Tustin and major master plan developers of the former MCAS Tustin shall participate in the Regional Board’s NSMP Working Group and contribute to funding and implementation of the Work Plan. To mitigate construction-related selenium and nutrient water quality impacts that may result from construction-related groundwater discharges, developers shall implement: (a) feasible and available volume reduction BMPs in accordance with the General NSMP Permit (R8-2004-0021); (b) selenium and nutrient control BMPs that are developed under the Work Plan as of the date of project approval; and (c) selenium and nutrient measures that may be developed under the Work Plan after project approval which are available and feasible to deploy.</p> <p>(As amended by Addendum)</p>	Ongoing	Project Developer	Community Development Department (Tustin and/or Irvine, as applicable)	
<p>WQ-4</p> <p>To mitigate post-construction surface water and long-term groundwater discharge water quality impacts, prior to issuance of grading permits, developers shall prepare a project WQMP, which shall be submitted to the City of Tustin or City of Irvine, as applicable, for approval. The WQMP shall be prepared in compliance with all MS4 Permit requirements (including DAMP and LIP</p>	Prior to issuance of grading permits.	Project Developer	Community Development Department (Tustin and/or Irvine, as applicable)	

Measure	Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status
<p>requirements), and at a minimum shall contain the following elements:</p> <ul style="list-style-type: none"> a. An Integrated Water Conservation/Storm Water Runoff and Subdrain Discharge Water Quality Management Program. This program shall integrate into the storm drainage and water quality control system facilities and systems to capture, recycle and conserve low flows, which may include irrigation returns and subdrain discharges, to reduce, to the extent feasible, post-development low flow surface runoff and groundwater discharge volumes. The program shall also implement one or more treatment control technologies developed under the NSMP and available at the time of project approval for nutrient and selenium removal. b. Site Planning and Design BMPs. The WQMP shall incorporate site design BMPs described in the Model WQMP attached as Exhibit 7.11 to the DAMP to the extent feasible and appropriate in light of proposed land uses. c. Source Control BMPs. The WQMP shall incorporate source control BMPs described in the Model WQMP attached as Exhibit 7.11 to the DAMP to the extent feasible and appropriate in light of proposed land use. d. Treatment Control BMPs. The WQMP shall incorporate treatment control BMPs described in the Model WQMP attached as Exhibit 7.11 to the DAMP. <p>(As amended by Addendum)</p>				
<p>WQ-5</p> <p>As required by DAMP and the MS4 Permit, as well as the Cooperative Agreement DO2-119 between the City of Tustin, OCFCD, and the County of Orange, a Water Quality Technical Report (WQTR) shall be prepared prior to the issuance of grading permits. The WQTR shall quantitatively and qualitatively (as appropriate) assess planned</p>	<p>Prior to issuance of grading permits.</p>	<p>Project Developer</p>	<p>Community Development Department (Tustin and/or Irvine, as applicable)</p>	<p>Prior to issuance of grading permits, each development is required to submit a Water Quality Management Plan which identifies applicable best practices, as applicable.</p>

Measure	Timing and Implementation	Mitigation Compliance Responsibility	Mitigation Monitoring and Enforcement Responsibility	Status
BMPs to be included in the WQMP to confirm that the treatment and hydrologic controls included in the SWPPP and WQMP will be sufficient to assure that project discharges will not cause a violation of applicable water quality standards. (As amended by Addendum)				