



# NORTH TUSTIN Specific Plan

April 1986



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APRIL 1988

# PROJECT LOCATION

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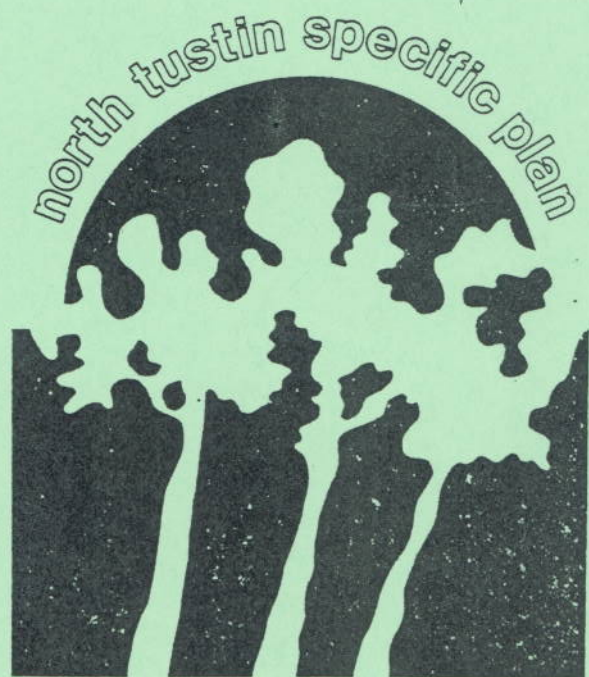
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executive  
summary

## EXECUTIVE SUMMARY

### BACKGROUND

#### Authorization and Purpose

On June 16, 1981, the Board of Supervisors approved Resolution 81-933 authorizing the County of Orange Environmental Management Agency (EMA) to prepare a specific plan for the unincorporated area of North Tustin in the general vicinity of 17th Street and Newport Avenue. This action was taken in response to a growing awareness among area residents and property owners of increasing problems of traffic and noise along 17th Street and Newport Avenue. Further, these problems were creating uncertainty for land use and development decisions. While the noise and traffic problems tended to preclude continued low density residential use, a change to higher density residential or more intense nonresidential uses presented an additional problem of potential incompatibility with adjacent inward oriented residential neighborhoods. The North Tustin Specific Plan is intended to implement policies of the Orange County General Plan and other applicable planning documents, with specific emphasis on development of land use and traffic circulation recommendations, which will promote future development compatible with the character of the existing surrounding community.

#### Structure of the Plan

The North Tustin Specific Plan consists of four divisions. These divisions are:

- ° Division I, Introduction, which describes the authorization and purpose of the plan, the project area, the preparation of the plan, and the organization of the plan.
- ° Division II, Components of the Plan, which consists of four chapters: 1) Land Use and Design; 2) Circulation and Noise; 3) Recreation and Open Space; and 4) Public Works.

This grouping reflects the interrelationships within the specific plan area between issues, constraints and recommended solutions.

- ° Division III, Implementing Regulations, which presents the Land Use and Development Regulations applicable to the area of the North Tustin Specific Plan. These regulations are adopted by ordinance.
- ° Division IV, Appendices, which consists of materials which support Divisions II and III.

Within these divisions is provided all the information needed for this plan to be in compliance with State law authorizing specific plans (Government Code Sections 65450 et. seq.) and the County of Orange Specific Plan Procedures (Comprehensive Zoning Code Section 7-9-156 through 7-9-156.3).

## Citizen Involvement

An extensive public participation program was conducted during the course of specific plan preparation. The major element of this program was periodic meetings of the North Tustin Specific Plan Advisory Committee (NTSPAC). This advisory group met 20 times to identify and provide comment on issues to be addressed in the plan. The focus of several of these meetings was developing a committee consensus land use plan. When efforts to draft a plan acceptable to all factions within the committee proved unsuccessful, EMA conducted a public meeting before the Planning Commission in March 1982, at which all of the land use alternatives under consideration were presented. The meeting served to ensure that the land use alternatives being considered represented a reasonable range of options.

In addition to the meetings of NTSPAC and the public meeting before the Planning Commission, two public meetings were held in the community. The first meeting reviewed land use options. The second meeting provided community residents an opportunity to comment on a draft version of the Specific Plan.

## Major Issues

The Specific Plan is tailored to address issues which most affect land use and development within the specific plan area. The major issues on which the plan focuses includes:

- maintaining a residential character throughout the specific plan area without unnecessarily precluding nonresidential use;
- determining the stability and viability of continued single-family residential uses at specific locations along Newport Avenue and 17th Street;
- accommodating increasing regionally induced traffic and related noise along Newport Avenue and 17th Street;
- minimizing traffic hazards associated with multiple access driveways to arterials within a relatively short distance;
- identifying road improvements likely to be needed as a consequence of growing traffic volumes;
- providing for changes in housing type preference due to economic and social trends while ensuring the stability of existing inward oriented neighborhoods;
- assessing the adequacy of available recreation facilities; and
- ensuring the adequacy of public facilities to accommodate existing and future development.

## GOALS AND POLICIES

Goals and policies were developed to provide direction for implementation of the County General Plan within the area of the North Tustin Specific Plan. They are focused on resolving the issues identified and analyzed through the specific plan process. Although the goals and policies find their basis in and are consistent with the General Plan, they are specific in application to the specific plan area.

## Land Use and Design Goals and Policies

### A. Compatibility with Existing Community

Promote future development which is compatible with the existing surrounding community.

- A-1. Establish and enforce detailed development standards which emphasize a residential character for all development.
- A-2. Orient employment land uses toward major and primary arterial streets so that activities associated with these uses will have minimal effect upon adjacent residential neighborhoods.
- A-3. Use landscaping to enhance building design and where necessary, to soften the effects of building and pavement.
- A-4. Ensure new development provides an appropriate buffer to adjacent existing uses of less intensity.
- A-5. Require exterior signage and lighting to be subdued in character and non-intrusive upon neighboring uses.

### B. Innovative Development Concepts

Promote innovative development concepts that contribute to resolving land use problems in the area.

- B-1. Establish and enforce design standards for improving the visual attractiveness of the arterial corridors in the specific plan area.
- B-2. Encourage parcel consolidation or joint development planning within detailed review parcels.
- B-3. Encourage use in the planned development process for coordinating development within the detailed review parcels.
- B-4. Encourage architectural unity of employment land uses.
- B-5. Encourage a street orientation for professional office buildings in order to better screen at grade parking lots from view.

### C. Balance of Housing Opportunities

Seek a balance of housing opportunities through encouraging a variety of types and densities of housing.

- C-1. Maintain the quality and integrity of housing in the existing residential neighborhoods.
- C-2. Expand the role of medium and high density housing, both owner and tenant occupied, in meeting local housing needs.

## Circulation and Noise Goals and Policies

### A. Safe and Efficient Circulation

Provide a circulation system which safely and efficiently moves people and goods.

- A-1. Develop circulation system consistent with the MPAH.
- A-2. Locate and classify arterials to meet the land use policies and plans.
- A-3. Where feasible redesign intersection with projected LOS of E, or F to achieve at least LOS D.
- A-4. Restripe where feasible, road segments with projected LOS of D, E, or F to achieve LOS C.
- A-5. Establish driveway access and internal circulation standards for new development fronting on arterial highways as part of the land use regulations.
- A-6. To extent feasible coordinate signals along 17th Street and Newport Avenue.
- A-7. Pursue improvement of local streets through all available funding mechanisms.

### B. Minimize Noise Effects

Minimize the effect of increasing noise levels and establish compatible land uses in noise impacted areas.

- B-1. Require that all applicable County noise standards are met by new development.
- B-2. Limit noise sensitive land uses within noise impacted areas, when consistent with other land use considerations.
- B-3. Ensure new developments provide sufficient noise barriers to adjacent existing uses of less intensity.
- B-4. Encourage the use of innovative site planning to reduce noise levels.
- B-5. Encourage property owners within the 57 CNEL to acoustically insulate residences.

## Recreation and Open Space Goals and Policies

### A. Meet Recreation Needs

Provide a local and regional park system designed to meet the recreation needs of CSA 5 residents including the North Tustin Specific Plan area.

- A-1. Acquire, develop and maintain local park land consistent with the recreation needs of the North Tustin residents.
- A-2. Distribute recreation facilities so that all community residents are within walking distance of recreation opportunities.
- A-3. Provide for regionally significant facilities at Peter's Canyon Reservoir Regional Park.

**B. Optimum Variety of Recreation Facilities**

Provide an optimum variety of recreation facilities to meet the specific needs of the North Tustin residents.

- B-1. Locate local park sites adjacent to school sites whenever practicable and in a manner enhancing the open space and recreation opportunities of the school grounds.
- B-2. Consider the safe linkage to bicycle trails in locating future local park sites.
- B-3. Arrange cooperative recreation and maintenance agreements with Tustin Unified School District when local parks are adjacent to public schools and when such agreements maximize the recreation potential of both facilities.
- B-4. Pursue land dedication for a neighborhood park from developers proposing residential development north of 17th Street.

**C. Safe Bike Routes**

Provide a system of local bike routes which provide safe access to schools, shopping centers, and recreation areas and which connects with the regional bikeway system.

- C-1. Provide Class I, off road, bikeways whenever possible.
- C-2. Provide a north-south bikeway through the specific plan area which will link regional bikeways with schools, parks and existing bike routes.
- C-3. Initiate joint efforts with other jurisdictions for the purpose of implementing adopted bikeway routes.
- C-4. Construction of bikeways should conform to the County adopted Caltrans publication "Planning and Design Criteria for Bikeways in California."
- C-5. Pursue the timely replacement of unsafe bike routes.
- C-6. Locate bike routes to facilitate safe linkage to park sites, schools and other recreational destinations.

D. Open Space System

Provide an open space corridor which links with the countywide open space system.

D-1. Retain an open space designation for the Southern Pacific Railroad right-of-way north of 17th Street to link open space opportunities as a Class I bikeway.

D-2. Consider the Southern Pacific Railroad right-of-way to the south of 17th Street for use as a bikeway.

Public Works Goals and Policies

A. Adequate Public Infrastructure Facilities

A-1. Evaluate all development for cumulative effect on capability of areawide facilities and infrastructure to maintain an acceptable level of service.

A-2. Improve deficient county-provided facilities and services in areas which pose a public safety problem.

A-3. Encourage undergrounding of utilities along major arterials.

IMPLEMENTATION STRATEGY

To carry out the goals and policies of the North Tustin Specific Plan, an implementation strategy was prepared. The actions and programs contained in the strategy are briefly described below:

Land and Design Programs

Specific Land Use Plan - Figure 31 presents the Specific Land Use Plan for the North Tustin area. Generally, the plan identifies: medium-high density residential use for parcels which meet parcel consolidation and specific design requirements; garden professional office use along Newport Avenue to a point 400 feet southwest of 17th Street for parcels which meet access, internal circulation and design standards; and continued medium-low density for existing inward oriented neighborhoods.

Land Use and Development Regulations - These regulations contained in Division III serve to implement all four chapters of the Specific Plan. They are adopted by ordinance and apply only within the North Tustin Specific Plan area.

Parcel Consolidation Incentive Program - This program is applied to certain groups of lots called detailed review parcels and identified in the Specific Land Use Plan as having a residential designation. The program is intended to encourage consolidation of small, narrow or irregularly shaped lots through offering an incentive of increased density as building site size is increased through consolidation.

Affordable Housing Program - The current affordable housing program in effect in all unincorporated areas of the County will be in effect in the North Tustin Specific Plan area. The program is intended to provide housing opportunities for all segments of the population. The program will be coordinated with the parcel consolidation incentive program to avoid possible awarding of a double density bonus.

Community Design Guidelines - The community design guidelines are supportive of and included in the Land Use and Development Regulations. For developers and County officials reviewing development proposals, the guidelines provide a framework for achieving design compatibility between proposed projects and existing community character. The guidelines represent a specific set of criteria for the design of projects and their subsequent evaluation.

Historic Properties Survey Program - This program identifies the existence in the specific plan area of structures potentially of local historic or architectural significance. The program calls for preparation of a historic survey as a requirement of development proposals which may affect these identified structures.

Arterial Streetscape Program - This program recognizes the important role played by the arterial highways as a unifying element of community design. The program calls for preparation of a detailed streetscape plan for Newport Avenue and 17th Street. The plan would rely upon a landscaped parkway within the front setback, where possible. Where existing development precludes parkway conditions, street trees will be planted in saw-cut treewells within the public right-of-way. The detailed streetscape plan will establish an informal landscape plan considered compatible with the area's suburban character.

#### Circulation and Noise Programs

Master Plan of Arterial Highways - Circulation improvements within the specific plan area will proceed according to the Master Plan of Arterial Highways. A recommendation is also included that Newport Avenue be restriped to 6 travel lanes within the existing facility when warranted by traffic volumes. The County may fund certain road improvements to other arterial highways which will not occur through normal dedication and improvement procedures if such improvements are determined to result in sufficiently high improvement to traffic conditions.

Intersection Improvement - This program will initiate improvement of intersection capacities through a program of signal coordination, signal phasing and intersection restriping. These improvements would be made only when warranted by demonstrated need.

Arterial Access Control - Through application of overlay districts the number of direct access points to arterial highways will be reduced. Developments within the Consolidation Incentive (residential) and Garden Office (professional office) overlay districts must meet access development standards specifying allowable access points to the arterials and calling for reciprocal ingress-egress easement between abutting parcels with the district.

Noise Attenuation Measures - These measures ensure that new development will meet acoustical standards by requiring an acoustical report for proposed development on identified noise impacted lots. Additionally, mitigation measures are referenced for existing noise sensitive uses where changes to land use are not anticipated or provided.

#### Recreation and Open Space Programs

Local Recreation Facility Expansion - Potential recreation sites and types of individual recreation facilities are recommended to alleviate the noted deficiencies in the specific plan area. Funding for projects will be by the County through Community Service Area 5.



Regional Recreation Facility Expansion - The results of the 1980 Regional Park Needs Study were used to identify recreation facilities which should be incorporated into the proposed Peter's Canyon Reservoir Regional Park.

Bikeway Expansion - A system of local bikeways are presented which will link schools, parks, and regional bikeways. The construction and maintenance of the proposed local on-road bikeways would be funded by County EMA-Public Works Division.

Open Space Redesignation - In response to the deletion of a regional bikeway along a portion of the Southern Pacific Railroad right-of-way to the south of 17th Street, the plan recommends the redesignation of this same portion of the right-of-way from open space to medium-low density residential.

#### Public Works Programs

Street Lighting Program - The Environmental Management Agency (EMA) will continue to require developers to annex into the Landscaping and Lighting Assessment District and install street lighting facilities. EMA will also continue to locate areas which pose a traffic safety problems and seek funding for installation and maintenance of needed lighting facilities.

Neighborhood Watch Program - Local residents may request the Sheriff Coroner Department to be included in this program. Upon program initiation, neighborhood watch signs are placed at neighborhood entrances and Sheriff deputies periodically meets with local residents and maintains a list of active program participants.

Building Security Measures - This program encourages developers to install security features such as street lights, dead-bolt locks, security alarms, or garage door openers at the project development phase.

Storm Drainage Program - The County will continue to identify areas which have significant drainage problems and ensure the installation and maintenance of local drainage facilities.



division I

## DIVISION I: INTRODUCTION

### AUTHORIZATION AND PURPOSE

On June 16, 1981, the Board of Supervisors approved Resolution 81-933 authorizing the County of Orange, Environmental Management Agency (EMA) to prepare the North Tustin Specific Plan. This action was taken in response to a growing awareness among area residents and property owners of increasing problems of traffic and noise along 17th Street and Newport Avenue. Further, these problems were creating uncertainty for land use and development decisions. While the noise and traffic problems tended to preclude continued low density residential use, a change to higher density residential or more intense non-residential uses presented an additional problem of potential incompatibility with adjacent inward oriented residential neighborhoods. Preparation of a specific plan for the North Tustin area was selected as an effective means of systematically and comprehensively addressing these problems and of implementing the intent of the County's General Plan at the local community level.

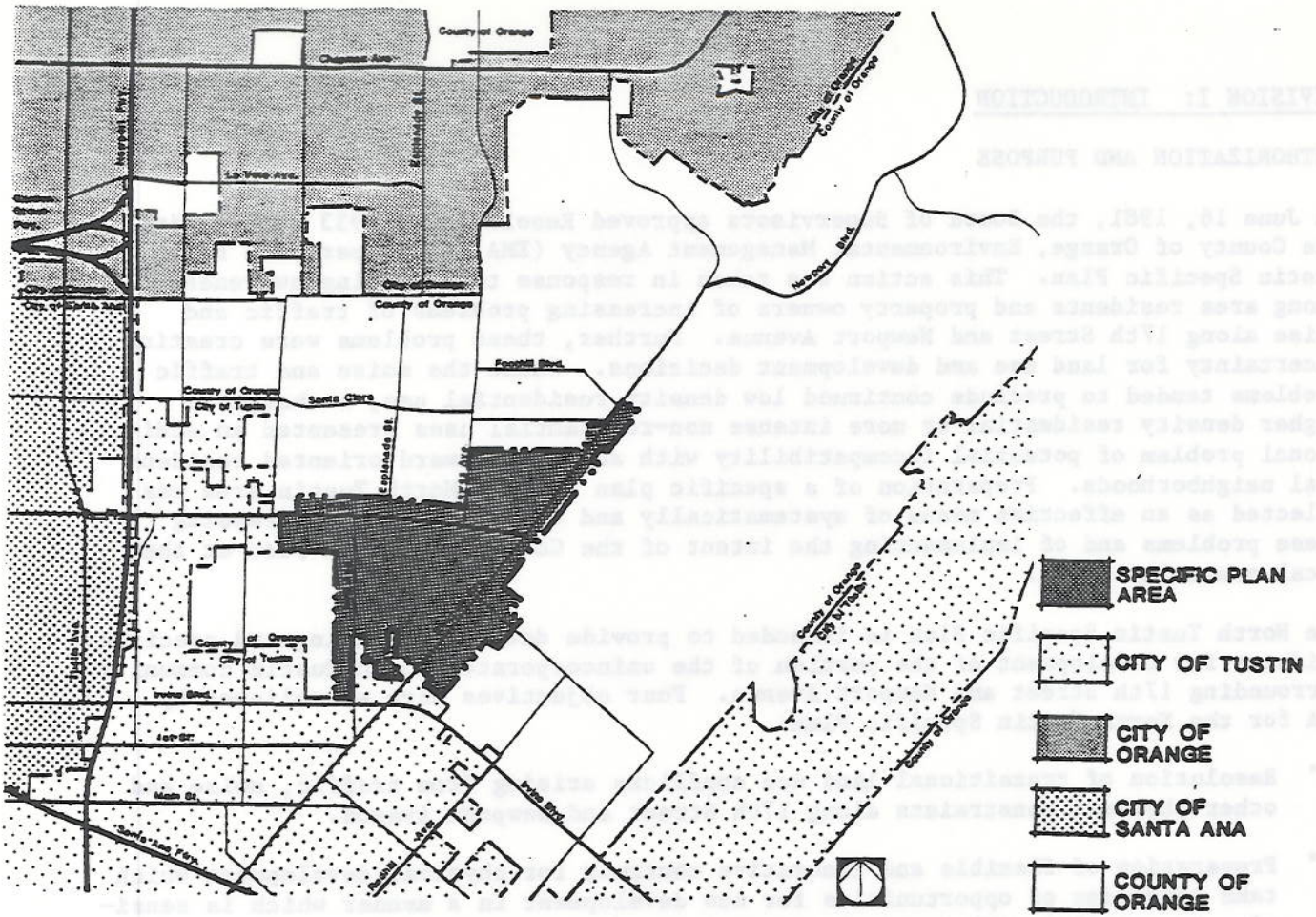
The North Tustin Specific Plan is intended to provide detailed planning and specific guidance for development of the portion of the unincorporated North Tustin community surrounding 17th Street and Newport Avenue. Four objectives were established by EMA for the North Tustin Specific Plan:

- ° Resolution of transitional land use conflicts arising from traffic, noise and other physical constraints along 17th Street and Newport Avenue.
- ° Preparation of flexible and innovative controls for physical development which take advantage of opportunities for new development in a manner which is sensitive to existing environmental constraints.
- ° Establishment of a land use distribution and mix which will enhance and maintain the residential character of the community without unnecessarily precluding non-residential uses.
- ° Development of a comprehensive implementation strategy for the plan which is responsive to the County's planning, regulatory and public facility operation functions.

### PROJECT AREA

The North Tustin Specific Plan area is centrally located within Orange County as is shown in Figure 1. Nearby communities include the City of Tustin to the south and west, the City of Orange to the north, and the unincorporated communities of Panorama Heights, Cowan Heights and Lemon Heights to the north and northeast. The regional location of the specific plan area is shown in Figure 2.

The boundary of the North Tustin Specific Plan is illustrated in Figure 3. A legal description of the boundary is provided in Appendix A. The focus of the project area corresponds to two narrow corridors, one along 17th Street from Prospect Avenue to its terminus at Newport Avenue and the other along Newport Avenue from Wass Street to Foothill Avenue. Also included in the project area are surrounding residential neighborhoods which may be affected by changes in land use within these two corridors. These neighborhoods extend to Holt Avenue on the west, Ervin Lane on the north, and the Tustin city limit on the south.



REGIONAL LOCATION  
 north tustin area

**PREPARATION OF THE PLAN**

**Planning Background**

The North Tustin community was the subject of several planning efforts in the past. Among these efforts were the General Plans for the Cities of Tustin and Orange, the 17th Street Plan (1974), the Orange County General Plan and the East Orange Plan (1975). The principal uses in the specific plan area are medium and medium-low density single-family residences on relatively large lots. A small estate character is associated with these uses. The area of analysis also includes some professional office uses along the northwest side of Newport Avenue and some high density multiple-family residential uses on the southeast side of Newport Avenue. These two land uses are located to the south of 17th Street.

Newport Avenue, a designated primary arterial, and 17th Street, a designated major arterial, are the dominant circulation routes in the North Tustin area. In addition to serving nearby neighborhoods these two roadways perform an important regional circulation role. This regional role for Newport Avenue and 17th Street has expanded substantially in recent years in response to the increased traffic generated by development in Cowan Heights, Lemon Heights and other hillside communities to the north and east. Accompanying the increasing traffic has been an increase in the magnitude of community noise intrusion.

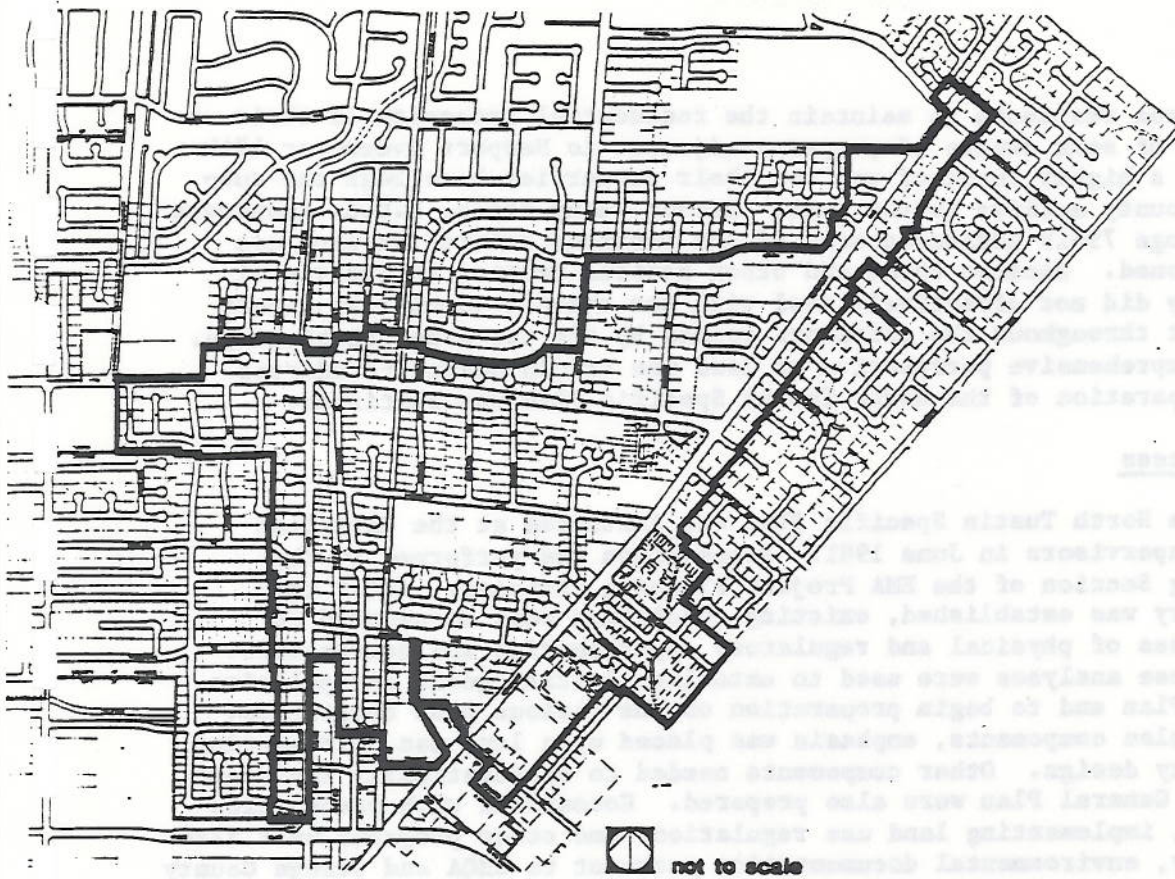


figure 3

**SPECIFIC PLAN BOUNDARY**  
 north tustin specific plan

Development over the last 10 to 20 years has left the specific plan area "built-out" with the exception of a few parcels. In addition, some parcels abutting 17th Street or Newport Avenue developed with older single-family homes are now subject to pressures for non-residential or higher density residential zone changes. This pressure for change results from the traffic and noise problems, discussed previously, and the increased suitability of these properties for employment or service uses due to the high traffic volumes characteristic of both Newport Avenue and 17th Street.

Many residents in and around the specific plan area have expressed concern that incremental "spot zoning" of parcels from medium and low density residential to office, commercial or higher density residential use is occurring. They believe this will encourage a widespread change to uses incompatible with the existing character of the community, and foreclose opportunities for development of compatible land uses within a long-term planning framework. However, some owners of parcels which are adjacent to the arterial highways and potentially suitable for more intense professional office and residential uses, have expressed concern that impacts from traffic, noise, and acquisition and development of ultimate right-of-way have rendered their properties no longer suitable for low density residential use. These property owners feel the opportunity exists for more intense development which, with sensitive site planning, can be compatible with abutting residences as well as provide an aesthetically pleasing buffer to major highways.

The concerns of area residents to maintain the residential integrity of their neighborhoods and of some owners of property adjacent to Newport Avenue or 17th Street to achieve a higher level of use for their properties have been the subject of various county actions in the past. Recent among these, L.U.E. Amendment 78-2 and Zone Change 79-19 addressed many of the concerns related to land use change just mentioned. Because these and other actions related to individual parcels only, they did not effectively deal with the overall cumulative impact of new development throughout the corridors formed by the two arterial highways. To provide the comprehensive perspective of land use trends needed to address these issues, preparation of the North Tustin Specific Plan was initiated.

### Specific Plan Process

Preparation of the North Tustin Specific Plan was initiated at the direction of the Board of Supervisors in June 1981. Preparation was performed by the Community Planning Section of the EMA Project Planning Division. After the study area boundary was established, existing conditions were documented in the form of analyses of physical and regulatory opportunities and constraints. The results of these analyses were used to establish initial goals and policies for the Specific Plan and to begin preparation of the various plan components. In preparing the plan components, emphasis was placed upon land use, circulation, noise and community design. Other components needed to systematically implement the Orange County General Plan were also prepared. Concurrent with preparation of the components, implementing land use regulations and other programs were also prepared. Finally, environmental documentation pursuant to CEQA and Orange County regulations was prepared which described how the Specific Plan responded to local impacts of development and cumulative effects of regional growth.

Besides the technical tasks associated with preparing the Specific Plan, EMA also conducted an extensive public participation program. The major element of this program was periodic meetings of the North Tustin Specific Plan Advisory Committee (NTSPAC). NTSPAC members were appointed by the Board of Supervisors and intended to represent a cross-section of interests within the North Tustin community. A list of NTSPAC members is presented on the inside front cover of this document.

During the course of specific plan preparation, NTSPAC met 20 times to identify and provide comment on issues to be addressed in the plan. The focus of several of these meetings was developing a committee consensus land use plan. Through these efforts a plan supported by the majority of the committee emerged. This plan was not supported by committee members seeking higher levels of use than the majority plan would allow. When efforts to develop a plan supported by all committee members proved unsuccessful, EMA conducted a public meeting before the Planning Commission in March 1982, at which all of the land use alternatives under consideration were presented. The meeting served to ensure that the land use alternatives being considered represented a reasonable range of options. These alternatives are presented and discussed in Appendix B. The Specific Land Use Plan contained in this document evolved from this set of alternatives.

In addition to the meetings of NTSPAC and the public meeting before the Planning Commission, two public meetings were held in the community. The first meeting reviewed land use options. The second meeting provided community residents an opportunity to comment on a draft version of the Specific Plan.

## ORGANIZATION OF THE PLAN

In addition to this Introduction, the North Tustin Specific Plan consists of three divisions. These divisions are: Division II, Components of the Plan; Division III, Implementing Regulations; and Division IV, Appendices. Within these divisions is provided all the information needed for this plan to be in compliance with State law authorizing specific plans (Government Code Sections 65450 et. seq.) and the County of Orange Specific Plan Procedures (Comprehensive Zoning Code Sections 7-9-156 through 7-9-156.3). Portions of this plan which are to be adopted by ordinance are included in Division III, Implementing Regulations. All other divisions are to be adopted by resolution. An expanded discussion of the organization of each division is provided below.

Division II, Components of the Plan, consists of four chapters: 1) Land Use and Design; 2) Circulation and Noise; 3) Recreation and Open Space; and 4) Public Works. This grouping reflects the interrelationships within the specific plan area between issues, constraints and recommended solutions. Each chapter has four sections: A) an Introduction providing an overview of chapter content; B) a Background discussion providing an overview of issues analyzed during plan preparation; C) a set of Goals and Policies for development within the specific plan area; and D) an Implementation Strategy describing standards, programs and guidelines for carrying-out the Specific Plan.

These four chapters provide for the orderly implementation of certain elements of the County's General Plan. Other related subjects, appropriate for inclusion in the Specific Plan, are addressed as well. Discussion related to particular General Plan elements or related subjects can be found in the following chapters:

- o Land Use and Design:                    Land Use Element  
    Housing Element  
    Community Design (not a General Plan  
    element)
- o Circulation and Noise:                    Circulation Element  
    Noise Element
- o Recreation and Open Space:                Recreation Element (3 Master Plans)  
    Open Space Element
- o Public Works:                                Public Services and Facilities (not a  
    General Plan element)

Chapters addressing the concerns of the Safety, Scenic Highways and Conservation elements are not included in this Specific Plan. It was found that the goals, objectives and policies of these elements, as contained in the General Plan, were adequate for the purpose of guiding future growth and development in the North Tustin community.

Division III, Implementing Regulations, presents the Land Use and Development Regulations which apply specifically to the area of the North Tustin Specific Plan. The Land Use and Development Regulations are tailored to implement the provisions of all four chapters of Division II and are a major accomplishment of the planning process. Existing adopted county regulations which continue to be in effect in the specific plan area are referred within the Land Use and Development Regulations.

Division IV, Appendices, presents materials which support Divisions II and III. Included in the Appendices are; definitions of park types and properties of local historical and/or architectural interest. Other material which was included in the Appendices of the draft Specific Plan including; legal description of the specific plan boundary, land use alternatives considered during preparation of the Specific Plan, countywide affordable housing guidelines, conditions of approval to certain existing developments, bibliography and the Environmental Impact Report are on file with EMA/Planning. The EIR is supported by a technical appendix which includes an historic buildings survey, a noise study and a traffic study prepared as part of the specific plan process.

Division II, Components of the Plan, consists of four chapters: 1) Land Use and Design; 2) Circulation and Water; 3) Recreation and Open Space; and 4) Public Works. This grouping reflects the interrelationships within the specific plan. Each chapter has been prepared as a separate document and recommended as a separate element. A) An Introduction providing an overview of chapter content; B) a background discussion providing an overview of issues analyzed during plan preparation; C) a set of Goals and Policies for development within the specific plan area; and D) an implementation strategy including standards, programs and guidelines for carrying out the Specific Plan.

These four chapters provide for the orderly implementation of certain elements of the County's General Plan. Other related subjects, appropriate for inclusion in the Specific Plan, are addressed as well. Elements related to particular General Plan elements or related subjects can be found in the following chapters:

- Land Use and Design:
  - Land Use Element
  - Housing Element
  - Community Design (not a General Plan element)
- Circulation and Water:
  - Circulation Element
  - Water Element
- Recreation and Open Space:
  - Recreation Element (3 Master Plans)
  - Open Space Element
- Public Works:
  - Public Services and Utilities (not a General Plan element)

Chapters addressing the concerns of the Safety, Goals, Highways and Connections elements are not included in this Specific Plan. It was found that the goals, objectives and policies of these elements, as contained in the General Plan, were adequate for the purpose of guiding future growth and development in the North-Havlic community.

Division III, Implementing Regulations, presents the Land Use and Development Regulations which apply specifically to the area of the North-Havlic Specific Plan. The Land Use and Development Regulations are called to implement the provisions of all four chapters of Division II and are a major accomplishment of the planning process. Existing unadopted county regulations which continue to be in effect in the specific plan area are referred within the Land Use and Development Regulations.





division II

## DIVISION II: COMPONENTS OF THE PLAN

### CHAPTER 1: LAND USE AND DESIGN

#### INTRODUCTION

This chapter of the North Tustin Specific Plan addresses land use, housing and community design. These subjects have been combined because the issues and opportunities associated with each are closely interrelated for the Specific Plan area. Also, the first two subjects are mandatory elements of the General Plan and must be addressed within the Specific Plan. Community design is treated within an expanded context for land use because of the importance of building and site design in achieving land use compatibility.

#### BACKGROUND

An expressed purpose for the North Tustin Specific Plan is the "...development of land use and traffic circulation recommendations which will promote future development compatible with the existing surrounding community." As is described in this section, the planning process to accomplish this involved: 1) defining the existing community; 2) determining areas with development potential and the issues affecting their development; and 3) identifying opportunities for managing future development in an appropriate and compatible manner.

#### Existing North Tustin Community

Regional Land Use Perspective - Current land use in the region surrounding the North Tustin Specific Plan area is shown in Figure 4. The land uses shown are based upon 1980 land cover survey data but have been aggregated into broad categories because of map scale. Within this regional context, the specific plan area is situated in a predominantly single-family residential area. Professional office and commercial uses providing for employment and consumer needs border the specific plan area to the south and west along the major arterials which serve the region. This includes a limited amount of professional offices extending into the southwestern portion of the specific plan area. Additional commercial and professional office uses are situated along Chapman Avenue to the north. East of the project area rural and low density single-family residential uses predominate.

During the past 15 years, the Specific Plan area and areas to the south and west, have been largely "built-out." Exceptions are scattered undeveloped parcels of small to moderate size and areas undergoing redevelopment or "recycling" in the cities of Tustin and Santa Ana. To the north and west, the hilly terrain held back the development process in the past; however, in recent years, a great deal of low density residential development has occurred.

Local Land Use Perspective - Figure 5 presents existing land use (1981) within the specific plan area and in the immediately surrounding community as well. Acreages, dwelling units and square footage of office space for the specific plan area only are summarized in Table 1. The predominant use is single-family residential representing 72.9 percent of the specific plan area. Multiple-family residential uses, totaling 8.4 percent of the area, are clustered along Newport Avenue to the south of Vanderlip Avenue. Professional office uses within the specific plan area also occur along the southern portion of Newport Avenue

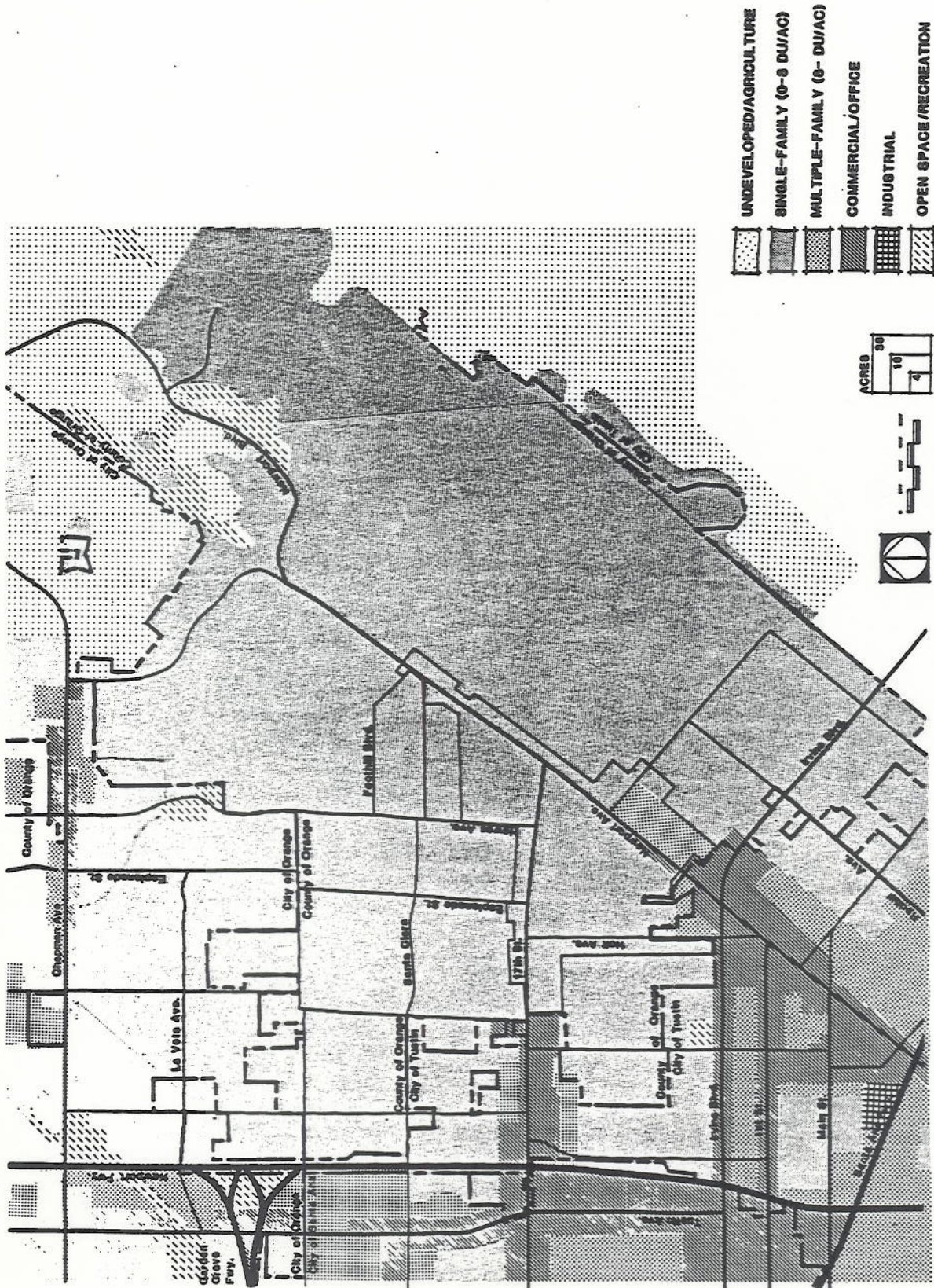
TABLE 1

North Tustin Specific Plan  
Existing Land Use Summary  
1981

<u>Land Use</u>	<u>Acres</u>	<u>Percent</u>	<u>Dwelling Units</u>	<u>Office Space</u>
<b>Residential</b>				
Wholesale Nursery	4.3	1.0	2	-
Single-Family	329.9	72.9	855	-
Multiple-Family	38.0	8.4	469	-
Office	3.1	0.7	-	32,400
Public/Quasi-Public	20.0	4.4	-	-
Open Space	3.8	0.8	-	-
Agriculture	12.4	2.8	-	-
Vacant	2.3	0.5	-	-
Arterial Streets	38.7	8.5	-	-
<b>TOTAL</b>	<b>452.5</b>	<b>100.0</b>	<b>1,325</b>	<b>32,400 s.f.</b>

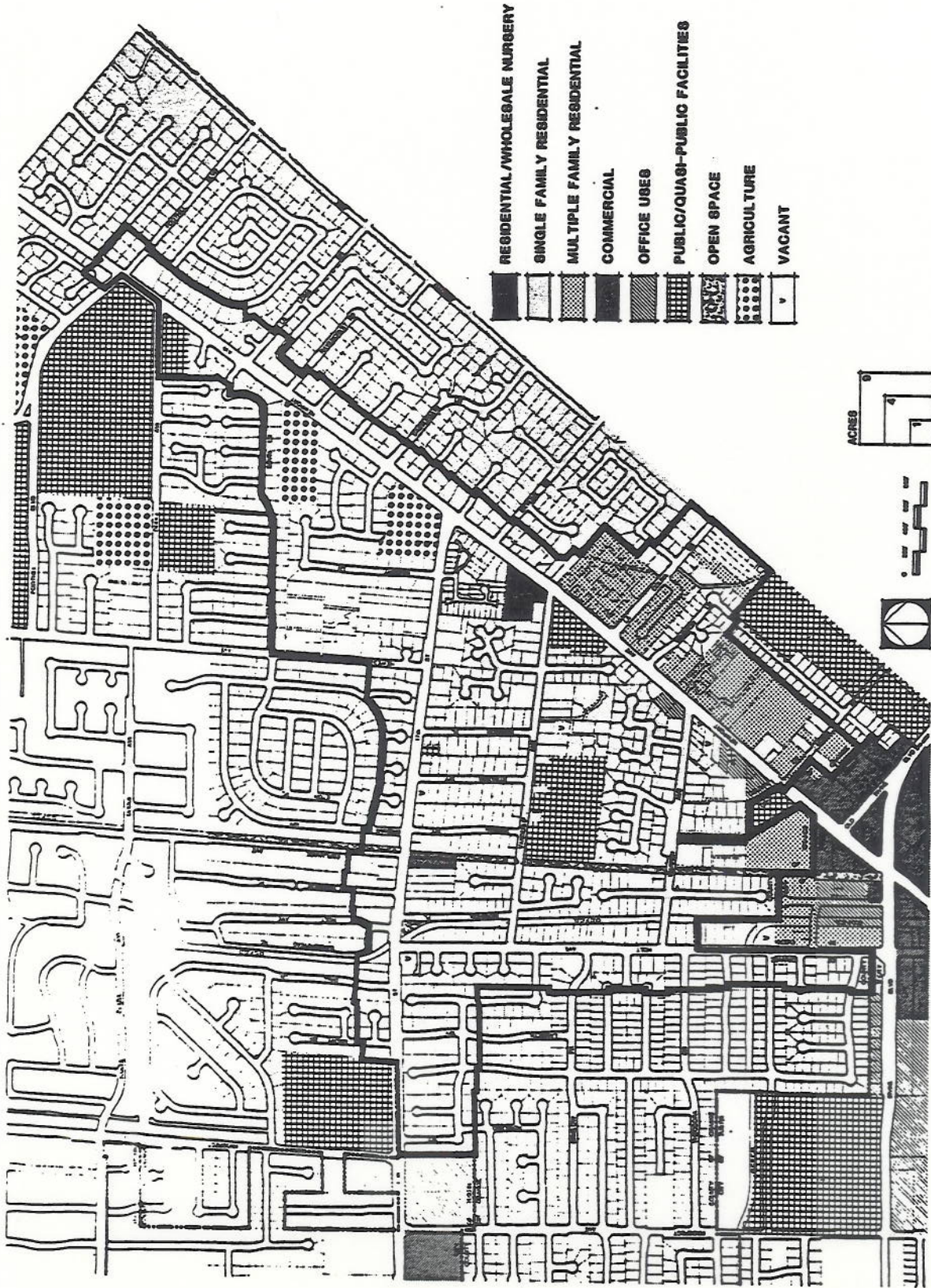
Note: Statistics are for specific plan area only. Office square footage is estimated.

Source: Orange County, EMA



REGIONAL LAND USE 1980  
 north tustin specific plan

FIGURE 4



EXISTING LAND USE  
 north tustin specific plan

FIGURE 5

but only extend about 200 feet north of Warren Avenue. As is mentioned previously, professional office and commercial uses occur immediately beyond the project boundary along both Newport Avenue and 17th Street. Quasi-public uses occur throughout the specific plan area and include churches, a public school, private schools, and a water pumping station. Each occurs as a conditional use under current zoning. Wholesale nurseries are also present as permitted uses under existing zoning.

Current Land Use Planning and Regulation - Figure 6 presents the General Plan land use designations which were in effect when the North Tustin Specific Plan was initiated. Table 2 summarizes the total acreage of each designation within the specific plan area and the allowable level of use which it represents. Of the vacant, agriculture and wholesale nursery uses indicated on Figure 5 approximately 18.3 acres or 96 percent are within residential categories and 0.7 acres or 4 percent are within nonresidential categories.

Effective August 1, 1982, the Land Use Element including the land use designations shown in Figure 6 will be superseded. The new General Plan aggregates the land use designations into broader categories. More detailed land use information comparable to the information in Figure 6 will be provided by Community Profile maps. The land use designations of the new Land Use Element are presented in Figure 32, located in the Implementation Strategy. The figure has been located in the Implementation Strategy because the changes affect the adoption and administration of the plan rather than the determination of land use designations.

Figure 7 presents the zoning designations in effect in the specific plan area at the time of specific plan initiation. The dominant zoning is E-4, small estates, which allows a minimum parcel size of 10,000 square feet. Table 3 presents the associated acreages developed in residential or other permitted uses within each zoning district. Within the specific plan area consistency between zoning and the General Plan is achieved; however, a discrepancy is present for the parcels noted in Table 4.

Community Character - Figure 8 illustrates the distribution of the major elements of community character in the specific plan area. The character of development within the specific plan area is predominantly small estate residential. With the exception of the most recently built units, most of the single-family housing is single story. This may be due in part to the relatively large lot size of E-4 zoning which enables ample living space within dwellings without necessitating a second story. These single-family units can be grouped into three broad categories: 1) early rural subdivisions with unimproved streets or private drives and narrow or irregular shaped lots; 2) more recent subdivisions with conventionally shaped lots, improved streets and block walls for screening; and 3) individual lots with direct access to arterials or collectors.

On various of the parcels within the early subdivisions are located structures of local historical and/or architectural interest. The street address for each of these structures is provided in Appendix F. An historic properties report providing additional information on these properties was prepared as part of the specific plan effort and is included in the technical appendix to the EIR.

Subordinate in character to the single-family theme are the higher density housing types, office buildings and public or quasi-public buildings. The higher density housing to the south is generally two-story attached dwellings with walls and

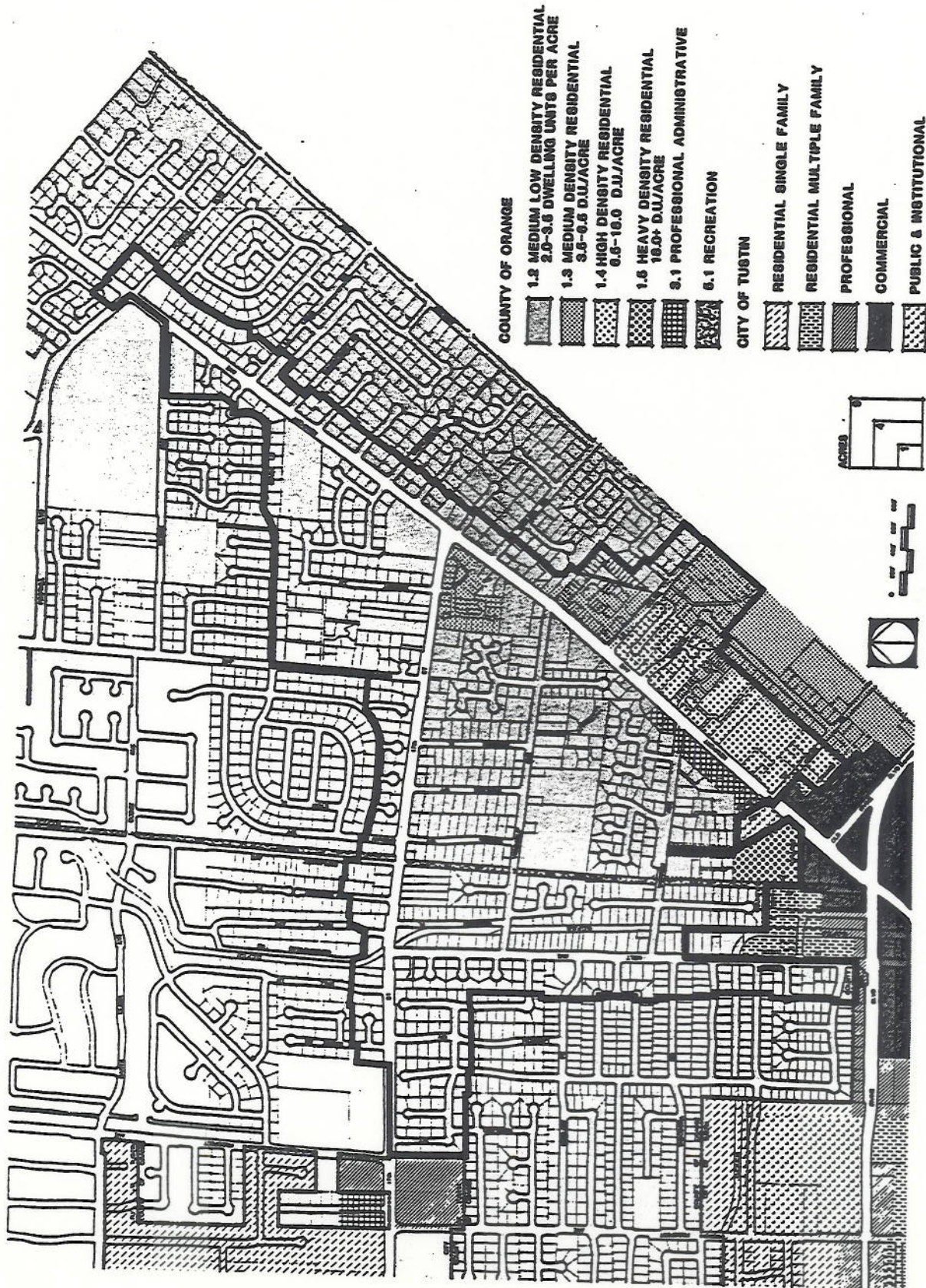
TABLE 2

North Tustin Specific Plan  
General Plan Summary 1980

<u>LUE Designation</u>	<u>Allowable Density</u>	<u>Acres</u>	<u>Percent</u>
1.2 Medium Low Density Residential	2.0 to 3.5 du/ac	377.1	83.3
1.3 Medium Density Residential	3.5 to 6.5 du/ac	21.0	4.6
1.4 High Density Residential	6.5 to 18.0 du/ac	37.6	8.3
1.5 Heavy Density Residential	above 18.0 du/ac	6.5	1.4
3.1 Professional Administrative	—	5.9	1.3
5.1 Recreation	—	4.4	1.0
<b>TOTAL</b>		<b>452.5</b>	<b>99.9</b>

Note: Percents do not total 100.0 due to independent rounding.

Source: Orange County, EMA



**LAND USE ELEMENT 1980**

**North tustin specific plan**

**FIGURE 6**





TABLE 3  
 North Tustin Specific Plan  
 Zoning 1981

<u>Zoning District</u>	<u>Permitted Uses</u>	<u>Acres</u>	<u>Percent</u>
RE-Residential Estate	S. F. detached	0.0	0.0
Conditional Uses <sup>1</sup>	Church	4.3	1.0
E4-Small Estate	S. F. detached	376.9	83.3
RS-Residential Single-Family	S. F. detached	8.3	1.8
R1-Single-Family Residence			
Residential Use	S. F. detached	16.9	3.7
Conditional Uses <sup>1</sup>	Church, school	2.7	0.6
R2-Group Dwellings	Duplex, multifamily	4.7	1.0
R3-Apartment	Multiple Family	6.5	1.4
R4-Suburban Residential	S. F. detached, duplex, M. F.	26.3	5.8
PA-Professional and Administrative Office	Offices, restaurants	5.9	1.3
PD-Planned Development <sup>2</sup> (Combining District)	Clustered subdivision	35.0	7.7
TOTAL		452.5	99.9

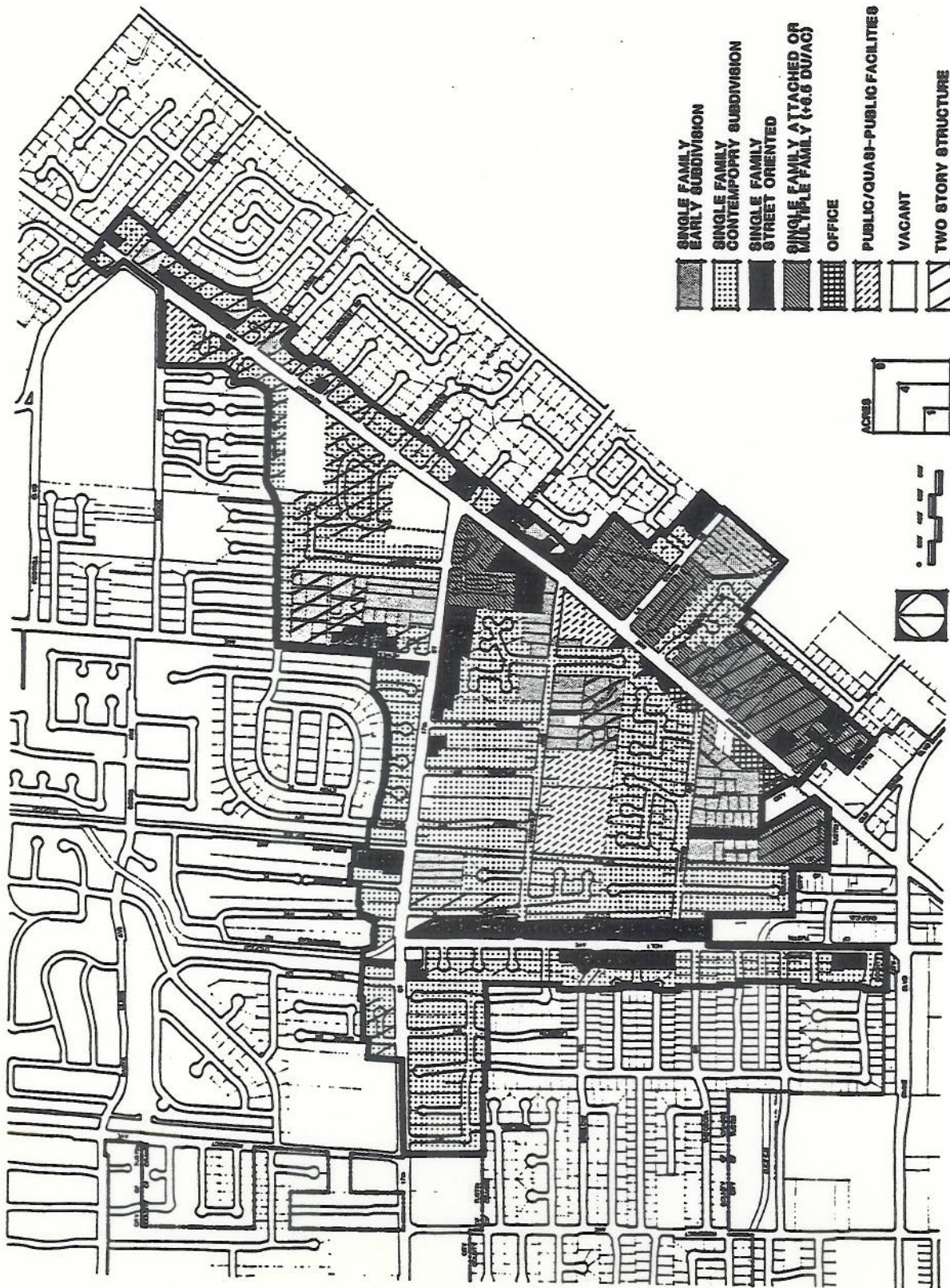
Notes: <sup>1</sup>Includes churches in RE and R1 districts.

<sup>2</sup>Applied as overlay in E4, RS, R2 and R4 districts. Not included in acreage total.

Percents do not total 100.0 percent due to independent rounding.

Source: Orange County, EMA





**COMMUNITY CHARACTER**  
 north tustin specific plan

FIGURE 2

landscaping for screening and buffering. These landscaped areas perform a limited role as usable open space. Moving north through the area, the higher density housing is single story in character with landscaped areas grouped together to increase the amount of usable open space. Perimeter walls are used for screening in these developments. In the case of the medium density housing located at the intersection of Newport Avenue and 17th Street, a single story height limitation was imposed as a condition of approval. These higher density housing types all access from 17th Street or from Newport Avenue to the south of 17th Street.

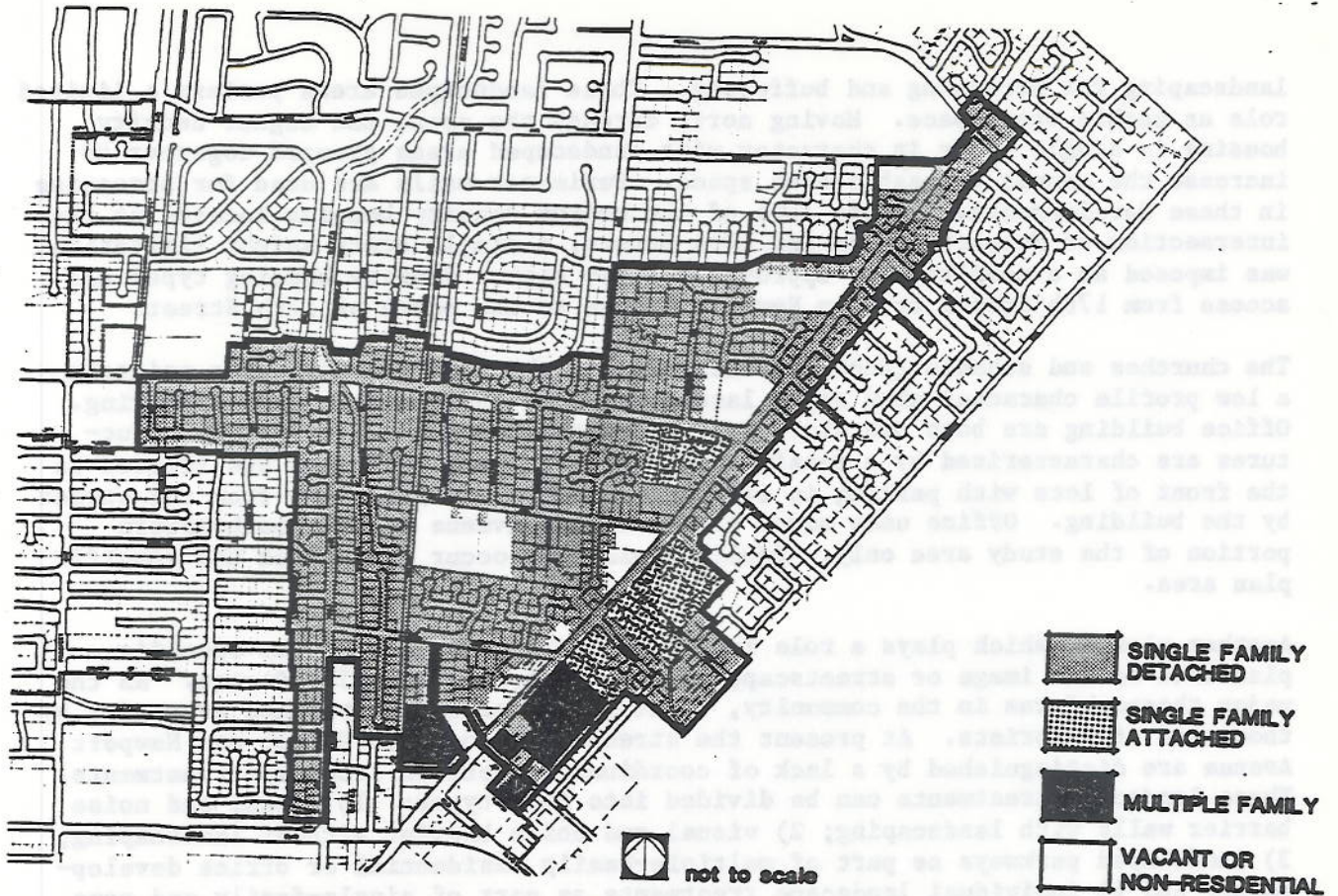
The churches and schools (public facilities) in the specific plan area maintain a low profile character with ample landscaped area for screening and buffering. Office buildings are both one story and two story structures. Two story structures are characterized by a massive appearance. These buildings are located to the front of lots with parking in the rear and screened from view from the street by the building. Office uses occur along Newport Avenue in the southwestern portion of the study area only. Public facilities occur throughout the specific plan area.

Another element which plays a role in defining the character of the specific plan area is the image or streetscape of Newport Avenue and 17th Street. As the major thoroughfares in the community, these two streets are traveled every day by thousands of motorists. At present the streetscapes of 17th Street and Newport Avenue are distinguished by a lack of coordination between landscape treatments. These landscape treatments can be divided into four types: 1) visual and noise barrier walls with landscaping; 2) visual and noise barrier without landscaping; 3) landscaped parkways as part of multiple-family residential or office developments; and 4) individual landscape treatments as part of single-family and some professional office development.

Existing Housing Inventory - The North Tustin Specific Plan area contains an estimated 1,326 dwelling units. For a relatively small area, North Tustin exhibits a diversity of housing types, tenure, condition, and cost. This may be attributable in part to its location between the built-out flat land of the Santa Ana Basin and the less densely developed hillside communities of Cowan Heights and Lemon Heights.

Housing within the specific plan area can be classified into three basic types, detached single-family (conventional and rural subdivisions), attached single-family (duplexes and planned developments), and multiple-family (rentals and condominiums). A complete inventory of housing types can be found in Table 5. The inventory is based upon the density and tenure of dwelling units within the specific plan boundary.

Figure 9 shows the distribution of types of housing throughout the specific plan area. As can be seen in the figure, a concentration of multiple-family units fronts on the southeast side of Newport Avenue just north of the Tustin city limit. Single-family attached units are located adjacent to these multiple-family units and extend past the intersection of La Colina and Newport Avenue. One large planned development is located at the intersection of 17th Street and Newport Avenue as well. The balance of the specific plan area is developed as medium-low density, small estate subdivisions.



Housing Inventory

TABLE 5

North Tustin Specific Plan  
Housing Inventory by Type

<u>Housing Type</u>	<u>Number of Dwelling Units</u>	<u>Percent of Total Dwelling Units</u>
Single-family Detached	823 D.U.	62%
Single-family Attached	196 D.U.	15%
Multiple-family	307 D.U.	23%
<b>TOTAL</b>	<b>1,326 D.U.</b>	<b>100%</b>

Source: EMA, Community Planning, February 1982

Table 6 describes the estimated diversity in dwelling unit tenure in the specific plan area. The information shown was developed by researching the County Assessor's tax records. As can be seen, North Tustin has a moderate number of rental units. Most of these rental units are multiple-family units located just north of the Tustin city limit on Newport Avenue rather than dispersed throughout the community. The vacancy rate for these units was not determined.

Determination of housing condition was based upon an EMA conducted windshield survey of the specific plan area. To rate structural conditions the following classification system was used: good, fair, poor and legal non-conforming. These classifications are based upon the following criteria:

Good - well maintained; likely because of age and condition to be suitable and habitable.

Fair - adequately maintained; likely because of age and condition to contain a few unsuitable conditions.

Poor - poorly maintained; unlikely because of age and appearance to be suitable and habitable.

Legal Non-conforming - fails to meet Zoning Code standards for minimum lot size, setback or other development standard.

The standards of suitability/habitability refer to the condition of the housing unit: it reflects a dwelling's appropriateness for occupancy in terms of apparent structural soundness and capability to provide protection from the elements. Three additional factors should be clarified about the windshield survey. First, the criteria, as presented, are intended simply to obtain a cursory summation of overall housing conditions. Second, the terms used are meant to be as self-explanatory as possible. Third, the manner of survey, i.e., a visual interpretation, is not intended as a definite or final determination of the existing structural conditions.

The results of the windshield survey are shown in Figure 10. Based upon the above criteria, the condition of residential structures in the North Tustin Specific Plan area is generally rated "good." Most of the community consists of well maintained, detached single-family homes on relatively large lots (10,000 square feet). However, along 17th Street and Newport Avenue some of the homes have deteriorated and may be unsuitable for habitation. Some of these homes are located on narrow lots created by early rural subdivisions. The figure also shows that along Newport Avenue many homes which appear to be structurally sound have been severely impacted by the widening of Newport Avenue needed to accommodate the increased traffic volumes. The roadway widening has resulted in reduced front yard setback for these homes. Therefore, although apparently sound dwellings, they were classified a legal nonconforming uses in the windshield survey.

The final consideration of the housing inventory in North Tustin is cost of "for sale" and "for rent" units. Precise data was not available to aid in this analysis. Informal surveys of "for sale" housing prices and of rental rates for multiple-family housing were conducted by EMA staff in February, 1982. The results are general in nature; however, they are indicative of relative housing costs in the specific plan area.

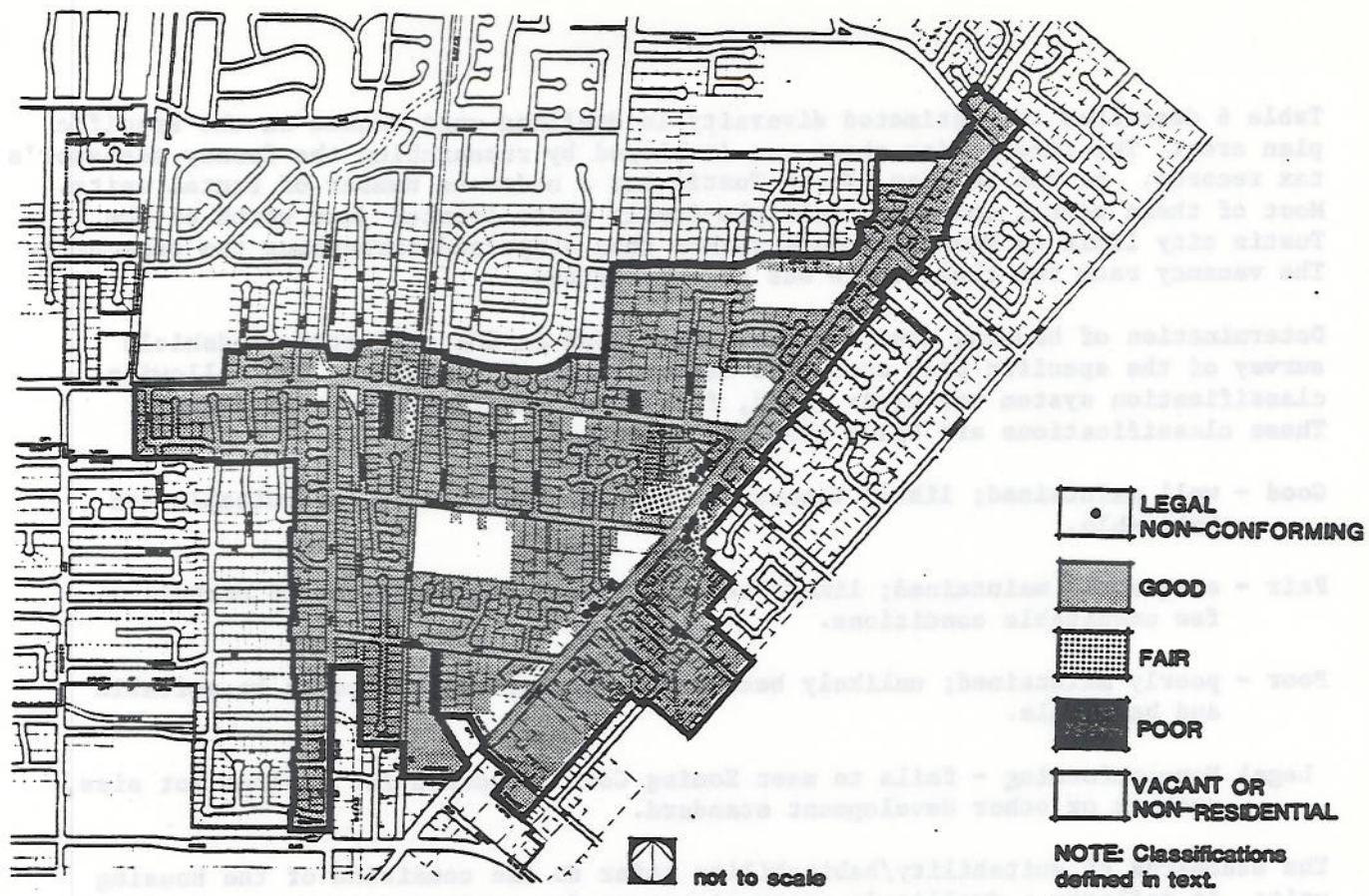


TABLE 6

North Tustin Specific Plan  
Housing Inventory by Tenure

Housing Type	<u>Rental</u>		<u>Owner Occupied</u>	
	<u>No. of D.U.'s</u>	<u>Percent of Total D.U.'s</u>	<u>No. of D.U.'s</u>	<u>Percent of Total D.U.'s</u>
Single-family Detached	65	5%	758	57%
Single-family Attached	55	4%	141	10%
Multiple-family	<u>259</u>	<u>20%</u>	<u>48</u>	<u>4%</u>
<b>TOTAL</b>	<b>379</b>	<b>29%</b>	<b>947</b>	<b>71%</b>

SCOURCE: Assessment Roll of Secured Property in the County of Orange, Ca.



The results of the "for sale" housing price survey are presented in Table 7. It can be seen that a majority of these units are priced in excess of \$150,000, of which a substantial number are priced in excess of \$200,000. A small number of "for sale" units are priced under \$100,000. "For sale" units priced in excess of \$100,000 are likely to be unaffordable to low and moderate income households according to current County criteria. These criteria are revised on a monthly basis in response to various factors discussed in Appendix C.

Survey results of rental prices for multiple-family units are displayed in Table 8 and compared to County designated affordable rental rates for February 1982 in Table 9. The table shows that the surveyed units were all within the designated affordable ranges. Although the designated affordable rates are adjusted on a monthly basis, it is assumed that a large share of multiple-family rental housing is available to low and moderate income households in the specific plan area.

#### Change in the North Tustin Community

Patterns of Development - Figure 11 presents the pattern of development in the specific plan area since 1970. Supporting statistical information is presented in Table 10. Apparent in both the figure and table is the dominance of residential development in the area. Only 3 office projects totalling 1.8 acres have been developed since 1970. All are located in the southwestern portion of the study area. As of early 1982, only thirteen parcels totalling 19.0 acres remained vacant or uncommitted to urban use within the specific plan area.

Within the residential development, single-family attached and multiple-family housing development represent 88 percent of the dwelling units built since 1970. This represents 70 percent of all attached and multiple-family units in the specific plan area. Further comparison to Table 5 shows that since 1970 the recent dominance in local development of these types of housing units has increased them as a percentage of the total housing inventory in the specific plan area from 16.2 to 38.0 percent.

Development of single-family detached housing since 1970 has occurred through subdivision of residual parcels or through lot splits. With the exception of lot splits on the southern frontage of 17th Street, all detached housing built since 1970 is located to the north of 17th Street. Despite the recent dominance of attached housing in the pattern of development, single-family detached dwellings remain the dominant housing type in the specific plan area.

Land Use Policy and Regulation Changes - The Land Use Element of the General Plan and the Zoning Code discussed earlier provide policy direction and regulation for land use and development throughout Orange County. This includes the specific plan area. Since these documents are countywide in scope, land uses circumstances unique to North Tustin have required more detailed planning and specific guidance in order to interpret and apply countywide policy. This has been accomplished for much of the development since 1970 in the specific plan area through General Plan Amendments, zone changes and related conditions of approval. Since 1980, the transitional use policy of the Land Use Element has also been a consideration at least with respect to findings of general plan consistency. Based upon compliance with certain criteria, this policy allows "transitional uses" on residual parcels no longer suitable for the use designated in the Land Use Element.

TABLE 7

North Tustin Specific Plan  
For Sale Housing Prices

<u>Price Range</u>	<u>Percent of Total Units Surveyed</u>
<\$100,000	7.5%
\$100,001-125,000	7.5
\$125,001-150,000	26.0%
\$150,001-200,000	23.0%
\$200,001-300,000	26.5%
\$300,000+	9.5%
<b>TOTAL</b>	<b>100.0%</b>

SOURCE: EMA, Community Planning, February, 1982.

TABLE 8

North Tustin Specific Plan  
Multiple-Family Monthly Rent Survey

<u>No. of Bedrooms</u>	<u>Monthly Rent</u>	<u>No. of Units Surveyed</u>
1	\$335 - 395	35
2	\$375 - 475	110
3	\$415 - 550	35

SOURCE: EMA, Community Planning, February, 1982.

TABLE 9

North Tustin Specific Plan  
Multiple-Family Rental Survey by  
Affordable Monthly Rent

<u>Income Category</u>	<u>Affordable Monthly Rent</u>	<u>No. of Units Surveyed</u>
Low-Moderate	\$470	111
Moderate I	\$775	69
Moderate II	\$925	0

SOURCE: EMA, Information and Housing Development Office, February, 1982.  
EMA, Community Planning, February, 1982

TABLE 10

North Tustin Specific Plan  
Development Pattern

Land Use	1982-1970		Pre-1970	
	Acres	Dwelling Units	Acres	Dwelling Units
Detached Single-Family	15.8	778	359.2	
Attached Single-Family	22.2	0	0	
Multiple-Family	11.0	121	8.0	
Professional Office	1.7	-	1.2	
Other Uses	2.4	-	16.2	
Vacant	-	-	12.1	
<b>TOTAL</b>	<b>52.1</b>	<b>900</b>	<b>402.4</b>	

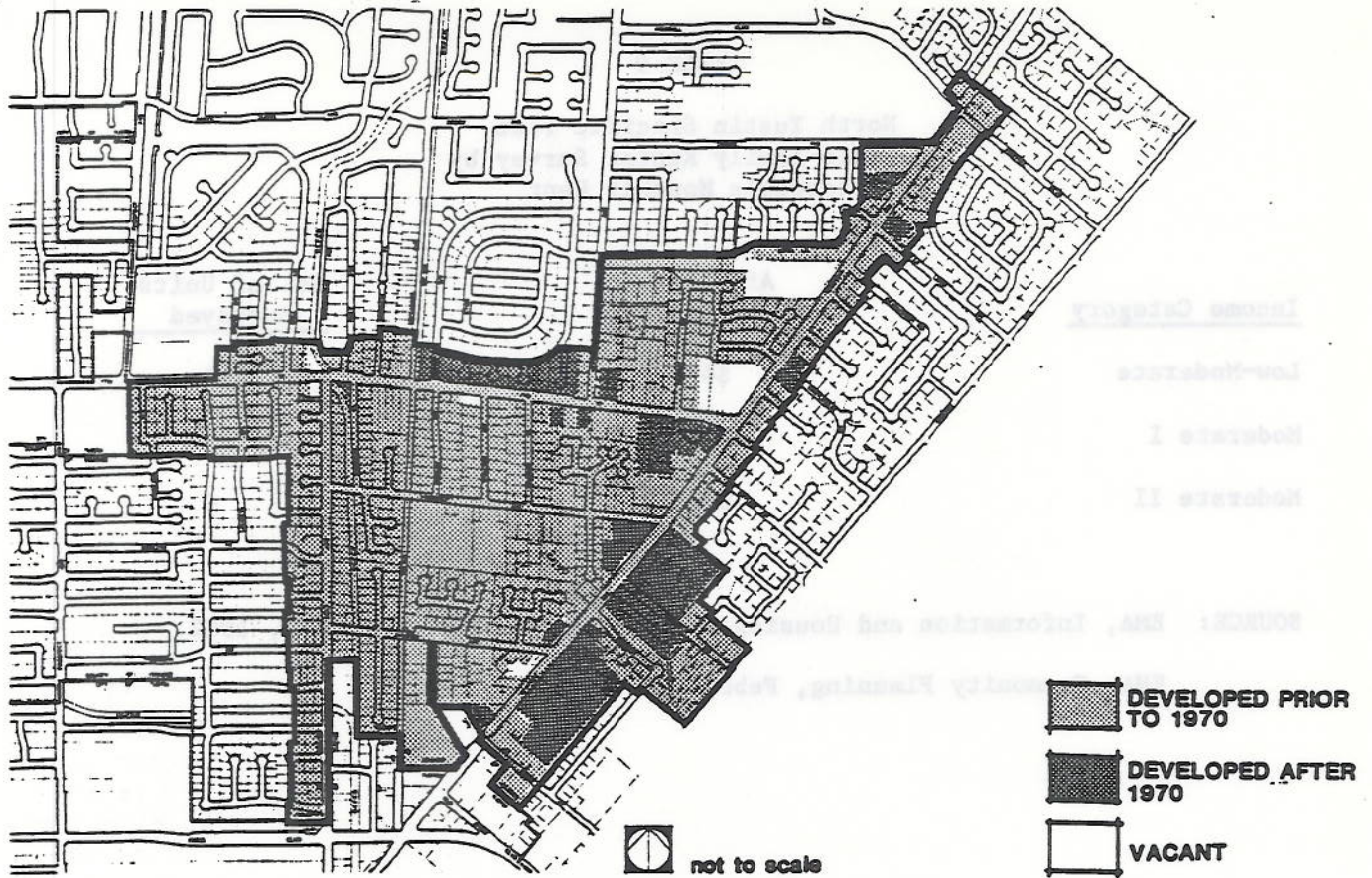


TABLE 10  
North Tustin Specific Plan  
Development Pattern

<u>Land Use</u>	<u>Pre-1970</u>		<u>Post-1970</u>	
	<u>Acres</u>	<u>Dwelling Units</u>	<u>Acres</u>	<u>Dwelling Units</u>
Detached Single-Family	359.5	778	13.8	45
Attached Single-Family	0	0	22.2	196
Multiple-Family	8.0	151	11.0	156
Professional Office	1.5	-	1.7	-
Other Uses	16.3	-	3.4	-
Vacant	15.1	-	-	-
<b>TOTAL</b>	<b>400.4</b>	<b>929</b>	<b>52.1</b>	<b>397</b>

SOURCE: Orange County, EMA

Table 11 presents General Plan Amendments and zone changes in the specific plan area since 1969. The location of each amendment or zone change is shown in Figure 12. Also referenced in both the table and figure are requests for change which were denied. Use permit applications are not shown in the table or figure although several applications have occurred in the past, of which some were approved and others denied. Apparent in the figure is the concentration of the requests for change along the arterial highways. Those changes representing a substantial departure from the previous zoning or general plan designation all occur in the area south of 17th Street with the exception of zone change 72-56 which was denied. In nearly all of these cases an existing single-family residential use was replaced or proposed to be replaced by a use of higher intensity. Because the uses surrounding the various applications were typically of less intensity, many of the conditions of approval were intended to ensure compatibility of land use. Other conditions were intended to minimize adverse conditions, such as noise, which might affect occupants of the site.

Concept of Land Use Change - It is apparent from the pattern of events in the North Tustin Specific Plan area that the use of land is a dynamic process. In an urbanized area, such as North Tustin, this process involves the recycling of land into different uses primarily as a response to changes in the environment. Because requests for change of land use are usually initiated independently by landowners, a random pattern of change may occur. This pattern is especially likely when each request is for a very small area. The guidance and regulation provided by county-wide General Plan and zoning documents can, at times, be too broad in its direction to properly address unique local circumstances. As a result, the perspective of existing community character may be lost, and the process of "recycling" or land use change may spread beyond the area for which it may initially have been appropriate. However by providing a long term planning perspective which is focused on local concerns, the process of land use change can be managed, and inappropriate change and loss of community character avoided. Defining the nature of land use change in North Tustin and an approach to manage it consisted of three steps: 1) understanding the environmental factors which are bringing about the pressure for change; 2) identifying the locations and specific parcels potentially subject to change; and 3) defining a compatible level of change for specific parcels and conditions under which change would be appropriate.

#### Sources of Change in the North Tustin Community

The environmental factors which are the source of pressure for land use change in the specific plan area include:

1. increasing regionally induced traffic and related noise along the arterial streets;
2. the need for road improvements as a consequence of the traffic;
3. traffic hazards associated with multiple access drives to arterials within a relatively short distance;
4. changing preference in housing type due to much broader economic and social trends;
5. the stability or condition of housing or other land uses; and
6. irregular configuration of parcels.

Each of these factors is discussed below. While some of these factors are specific to the North Tustin area, others have a much broader influence.

TABLE 11

North Tustin Specific Plan  
General Plan Amendments and Zone Changes  
Since 1969

<u>No.</u>	<u>Acres</u>	<u>Original Designations</u>	<u>Proposed Designation</u>	<u>Action</u>	<u>Conditions</u>
<b><u>GENERAL PLAN AMENDMENTS</u></b>					
74-1	8.3	1.2 Med. Low Res.	1.3 Med. Res.	Denied	
75-2	8.3	1.2 Med. Low Res.	1.3 Med. Res.	Approved	
78-2	4.5	1.2 Med. Low Res.	2.21 (S) Prof. Admin.	Approved	1, 4, 9, 10 11
<b><u>ZONE CHANGES</u></b>					
68.56	6.16	100-E4	CN	Denied	
71.24	4.42	R1	R2-6000 (2750) PD(4000) Cond.	Approved	7, 8, 9
71.38	0.9	R4(7000)PD(3000)	R2(1500)	Denied	
72.22	4.9	R1	R2-1200(4000) PD(4000)Cond.	Approved	7, 8
72.36	4.2	100-E4	R1-10,000	Approved	
72.56	1.6	R4-7000(PD)	PA	Denied	
72.57	3.86	R4-7000PD-3000	R4	Approved	
74.1	9.43	R1 & R2-12000(4000) Cond. & R2-6000 (2750) PD(4000) Cond.	R4(10000) PD(6700) 28	Approved	
75.13	9.43	R4(10000) PD(6700)28	R4(10000) PD(6500) Cond 28	Approved	
75.37	8.3	100-E4	RS(6500) PD(6500) Cond.	Approved	5, 6, 1
77.27	2.2	E4	R3	Denied	
79.5	0.43	R1 & R4(7000) PD(3000)	R4(3500) 26 Cond.	Approved	1, 2, 3, 4
79.19	2.23	E4 & RP	PA35 Cond.	Approved	1
80.18	4.34	E4	RE	Approved	
81.2	0.65	E4	PA	Denied	

**CONDITIONS**

1. Site Plan Review
2. Acoustical Assessment
3. Sound Attenuation
4. Height Limitation
5. Height Limitation on Setback
6. Setback
7. Right-of-Way Dedication and Improvement
8. D.U. Limitation & APU Limitation if no PD Built
9. Access Limitation
10. Architectural Design Compatible with Single-Family
11. Preserve Mature Trees

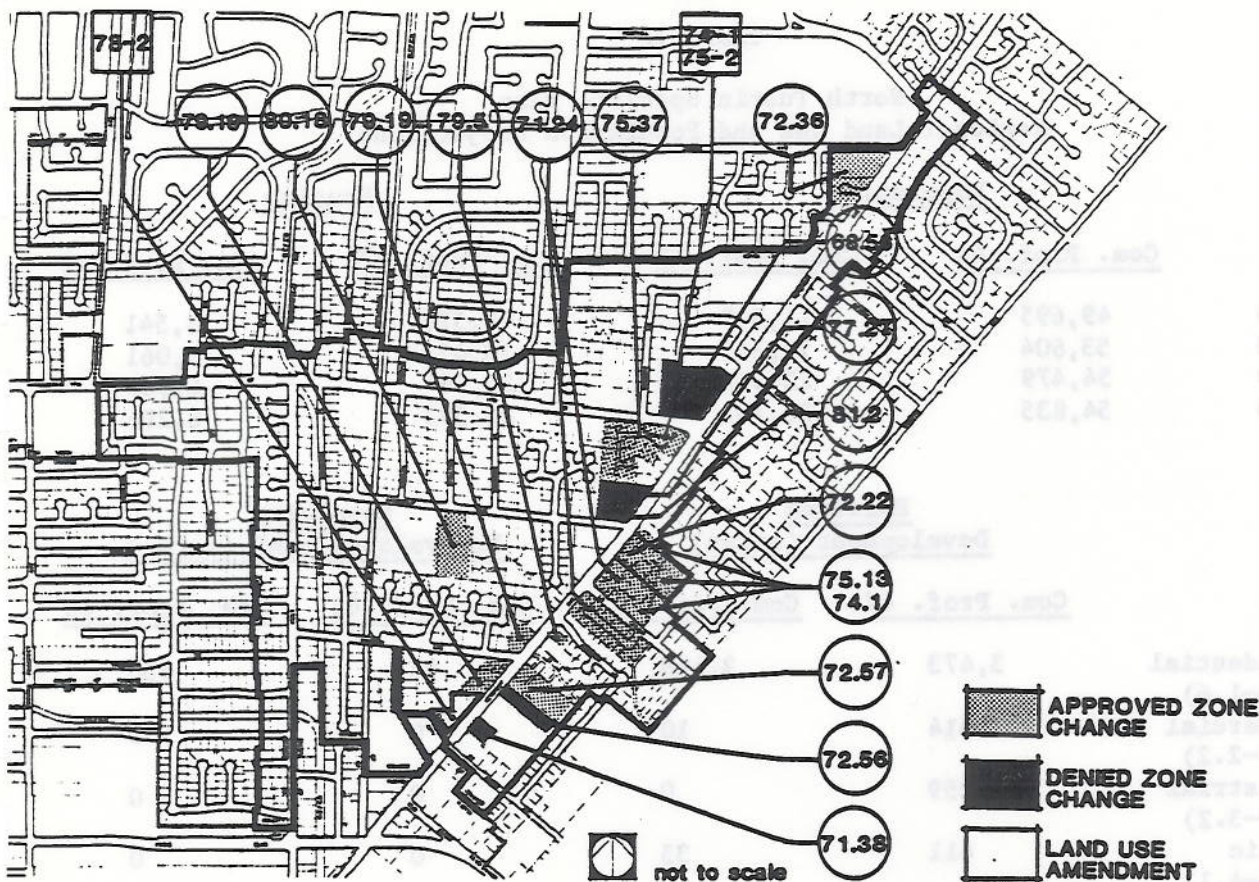


figure 12

**GENERAL PLAN AMENDMENT  
AND ZONE CHANGES**

North Tustin specific plan

**Regional Growth, Traffic and Noise** - The first environmental factor considered is regional urban growth, including its traffic and noise effects upon the specific plan area. The region considered includes Community Profile areas 42 and 43. (CP 42 and CP 43). Land use information and population projections for these two areas are presented in Table 12. Their location is shown in Figure 13.

As was discussed previously, the specific plan area and the area immediately surrounding it are largely built-out. Future development in this area which corresponds to CP 42 and the western and central portions of CP 43 is expected to occur as infill of the remaining vacant parcels or recycling of previously built areas. This is the same as the pattern now established in the specific plan area. Substantial suburban residential development is expected to occur in the remaining uncommitted portions of CP 43 leading to a doubling of its population by 1990.

Besides this residential development, growth in the region is expected to include the proposed Orange Canyon Community College. The campus will be located in the vicinity of the intersection of Chapman and Newport Avenues immediately north of CP 43. The initial phase of the college is projected to open in 1984, and serve 850 students. When ultimately completed in 2015, it will serve an estimated 11,200 students.

TABLE 12

North Tustin Specific Plan  
Regional Land Use and Population Projections

	<u>Population</u>		<u>Housing</u>	
	<u>Com. Prof. 42</u>	<u>Com. Prof. 43</u>	<u>Com. Prof. 42</u>	<u>Com. Prof. 43</u>
1980	49,695	11,909	19,576	3,541
1985	53,604	18,115	20,039	5,061
1990	54,479	23,968	20,264	6,987
1995	54,835	26,781	20,593	8,286

	<u>Existing Development (acres)</u>		<u>Remaining Undeveloped Land (acres)</u>	
	<u>Com. Prof. 42</u>	<u>Com. Prof. 43</u>	<u>Com. Prof. 42</u>	<u>Com. Prof. 43</u>
Residential (1.0-1.6)	3,473	2,198	98	356
Commercial (2.0-2.2)	514	10	0	0
Industrial (3.0-3.2)	259	0	0	0
Public (4.0-4.1)	411	35	0	0
Open Space (5.0-5.3)	29	6	45	1,085
Other Com. Use	157	395	-	-
Development Constrained	-	-	-	247
<b>TOTAL</b>	<b>4,843</b>	<b>2,644</b>	<b>143.0</b>	<b>1,688</b>

- Sources: 1. Population and housing projections are based on Orange County Preferred III.  
2. Development information is based on County of Orange Land Cover Survey by ESRI.





The principal roadways used by vehicles headed south and west from CP 43 are 17th Street, Newport Avenue and Chapman Avenue. As a result of continued population growth in the region formed by CP 42 and CP 43 traffic volumes along Newport Avenue and 17th Street are expected to continue increasing at a rate comparable to that of recent years. Accompanying this anticipated growth in traffic will be an increase in traffic related noise. The circulation planning and noise attenuation implications of increasing traffic and noise are discussed in Chapter 2 of this division. Also associated with these traffic and noise factors are local land use, housing and design considerations regarding appropriate land use. These include: 1) roadway improvement; 2) land use traffic sensitivity; 3) direct arterial access; and 4) land use noise sensitivity.

Roadway Improvement - In 1978 Newport Avenue was improved to primary arterial highway status (four lanes with a center median) in response to continued growth in traffic volume. Part of this process involved widening of the street in certain locations. Existing residential structures were removed from some parcels, and others were left with a reduced front or rear setback. As a consequence several single-family residences are located too close to the roadways to achieve the privacy and buffering from noise associated with this type of housing. It appears this problem cannot be solved through recycling to the same use. In some instances off-street maneuvering of vehicles is impaired, making entry or exit of the road in a forward direction difficult.

In the future, improvement of 17th Street to its adopted right-of-way (six lanes with a center median) may require similar roadway widening. All development along this street is single-family residential. A consequence of this action may be reduction of building setbacks and, therefore, a potential lessening of the privacy and quiet which is characteristic of this use.

Land Use Traffic Sensitivity - Privacy and quiet are two valued characteristics of single-family residences. While equally valued in multiple-family residences, these characteristics are more difficult to achieve because of higher density. Traffic volumes typical of arterial streets such as Newport Avenue and 17th Street are contrary to and degrade the privacy and quiet desired in residential use. To lessen this degrading effect, residences are often oriented away from high volume streets. Where building orientation is not an available means of resolving this conflict, deep setbacks and barriers are often used to achieve some level of privacy and quiet. In some situations, however, site conditions may preclude effective use of any of these techniques. As a result, consideration of less traffic sensitive land uses may be appropriate.

Direct Arterial Access - Original development along some segments of Newport Avenue, 17th Street and Holt Avenue involved single-family uses with direct driveway access to these streets. At the time of development, it is unlikely that the regional circulation role of these streets was contemplated. Recent professional office developments have replaced some of these residences, but have usually retained individual access drives. For both the residential and nonresidential uses, the access drives are closely spaced. Multiple access drives to an arterial, especially when closely spaced, present several safety hazards. Among them are left turns across the flow of traffic, entering or exiting the flow of traffic in a reverse rather than forward direction and interference with the flow of traffic at roadway intersections when inadequately spaced. Additional discussion of this problem is presented in Chapter 2 of this division.

Land Use Noise Sensitivity - Residential uses are considered the most sensitive to noise because of the nature of activities which occur over a 24-hour period. Commercial and professional office uses are less sensitive primarily because of the shorter period of time within which noise sensitive activities occur. However, these uses can be a source of annoying noise for neighboring residential uses. Other sensitive uses include schools, churches, hospitals and some recreation facilities.

Because of recognized sensitivity to noise, standards have been established to assess the compatibility of uses and noise levels. These standards are not intended to prohibit an activity or use, but rather they provide reference points, above which corrective action should be taken to protect public health, safety and welfare. Among the corrective actions may be alternative, less noise sensitive land use, or lessening of noise effect through various site and building design measures, and erection of noise barriers. Proper corrective action for each site should be evaluated within the context of the surrounding community. Application of corrective actions is most feasible as a requirement of new development. The problem is more difficult for existing residences or offices because opportunities to use site design to minimize noise effects are no longer available. This problem is particularly acute for the residences located adjacent to the right-of-way for Newport Avenue because of roadway improvements discussed previously.

Housing Trends in Orange County - The value of land and buildings as well as the cost of construction have increased dramatically in Orange County since 1970. Undeveloped or potentially underdeveloped parcels will respond to current market conditions in plans for development or reuse, just as other development did before, in order to realize a comparable return on investment. Because the environmental conditions present have changed, the type of use proposed by developers is likely to be other than single-family residential along arterial roads. Compatibility with adjacent single-family residences must be addressed as part of design and development of these uses and may indicate that the highest intensity use desired may not be the most appropriate use for achieving land use compatibility. A balancing of land use compatibility and reasonable return on investment must be addressed by planning for the specific plan area.

Irregular Parcel Configuration - There are several locations throughout the specific plan area where parcels with irregular configurations exist. As is discussed previously, these parcels are associated with subdivisions which occurred early in the development of the North Tustin area. Several of these parcels are narrow and deep. Others are residual parcels with reduced depth because of street improvements. A third group includes irregularly shaped polygons.

These irregular lots are currently developed as detached single-family residences. As these residences age, the lots are considered for reuse. Because of the market forces just discussed and the greater flexibility for site development, proposed reuse will tend to be higher density residential or nonresidential use.

Stability of Uses - A final environmental factor contributing to pressure for change of use in the specific plan area is stability of existing uses. Because of rapidly increasing property values some parcels are considered by owners to be suitable for higher intensity of use. Existing residences or structures are

sometimes receiving minimal maintenance which contributes to instability of use. Several older residences discussed previously under housing condition exhibit such a condition.

### Responding to Change

Pressure for Change - The preceding discussions have indicated that within the North Tustin Specific Plan area the pattern of land use has been changing in some locations due to various environmental factors. It is also evident that the surrounding community is susceptible to the effects of change if the process is not properly managed. Figure 14 depicts, in a general sense, the area considered to be subject to pressure for change and the immediately surrounding community potentially subject to the effects of that change. It is evident in Figure 14 that the pressure for change is limited to narrow corridors along the arterial streets. The surrounding residential neighborhoods and uses which are oriented away from these streets and generally toward residential collector or local streets within the specific plan area provide a context for evaluating and managing the potential changes and their effects.

Detailed Review Parcels - Within the area subject to pressure for change depicted in Figure 14 all parcels were evaluated to determine specific locations potentially subject to land use change. Figure 15 illustrates the parcels identified by EMA staff through this process. These 101 parcels totalling 57.9 acres were combined into thirteen parcel groups called "detailed review parcels" for further evaluation and land use planning. Table 13 provides a statistical summary of the detailed review parcels.

Selection of the detailed review parcels was based upon the presence and effects of the environmental factors, discussed previously, and the stability of land use found on the various parcels. Figures 16 through 30 show each of the detailed review parcels. The accompanying Tables 14 through 28, respectively list the conditions present at each parcel group including those which led to its selection for detailed evaluation and planning.

Emerging Land Use Pattern - The context for alternative land use scenarios is established by the emerging land use pattern within and surrounding the specific plan area. Within the specific plan area, alternatives represent different approaches to defining limits and conditions for further land use change within the context of established community character, the emerging land use pattern and the environmental factors present.

Three themes are apparent in the land use pattern emerging in the specific plan area at this time. First, the area north of 17th Street and the areas served by Vanderlip and Warren Avenues consist of mature residential neighborhoods and community facilities which are not subject to pressure for change. These neighborhoods are oriented inward to residential collector and local streets. This theme continues within the unincorporated area to the north and east. Second, professional office and commercial uses within the City of Tustin extend to the city limit/specific plan boundary at 17th Street, Newport Avenue and Holt Avenue. The established neighborhoods along Holt Avenue and 17th Street are oriented to local streets and have served to preclude further extension of nonresidential uses along these two arterials. Third, land use along Newport Avenue to the south of 17th Street includes higher density residential along its southeast frontage and

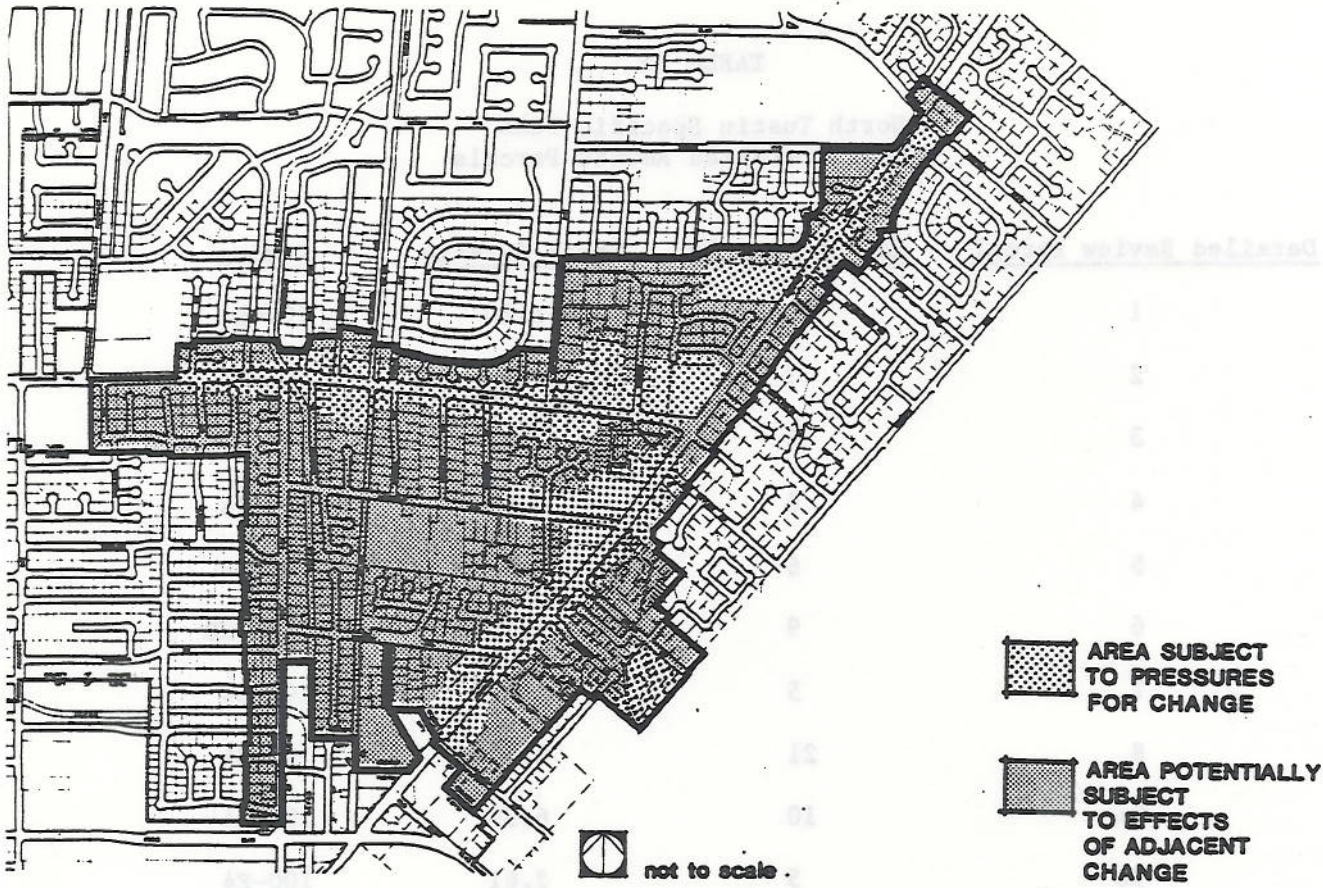


figure 14

**POTENTIAL FOR CHANGE**  
*North Tustin specific plan*

recently has experienced change to professional administrative use along its north-west frontage nearest the Tustin city limit. Recently, medium density residential was introduced at the intersection of Newport Avenue and 17th Street. Unlike the area north of 17th Street and along Holt Avenue and 17th Street where residential orientation is away from the arterial, previously residential parcels where change has occurred in this third area are oriented toward and obtain direct access from the arterial, Newport Avenue.

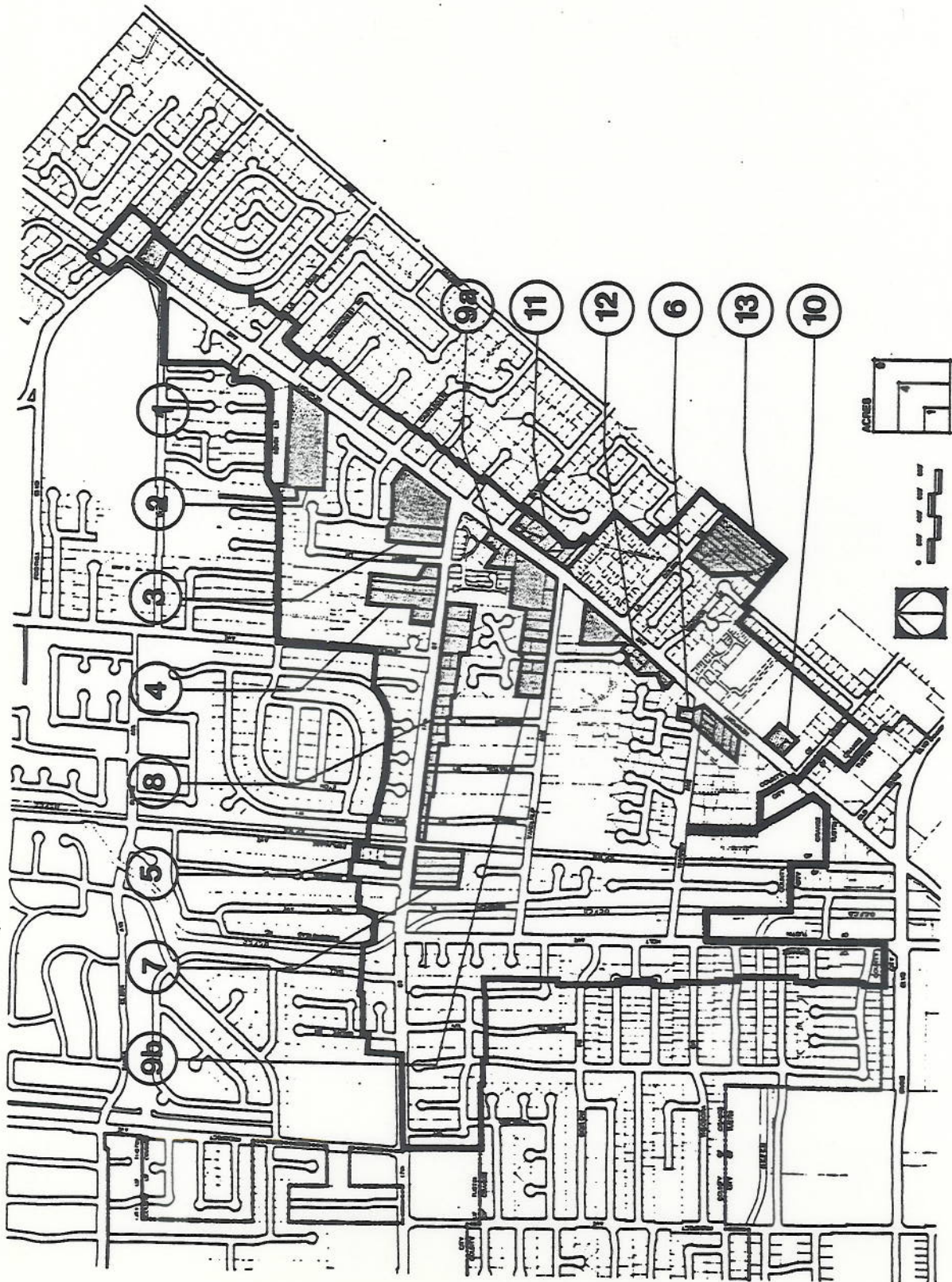
Effects of Change on Existing Neighborhoods - An important aspect of responding to change is consideration of the effects of land use change upon adjoining uses. The areas likely to be affected within the specific plan area are identified in Figure 14 and consist of residential neighborhoods and individual residences. The effects of change which could potentially affect these residential uses include: 1) neighborhood intrusion by traffic; 2) visual intrusion by direct line of sight from ground or second story levels; 3) contrast in the character of buildings and on site uses; and 4) nuisance effects such as glare and noise.

Neighborhood Intrusion - Neighborhood intrusion occurs when motorists use streets designed for local residential circulation for through trip circulation. It often results when high traffic volumes on arterial streets provoke motorists to seek alternative, less congested routes. High traffic volumes can also make left turn ingress and egress to arterial access driveways difficult, prompting motorists to make right turns through residential areas. The increase to traffic volumes and traffic related noise which results from neighborhood intrusion can be disruptive of quiet and privacy within the affected neighborhoods. Additional discussion of neighborhood intrusion is presented in Chapter 2 of this division.

TABLE 13

North Tustin Specific Plan  
Summary Detailed Review Parcels

<u>Detailed Review Parcel</u>	<u>No. of Parcels</u>	<u>Total Acreage</u>	<u>Zoning</u>
1	1	1.30	100-E4
2	3	6.94	100-E4
3	3	5.85	100-E4
4	6	4.99	100-E4
5	6	1.88	100-E4
6	9	2.57	PA35COND
7	5	3.49	100-E4
8	21	8.15	100-E4
9a	10	6.57	100-E4
9b	5	2.61	100-E4
10	2	.93	R4-7000(PD)3000
11	11	2.79	R4-10000PD6500 28 COND and 100-E4
12	8	3.36	100-E4
13	11	6.22	R1
<b>TOTAL</b>	<b>101</b>	<b>57.85</b>	



**DETAILED REVIEW PARCELS**

*North Tustin specific plan*

**FIGURE 15**

Visual Intrusion - Visual intrusion refers to direct line of sight into private interior or exterior living spaces from an abutting use. Visual intrusion is not associated with any particular land use, but rather, it is usually associated with second story windows or openings and improperly screened parking areas. Because of visual intrusion, occupants of the affected residences may be compelled to adjust their lifestyle and may no longer feel comfortable using the affected areas. Two story structures may also appear intrusive if they have the effect of obstructing views of open sky or distant horizon previously available to the resident.

Contrast with Residential Character - The discussion of existing community character pointed out the contrast on building character between traditional single-family residential and traditional nonresidential structures. In general terms these contrasts are associated with building bulk, building materials, roof design, landscaping, signs and parking facilities. Contrasts are also apparent between the type of associated activities. These contrasts are most apparent in terms of traffic generation and the 24-hour activity cycle.

Nuisance Activities - Because the activities associated with non-residential uses occur according to a different cycle and require different facilities than residential use, they can potentially cause nuisances for abutting residences. Most common of these are glare from parking facility lights and on-site vehicular noise. Both nuisances can potentially intrude upon residential living spaces and represent a substantial annoyance to residents.

Removal of Local Historic Structures - In some locations new development may have the effect of removing structures of local historical or architectural value. The historic properties report prepared as part of the specific plan process identifies the locations of potentially valuable structures and recommends further investigation is warranted either on an as needed basis or as part of any area-wide historic survey.

Evaluating Change - Three land use alternatives were prepared to evaluate the effects of land use change upon the existing community and to assess the capability of different land uses to respond to environmental factors present. Land uses were varied within the detailed review parcels only. Land uses evaluated in the alternatives included six densities of residential use, local commercial, two forms of professional office use and community facilities. Typical characteristics of these uses assumed for evaluation of their responsiveness to the various conditions present in the specific plan area are presented in Table 29. Alternative land uses considered for each of the detailed review parcels as part of the three alternatives are presented in Table 30. Land uses considered as part of preliminary discussions prior to preparation of the alternatives have not been included in the table. Additional information concerning the land use alternatives is presented in Appendix B.

Table 31 summarizes the general capabilities of each land use considered to respond to the different environmental factors affecting the specific plan area. In conjunction with Tables 29 and 30, this information was used to evaluate the suitability for different parcels of the proposed use in each alternative scenario. The results reached in the evaluation are presented below.



Visual intrusion - Visual intrusion refers to direct line of sight into private interior or exterior living spaces from an abutting use. Visual intrusion is not associated with any particular land use, but rather, it is usually associated with second story windows or openings and is typically associated with parking areas. Because of visual intrusion, occupants of the affected building may be compelled to adjust their lifestyle and may no longer feel comfortable using the affected areas. The story elevations may also appear intrusive if they have the effect of obscuring views of open sky or distant features previously available to the resident.

Context with Residential Character - The discussion of residential character is directed toward the context of existing residential structures. In general, single-family residential and traditional multi-family structures, roof lines, landscaping, signs and other features. Other uses are also apparent in the type of residential area. The type of residential area is a key factor in the discussion of residential character.

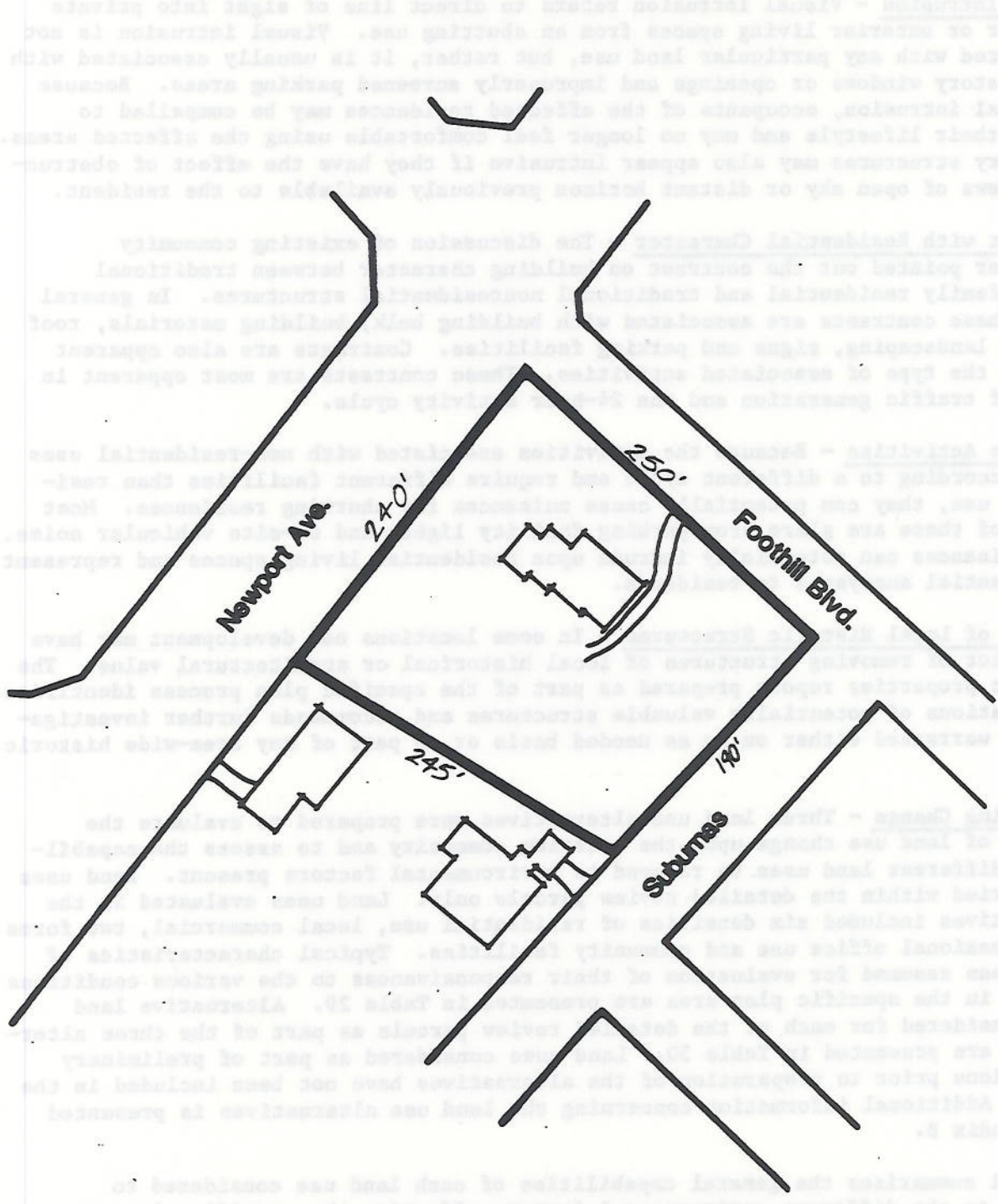
Building Height - Building height is a key factor in the discussion of residential character. The height of a building is a key factor in the discussion of residential character. The height of a building is a key factor in the discussion of residential character.

Building Footprint - Building footprint is a key factor in the discussion of residential character. The footprint of a building is a key factor in the discussion of residential character. The footprint of a building is a key factor in the discussion of residential character.

Building Orientation - Building orientation is a key factor in the discussion of residential character. The orientation of a building is a key factor in the discussion of residential character. The orientation of a building is a key factor in the discussion of residential character.

Building Materials - Building materials is a key factor in the discussion of residential character. The materials of a building are a key factor in the discussion of residential character. The materials of a building are a key factor in the discussion of residential character.

Building Details - Building details is a key factor in the discussion of residential character. The details of a building are a key factor in the discussion of residential character. The details of a building are a key factor in the discussion of residential character.



# DETAILED REVIEW PARCEL 1

North Platte Station

# TABLE 14

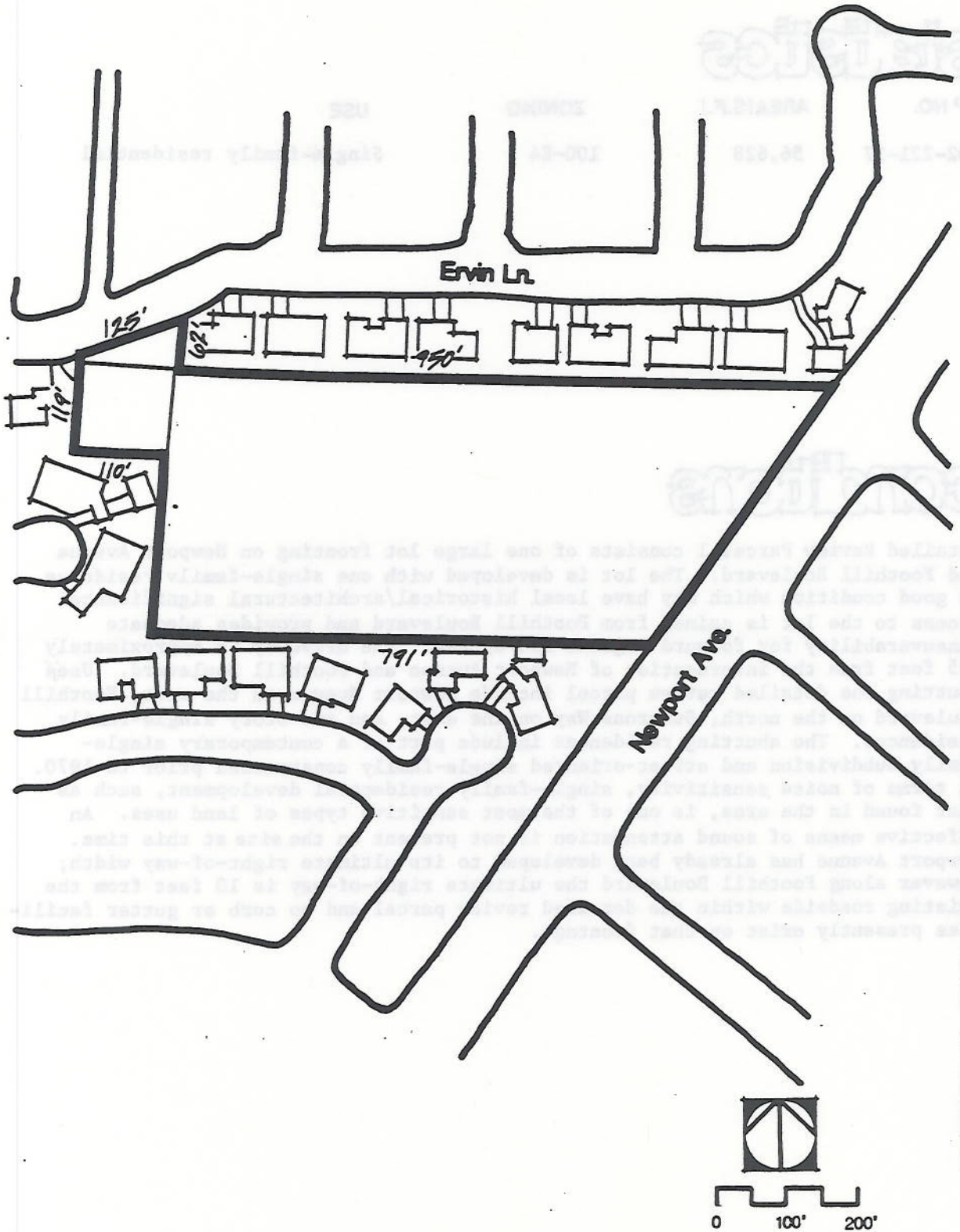
## NORTH TUSTIN SPECIFIC PLAN DETAILED REVIEW PARCEL 1 EXISTING CONDITIONS

### STATISTICS

AP NO.	AREA(S.F.)	ZONING	USE
502-221-17	56,628	100-E4	Single-family residential

### CONDITIONS

Detailed Review Parcel 1 consists of one large lot fronting on Newport Avenue and Foothill Boulevard. The lot is developed with one single-family residence in good condition which may have local historical/architectural significance. Access to the lot is gained from Foothill Boulevard and provides adequate maneuverability for forward ingress and egress. The driveway is approximately 135 feet from the intersection of Newport Avenue and Foothill Boulevard. Uses abutting the detailed review parcel include Newport Avenue on the west, Foothill Boulevard on the north, Suburnas Way on the east, and two-story single-family residences. The abutting residences include part of a contemporary single-family subdivision and street-oriented single-family constructed prior to 1970. In terms of noise sensitivity, single-family residential development, such as that found in the area, is one of the most sensitive types of land uses. An effective means of sound attenuation is not present on the site at this time. Newport Avenue has already been developed to its ultimate right-of-way width; however along Foothill Boulevard the ultimate right-of-way is 10 feet from the existing roadside within the detailed review parcel and no curb or gutter facilities presently exist on that frontage.



**DETAILED REVIEW PARCEL 2**

**NORTH JUSTIN SPECIFIC PLAN**

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# TABLE 15

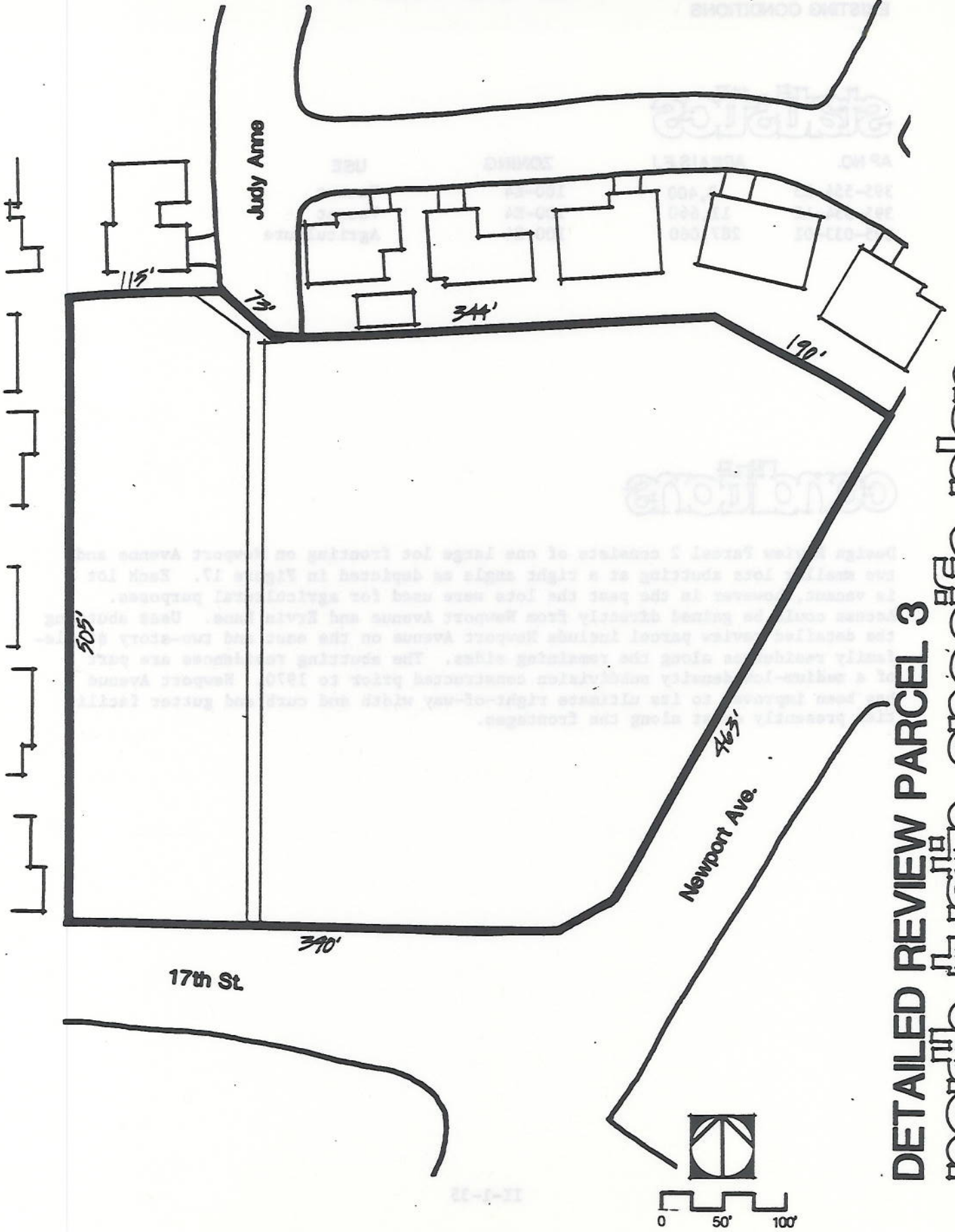
NORTH TUSTIN SPECIFIC PLAN DETAILED REVIEW PARCEL 2  
EXISTING CONDITIONS

## Statistics

AP NO.	AREA (S.F.)	ZONING	USE
395-554-13	3,400	100-E4	Vacant
395-554-12	11,660	100-E4	Vacant
395-033-01	287,060	100-E4	Agriculture

## Conditions

Design Review Parcel 2 consists of one large lot fronting on Newport Avenue and two smaller lots abutting at a right angle as depicted in Figure 17. Each lot is vacant, however in the past the lots were used for agricultural purposes. Access could be gained directly from Newport Avenue and Ervin Lane. Uses abutting the detailed review parcel include Newport Avenue on the east and two-story single-family residences along the remaining sides. The abutting residences are part of a medium-low density subdivision constructed prior to 1970. Newport Avenue has been improved to its ultimate right-of-way width and curb and gutter facilities presently exist along the frontages.



**DETAILED REVIEW PARCEL 3**

**Northwest Section**

TABLE 15  
NORTH TOWN SPECIFIC PLAN DETAILED REVIEW PARCEL 3  
EXISTING CONDITIONS

# TABLE 16

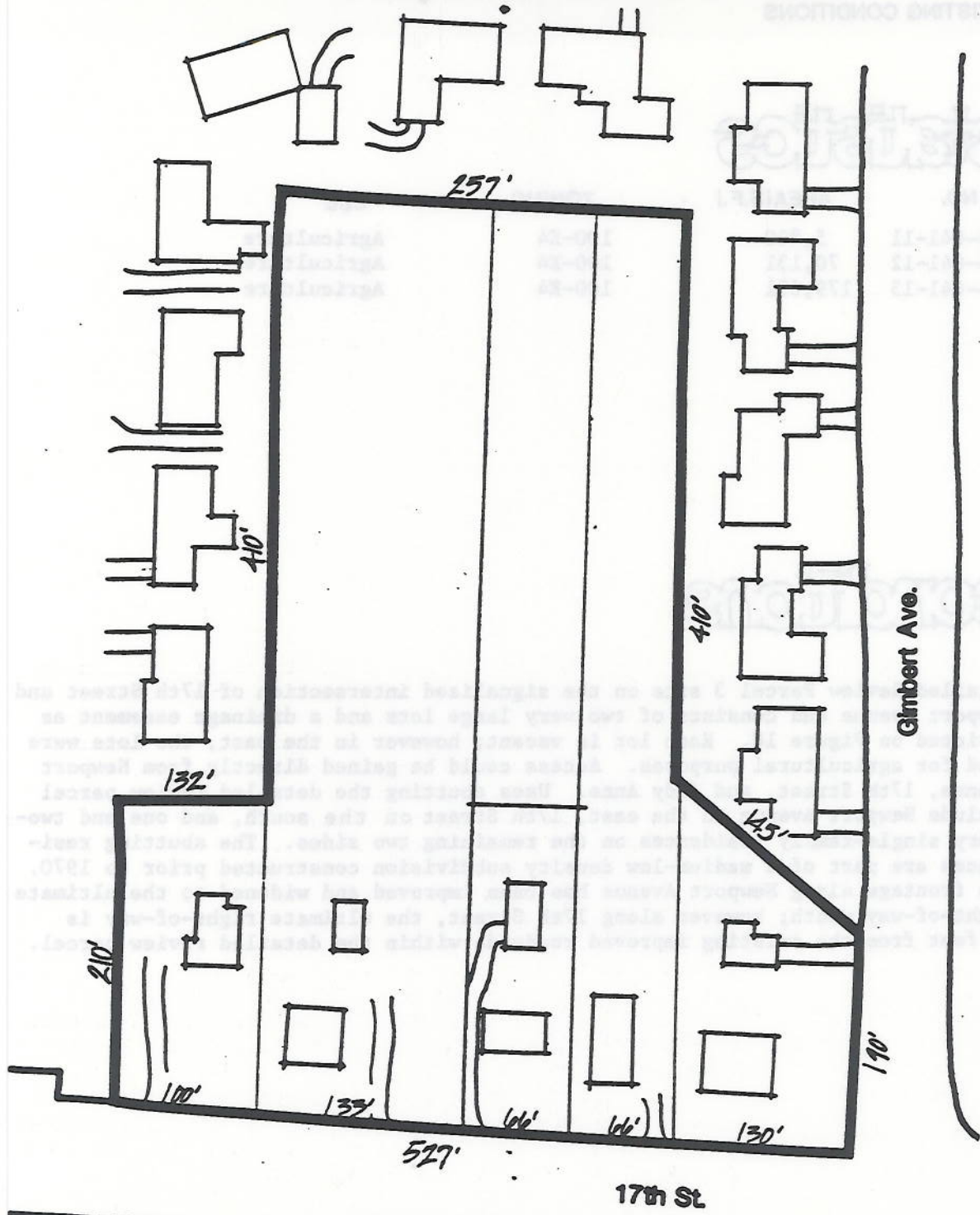
NORTH TUSTIN SPECIFIC PLAN DETAILED REVIEW PARCEL 3  
EXISTING CONDITIONS

## Statistics

AP NO.	AREA (S.F.)	ZONING	USE
395-041-11	5,800	100-E4	Agriculture
395-041-12	70,131	100-E4	Agriculture
395-041-13	179,031	100-E4	Agriculture

## Conditions

Detailed Review Parcel 3 sits on the signalized intersection of 17th Street and Newport Avenue and consists of two very large lots and a drainage easement as depicted on Figure 18. Each lot is vacant; however in the past, the lots were used for agricultural purposes. Access could be gained directly from Newport Avenue, 17th Street, and Judy Anne. Uses abutting the detailed review parcel include Newport Avenue on the east, 17th Street on the south, and one and two-story single-family residences on the remaining two sides. The abutting residences are part of a medium-low density subdivision constructed prior to 1970. The frontage along Newport Avenue has been improved and widened to the ultimate right-of-way width; however along 17th Street, the ultimate right-of-way is 10 feet from the existing improved roadside within the detailed review parcel.



**DETAILED REVIEW PARCEL 4**

Northwest Social Club

TABLE 18  
 NORTH TOWN SPECIFIC PLAN DETAILED REVIEW PARCEL 4  
 EXISTING CONDITIONS

figure 10

# TABLE 17

NORTH TUSTIN SPECIFIC PLAN DETAILED REVIEW PARCEL 4  
EXISTING CONDITIONS

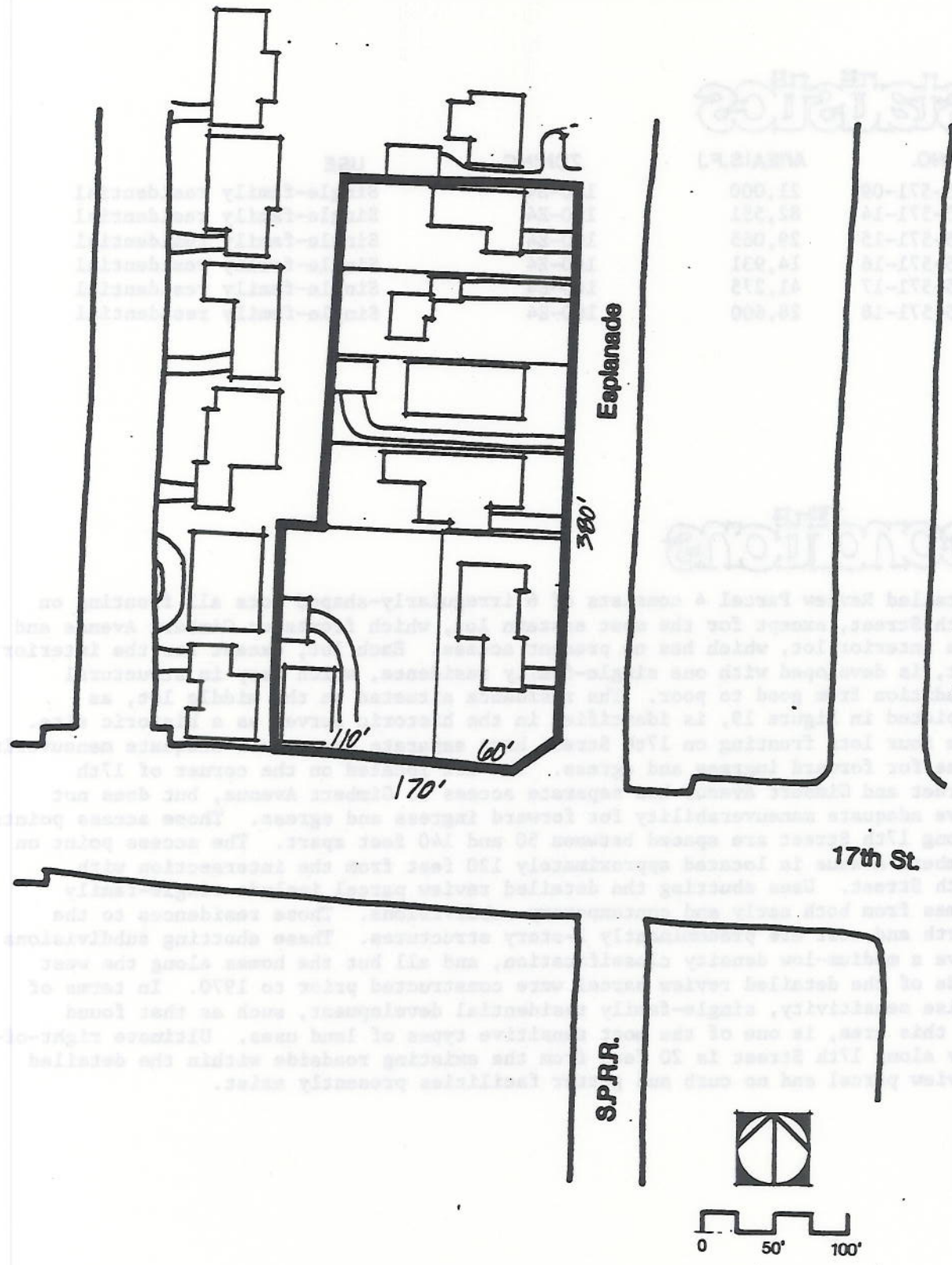
## STATISTICS

AP NO.	AREA(S.F.)	ZONING	USE
395-571-09	21,000	100-E4	Single-family residential
395-571-14	82,551	100-E4	Single-family residential
395-571-15	29,065	100-E4	Single-family residential
395-571-16	14,931	100-E4	Single-family residential
395-571-17	41,275	100-E4	Single-family residential
395-571-18	28,600	100-E4	Single-family residential

## CONDITIONS

Detailed Review Parcel 4 consists of 6 irregularly-shaped lots all fronting on 17th Street, except for the most eastern lot, which fronts on Gimbert Avenue and one interior lot, which has no present access. Each lot, except for the interior lot, is developed with one single-family residence, which vary in structural condition from good to poor. The residence situated on the middle lot, as depicted in Figure 19, is identified in the historic survey as a historic site. The four lots fronting on 17th Street have separate access and adequate maneuvering area for forward ingress and egress. The lot located on the corner of 17th Street and Gimbert Avenue has separate access to Gimbert Avenue, but does not have adequate maneuverability for forward ingress and egress. Those access points along 17th Street are spaced between 50 and 140 feet apart. The access point on Gimbert Avenue is located approximately 120 feet from the intersection with 17th Street. Uses abutting the detailed review parcel include single-family homes from both early and contemporary subdivisions. Those residences to the north and west are predominantly 2-story structures. These abutting subdivisions have a medium-low density classification, and all but the homes along the west side of the detailed review parcel were constructed prior to 1970. In terms of noise sensitivity, single-family residential development, such as that found in this area, is one of the most sensitive types of land uses. Ultimate right-of-way along 17th Street is 20 feet from the existing roadside within the detailed review parcel and no curb and gutter facilities presently exist.





**DETAILED REVIEW PARCEL 5**

**NORTH TUSTIN SPECIFIC PLAN**

NO.	AREA (SQ. FT.)	AREA (SQ. YD.)
1	11,000	1277.8
2	12,511	1441.2
3	14,022	1612.6
4	15,533	1784.0
5	17,044	1955.4
6	18,555	2126.8
7	20,066	2298.2
8	21,577	2469.6
9	23,088	2641.0
10	24,599	2812.4
11	26,110	2983.8
12	27,621	3155.2
13	29,132	3326.6
14	30,643	3498.0
15	32,154	3669.4
16	33,665	3840.8
17	35,176	4012.2
18	36,687	4183.6
19	38,198	4355.0
20	39,709	4526.4
21	41,220	4697.8
22	42,731	4869.2
23	44,242	5040.6
24	45,753	5212.0
25	47,264	5383.4
26	48,775	5554.8
27	50,286	5726.2
28	51,797	5897.6
29	53,308	6069.0
30	54,819	6240.4
31	56,330	6411.8
32	57,841	6583.2
33	59,352	6754.6
34	60,863	6926.0
35	62,374	7097.4
36	63,885	7268.8
37	65,396	7440.2
38	66,907	7611.6
39	68,418	7783.0
40	69,929	7954.4
41	71,440	8125.8
42	72,951	8297.2
43	74,462	8468.6
44	75,973	8640.0
45	77,484	8811.4
46	78,995	8982.8
47	80,506	9154.2
48	82,017	9325.6
49	83,528	9497.0
50	85,039	9668.4
51	86,550	9839.8
52	88,061	10011.2
53	89,572	10182.6
54	91,083	10354.0
55	92,594	10525.4
56	94,105	10696.8
57	95,616	10868.2
58	97,127	11039.6
59	98,638	11211.0
60	100,149	11382.4
61	101,660	11553.8
62	103,171	11725.2
63	104,682	11896.6
64	106,193	12068.0
65	107,704	12239.4
66	109,215	12410.8
67	110,726	12582.2
68	112,237	12753.6
69	113,748	12925.0
70	115,259	13096.4
71	116,770	13267.8
72	118,281	13439.2
73	119,792	13610.6
74	121,303	13782.0
75	122,814	13953.4
76	124,325	14124.8
77	125,836	14296.2
78	127,347	14467.6
79	128,858	14639.0
80	130,369	14810.4
81	131,880	14981.8
82	133,391	15153.2
83	134,902	15324.6
84	136,413	15496.0
85	137,924	15667.4
86	139,435	15838.8
87	140,946	16010.2
88	142,457	16181.6
89	143,968	16353.0
90	145,479	16524.4
91	146,990	16695.8
92	148,501	16867.2
93	150,012	17038.6
94	151,523	17210.0
95	153,034	17381.4
96	154,545	17552.8
97	156,056	17724.2
98	157,567	17895.6
99	159,078	18067.0
100	160,589	18238.4

# TABLE 18

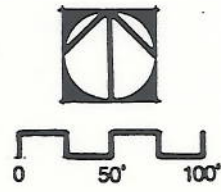
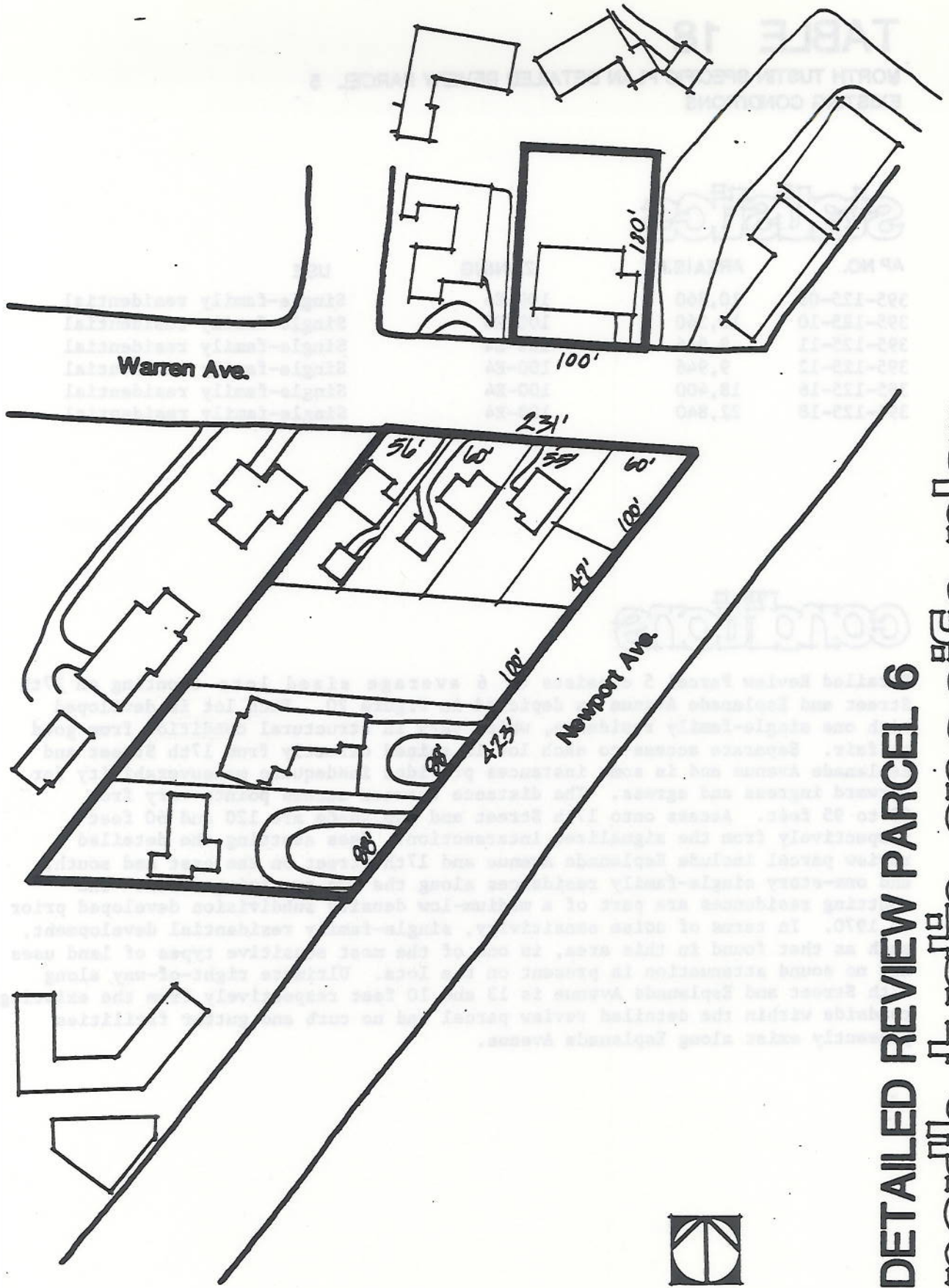
## NORTH TUSTIN SPECIFIC PLAN DETAILED REVIEW PARCEL 5 EXISTING CONDITIONS

### STATISTICS

AP NO.	AREA(S.F.)	ZONING	USE
395-125-09	10,360	100-E4	Single-family residential
395-125-10	10,360	100-E4	Single-family residential
395-125-11	9,946	100-E4	Single-family residential
395-125-12	9,946	100-E4	Single-family residential
395-125-16	18,400	100-E4	Single-family residential
395-125-18	22,840	100-E4	Single-family residential

### CONDITIONS

Detailed Review Parcel 5 consists of 6 average sized lots fronting on 17th Street and Esplanade Avenue as depicted in Figure 20. Each lot is developed with one single-family residence, which vary in structural condition from good to fair. Separate access to each lot is gained directly from 17th Street and Esplanade Avenue and in some instances provides inadequate maneuverability for forward ingress and egress. The distance between access points vary from 20 to 95 feet. Access onto 17th Street and Esplanade are 120 and 60 feet respectively from the signalized intersection. Uses abutting the detailed review parcel include Esplanade Avenue and 17th Street on the east and south, and one-story single-family residences along the two remaining sides. The abutting residences are part of a medium-low density subdivision developed prior to 1970. In terms of noise sensitivity, single-family residential development, such as that found in this area, is one of the most sensitive types of land uses and no sound attenuation is present on the lots. Ultimate right-of-way along 17th Street and Esplanade Avenue is 13 and 10 feet respectively from the existing roadside within the detailed review parcel and no curb and gutter facilities presently exist along Esplanade Avenue.



**DETAILED REVIEW PARCEL 6**

**Northwest Section**

# TABLE 19

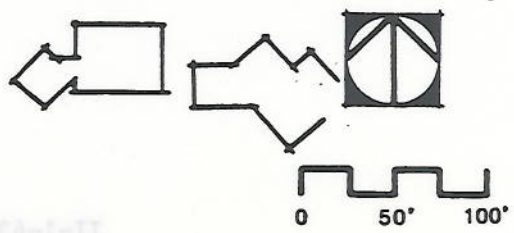
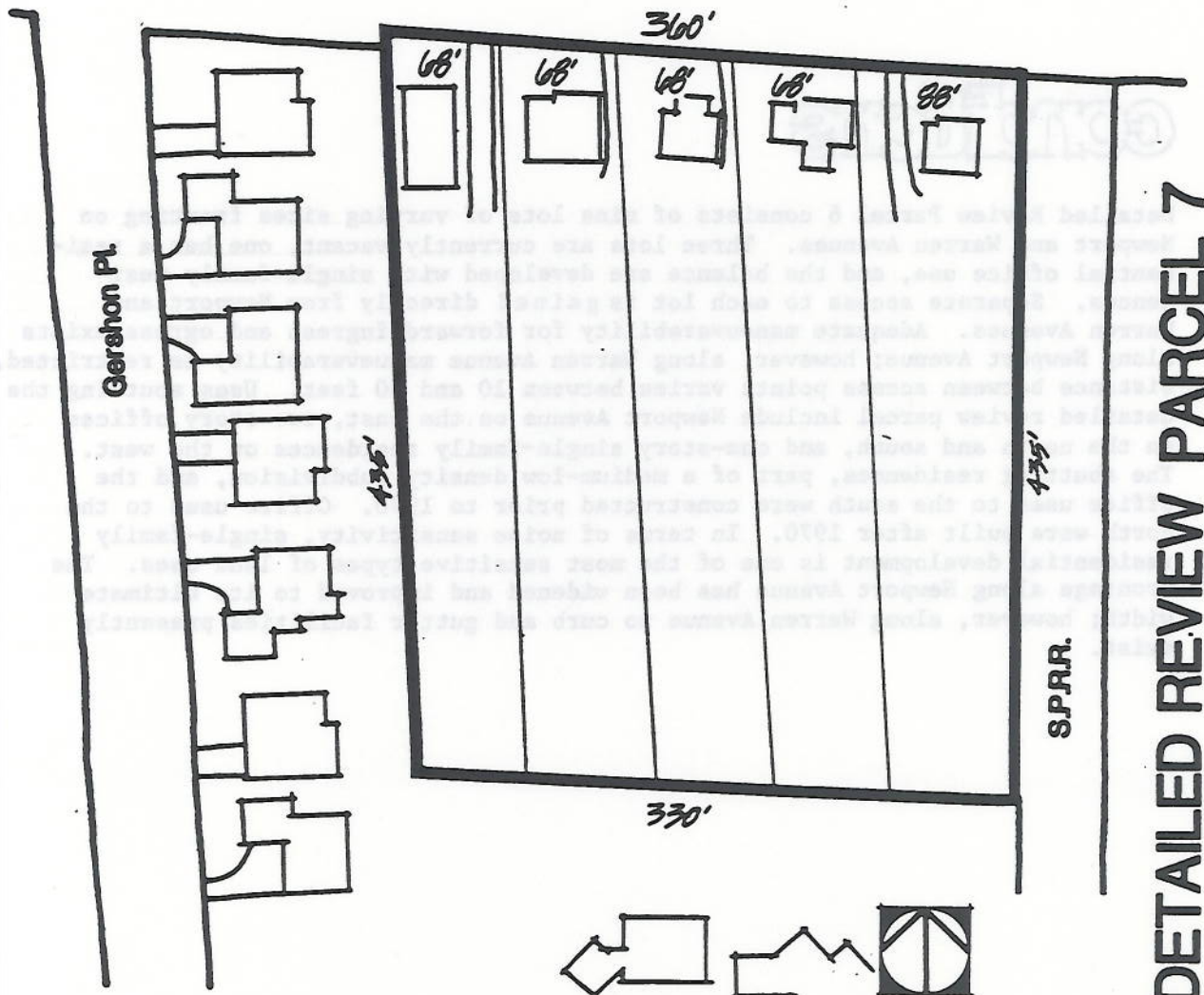
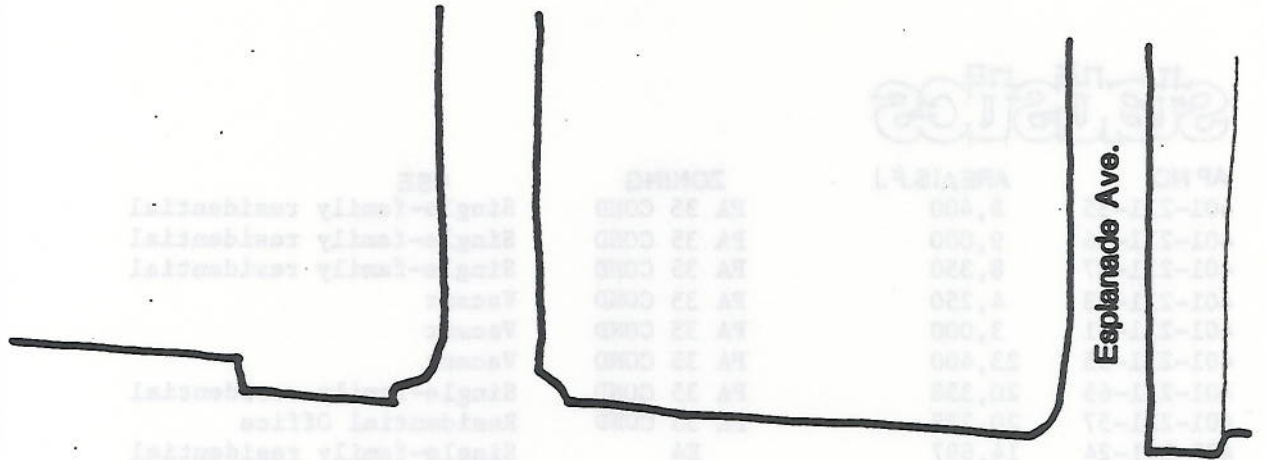
NORTH TUSTIN SPECIFIC PLAN DETAILED REVIEW PARCEL 6  
EXISTING CONDITIONS

## STATISTICS

AP NO.	AREA(S.F.)	ZONING	USE
401-211-35	8,400	PA 35 COND	Single-family residential
401-211-36	9,000	PA 35 COND	Single-family residential
401-211-37	8,350	PA 35 COND	Single-family residential
401-211-63	4,250	PA 35 COND	Vacant
401-211-61	3,000	PA 35 COND	Vacant
401-211-55	23,400	PA 35 COND	Vacant
401-211-65	20,358	PA 35 COND	Single-family residential
401-211-57	20,358	PA 35 COND	Residential Office
401-181-24	14,697	E4	Single-family residential

## CONDITIONS

Detailed Review Parcel 6 consists of nine lots of varying sizes fronting on Newport and Warren Avenues. Three lots are currently vacant, one has a residential office use, and the balance are developed with single-family residences. Separate access to each lot is gained directly from Newport and Warren Avenues. Adequate maneuverability for forward ingress and egress exists along Newport Avenue; however, along Warren Avenue maneuverability is restricted. Distance between access points varies between 10 and 50 feet. Uses abutting the detailed review parcel include Newport Avenue on the east, two-story offices on the north and south, and one-story single-family residences on the west. The abutting residences, part of a medium-low density subdivision, and the office uses to the south were constructed prior to 1970. Office uses to the north were built after 1970. In terms of noise sensitivity, single-family residential development is one of the most sensitive types of land uses. The frontage along Newport Avenue has been widened and improved to its ultimate width; however, along Warren Avenue no curb and gutter facilities presently exist.



# DETAILED REVIEW PARCEL 7

North Lebanon Specific Plan

# TABLE 20

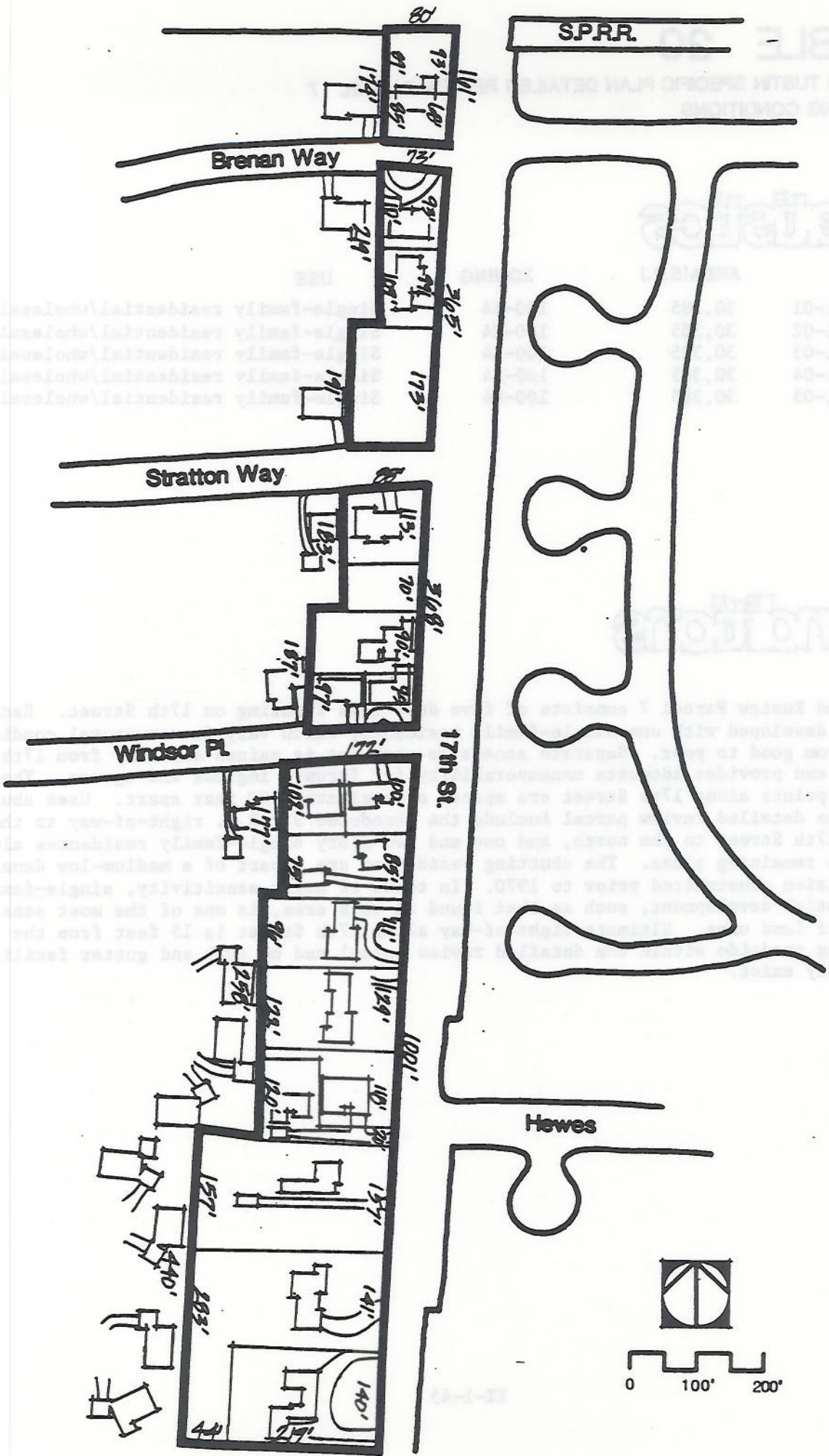
NORTH TUSTIN SPECIFIC PLAN DETAILED REVIEW PARCEL 7  
EXISTING CONDITIONS

## STATISTICS

AP NO.	AREA(S.F.)	ZONING	USE
401-051-01	30,385	100-E4	Single-family residential/wholesale nursery
401-051-02	30,385	100-E4	Single-family residential/wholesale nursery
401-051-03	30,385	100-E4	Single-family residential/wholesale nursery
401-051-04	30,385	100-E4	Single-family residential/wholesale nursery
401-051-05	30,385	100-E4	Single-family residential/wholesale nursery

## CONDITIONS

Detailed Review Parcel 7 consists of five deep lots fronting on 17th Street. Each lot is developed with one single-family residence, which vary in structural condition from good to poor. Separate access to each lot is gained directly from 17th Street and provides adequate maneuverability for forward ingress and egress. These access points along 17th Street are spaced approximately 60 feet apart. Uses abutting the detailed review parcel include the abandoned S.P.R.R. right-of-way to the east, 17th Street to the north, and one and two-story single-family residences along the two remaining sides. The abutting residences are a part of a medium-low density subdivision constructed prior to 1970. In terms of noise sensitivity, single-family residential development, such as that found in this area, is one of the most sensitive types of land uses. Ultimate right-of-way along 17th Street is 15 feet from the existing roadside within the detailed review parcel and no curb and gutter facilities presently exist.



**DETAILED REVIEW PARCEL 8**

Northwest Station Specific Plan

Figure 23

# TABLE 21

NORTH TUSTIN SPECIFIC PLAN DETAILED REVIEW PARCEL 8  
EXISTING CONDITIONS

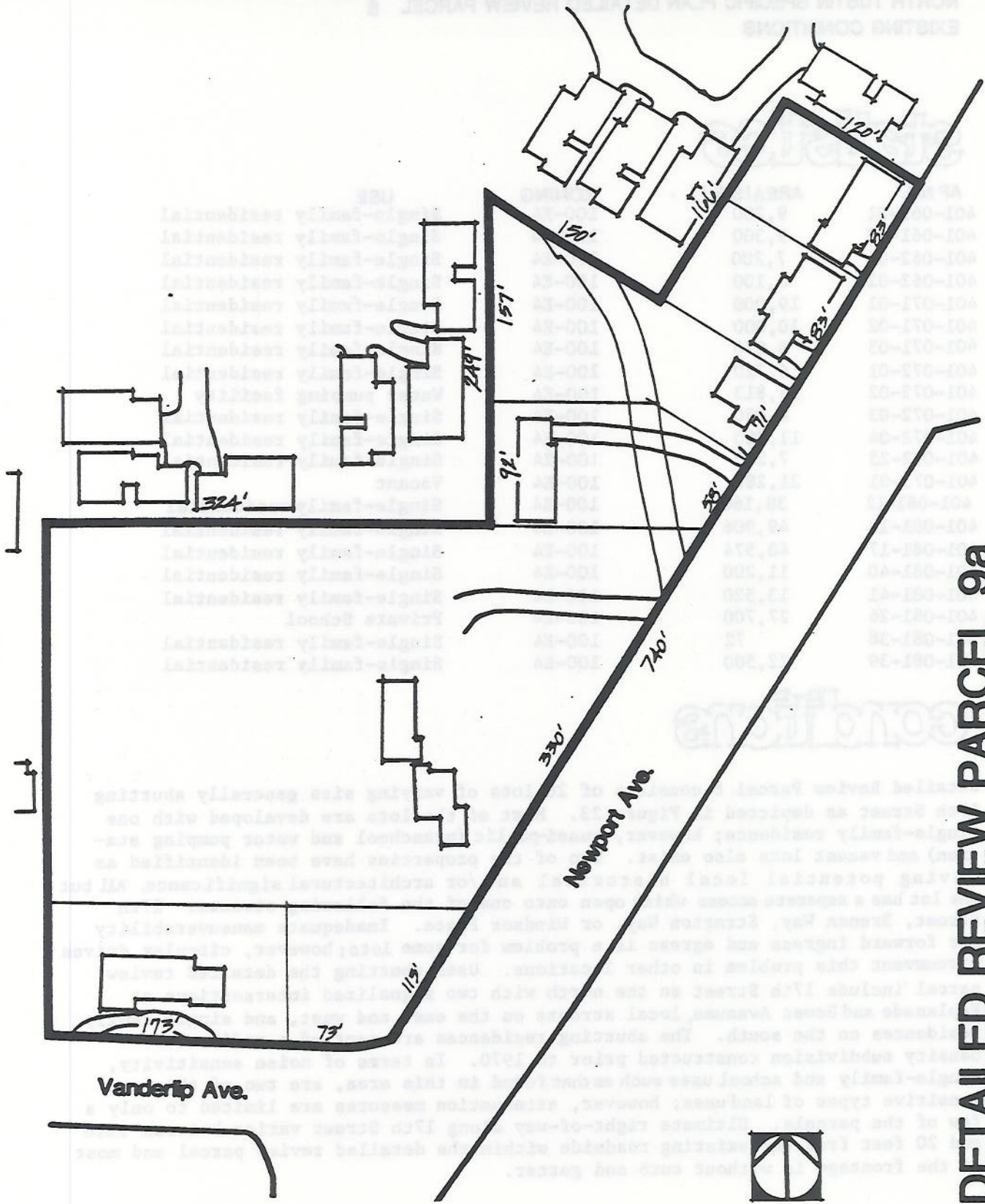
## Statistics

AP NO.	AREA(S.F.)	ZONING	USE
401-061-01	9,200	100-E4	Single-family residential
401-061-02	9,300	100-E4	Single-family residential
401-062-01	7,200	100-E4	Single-family residential
401-062-02	8,100	100-E4	Single-family residential
401-071-01	19,000	100-E4	Single-family residential
401-071-02	10,000	100-E4	Single-family residential
401-071-03	8,670	100-E4	Single-family residential
401-072-01	6,720	100-E4	Single-family residential
401-072-02	16,813	100-E4	Water pumping facility
401-072-03	8,050	100-E4	Single-family residential
401-072-04	11,800	100-E4	Single-family residential
401-072-25	7,275	100-E4	Single-family residential
401-073-01	21,280	100-E4	Vacant
401-081-12	38,160	100-E4	Single-family residential
401-081-13	49,906	100-E4	Single-family residential
401-081-17	48,574	100-E4	Single-family residential
401-081-40	11,200	100-E4	Single-family residential
401-081-41	13,520	100-E4	Single-family residential
401-081-26	27,700	100-E4	Private School
401-081-38	72	100-E4	Single-family residential
401-081-39	22,500	100-E4	Single-family residential

## Conditions

Detailed Review Parcel 8 consists of 20 lots of varying size generally abutting 17th Street as depicted in Figure 23. Most of the lots are developed with one single-family residence; however, quasi-public (preschool and water pumping station) and vacant lots also exist. Two of the properties have been identified as having potential local historical and/or architectural significance. All but one lot has a separate access which open onto one of the following streets: 17th Street, Brennan Way, Stratton Way, or Windsor Place. Inadequate maneuverability for forward ingress and egress is a problem for some lots; however, circular drives circumvent this problem in other locations. Uses abutting the detailed review parcel include 17th Street on the north with two signalized intersections at Esplanade and Hewes Avenues, local streets on the east and west, and single family residences on the south. The abutting residences are part of a medium-low density subdivision constructed prior to 1970. In terms of noise sensitivity, single-family and school uses such as that found in this area, are two of the most sensitive types of landuses; however, attenuation measures are limited to only a few of the parcels. Ultimate right-of-way along 17th Street varies between zero and 20 feet from the existing roadside within the detailed review parcel and most of the frontage is without curb and gutter.





**DETAILED REVIEW PARCEL 9a**

Northwest Urban Settlement

TABLE 21

NORTH URBAN SETTLEMENT PLAN (SCALE: 1/8" = 1'-0")

EASTING COORDINATES

# TABLE 22

NORTH TUSTIN SPECIFIC PLAN DETAILED REVIEW PARCEL 9a  
EXISTING CONDITIONS

## Statistics

AP NO.	AREA(S.F.)	ZONING	USE
401-091-71	9,960	100-E4	Single-family residential
401-091-64	10,440	100-E4	Single-family residential
401-091-66	21,951	100-E4	Single-family residential
401-091-70	15,354	100-E4	Single-family residential
401-091-69	114,127	100-E4	Single-family residential/wholesale nursery
401-091-11	13,520	100-E4	Single-family residential/wholesale nursery
401-091-12	22,534	100-E4	Single-family residential

## Conditions

Detailed Review Parcel 9a consists of seven irregularly-shaped lots fronting on both Newport Avenue and Vanderlip Avenue. Each lot, except for the vacant corner lot, is developed with one single-family residence, which are all in good structural condition. The residence located on the largest lot, as depicted in Figure 24, is identified as a historic site in the County's historic survey. Separate access to each lot is gained directly from Newport Avenue or Vanderlip Avenue, and all but the three most northern residences have adequate maneuvering distance for forward ingress and egress. Those access points along Newport Avenue are spaced between 70 and 100 feet apart. Access for the one lot fronting on Vanderlip Avenue is located approximately 100 feet from the intersection with Newport Avenue. Uses abutting the detailed review parcel include Vanderlip and Newport Avenue to the south and east, and single-family residences along the remaining sides. Those residences to the southwest are part of a contemporary subdivision constructed prior to 1970. Those homes to the north are within a single-family attached tract constructed after 1970. In terms of noise sensitivity, single-family residential development, such as that found in this area, is one of the most sensitive types of land uses. A noise attenuation wall separates the homes within the detailed review parcel and the attached single-family development to the north. The widening of Newport Avenue to the ultimate right-of-way line within this area has reduced the front setbacks of the three northern lots within the detailed review parcel to a legal non-conforming status. A flood control easement crosses the area, which traverses three lots within the detailed review parcel. No curb and gutter facilities presently exist along Vanderlip adjacent to this area.



# TABLE 23

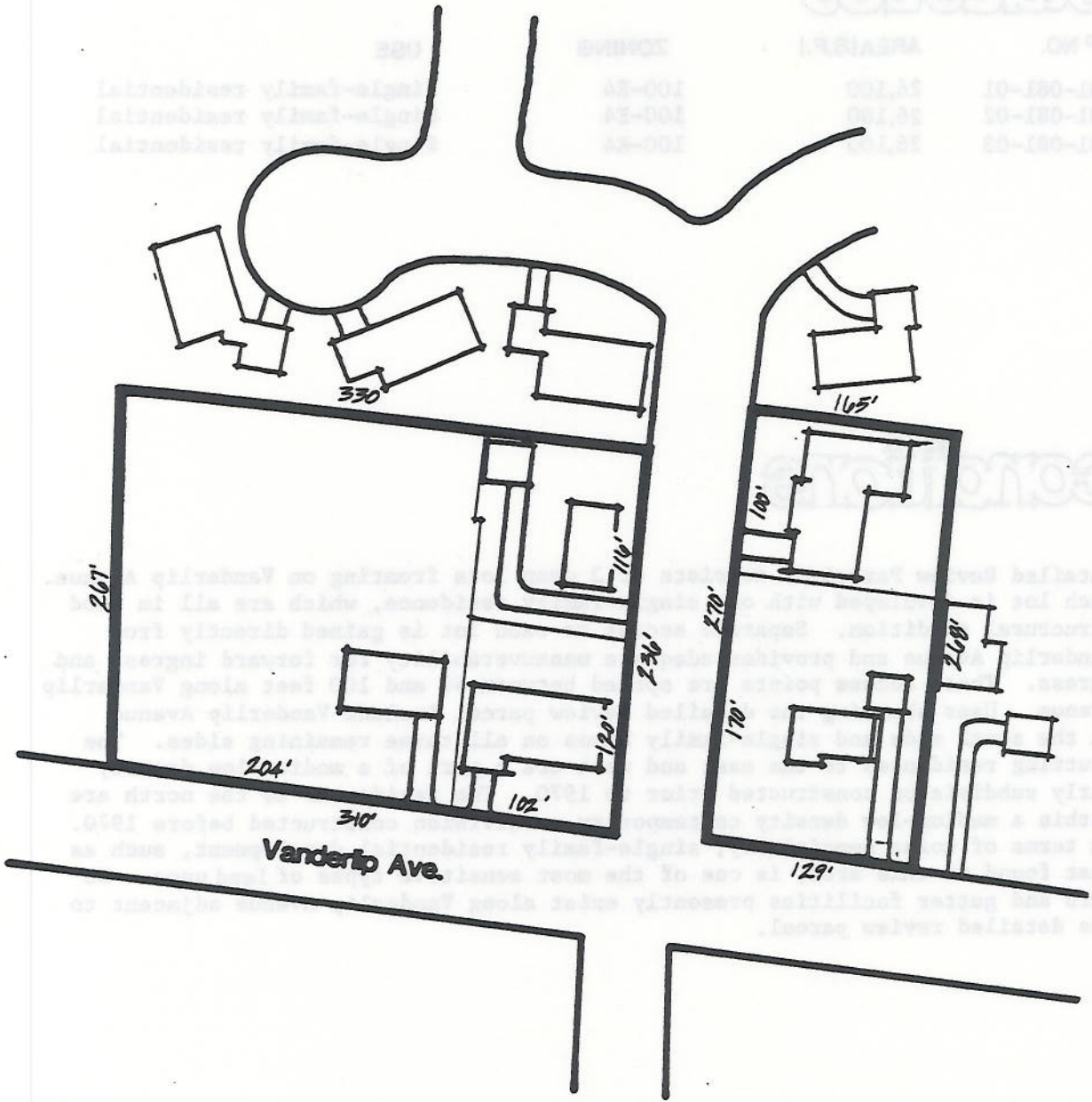
NORTH TUSTIN SPECIFIC PLAN DETAILED REVIEW PARCEL 9a'  
EXISTING CONDITIONS

## STATISTICS

AP NO.	AREA(S.F.)	ZONING	USE
401-081-01	26,100	100-E4	Single-family residential
401-081-02	26,100	100-E4	Single-family residential
401-081-03	26,100	100-E4	Single-family residential

## CONDITIONS

Detailed Review Parcel 9a' consists of 3 deep lots fronting on Vanderlip Avenue. Each lot is developed with one single-family residence, which are all in good structural condition. Separate access to each lot is gained directly from Vanderlip Avenue and provides adequate maneuverability for forward ingress and egress. These access points are spaced between 40 and 100 feet along Vanderlip Avenue. Uses abutting the detailed review parcel include Vanderlip Avenue on the south side and single-family homes on all three remaining sides. The abutting residences to the east and west are a part of a medium-low density early subdivision constructed prior to 1970. The residences to the north are within a medium-low density contemporary subdivision constructed before 1970. In terms of noise sensitivity, single-family residential development, such as that found in this area, is one of the most sensitive types of land uses. No curb and gutter facilities presently exist along Vanderlip Avenue adjacent to the detailed review parcel.



**DETAILED REVIEW PARCEL 9b**

**NORTH TUSTIN SPECIFIC AREA PLAN**

TABLE 23  
 NORTH TUSTIN SPECIFIC PLAN DETAILED REVIEW PARCEL 9b  
 EXISTING CONDITIONS

Stata

APN	AREA(SQ. FT.)	ZONING	USE
401-081-01	25,100	100-2A	Single-Family Residential
401-081-02	26,100	100-2A	Single-Family Residential
401-081-03	25,100	100-2A	Single-Family Residential

# TABLE 24

NORTH TUSTIN SPECIFIC PLAN DETAILED REVIEW PARCEL 9b  
EXISTING CONDITIONS

## STATISTICS

AP NO.	AREA(S.F.)	ZONING	USE
401-081-05	12,652	100-E4	Single-family residential
401-081-04	25,304	100-E4	Single-family residential
401-081-35	12,250	100-E4	Single-family residential
401-081-36	15,353	100-E4	Single-family residential
401-081-37	48,300	100-E4	Single-family residential

## CONDITIONS

Detailed Review Parcel 9b consists of five lots of varying sizes fronting onto Vanderlip Avenue and Cameron Lane as depicted in Figure 26. Each lot is developed with one single-family residence. Separate access to each lot is gained from Vanderlip Avenue and Cameron Lane and maneuverability for forward ingress and egress is a problem. Distance between these access points along Vanderlip Avenue are spaced approximately 20 feet apart. Uses abutting the detailed review parcel include Vanderlip Avenue on the south and one-story single-family residences along the remaining sides. The abutting residences are part of a medium-low density subdivision constructed prior to 1970. In terms of noise sensitivity, single-family residential development, such as that found in this area, is one of the most sensitive types of land uses. The frontage along Vanderlip Avenue is unimproved and the traffic empties onto Newport and Holt Avenues at intersections controlled by STOP signs.



# TABLE 25

NORTH TUSTIN SPECIFIC PLAN DETAILED REVIEW PARCEL 10  
EXISTING CONDITIONS

## Statistics

AP NO.	AREA(S.F.)	ZONING	USE
103-200-95	8,416	R4-7000 (PD)3000	Single-family residential
103-200-99	31,984	R4-7000 (PD)3000	Single-family residential

## Conditions

Detailed Review Parcel 10 consists of two lots approximately 200 feet square fronting Newport Avenue as depicted in Figure 27. Each lot is developed with one single-family residence. Separate access to each lot is gained directly from Newport Avenue and inadequate maneuverability for forward ingress and egress exists. These access points are spaced approximately 70 feet apart. Uses abutting the detailed review parcel include Newport Avenue on the west and two-story multiple-family residential developments constructed before and after 1970. In terms of noise sensitivity, single-family residential development is one of the most sensitive types of land uses and no attenuation presently exists on the lots. The ultimate right-of-way along Newport Avenue has been developed and improved with curb and gutter facilities. Consequently, this action has reduced the front yard setback of the structures.





# TABLE 26

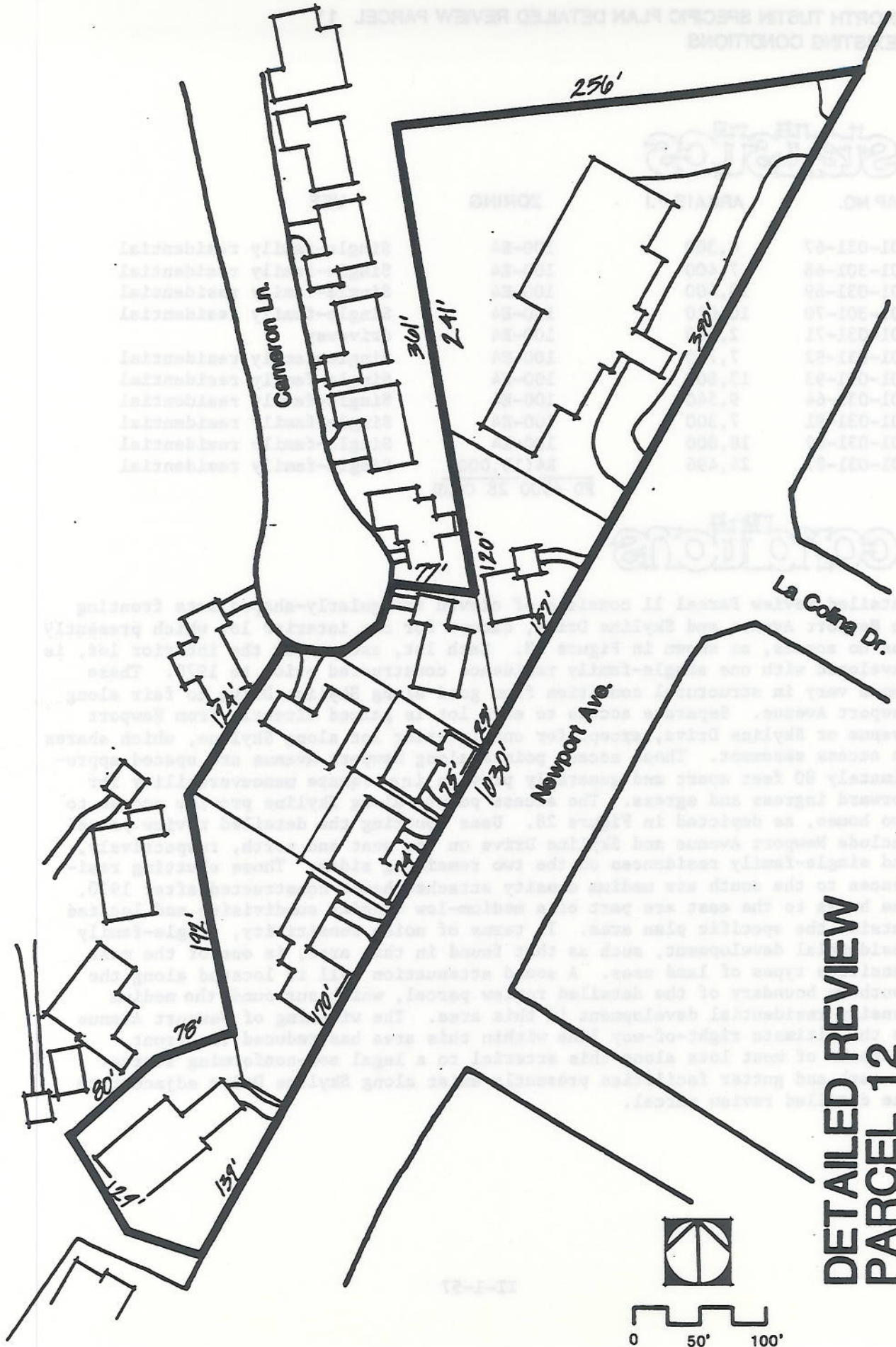
NORTH TUSTIN SPECIFIC PLAN DETAILED REVIEW PARCEL 11  
EXISTING CONDITIONS

## STATISTICS

AP NO.	AREA(S.F.)	ZONING	USE
501-031-67	6,300	100-E4	Single-family residential
501-301-68	7,400	100-E4	Single-family residential
501-031-69	20,400	100-E4	Single-family residential
501-301-70	10,010	100-E4	Single-family residential
501-031-71	2,640	100-E4	driveway
501-031-92	7,750	100-E4	Single-family residential
501-031-93	13,800	100-E4	Single-family residential
501-031-64	9,540	100-E4	Single-family residential
501-031-91	7,300	100-E4	Single-family residential
501-031-89	18,800	100-E4	Single-family residential
501-031-87	26,496	R4(10,000)	Single-family residential
		PD 6500 28 COND	

## CONDITIONS

Detailed Review Parcel 11 consists of eleven irregularly-shaped lots fronting on Newport Avenue and Skyline Drive, except for one interior lot which presently has no access, as shown in Figure 28. Each lot, except for the interior lot, is developed with one single-family residence constructed prior to 1970. These homes vary in structural condition from good along Skyline Drive to fair along Newport Avenue. Separate access to each lot is gained directly from Newport Avenue or Skyline Drive, except for one interior lot along Skyline, which shares an access easement. Those access points along Newport Avenue are spaced approximately 80 feet apart and generally provide inadequate maneuverability for forward ingress and egress. The access points along Skyline provide access to two homes, as depicted in Figure 28. Uses abutting the detailed review parcel include Newport Avenue and Skyline Drive on the west and north, respectively, and single-family residences on the two remaining sides. Those abutting residences to the south are medium density attached homes constructed after 1970. The homes to the east are part of a medium-low density subdivision and located outside the specific plan area. In terms of noise sensitivity, single-family residential development, such as that found in this area, is one of the most sensitive types of land uses. A sound attenuation wall is located along the southern boundary of the detailed review parcel, which surrounds the medium density residential development in this area. The widening of Newport Avenue to the ultimate right-of-way line within this area has reduced the front setbacks of most lots along this arterial to a legal non-conforming status. No curb and gutter facilities presently exist along Skyline Drive adjacent to the detailed review parcel.



DETAILED REVIEW  
 PARCEL 12

north tustin specific plan figure 29

TABLE 28  
 NORTH TUSTIN SPECIFIC PLAN DETAILED REVIEW PARCEL  
 EXISTING CONDITIONS

# TABLE 27

## NORTH TUSTIN SPECIFIC PLAN DETAILED REVIEW PARCEL 12 EXISTING CONDITIONS

### Statistics

AP NO.	AREA(S.F.)	ZONING	USE
401-191-02	72,309	R1-10,000	Private School
401-191-28	10,350	E4	Single-family residential
401-191-27	7,950	E4	Single-family residential
401-191-15	12,400	E4	Single-family residential
401-191-30	5,850	E4	Single-family residential
401-191-31	5,740	E4	Single-family residential
401-191-29	17,250	E4	Single-family residential
401-181-22	14,420	E4	Private School

### Conditions

Detailed Review Parcel 12 consists of eight irregularly-shaped lots fronting on Newport Avenue and Cameron Lane, as depicted in Figure 29. The most northerly and southerly lots are developed with private school uses. All other lots each contain one single-family home, which vary in structural condition from good to fair. Separate access to each lot is gained directly from Newport Avenue, except for two lots, which gain separate access from Cameron Lane. The single-family developed lots along Newport Avenue and Cameron Lane do not have adequate maneuverability for forward ingress and egress. The private school on the north lot provides adequate maneuverability by taking access at two points along Newport Avenue. One is at the intersection with La Colina Drive and the other is approximately 300 feet north. Access to lots along Newport Avenue are spaced between 20 and 200 feet apart. Uses abutting the detailed review parcel include Newport Avenue to the east, a church to the north and single-family residences along the two remaining sides. The abutting residences are a part of a medium-low density contemporary subdivision developed prior to 1970. In terms of noise sensitivity, the single-family residential development and schools are two of the most sensitive types of land uses. Due to the widening of Newport Avenue to the ultimate right-of-way line, three lots within the detailed review parcel have reduced front setbacks, which are classified as legally non-conforming.

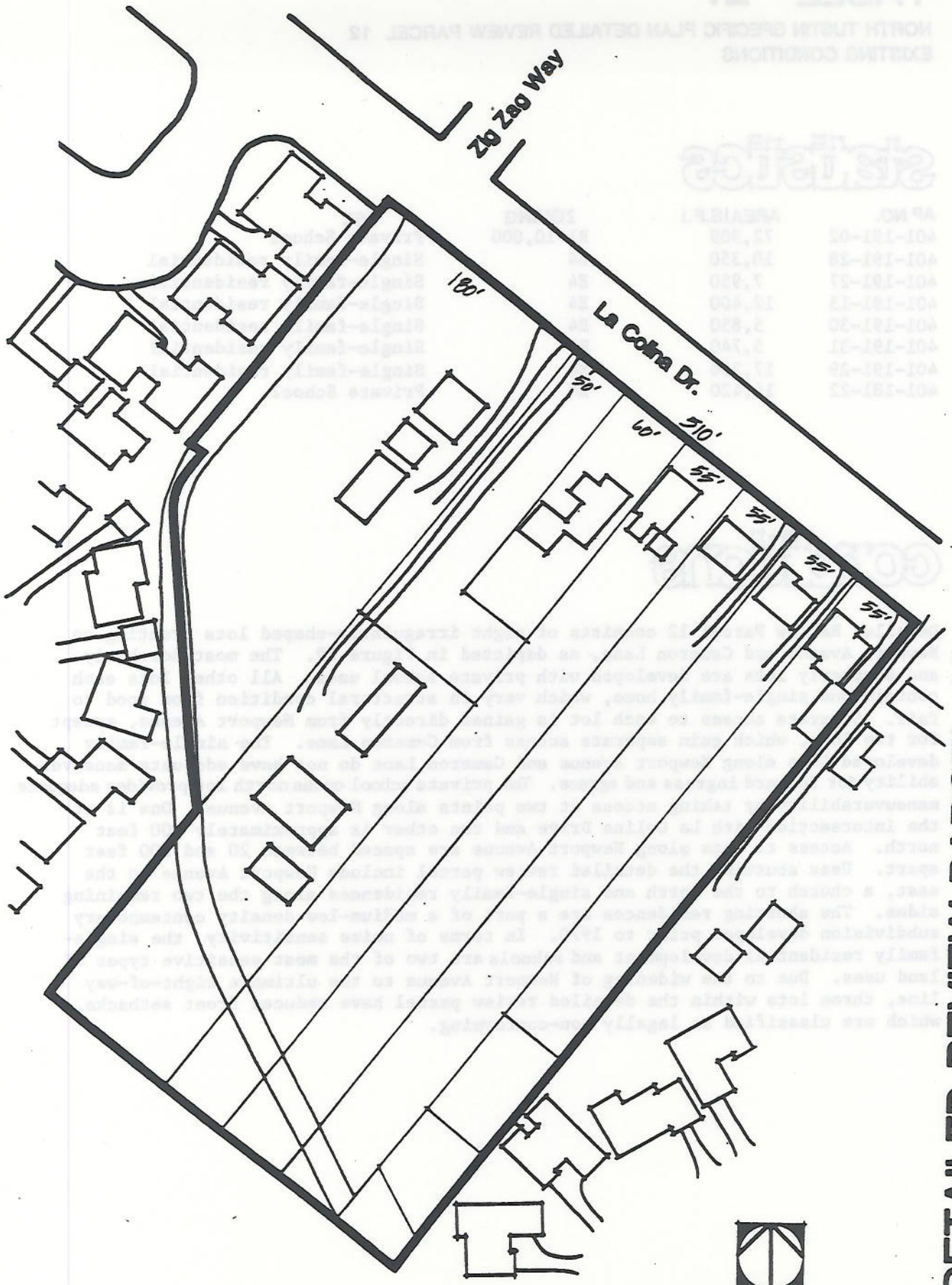


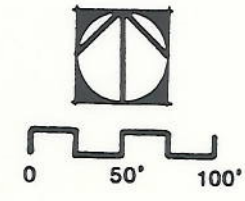
TABLE 27  
 NORTH TOWN SPECIFIC PLAN DETAILED REVIEW PARCEL 13  
 EXISTING CONDITIONS

statics

NO.	DATE	DESCRIPTION
1	01-11-10	ISSUED FOR PERMITTING
2	01-11-10	ISSUED FOR PERMITTING
3	01-11-10	ISSUED FOR PERMITTING
4	01-11-10	ISSUED FOR PERMITTING
5	01-11-10	ISSUED FOR PERMITTING
6	01-11-10	ISSUED FOR PERMITTING
7	01-11-10	ISSUED FOR PERMITTING
8	01-11-10	ISSUED FOR PERMITTING
9	01-11-10	ISSUED FOR PERMITTING
10	01-11-10	ISSUED FOR PERMITTING
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14	01-11-10	ISSUED FOR PERMITTING
15	01-11-10	ISSUED FOR PERMITTING
16	01-11-10	ISSUED FOR PERMITTING
17	01-11-10	ISSUED FOR PERMITTING
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19	01-11-10	ISSUED FOR PERMITTING
20	01-11-10	ISSUED FOR PERMITTING
21	01-11-10	ISSUED FOR PERMITTING
22	01-11-10	ISSUED FOR PERMITTING
23	01-11-10	ISSUED FOR PERMITTING
24	01-11-10	ISSUED FOR PERMITTING
25	01-11-10	ISSUED FOR PERMITTING
26	01-11-10	ISSUED FOR PERMITTING
27	01-11-10	ISSUED FOR PERMITTING
28	01-11-10	ISSUED FOR PERMITTING
29	01-11-10	ISSUED FOR PERMITTING
30	01-11-10	ISSUED FOR PERMITTING
31	01-11-10	ISSUED FOR PERMITTING
32	01-11-10	ISSUED FOR PERMITTING
33	01-11-10	ISSUED FOR PERMITTING
34	01-11-10	ISSUED FOR PERMITTING
35	01-11-10	ISSUED FOR PERMITTING
36	01-11-10	ISSUED FOR PERMITTING
37	01-11-10	ISSUED FOR PERMITTING
38	01-11-10	ISSUED FOR PERMITTING
39	01-11-10	ISSUED FOR PERMITTING
40	01-11-10	ISSUED FOR PERMITTING
41	01-11-10	ISSUED FOR PERMITTING
42	01-11-10	ISSUED FOR PERMITTING
43	01-11-10	ISSUED FOR PERMITTING
44	01-11-10	ISSUED FOR PERMITTING
45	01-11-10	ISSUED FOR PERMITTING
46	01-11-10	ISSUED FOR PERMITTING
47	01-11-10	ISSUED FOR PERMITTING
48	01-11-10	ISSUED FOR PERMITTING
49	01-11-10	ISSUED FOR PERMITTING
50	01-11-10	ISSUED FOR PERMITTING
51	01-11-10	ISSUED FOR PERMITTING
52	01-11-10	ISSUED FOR PERMITTING
53	01-11-10	ISSUED FOR PERMITTING
54	01-11-10	ISSUED FOR PERMITTING
55	01-11-10	ISSUED FOR PERMITTING
56	01-11-10	ISSUED FOR PERMITTING
57	01-11-10	ISSUED FOR PERMITTING
58	01-11-10	ISSUED FOR PERMITTING
59	01-11-10	ISSUED FOR PERMITTING
60	01-11-10	ISSUED FOR PERMITTING
61	01-11-10	ISSUED FOR PERMITTING
62	01-11-10	ISSUED FOR PERMITTING
63	01-11-10	ISSUED FOR PERMITTING
64	01-11-10	ISSUED FOR PERMITTING
65	01-11-10	ISSUED FOR PERMITTING
66	01-11-10	ISSUED FOR PERMITTING
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71	01-11-10	ISSUED FOR PERMITTING
72	01-11-10	ISSUED FOR PERMITTING
73	01-11-10	ISSUED FOR PERMITTING
74	01-11-10	ISSUED FOR PERMITTING
75	01-11-10	ISSUED FOR PERMITTING
76	01-11-10	ISSUED FOR PERMITTING
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78	01-11-10	ISSUED FOR PERMITTING
79	01-11-10	ISSUED FOR PERMITTING
80	01-11-10	ISSUED FOR PERMITTING
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89	01-11-10	ISSUED FOR PERMITTING
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91	01-11-10	ISSUED FOR PERMITTING
92	01-11-10	ISSUED FOR PERMITTING
93	01-11-10	ISSUED FOR PERMITTING
94	01-11-10	ISSUED FOR PERMITTING
95	01-11-10	ISSUED FOR PERMITTING
96	01-11-10	ISSUED FOR PERMITTING
97	01-11-10	ISSUED FOR PERMITTING
98	01-11-10	ISSUED FOR PERMITTING
99	01-11-10	ISSUED FOR PERMITTING
100	01-11-10	ISSUED FOR PERMITTING

**DETAILED REVIEW PARCEL 13**

PROJECT: [illegible] ENVIRONMENTAL



# TABLE 28

NORTH TUSTIN SPECIFIC PLAN DETAILED REVIEW PARCEL 13  
EXISTING CONDITIONS

## STATISTICS

AP NO.	AREA(S.F.)	ZONING	USE
501-011-53	62,100	R1	Single-family residential
501-011-28	16,450	R1	Multiple-family residential
501-011-29	11,700	R1	Single-family residential
501-011-36	41,250	R1	Multiple-family residential
501-011-30	34,650	R1	Single-family residential
501-011-31	34,650	R1	Single-family residential
501-011-32	34,650	R1	Single-family residential
501-011-33	23,540	R1	Single-family residential
501-011-34	5,094	R1	Swimming Pool
501-011-35	3,943	R1	Vacant

## CONDITIONS

Detailed Review Parcel 13 consists of ten exceptionally deep lots and a flood control easement fronting on La Colina Drive. Six lots are developed with single-family residences varying in structural condition from good to fair. One lot has a multiple-family use, another has a swimming pool, and the balance of the lots are vacant. All residences except the multiple-family have separate access gained directly from La Colina Drive and sufficient area is provided for forward ingress and egress. The distance between these access points along La Colina Drive varies between 15 and 40 feet apart. Uses abutting the detailed review parcel include La Colina Drive on the north, multiple-family on the west and one-story single-family residential on the remaining sides. The abutting residences are part of a medium-low density subdivision and duplex project constructed before and after 1970 respectively. In terms of noise sensitivity, residential development is one of the most sensitive types of land use; however, no mitigation measures are apparent. Ultimate right-of-way along La Colina Drive is 10 feet from the existing roadside within the detailed review parcel and no curb and gutter facilities presently exist. Traffic on La Colina flows either to the signalized intersection at Newport Avenue on the west or towards Red Hill Avenue to the east.

TABLE 29

North Tustin Specific Plan  
 Characteristics of Land Uses Considered for Detail Review Parcels

<u>Land Use Designation</u>	<u>General Characteristics</u>
<b>Residential</b>	
1.3 Medium Low Density (2.0 - 3.5 du/ac)	Detached single family dwelling units on individual lots generally greater than 10,000 square feet. Dwelling units may be one or two stories high. Dwellings are usually within a neighborhood setting in which individual driveway access to public local streets is typical, although several units may gain access from a common private road in some locations.
1.4 Medium Density (3.5 - 6.5 cu/ac)	Detached single family dwelling units on individual standard size lots (6,000 square feet). Clustered or attached housing arrangements are possible through the planned development process. Units may be one or two stories high. Dwellings occur within a neighborhood setting in which individual driveway access to public streets is common.
1.5 Medium High Density (6.5 - 18.0 du/ac)	Attached dwelling units developed as a project with an internal circulation system serving all units, limited private open space in the form of patios or balconies and common open space for recreation facilities and setbacks between building and property lines. Dwelling units (buildings) may be one or two story; however, two story structures are generally necessary to achieve the higher end of allowable density range. Dwellings usually will be intended for owner occupancy although rental units may occur. Duplexes and townhomes are common. "Air space" condominiums with one dwelling unit above or below another are not necessary to achieve allowable density.
1.6 High Density (18.0 du/ac - 28.0 du/ac)	Attached dwelling units developed as a project with an internal circulation system serving all units. Limited private open space in the form of patios and balconies and common open space for recreation facilities and setbacks between buildings or to property lines. Buildings containing dwelling units are two stories. Dwellings may be intended for either owner or renter occupancy. Townhouse style developments may occur at the lower densities; however, "air space" units or flats are typically necessary to achieve higher densities.

TABLE 29 (continued)

**2.1 Local Commercial**

Retail Commercial stores developed in a shopping center. The shopping center would be intended to serve residents of nearby neighborhoods. The major or anchor tenant would be a super-market with other tenants including small specialty and service shops. The shopping center would have internal circulation and on-site parking facilities designed to serve all tenants. Buildings would be predominantly one story although some two story buildings would be present. Buildings would be developed with a common design theme. Operating hours of businesses would be restricted at night.

**3.2 Professional Administrative Office**

Office buildings whose tenants provide professional or administrative services to the surrounding community. Buildings may be developed separately or in groups as part of a larger project. A consistent design theme between separate projects would emerge, only if required. Buildings would be two stories and predominantly massive in appearance, unless regulated. Parking facilities would be provided on-site with some coordination of access and internal circulation achieved between separate projects in order to limit the number of access point to streets.

**4.1 Community Facilities**

Community facilities include existing and future schools (public and private) and churches in the area. Buildings would be larger than nearby residences. A low profile, typically one story would be maintained although roofs of some churches may be peaked more steeply and reach a greater height than is common of neighboring residences. Each site would provide internal circulation and on-site parking facilities.

**5.2 Recreation**

Parks, including recreation facilities, and bike routes.



TABLE 30

North Tustin Specific Plan  
Alternative Land Uses

<u>Detailed Review Parcel</u>	<u>Existing Use</u>	<u>Alternative Uses Considered</u>
1	1.3 Medium Low Density	3.2 Residential Office
2	1.3 Medium Low Density (vacant)	1.3 Medium Low Density 1.51 Medium High Density 4.1 Public Facility
3	1.3 Medium Low Density (vacant)	1.4 Medium Density 1.52 Medium High Density 2.11 Local Commercial
4	1.3 Medium Low Density	1.4 Medium Density 1.51 Medium High Density
5	1.3 Medium Low Density	1.4 Medium Density 1.51 Medium High Density
6	3.2 Professional Administrative	3.2 Professional Admin. (with design controls)
7	1.3 Medium Low Density	1.4 Medium Density 1.51 Medium High Density
8	1.3 Medium Low Density (includes school)	1.4 Medium Density 1.51 Medium High Density 4.1 Public Facility
9	1.3 Medium Low Density	1.4 Medium Density 1.52 Medium High Density 3.2 Professional Administrative
10	1.61 High Density	None
11	1.3 Medium Low Density	1.51 Medium High Density
12	1.3 Medium Low Density (includes school)	1.4 Medium Density 3.2 Professional Administrative (with and without design controls) 4.1 Public Facility
13	1.4 Medium Density	1.51 Medium High Density

**TABLE 31  
LAND USE RESPONSE TO ENVIRONMENTAL FACTORS**

<u>Land Use Designation</u>	<u>Response to Factors Traffic Generation/Sensitivity</u>	<u>Noise Sensitivity (traffic)</u>	<u>Housing/Land Use Trends</u>	<u>Arterial Access</u>
3 Medium Low Density	<ul style="list-style-type: none"> <li><input type="radio"/> low generation rate 12 te/du</li> <li><input type="radio"/> most traffic generated at peak hours</li> <li><input type="radio"/> 24-hour activity cycle not compatible with high traffic volume, especially when housing oriented to high volume street.</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> 24-hour activity cycle not compatible with noise</li> <li><input type="radio"/> noise attenuation thru building design if oriented toward noise source; barrier for other orientation</li> <li><input type="radio"/> not a significant noise source</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> shrinking market due to high price.</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> preferably oriented to local streets</li> <li><input type="radio"/> potential safety hazards for arterial access</li> </ul>
4 Medium Density	<ul style="list-style-type: none"> <li><input type="radio"/> same as medium low density</li> <li><input type="radio"/> higher density permits more flexibility of design for multi-unit project to mitigate impact of traffic</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> same as medium low density</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> shrinking market due to high price.</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> same as medium low density</li> <li><input type="radio"/> higher density permits more flexibility of design through planned development process to minimize direct access points</li> </ul>
Medium High Density	<ul style="list-style-type: none"> <li><input type="radio"/> low generation rate 8 te/ du; higher density makes generation comparable to medium density on per acre basis</li> <li><input type="radio"/> 24-hour cycle low compatibility with high traffic volume; higher density permits flexibility in site design to mitigate traffic impact.</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> 24-hour activity cycle not compatible with noise.</li> <li><input type="radio"/> greater flexibility to use site design, barriers and building materials to attenuate noise on small parcels</li> <li><input type="radio"/> not a significant noise source</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> increasing share of owner occupied market because of moderate price of attached units</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> may be oriented to arterial thru use of internal circulation with limited access points.</li> <li><input type="radio"/> access to collector or local streets preferable for reducing possible safety hazards.</li> </ul>
5 High Density	<ul style="list-style-type: none"> <li><input type="radio"/> same as medium high density</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> same as medium high density</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> typically for rental units; recent decrease in construction due to short term unprofitability.</li> <li><input type="radio"/> frequently used to meet affordable housing requirement.</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> same as medium high density.</li> </ul>
1 Local Commercial	<ul style="list-style-type: none"> <li><input type="radio"/> high generation rate 55 te/1000 s.f.</li> <li><input type="radio"/> traffic generated throughout day and evening; peaks different from normal peaks.</li> <li><input type="radio"/> large number of turning movements may disrupt efficient traffic flow.</li> <li><input type="radio"/> orientation to high traffic streets preferred.</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> moderate to low sensitivity due to uses and limited activity cycle</li> <li><input type="radio"/> potential noise source from pick-up and delivery activities during morning and evening hours may affect adjacent residential</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> improved shopping convenience.</li> <li><input type="radio"/> extends change to non-residential beyond 17th Street.</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> preferably oriented to major or primary arterial.</li> <li><input type="radio"/> internal circulation with well spaced access driveways.</li> <li><input type="radio"/> potential safety hazard if large number of turning movements during high traffic volume periods.</li> <li><input type="radio"/> adequate space for turn pockets required.</li> </ul>
2 Prof. Admin.	<ul style="list-style-type: none"> <li><input type="radio"/> variable generation rate - 12-21, trips/1000 s.f.</li> <li><input type="radio"/> substantial generation at peak hours.</li> <li><input type="radio"/> large number of turning movements may impede thru traffic movement</li> <li><input type="radio"/> activities compatible with high traffic volume.</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> same as commercial</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> extends pattern of change along Newport.</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> internal circulation with limited access points along arterial</li> <li><input type="radio"/> potential safety hazard if large number of turning movements during peak hour</li> </ul>
1 Public Facility (includes public and private schools and places of worship)	<ul style="list-style-type: none"> <li><input type="radio"/> variable generation rate up to 19 te/1000 s.f.</li> <li><input type="radio"/> schools may contribute to morning peak hour traffic; highest generation for churches on Sunday</li> <li><input type="radio"/> activities sensitive to high traffic conditions without site and building design mitigation</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> high noise sensitivity (primarily daytime activities)</li> <li><input type="radio"/> not a significant noise source</li> <li><input type="radio"/> site and building design useful in attenuation</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> not applicable.</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> preferably oriented to local streets.</li> <li><input type="radio"/> limited number of access driveways preferable.</li> </ul>
2 Recreation	<ul style="list-style-type: none"> <li><input type="radio"/> variable generation rate most traffic in evening hours and weekends most uses compatible to high traffic volumes.</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> moderate to low sensitivity to noise depending on use</li> <li><input type="radio"/> moderate to low source of noise</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> needed to serve established and future neighborhoods.</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> street orientation depends on facility</li> <li><input type="radio"/> limited access points required.</li> </ul>

NOTE: Reformatted June 1986, no text changes.

**TABLE 31 (continued)  
LAND USE RESPONSE TO ENVIRONMENTAL FACTORS**

Land Use Designation	Parcel Configuration	Compatibility with S.F. Res.	Suitability in Land Use Pattern
.3 Medium Low Density	<ul style="list-style-type: none"> <li><input type="radio"/> individual units require sufficient depth to provide privacy and buffering.</li> <li><input type="radio"/> irregular shape difficult to develop efficiently as single or multi-unit development.</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> Highly Compatible</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> most suitable north of 17th or in established neighborhoods south of 17th.</li> <li><input type="radio"/> least suitable in area of change along southern Newport Avenue.</li> </ul>
.4 Medium Density	<ul style="list-style-type: none"> <li><input type="radio"/> individual units require sufficient depth to provide buffering.</li> <li><input type="radio"/> multi-unit development feasible on irregular parcel thru planned development.</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> compatible, same basic type of dwelling.</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> most suitable north of 17th or in established neighborhoods south of 17th.</li> <li><input type="radio"/> depending on land cost, may be feasible as planned development on large parcel/parcel group along southern Newport.</li> </ul>
.5 Medium High Density	<ul style="list-style-type: none"> <li><input type="radio"/> attached dwellings and common open space provide greater flexibility for developing irregular or small lots</li> <li><input type="radio"/> less depth needed than for detached units to achieve acceptable level of buffering and privacy.</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> moderate compatibility</li> <li><input type="radio"/> compatibility improved thru sensitivity of site and building design.</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> most suitable to south of 17th Street or for irregular parcels not well suited to detached housing use.</li> </ul>
.6 High Density	<ul style="list-style-type: none"> <li><input type="radio"/> same as medium high density.</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> low compatibility, difficult to mask density through site and building design.</li> <li><input type="radio"/> higher level of activity on a per acre basis contrasts with single family residential.</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> most suitable along southern Newport</li> <li><input type="radio"/> not suitable to north of 17th.</li> </ul>
.1 Local Commercial	<ul style="list-style-type: none"> <li><input type="radio"/> requires site greater than 4 acres.</li> <li><input type="radio"/> sufficient frontage to separate access points required.</li> <li><input type="radio"/> some flexibility in site design to accommodate irregular parcel.</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> low compatibility - restriction on permitted uses required.</li> <li><input type="radio"/> expansive parking lot contrasts with residential character.</li> <li><input type="radio"/> building bulk potentially contrasts; height-length ratio limits needed.</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> most suitable to south of 17th Street</li> <li><input type="radio"/> limited suitability at 17th - Newport intersection if strict design controls applied.</li> </ul>
.2 Prof. Admin.	<ul style="list-style-type: none"> <li><input type="radio"/> adaptable to irregular configuration</li> <li><input type="radio"/> greater flexibility with larger parcel size.</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> low compatibility due to building bulk unless scale controlled.</li> <li><input type="radio"/> expansive parking lot contrasts with residential character.</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> most suitable along southern Newport</li> <li><input type="radio"/> not suitable to north of 17th Street.</li> </ul>
.1 Public Facility (includes public and private schools and places of worship)	<ul style="list-style-type: none"> <li><input type="radio"/> large site area required.</li> <li><input type="radio"/> adaptable to irregular configuration provided sufficient width and depth.</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> normally compatible with sensitive site planning</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> suitable in all areas.</li> </ul>
.2 Recreation	<ul style="list-style-type: none"> <li><input type="radio"/> large site area required.</li> <li><input type="radio"/> adaptable to irregular configuration.</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> compatible depending on size of area served.</li> </ul>	<ul style="list-style-type: none"> <li><input type="radio"/> suitable in all areas.</li> </ul>

NOTE: Reformatted June 1986, no text changes.

Detailed Review Parcel 1 - Because of its location to the north of 17th Street and adjacent to stable medium-low density residential uses, continued medium-low density residential use appears most appropriate. The low intensity office use considered as an alternative was considered less appropriate. Introduction of office use to this location at this time could stimulate additional applications for nonresidential use to the north of 17th Street and begin a trend of non-residential uses in the vicinity as has been noted for some locations to the south. The signals and complex pattern of turning movement on Newport Avenue appear to make safe access to the site difficult from this street.

If the existing residence is maintained, the large site area can facilitate mitigation of noise, traffic and access factors through erection of sound barriers, maintaining setbacks and reorienting access to Suburnas Way. It may be possible to retain the existing structure in deference to its potential local historical value and introduce two or three additional residences. If the existing structure were removed, it would enable construction of four to five dwelling units, possibly as part of a planned development. Measures to mitigate the traffic, noise and access factors could be included in such a planned development.

Detailed Review Parcel 2 - Because of its location to the north of 17th Street and adjacent to stable medium-low density residential neighborhoods, continued medium-low density appears most appropriate and compatible. The public facility use (church) requested by the property owner, Diocese of Orange, would also appear acceptable if site design is sensitive to the effects of traffic and noise generated by public facility use.

Detailed Review Parcel 3 - Parcel 3 is situated at the juncture of the established medium-low density neighborhoods north of 17th Street and the arterial oriented parcels to the south of 17th Street. Because the parcel is located north of 17th Street and is adjacent to medium-low density neighborhoods, residential use (1.3, 1.4 or possibly 1.51) may be appropriate. Substantial traffic noise, traffic volume and arterial access factors would need to be resolved through building and site design. Local commercial use was considered because the site is adjacent to major and primary arterial highways. Local commercial use would be less sensitive to traffic generated noise and would buffer abutting residences from its effects. However, associated with commercial use are issues of incompatibility with adjacent residential neighborhood because of on-site noise, intensity of use and access constraints due to limited distance from the 17th Street-Newport Avenue intersection. The traffic generated by residential use would be less than that which would result from commercial use and, therefore, the associated access constraint would be less.

Detailed Review Parcel 4 - Parcel 4 is situated north of 17th Street indicating continued medium-low density may be appropriate. However, it consists of several irregularly shaped and underdeveloped parcels for which consolidation is desirable. Through consolidation, modern site planning techniques could be applied which would reduce the number of direct arterial access points, and permit flexibility of site design. This option would not be available if each parcel were to develop independently. Land cost potentially associated with consolidation and housing trends indicate higher density would be part of any proposal. For higher density to be appropriate at this location, sensitive site planning would be necessary. The proximity of medium density on the opposite frontage of 17th Street and the opportunity through site design to buffer and orient buildings away from medium-low density neighborhoods suggest higher density housing may be feasible with parcel consolidation.

Detailed Review Parcel 5 - Because of its location to the north of 17th Street and within or adjacent to established neighborhoods, continued medium-low density use appears appropriate. Consolidation of two parcels fronting 17th Street would permit construction of two or three dwellings and facilitate access from Esplanade to alleviate traffic, noise and arterial access factors affecting these two parcels.

Detailed Review Parcel 6 - The present professional office designation appears appropriate for parcels fronting on Newport Avenue. Existing conditions of approval may require further refinement in order for office use to be compatible with adjacent residences and to control the number of direct access points. Site development will need to be sensitive to off-site views particularly from residences to the rear. The parcel fronting Warren Avenue is part of an established neighborhood which gains access from a residential collector. In this location, continued medium-low density appears appropriate.

Detailed Review Parcel 7 - The irregular parcel configurations within this detailed review parcel indicate the need for consolidation in order to reduce the number of arterial access points and facilitate modern site design. Land costs potentially associated with consolidation and housing trends indicate higher density housing would be part of any consolidation proposal. Site design would need to be sensitive to privacy and views from rear yards of adjacent residential uses.

Detailed Review Parcel 8 - The medium-low density uses within detailed review parcel 8 are sensitive to the existing traffic volumes and related traffic noise. Several of the parcels are within existing neighborhoods. The most appropriate use in these locations would appear to be continued medium-low density residential with improved noise attenuation, as needed. This approach would ensure the integrity of these neighborhoods. Other parcels have direct access to 17th Street and are affected by the same traffic and noise factors. Because the opportunity to relieve noise and traffic effects while retaining existing stable residences appears to exist, change to nonresidential uses does not appear appropriate at this time.

Detailed Review Parcel 9 - Individual lots within detailed review parcels 9a and 9b which obtain access from Vanderlip are generally part of existing residential neighborhoods. Continued medium-low density residential appears appropriate in these locations. This continued use could occur as retention of existing residences or consolidation of lots which would permit development of new units. Lots within 9a which obtain access from Newport Avenue and are not part of an existing neighborhood appear appropriate for recycling. The irregular configuration of these lots indicates a need for consolidation in order to facilitate greater flexibility in site design. Because of substantial lot depth, future development as higher density residential may be appropriate. Residential use would enable limiting of direct access points and could respond to traffic and noise factors through barriers and setbacks. Professional office use would also be able to effectively respond to traffic noise and could buffer abutting residences from its effects. Office use would produce higher traffic volumes than residential use. Limited access points would be a necessary part of site planning for circulation conflicts. Either higher density residential or professional office would require site design to be sensitive to adjacent residential neighborhoods particularly with respect to noise produced on site and potential visual intrusion by two story structures upon the indoor and outdoor living areas of individual dwellings.

Detailed Review Parcel 10 - Development of higher density residential appears appropriate because of traffic, noise, housing trends and access factors present. Adjacent uses are medium-high or high density residential.

Detailed Review Parcel 11 - Because of multiple access points and irregular parcel configuration, consolidation of parcels appears appropriate. Through consolidation, modern site and building design techniques can be applied to resolve traffic noise and access factors. Higher density residential appears appropriate because of housing trends, the presence of medium-high density to the south and potential land use change across the street. Sensitive design would be necessary to avoid visual and privacy conflicts with adjacent residences.

Detailed Review Parcel 12 - The private school within this parcel group is an established use expected to continue. Residences on remaining parcels gaining access from Newport Avenue exhibit characteristics of instability, possibly as a result of street widening, noise and traffic. Irregular configuration and limited parcel depth make resolution of factors difficult through residential use. Professional office use may be appropriate if access points can be limited and site and building design can achieve compatibility with adjacent neighborhoods. Lots which are a part of the established residential neighborhood of Cameron Lane appear appropriate for continued residential use at this time.

Detailed Review Parcel 13 - The size and irregular configuration of parcels within this group indicates probable underdevelopment. Consolidation would permit effective use of modern site planning to increase the density of use but maintain compatibility with adjacent neighborhoods. Land costs potentially associated with consolidation and housing trends also suggest a preference for higher density residential.

The Role of Community Design - Evident in the preceding discussion is the important role of community design in resolving problems of compatibility for land use and community character. Because of the dominance of single-family residential character in the area, other uses will tend to be of contrasting character unless design standards are applied to modify their appearance. Characteristics distinctive of single-family residential uses which should be reflected in such modifications include: wide landscaped area between the building and street; limited paved areas for vehicles in front of buildings; use of traditional building materials (wood, brick, stone, stucco); limited building bulk (height to length ratio); and pitched roof lines. Within the specific plan area single-family residences are predominantly one story, although two story buildings are also present. Therefore, the presence of second stories is also a consideration for nonresidential uses within the specific plan area. Sensitive treatment of the streetscape along 17th Street and Newport Avenue can also be an effective measure for achieving unity and compatibility of community design.

Preparing Land Use Standards - State law requires specific plans to include all detailed regulations, conditions, programs and legislation necessary for their implementation. In some instances this can be accomplished through existing ordinances. For the North Tustin Specific Plan area, land use standards and regulations tailored to respond to local conditions are warranted to achieve compatibility of land use and development character. While some standards within the Zoning Code may continue to be appropriate, others are needed which

respond to such unique local concerns as interface between single-family residential and other uses, continuity of design along arterial corridors, compatibility of character between different types of land use and minimizing direct arterial access.

The Role of Special Incentives - Incentives can be an effective mechanism for achieving desired land use and design objectives while still being responsive to market forces which influence development. The obsolete subdivision patterns present on several of the detailed review parcels have created the situation of "underdevelopment", described previously. However, permitting separate higher density residential or professional office development on each of these narrow or irregularly shaped parcels could result in continued multiple access points to arterials with the associated traffic hazards. Encouraging parcel consolidation through structured incentive programs can be effective in resolving this and other environmental issues which are present while still responding to current market forces.

## GOALS AND POLICIES

The goals and policies presented in this section provide direction for implementing the County General Plan within the area of the North Tustin Specific Plan. They are focused on resolving the issues described in the previous section. Although these goals and policies find their basis in and are consistent with the respective countywide documents, they are applicable to the North Tustin Specific Plan area.

### Goals

#### A. Compatibility with Existing Community

Promote future development which is compatible with the existing surrounding community.

#### B. Innovative Development Concepts

Promote innovative development concepts that contribute to resolving land use problems in the area.

#### C. Balance of Housing Opportunities

Seek a balance of housing opportunities through encouraging a variety of types and densities of housing.

### Policies

The policies have been organized according to the goal which they are intended to achieve. The goals are referred to by their short title.

#### A. Compatibility with Existing Community

A-1 Establish and enforce detailed development standards which emphasize a residential character for all development.

A-2 Orient employment land uses toward major and primary arterial streets so that activities associated with these uses will have minimal effect upon adjacent residential neighborhoods.

A-3 Use landscaping to enhance building design and, where necessary, to soften the effects of building and pavement.

A-4 Ensure new development provides an appropriate buffer to adjacent existing uses of less intensity.

A-5 Require exterior signage and lighting to be subdued in character and non-intrusive upon neighboring uses.

#### B. Innovative Development Concepts

B-1 Establish and enforce design standards for improving the visual attractiveness of the arterial corridors in the specific plan area.



- B-2 Encourage parcel consolidation or joint development planning within detailed review parcels.
- B-3 Encourage use of the planned development process for coordinating development within the detailed review parcels.
- B-4 Encourage architectural unity of employment land use.
- B-5 Encourage a street orientation for professional office buildings in order to better use the building to screen at-grade parking lots from view.

C. Balance of Housing Opportunities

- C-1 Maintain the quality and integrity of housing in the existing residential neighborhoods.
- C-2 Enhance the role of medium and high density housing, both owner and tenant occupied, in meeting local housing need.

## IMPLEMENTING STRATEGY

Seven programs have been identified for implementation of the land use and design chapter. These programs include: 1) Specific Land Use Plan; 2) Land Use and Development Regulations; 3) Parcel Consolidation Incentive Program; 4) Countywide Affordable Housing Program; 5) Community Design Guidelines and Standards; 6) Historic Survey Program; and 7) Arterial Streetscape Program. Each program is described below. Also discussed at the end of this section in the manner in which this chapter carries out the intent of the General Plan.

### Specific Land Use Plan

Overview - Figure 31 presents the Specific Land Use Plan for the specific plan area. Table 32 summarizes the statistical information associated with each specific land use designation. These designations in Figure 31 and Table 32 are indicative of maximum allowable development conditions. Actual development will probably occur at a lesser intensity, but can only be determined at the time of approval for individual development applications.

The land use designations in Figure 31 are all consistent with designations 1B (Suburban Residential Community) and 1C (Urban Residential Community) of the Land Use Element (LUE) of the General Plan shown in Figure 32. Because consistency is maintained with the LUE Land Use Plan, an amendment to the General Plan is not needed. Figure 31 represents a precise interpretation of the LUE Land Use Plan. It is a refinement of Community Profiles 42 and 43. Change of the Community Profile maps will be necessary upon adoption of the Specific Plan in order to incorporate the refinements presented. These changes can be effectuated as an administrative action by the EMA Planning Function.

Certain features are included in the Specific Land Use Plan which serve to: 1) interpret the goals and policies; and 2) respond to the issues affecting development in the area. These features include:

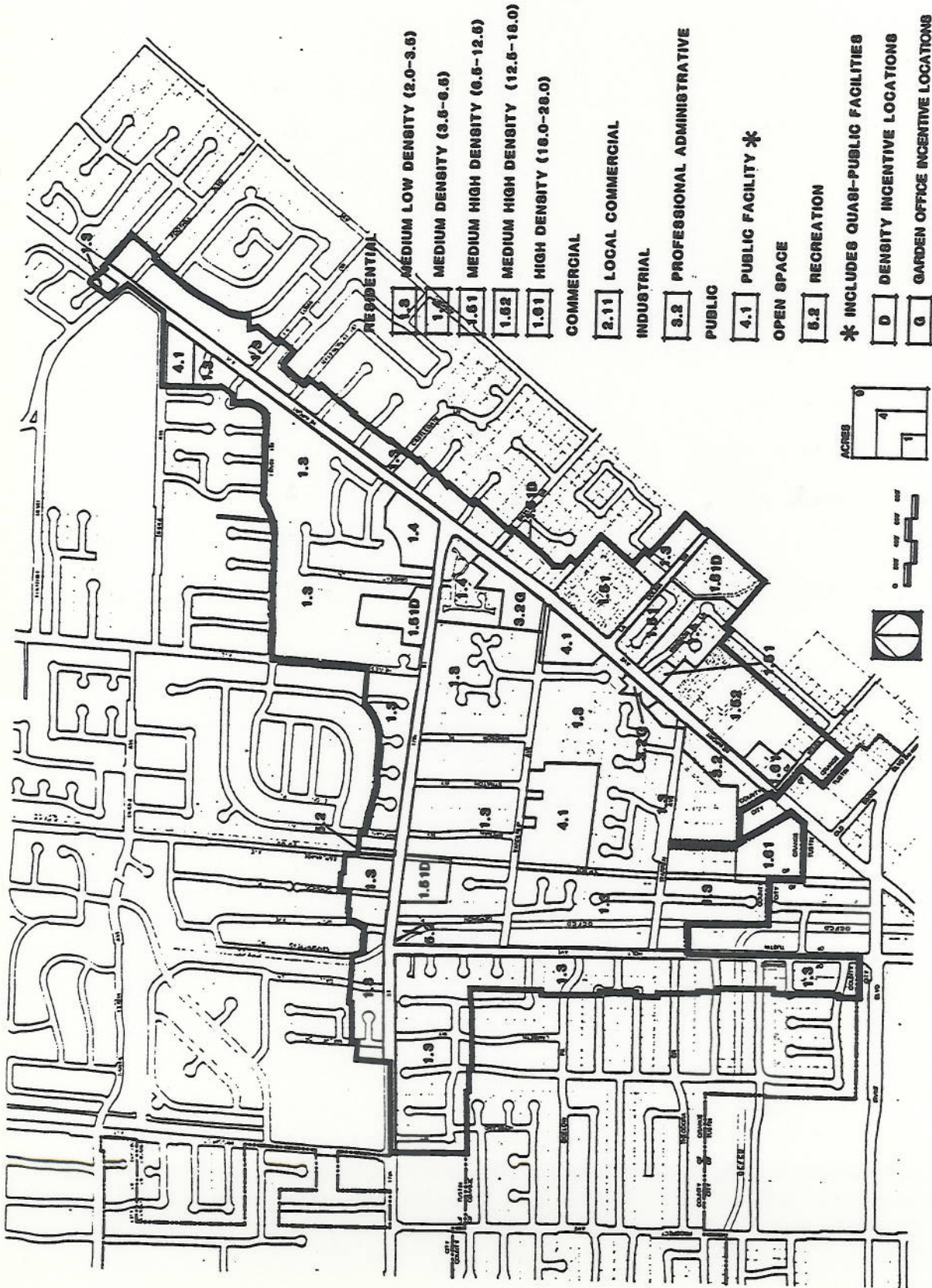
1. Retaining medium-low density for existing inward oriented neighborhoods;
2. Extending medium and medium-high density beyond existing designations only when parcel consolidation or the planned development process can be used to maintain compatibility with adjoining uses;
3. Limiting the change to professional office uses to the northwesterly frontage of Newport Avenue between the Tustin city limit and a point 400 feet southwest of the Newport Avenue - 17th Street intersection;
4. Designating certain detailed review parcels as suitable for medium-high density upon meeting conditions of parcel consolidation and site specific design requirements; and
5. Excluding medium-high and high density development north of 17th Street, except for detailed review parcels developed according to applicable consolidation incentive requirements.

Land Use Designations and Density Standards - The major characteristics of the specific plan land use designations including density/intensity, principal uses, and special considerations are summarized below. Detailed development requirements

TABLE 32

North Tustin Specific Plan  
Specific Land Use Plan

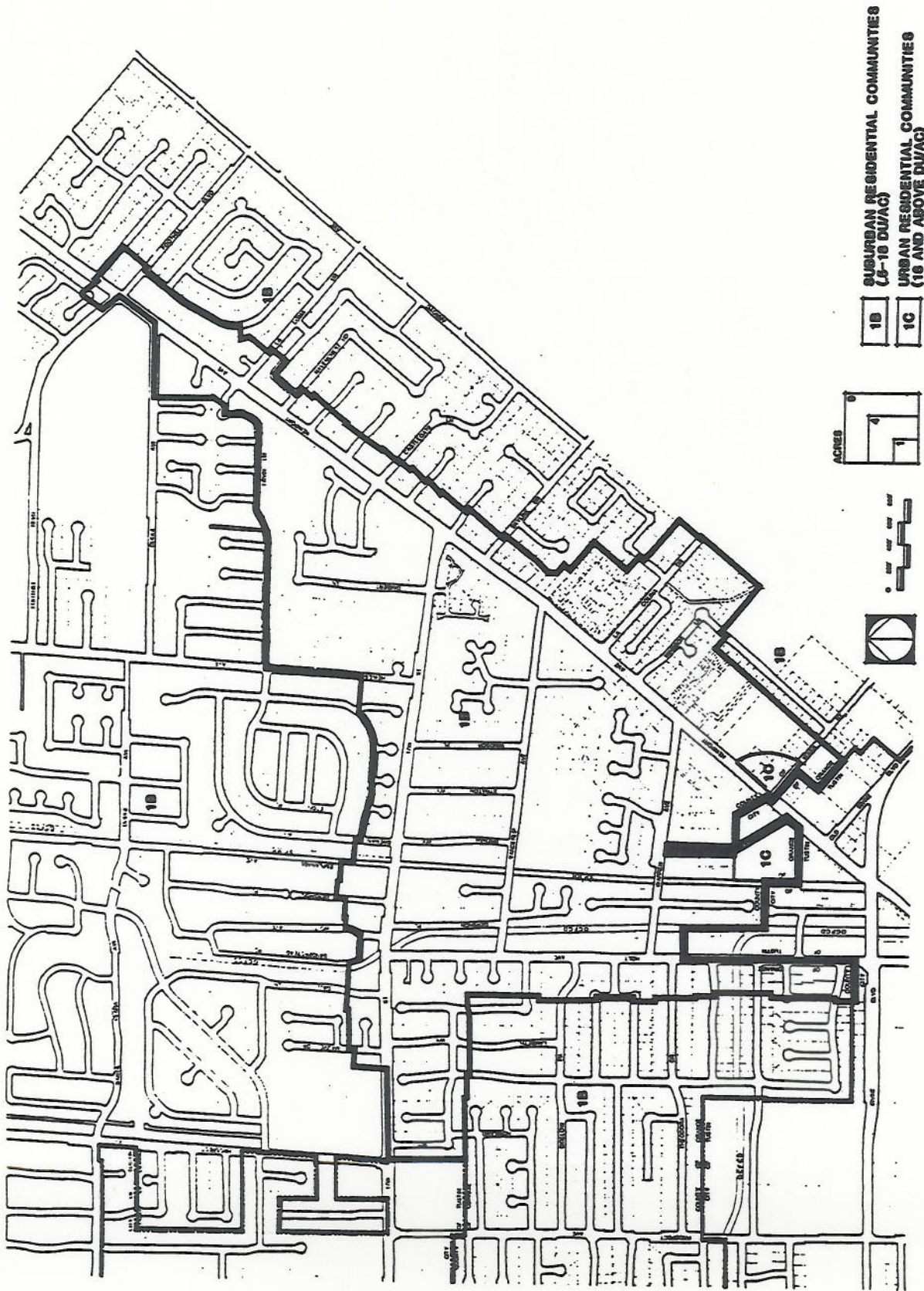
	<u>Designation</u>	<u>Density</u>	<u>Acres</u>	<u>Allowable Dwelling Units</u>
1.3	Medium Low Residential	2.0- 3.5 du/ac	311.8	783
1.4	Medium Residential	3.5- 6.5 du/ac	18.5	92
1.51	Medium High Residential	6.5-12.5 du/ac	15.0	113
1.51D	Medium High Residential/ Consolidation Incentive	4.5-9.5 du/ac	18.8	82-169
1.52	Medium High Residential	12.5-18.0 du/ac	21.5	223
1.61	High Residential	18.0-28.0 du/ac	5.3	157
3.2	Professional Administrative	—	9.0	—
4.1	Public Facility	—	19.7	—
5.2	Recreation	—	0.9	—
-	Arterial Highway	—	32.0	—
<b>TOTAL</b>			<b>452.5</b>	<b>1450-1537</b>



**SPECIFIC LAND USE PLAN**

*North Tustin specific plan*

FIGURE 31



**LAND USE ELEMENT 1982**  
 north tustin specific plan

FIGURE 32

are presented in the subsequent discussions of land use regulations and community design guidelines. The numeric designations correspond to the countywide system used in the Community Profiles.

1.3, Residential, Medium Low Density - As the predominant land use designation in the specific plan area, Residential, Medium Low Density provides for detached single-family housing on individual lots. Density ranges between 2.0 and 3.5 dwelling units/gross acre (du/ac). As a consequence, individual lots are sufficiently large to permit keeping of equine animals. This designation has been applied primarily to established neighborhoods where introduction of higher density residential uses would be inappropriate. Residential Single Family (RSF) land use regulations will apply. Use of the Planned Development (PD) overlay district is encouraged for future development within the 1.3 designation.

◦ 1.4, Residential, Medium Density - This designation primarily provides for single-family detached housing, although duplexes may also be an appropriate use. Density ranges between 3.5 and 6.5 du/ac. Generally, dwellings are situated on individual lots under this designation. Through use of planned development procedures, other configurations are possible. Residential Single Family (RSF) land use regulations will apply.

◦ 1.51, Residential, Medium High Density - The 1.51 Medium High Density designation ranges in density from 6.5 to 12.5 du/ac. The density range of this designation reflects the transition from detached to attached housing types. Predominantly housing within this designation would be duplexes, attached townhomes or detached units on small lots. Use of the planned development process would be common. Residential Multiple Family (RMF) land use regulations will apply.

◦ 1.52, Residential, Medium High Density - The 1.52 Medium High Density designation provides for attached housing ranging in density from 12.5 to 18.0 du/ac. Use of the planned development concept is encouraged in order to enhance the amount of usable open space. RMF land use regulations will apply.

◦ 1.61, Residential, High Density - The High Density designation provides for attached housing at densities between 18.0 and 28.0 du/ac. Use of planned development procedures will be encouraged. RMF land use regulations will apply.

◦ 3.2, Professional Administrative - The Professional Administrative designation permits professional office use or, in some locations, continued residential use where it now occurs. Both uses may not be present simultaneously on the same site. In order for a site to be developed in a professional office use, it must conform to minimum standards intended to achieve compatibility with adjoining residential uses. In locations where only professional office use is appropriate, Residential Garden Office (RGO) land use regulations will apply. Garden Office (GO) overlay district regulations will apply in locations where professional office or continued residential use is appropriate. Residential uses in these locations will be subject to the RSF regulations.

- ° 4.1, Public Facility - The Public Facility designation applies to public or institutional uses including public schools, private schools, churches and related places of worship. The Public/Quasi-Public (PQP) land use regulations will apply.
- ° 5.2, Recreation - The Recreation designation applies to parks, both existing and proposed, and open space corridors. The recreation facilities and lands indicated by this designation are operated and maintained by the County of Orange. Other recreation facilities may be available to the community through public schools within or near the specific plan area. Open Space/Recreation (OSR) land use regulations will apply.

In addition to the basic land use designations, the Specific Land Use Plan identifies the locations at which parcel consolidation will be encouraged through application of density incentives. These locations are indicated on the Specific Land Use Plan by the suffix "D" following the basic designation. The Consolidation Incentive (CI) overlay regulations will apply to these parcels in addition to the appropriate land use regulations. The nature and application of the incentives are described subsequently in this section.

Locations where the Garden Office (GO) overlay regulations will apply are indicated by the suffix "G". In these locations, development of professional office use will be subject to the requirements of the overlay district. If these requirements are not met, residential use will continue in accordance with the RSF regulations.

#### Land Use and Development Regulations

Intent - The Land Use Regulations contained in Division III serve to implement the Specific Land Use Plan. They are adopted by ordinance and apply only within the North Tustin Specific Plan area. The land use districts contained in the regulations are listed in Table 33 along with the designations of the Specific Land Use Plan and the countywide General Plan with which they are consistent. Each set of district regulations includes the following:

- ° Purpose and Intent - the objectives of the district;
- ° Uses Permitted - identification of allowable land uses including primary permitted uses, uses subject to a permit, temporary uses, accessory uses and prohibited uses; and
- ° Development Standards - requirements for site development and building design which must be satisfied as part of any development proposal.

In addition to the basic land use districts the Land Use Regulations include three overlay districts, Consolidation Incentive, Planned Development and Garden Office. Each overlay district is intended to implement various provisions of the Specific Plan. The Consolidation Incentive (CI) overlay district has been applied to parcel groups for which consolidation of narrow or irregularly shaped lots is a prerequisite for achieving medium-high density residential. The Planned Development (PD) District is appropriate for large residential parcels on which better compatibility with adjacent uses can be achieved through application of special site planning

TABLE 33

North Tustin Specific Plan  
Land Use Districts

<u>Land Use District</u>	<u>Consistent Specific Plan Land Use Designation</u>	<u>Consistent General Plan Designation</u>
RSF - Residential Single Family	1.3 Medium Low	1B
	1.4 Medium	1B
RMF - Residential Multiple Family	1.51 Medium High	1B
	1.52 Medium High	1B
	1.61 High	1C
RGO - Residential Garden Office	3.2 Professional Administrative	1B
PQP - Public Quasi-Public Facility	4.1 Public Facility	1B
OSR - Open Space Recreation	5.2 Recreation	1B

IMPLEMENTATION STRATEGY



and design techniques described in the regulations. The Garden Office (GO) overlay district has been applied in locations where continued single-family residential use or recycling to professional office use is appropriate. Change of use to professional office can only be achieved through conformance with the requirements of the overlay district.

Figure 33 presents the locations of the Land Use Districts within the specific plan area. This map is to be used in conjunction with the regulations in Division III. The Land Use Districts shown as well as the regulations in Division III supersede the previously applied zoning district designations and regulations of the County of Orange Zoning Code. Conditions of approval applied to previous development applications within the specific plan area have been included or modified within the Land Use and Development Regulations. Conditions for which construction has not been initiated are summarized in Table 34. Conditions for construction which is completed are presented in Appendix D.

Parcel Consolidation Incentive Program

Intent - The Parcel Consolidation Incentive Program is applied to certain detailed review parcels identified in the Specific Land Use Plan having a residential designation. The program is intended to encourage consolidation of small, narrow or irregularly shaped lots through offering an incentive of increased density as building site size is increased through consolidation. The size of the incentive increases in relation to increased building site size. Parcel consolidation is desired at the specified locations in order to reduce the number of private drives with direct access to arterials and to enable use of modern site development and design techniques. When using the incentive program, developments must conform to applicable land use standards in order to ensure compatibility with adjoining uses.

Use and Application - The parcels within the 1.51 designation which are appropriate for inclusion in the Parcel Consolidation Incentive Program are identified on the Specific Land Use Plan (Figure 31). The amount of density incentive achievable shall be determined according to the following schedule:

<u>Building Site Size</u>	<u>1.51 Designation Maximum Allowable Density</u>
Less than 0.75 acre	4.5 du/ac
0.75 to 1.20 acres	5.5 du/ac
1.21 to 1.65 acres	6.5 du/ac
1.66 to 2.10 acres	7.5 du/ac
2.11 to 2.55 acres	8.9 du/ac
Greater than 2.55 acres	9.5 du/ac

**NOTE: Figure 33, LAND USE DISTRICTS,  
has been relocated. It is  
now the first page (III-i) of  
Division III: Land Use Development  
and Regulations**

TABLE 34

North Tustin Specific Plan  
Previous Conditions of Approval

Origin of Condition  
and Location

Condition

GPA 78-2 item 2 -  
westerly side of  
Newport Avenue  
extending from  
Warren Avenue  
550' south.

1. The proposed 2.21, Professional-Administrative, designation in which site plan review is required shall include the following specific conditions in order to preserve the character of the adjacent residential area:
  - a. Development of parcels 401-211-50 and 401-211-51 should be limited to single-story structure(s), and existing trees should be preserved or replaced with trees of similar size and character to provide a visual buffer similar to the existing trees. The architectural design of the structure(s) should be compatible with the adjacent single-family residential area.
  - b. Development of the remainder of the project site area should include parking for all 5 parcels within the project site as well as ingress/egress to/from the project site. The development of these parcels should provide for a design "theme" compatible with adjacent development on Newport Avenue. Height limits should restrict development to two stories unless the project developer is able to indicate design concepts acceptable by the residents and property owners in the adjacent residential area. Existing mature trees on the site should be preserved to the maximum extent possible.
2. Ultimate development of the site will include widening of Newport Avenue according to adopted County plans and standards.

Z.C. 79-19 - westerly  
side of Newport Avenue  
and extending 550'  
south of Warren Avenue

The following condition pertains only to those uses permitted by the PA "Professional and Administrative Office" District regulations. Prior to clearance for issuance of building or grading permits for the property, which is the subject of this zone change, a site plan shall be submitted in the manner and containing the information required by the Director, Environmental Management Agency. The Planning Commission shall review the site plan and may approve, approve with conditions or deny the plan.

TABLE 34 (continued)

<u>Origin of Condition and Location</u>	<u>Condition</u>
	<p>The purpose of the site plan review condition is to assure (1) the project's compatibility with the adjacent residential development; (2) the provision of adequate access design so as to maximize the efficiency and safety of vehicular access and circulation for the area' and (3) the provision of adequate sound attenuation.</p>
<p>Z.C. 79-5 - eastside of Newport Avenue just south of Windsor Drive.</p>	<p>Development completed. Conditions contained in Appendix D.</p>
<p>Z.C. 75-37 - southwest corner of 17th and Newport Avenue.</p>	<p>Development completed. Conditions contained in Appendix D.</p>
<p>Z.C. 75-13 - northeast corner of Newport Avenue and La Colina Drive.</p>	<p>Development completed. Conditions contained in Appendix D.</p>
<p>Z.C. 72-22 - eastside of Newport Avenue, approximately 300' north of La Colina Drive.</p>	<p>Development completed. Conditions contained in Appendix d.</p>
<p>Z.C. 71-24 - northeast and southeast corners of Newport Avenue and La Colina Drive.</p>	<p>Development completed. Conditions contained in Appendix D.</p>

In order for a development to participate in the incentive program the following criteria must also be met:

- Location: within a designated incentive area;
- Allowable forms of consolidation: acquisition in fee or coordinated development through use of easements, deed restrictions or other appropriate means provided recording of same is completed prior to or at the time of approval of the final tract map;
- Development Standards: conformance with the development standards of the CI overlay district regulations; and
- Access Planning: preparation and approval of a common access plan which minimizes the number of private drives or dedicated roads having direct access to arterial roads designated on the MPAH. Granting of reciprocal ingress/egress access easement to adjoining parcels not included in the consolidation plan may be required as a part of site plan and tract map approval.

#### Future Housing Supply

Change in the Housing Supply - The housing supply within the specific plan area will change as the Specific Land Use Plan is carried out. Presently, the specific plan area contains an estimated 1,326 dwelling units; however, with the recycling of some parcels, as many as 50 dwelling units may be removed. An estimated 209 to 315 dwelling units, depending on the extent of parcel consolidation and other development activity, are anticipated to be constructed. Consequently, with build-out of the specific plan area, the housing supply is anticipated to range between 1,450 and 1,537 dwelling units. This is approximately an 11 percent increase in the housing supply within the specific plan area.

Countywide Affordable Housing Program - The current affordable housing program in effect in all unincorporated areas of the county will be in effect in the North Tustin Specific Plan area. The program is included as Appendix C of this document. Essentially, this program requires 25 percent of the units built in all subdivisions of 5 or more units to be priced within the affordable range. Affordable housing is defined as a unit whose total monthly housing cost to the buyer/renter does not exceed 25 percent of the monthly income for those families earning 80 percent or less of the county median income, or 30 percent of the monthly income for families earning between 80 and 120 percent of the county median income. The Specific Plan must support the inclusionary housing program by requiring a builder to commit 25 percent of the units built to be affordable pursuant to the following allocation by income category:

- Low and Moderate - 10 percent
- Medium I - 10 percent
- Medium II - 5 percent

Under the affordable housing program, density bonuses may be permitted up to a maximum allowed by physical constraints present on the site subject to the adopted "Density Bonus Guidelines for Affordable Housing." This bonus can be above the density permitted by the General Plan and is an incentive for projects to make feasible the provision of affordable housing. This incentive can be requested by qualifying residential projects in the Specific Plan area which are not within the consolidation incentive program. For projects within the consolidation incentive program, an additional density bonus will be granted for parcel consolidation performed in accordance with the requirements of that program but a second bonus will not be granted for providing affordable units in excess of the limit on total dwelling units imposed by the consolidation incentive program. The number of affordable units for a consolidation project would then be determined as 25 percent of the project's total units.

Every effort should be made to secure a commitment to the provision of affordable units. Affordable housing credits, however, may be purchased if available within the respective Community Analysis Area (CAA). These credits are issued when a developer builds more affordable units than is required for a particular project. The credits may then be sold to developers of other projects within the same CAA.

#### Community Design Guidelines and Standards

Overview - The community design guidelines and standards are part of the site development review procedures and development standards contained in the Land Use Regulations found in Division III. For developers preparing development proposals and county officials reviewing those proposals, the guidelines and standards provide a framework for achieving design compatibility between proposed projects and existing community character. The guidelines, therefore, represent a specific set of criteria for the design of projects and their subsequent evaluation. The objectives of design guidelines for implementing the Specific Plan include:

- maintaining a residential character and scale for all development;
- buffering existing neighborhoods from higher intensity development;
- establishing design continuity along the Newport Avenue and 17th Street corridors; and
- minimizing interference with through traffic movement by controlling the number of direct access points to Newport Avenue and 17th Street.

Design guidelines are presented in the following discussion for landscaping, walls and barriers, parking facilities and access drive location, architectural character, and signs. Application of these guidelines shall be based upon their form as contained in the Land Use and Development Regulations in Division III. The following listing is for informational purposes only.

Landscaping - These guidelines are to be used as criteria for evaluating all landscaped areas with the exception of private residential yards in which case compliance is encouraged.

### Plant Materials

- Repetitious use of like plant materials to create unity throughout the specific plan area is preferred to an exhaustive plant palette.
- Use of broadleaf trees with architectural canopies is encouraged.
- Landscape materials should be drought tolerant and as low maintenance as possible. Drought tolerant shall include plants, which when established, require watering no more frequently than once every two to three weeks.
- All trees should maintain a minimum container size of 15 gallons except as follows:
  - a minimum 24 inch box size should be maintained for street trees along Newport Avenue and 17th Street;
  - an equal mixture of 15 gallon, 20 inch box and 24 inch box should be maintained for street trees along secondary arterials; and
  - a minimum 20 inch box should be maintained for buffer plantings between RSF districts and districts of greater intensity.
- All shrubs should vary container size between one (1) gallon and five (5) gallons.
- Required landscaping shall be maintained in a neat, clean, and healthy condition. This shall include proper pruning, mowing of lawns, weeding, removal of litter, fertilizing, replacement of plants when necessary, and the regular watering of all plants.

### Site Development

- Deciduous trees should be used in south facing outdoor areas around buildings to provide solar access during winter months, while providing shade in hot summer months.
- Trees and shrubs on west sides of buildings should be concentrated to reduce heat build-up during hot afternoon hours.
- An irrigation system is required in all landscaped areas to ensure all plantings are adequately watered. Systems installed should be automatic whenever possible and designed for efficiency of water use.
- Irrigation controls, valves and backflow preventers should be hidden in shrub areas whenever possible.
- Utility vaults, lines and apparatus should be placed underground.

- Landscape plans should incorporate various site elements. Outdoor lighting, signing, trash receptacles, fencing, etc. should be carefully considered as integral elements of the landscape, and should be included in and shown on all landscape plans.
- Parking lots should generally be planted with a single species of tree at a rate one (1) tree per one thousand (1,000) square feet of parking surface.
- No landscape improvements shall be placed so as to obstruct the vision of drivers and/or pedestrians.
- Trees in planting areas should be provided at a minimum of every fifth parking space in parking bays exceeding ten (10) cars in length.
- Existing mature trees should be preserved and integrated into the landscape plan wherever possible. Existing mature trees which are removed as part of site development should be replaced at a minimum rate of two (2) specimens of twenty-four (24) inch box size per one (1) mature tree removed.

#### Streetscape

- Landscaping of setbacks along primary, major and secondary arterials should create a parkway appearance which compliments the architectural elements of the site design and includes a street tree program to soften and screen undesirable views.
- Street trees located on the parkways along Newport Avenue and 17th Street should be clustered or randomly spaced to create an informal or natural character. Trees shall be provided at a rate of not less than one (1) tree per twenty-five (25) feet of road frontage. These trees should have sufficient mature height and spread to provide shade for sidewalks. Clusters should be alternately spaced on either side of the street.
- Street trees located along secondary arterials should be grouped to establish a rural or natural character. Groupings of trees should be located to screen or soften undesirable views.
- Parkway underplantings should consist of low profile groundcover extending to a fence or wall with shrub mounding in groupings to soften wall forms. As an alternative berms not less than three (3) feet nor more than three and one-half (3 1/2) feet may be used either independently or in conjunction with low walls conforming to the same height limitation.
- In the interest of public safety, street trees shall be planted a minimum of twenty-five (25) feet from the beginning of curb returns at intersections and a minimum of ten (10) feet from street lights, fire hydrants and driveways.

#### Landscape Buffers

- Landscape buffers having a minimum width of eight (8) feet shall be provided by new developments along any property line shared with a use of less intensity. The buffer should be designed as an integral part of the landscape plan.



- o Landscape buffers are to be provided in conjunction with a solid wall constructed of material which is compatible with the architecture of the main buildings. (Wood fences must be insulated for noise in order to be considered as meeting the intent of this guideline.) Walls should be a minimum of six (6) feet in height.
- o Landscape materials within the buffer shall include trees and shrubs. Low ground covers are discouraged.
- o Trees should be sufficiently fast maturing and achieve a height and spread resulting in an opaque screen above the wall after twenty-four (24) months. Trees should be oriented along the property line at a maximum spacing of twenty (20) feet on center.
- o Shrubs achieving a mature height between two (2) to six (6) feet should be used in buffer area to soften the visual appearance of the wall.

Walls and Barriers - These guidelines shall be used to ensure walls or other barriers are built as an integral element of new development. Walls or other barriers should be used for noise attenuation or visual screening when these purposes cannot be achieved through building design and siting.

- o To maintain a suburban character, use of walls or other noise or visual barriers developed within or along required setbacks from public rights-of-way should not exceed three and one-half (3 1/2) feet in height. When it is necessary for such barriers to exceed this height, they should be developed as an integral architectural element of the buildings, for example, around a private patio, courtyard or similar exterior space.
- o Walls and barriers should be designed to be compatible with like facilities on adjoining properties.
- o Walls and barriers should be developed in conjunction with plant materials as described in the preceding guidelines.
- o Walls and barriers in combination with plant materials should serve to prevent direct line of sight between uses of different intensity when this purpose cannot be accomplished through building siting and design.

Parking Facilities and Access Driveways - These guidelines shall be applied in evaluating professional office developments. Their purpose is to make parking facilities as unobtrusive a part of the landscape as possible. Compliance by residential developments with these standards is encouraged.

- o Views from public rights-of-way to surface parking lots, subterranean parking areas or multi-level parking structures should be screened by use of evergreen plant materials in combination with one or more of the following:
  - 1) Walls: A wall shall consist of colored concrete, stone, brick, tile or similar type of solid masonry material a minimum of four (4) inches thick and three (3) feet high.

- 2) Fences, solid: A solid fence shall be constructed of wood, masonry or other materials to form an opaque screen of at least three (3) feet in height.
  - 3) Fences, open: An open-weave or mesh type fence shall be combined with plant materials to form an opaque screen of at least three (3) feet in height.
  - 4) Berm: Earth material when used as a screen shall be seeded with grass or planted with an evergreen ground cover. The berm should have a minimum height of three (3) feet.
- Subterranean parking enclosed on two or three sides is strongly encouraged for professional office developments in order to avoid broad expanses of paved ground devoted to surface parking. Broad expanses of paved ground are not considered in keeping with the area's residential character.
  - Bumpers or tire stops shall be provided in all parking lot areas abutting a sidewalk, street, building or alley.
  - Common driveways which provide vehicular access to more than one site are encouraged. New nonresidential access driveways should be a minimum of one hundred fifty (150) feet from the intersection of ultimate right-of-way lines. Subsequent access driveways should be a minimum of three hundred (300) feet center to center.
  - Off-street parking facilities shall be designed so that a car within a facility will not have to enter a street to move from one location to any other location within the same parking facility. Parking facilities within contiguous parcels designated for professional office use shall be considered as having the same parking facility even though they may be developed independently and at different times. Floating easements should be established or a master parking plan prepared as part of the initial development in order to ensure compliance with this guideline.
  - Parking facilities shall be designed in such a manner that any vehicle on the property will be able to maneuver as necessary so that it may exit from the property traveling in a forward direction.
  - All parking spaces shall be clearly outlined on the surface of the parking facility.
  - The costs of providing landscaping and/or other means of structural screening should be considered as necessary costs of the parking facility; rather than elective, and therefore, discardable cosmetic effects.
  - Generally, off-street parking facilities should be located to the rear of sites. Street frontages should be devoted to building architecture and landscaping as is characteristic of residential uses.

- To be compatible with the area's residential character light standards in parking areas should not exceed ten (10) feet in height.
- Lighting for parking areas shall be designed to confine direct rays to the site. Care should be taken to avoid indirect or inadvertent illumination of abutting residential uses.

**Architectural Character** - The following architectural guidelines provide a framework for establishing an architectural character throughout the specific plan area which reflects the existing small estate residential character. Creativity in achieving residential character on an individual project basis is encouraged. The guidelines are applicable to nonresidential developments and residential projects of greater density than the existing small estate neighborhoods.

- New professional office buildings and attached housing should be sympathetic to the residential small estate architectural theme of the area as characterized by building bulk, height, roof design and setbacks.
- Architectural elevations from arterial and collector streets should achieve a single-family residential character through architectural design and control of building bulk, setbacks and spacing of buildings.
- Two-story structures should avoid a bulky or boxy appearance which results from flat vertical building plains. Use of irregular or stepped facade depth, change in wall and roof hip direction and other techniques is encouraged as a means of reducing the apparent building bulk.
- Use of partially or totally enclosed patios and balconies to provide a residential character is encouraged. The height and materials used for the enclosure should be varied to provide interest.
- Plazas, courtyards and arcades scaled for pedestrian use are encouraged as part of professional office developments. Such spaces should be designed and oriented to separate or appear to separate potentially long or massive buildings into distinct structures of a residential scale and character.
- Varying the height of portions of the building so that it appears to be divided into distinct units is encouraged.
- All roof equipment and rubbish collection units shall be screened from view. The screening material shall be in harmony with building lines, materials and color. When possible, mechanical equipment typically located on the roof should be enclosed within the building attic (pitched roof), located at grade and screened from view, or located below grade when accessible from subterranean parking facilities.
- Subdued colors or earth tones characteristic of existing residential neighborhoods are encouraged.

- Exterior building materials shall achieve a residential character. Buildings constructed of metal or concrete with very extensive glass walls are not considered residential in character.
- Continuous flat roofs and mansard roofs are discouraged. Peaked roofs such as gable, hip or shed roofs are appropriate for the desired character. Variety in roof design within each building is encouraged.
- The reflectivity of all exposed surfaces (walls, roofs, windows, frames, and paved surfaces) should be mitigated by such devices as overhangs, awnings, trellises, plantings and similar features.
- Direct line of sight views from the second story of a non-residential building into an adjacent residential district shall be avoided through sensitive building siting and design. Design solutions include, among others, no windows on walls facing residential uses, clear story windows on walls facing residential uses, skylights, opaque screens and setback of the second story. Building siting or second story design which orients the second story walls at an angle to the residential property line are also encouraged.
- Architectural design should reflect an indoor/outdoor relationship, achieved by a high void to solid ratio, in order to take advantage of the conducive climate and create a residential character.
- Buildings in the professional office and multi-family districts should be oriented towards the street perimeter. The buildings in combination with landscaping and site design features should be used to screen views of parking facilities from public streets.
- Site design and architectural treatment of building site edges with neighboring residential uses should be sensitively treated in order to preserve the privacy of residents of both sites.
- Building orientation should be sensitive to minimizing intrusion upon the privacy of users of adjacent properties either within buildings or exterior living spaces.

Signs - The following guidelines provide directions for the design and location of signs within the specific plan area. Because signs are not typically found in single-family residential communities, the objective of these guidelines is to ensure a very subdued appearance to those signs necessarily associated with professional office, commercial and certain residential developments.

- Signs should be made of wood, aggregate, masonry or similar materials. Signs made of plastic, plexiglass or similar materials are in contrast the area's residential character and should be avoided.
- Freestanding signs located within landscaped parkways along arterial streets should maintain a low profile not exceeding six (6) feet in height including any earth berm, pedestal, base or similar structure upon which the sign may be mounted.

- Signs mounted on walls or freestanding signs parallel to walls at the entry or along the perimeter of a development should not protrude above the top of the wall.
- External light fixtures used to illuminate freestanding signs or signs mounted on entry or perimeter walls should be concealed within plant materials or designed and located to be unobtrusive. Signs with internal light fixture are not in keeping with the residential character of the area and should be avoided.
- Signs attached to professional office buildings should be located at or below the first story eave line. The design, materials and location of these signs should be treated as an integral part of the overall building design.
- The design, materials, colors and location of all signs is an integral part of the site design and building architecture. The primary purpose of signs is to identify a development or the individual business within a development and the services which they provide.
- Signs located within a parkway or mounted on a perimeter or entry wall should only identify the project name or principal tenant for multiple tenant developments. Signs identifying individual tenants within a multiple tenant building or development should be associated with the building.
- The lighting of all signs shall be designed to preclude exposure of vehicular traffic or adjoining land uses to glare or direct light.

#### Historic Properties Survey Program

Properties within the specific plan area which have potential local historical and/or architectural interest are listed in Appendix F. Two of the identified properties are located within detailed review parcels where change in use is expected. These properties are 18831 East 17th Street and 12291 Newport Avenue. Further historical study should be conducted per Board Resolution 82-583 prior to any development associated with these two properties. These study efforts would be required as part of the site development permit review procedures. The study should focus on three objectives:

- Information should be gathered for a conclusive determination of significance.
- Properties that may be destroyed or significantly altered should be thoroughly documented.
- Options for preservation and reuse should be investigated.

Comparable historical studies should be conducted for development at other locations listed in Appendix F should the need arise.

#### Arterial Streetscape Program

Intent - Preparation and implementation of arterial streetscape program for 17th Street and Newport Avenue will promote a consistent, integrated environment for these streets aimed at establishing these roadways as a unifying element

within the specific plan area. The streetscape program will also enhance this segment of Newport Avenue as an appropriate entryway to its scenic corridor segment further to the north. Implementation of such a program will make a substantial contribution to the quality of life of all users of Newport Avenue and 17th Street and those who reside in the specific plan area.

Program Content - The initial phase for an arterial streetscape program would be preparation of a detailed plan. The plan would establish development policies, design guidelines and design standards for the planning, design, construction and maintenance of landscaping and other design elements within the road right-of-way. It would also provide similar guidance for landscape improvements within setbacks to ensure coordination of improvements.

Preliminary review of the area indicates three broad streetscape conditions and are present and would need to be addressed in the plan. These conditions include: 1) formally landscaped setbacks as part of existing developments; both with and without walls; 2) setbacks with limited, unstructured landscaping; and 3) block walls located at the right-of-way lines with no landscaping.

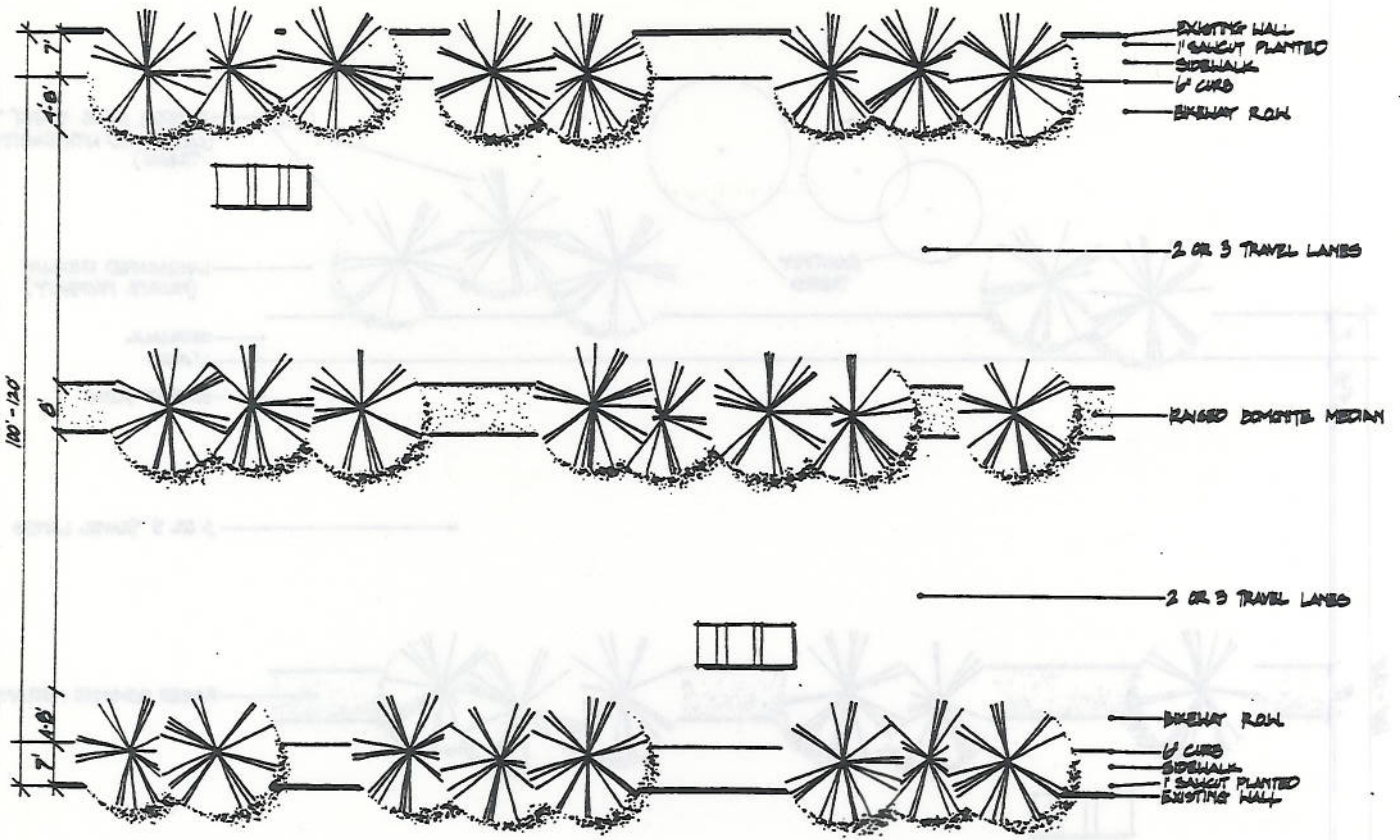
Planning for streetscape improvements would need to address each condition in establishing design guidelines. The sketches on pages II-1-93 and II-1-94 indicate two conceptual approaches to addressing these conditions. Where the opportunity exists, a landscaped parkway within the setback would be provided as part of new development. Parkway design would initially be controlled by standards contained in Division III of the Specific Plan. The parkway theme and design would be coordinated with existing parkway conditions. Where no opportunity for parkway development exists because of walls at the right-of-way line, sawcut tree wells and planting strips for climbing vines would be provided within the sidewalk portion of the public right-of-way. The sketches also indicate a landscaped median. The appropriateness of such a median would be determined through analysis of vehicular access requirements.

Potential Funding - Streetscape improvements as part of future development would be funded as part of each development. Without a formal streetscape plan, coordination of design between individual projects would rely upon the efforts of the individual developers and the site development review process.

Planning and design of a formal streetscape program for Newport Avenue and 17th Street could be funded through county road funds and special district (CSA 5) funds. Both sources of funds would potentially be available for construction of improvements within the public right-of-way, such as the saw cut tree wells and planting areas along walls and irrigation improvements. However, long-term maintenance costs would need to rely upon road funds or other sources because current CSA funding policy seeks to minimize future commitment of funds for new maintenance projects.

#### Consistency with the General Plan

A major objective of the Land Use and Design Chapter is to indicate how the Specific Plan is consistent with the Land Use and Housing Elements of the Orange County General Plan, as mandated by State Law. Community design

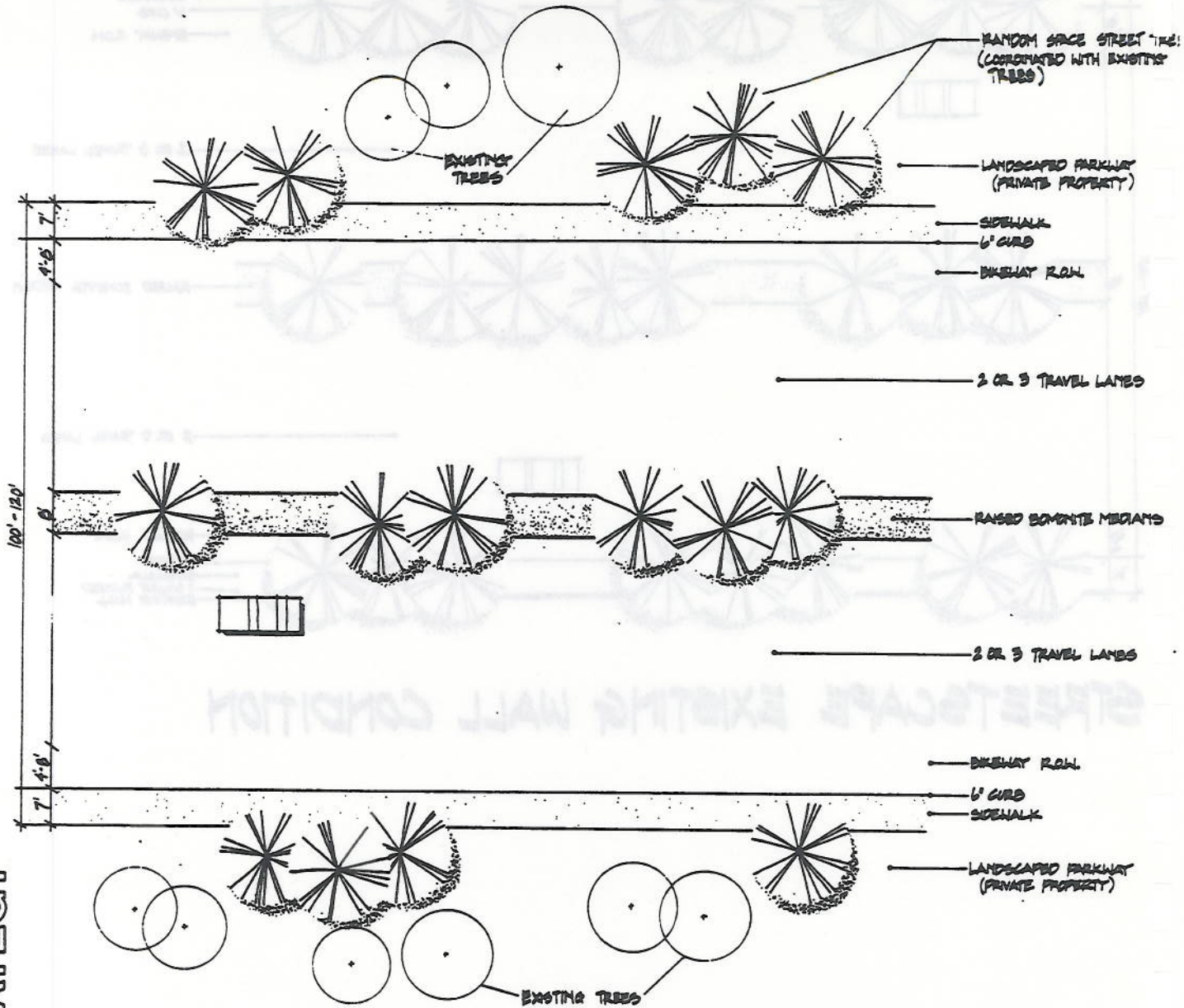


# STREETSCAPE EXISTING WALL CONDITION

IMPLEMENTATION STRATEGY

IMPLEMENTATION STRATEGY

STREETSCAPE PARKWAY CONDITION





considerations are also addressed in this chapter although they are not subject to consistency analysis. As the General Plan focuses on objectives and policies at the county-wide level, it is intended to be general in nature. To facilitate more detailed planning and analysis, the County has been divided into 69 Community Analysis Areas (CAAs). A community-level planning document has been prepared by the County for each of 24 CAAs located within the unincorporated territory. These are referred to within the General Plan as Community Profile (CP) areas. Each Community Profile refines the Land Use Element of the General Plan by depicting existing and proposed land uses, growth projections, and development constraints and opportunities for their locale. This Specific Plan further refines the Community Profile maps and text of the broad planning effort directed towards the North Tustin area (portions of Community Profiles 42 and 43) by focusing on the specific needs and conditions of this local area.

The Land Use Element (LUE) of the General Plan has categorized the specific plan area as 1B (Suburban Residential) and 1C (Urban Residential). The 1B category, which applies to the entire specific plan area except for 2 developed residential areas, allows for residential densities of 0.5 to 18 DU/AC as well as local and community open space, local schools, neighborhood commercial and other facilities needed for neighborhood services. The Specific Land Use Plan maintains consistence with these LUE designations by allowing for residential development, and uses which compliment and serve such development, including professional offices, public facilities and open space.

The land use designations of the Specific Land Use Plan refine the portions of Community Profiles 42 and 43 which cover the specific plan area in two ways. One is by providing for additional professional administrative uses along Newport Avenue south of 17th Street. The second is by providing for additional residential density at certain locations where permitting greater flexibility in residential development will resolve problems of unsafe arterial access, structural obsolescence, and incompatibility of land uses with traffic and noise conditions. Therefore, it will be necessary upon adoption of the Specific Plan to modify the two Community Profiles to reflect the changes presented. However, since the Specific Plan does not propose to change the general land use classifications of the LUE, a General Plan Amendment will not be required.

The Specific Plan is consistent with the objectives and policies of the Housing Element of the General Plan, in that it establishes programs and incentives to help provide sufficient housing for all segments of the population. The provisions of affordable housing will be carried out through the existing Inclusionary Housing Program, in effect in all unincorporated areas of the County. Care is taken through the community design standards to ensure that medium and high density housing is compatible with surrounding uses. In addition, the Specific Plan seeks to maintain the quality and integrity of housing in the existing residential neighborhoods.

## CHAPTER 2: CIRCULATION AND NOISE

### INTRODUCTION

This chapter addresses circulation and noise. These subjects have been combined because of the correlation between traffic levels and the magnitude of community noise levels. Also, both are mandatory elements of the General Plan and must be addressed within the Specific Plan. The data used in this chapter are derived from two consultant studies which were performed as part of the Specific Plan effort. These studies are included within the technical appendix of the EIR.

### BACKGROUND

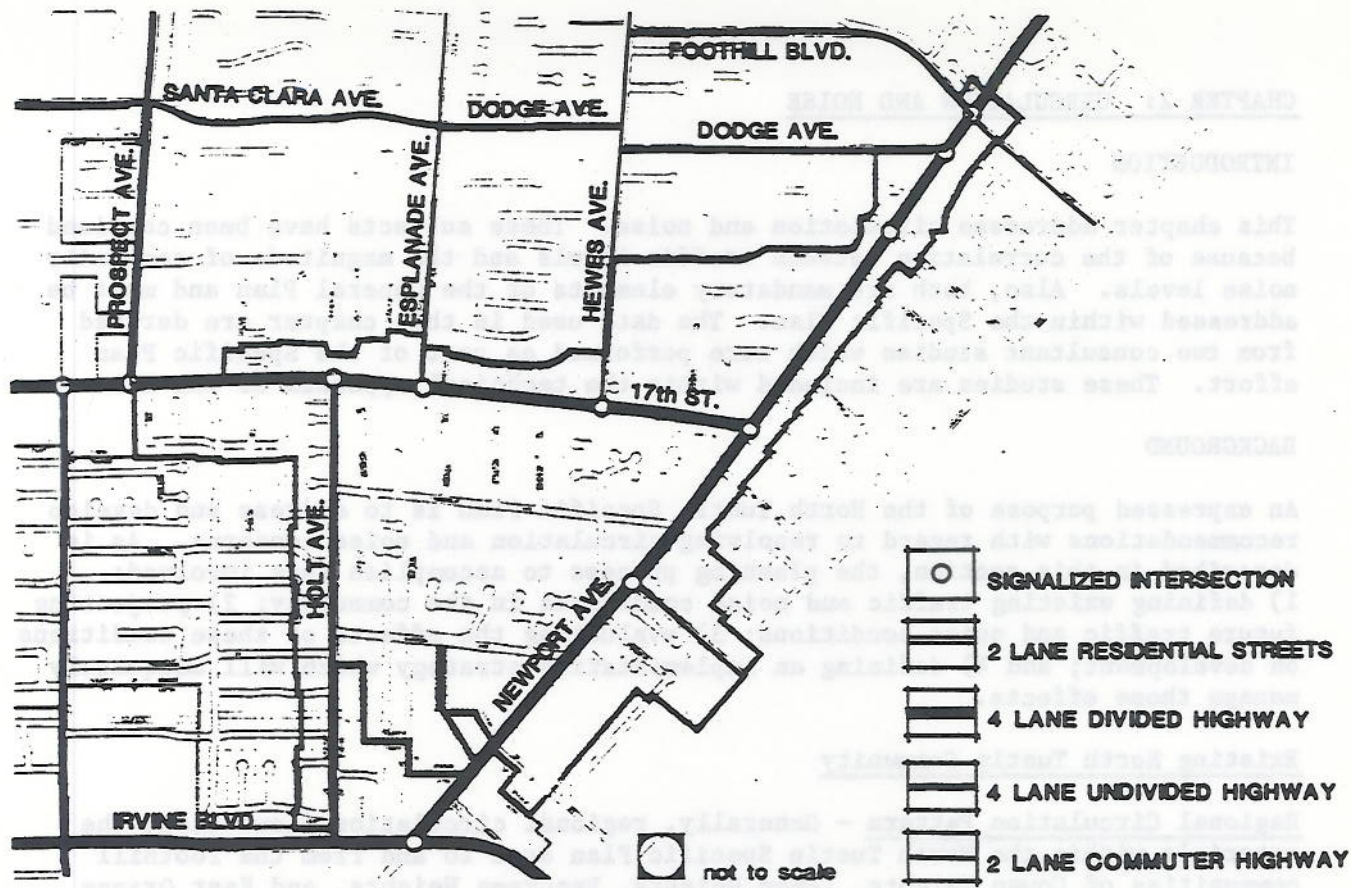
An expressed purpose of the North Tustin Specific Plan is to address and develop recommendations with regard to resolving circulation and noise concerns. As is described in this section, the planning process to accomplish this involved: 1) defining existing traffic and noise conditions in the community; 2) projecting future traffic and noise conditions; 3) evaluating the effects of these conditions on development; and 4) defining an implementation strategy which will adequately manage those effects.

#### Existing North Tustin Community

Regional Circulation Pattern - Generally, regional circulation flows along the arterials within the North Tustin Specific Plan area to and from the foothill communities of Cowan Heights, Lemon Heights, Panorama Heights, and East Orange and local shopping and employment centers in Tustin and Santa Ana. This traffic gains access to more distant regional centers via the Santa Ana Freeway (I-5) and the Newport-Costa Mesa Freeway (SR 55). Newport Avenue, 17th Street and Irvine Boulevard are the principal regional corridors in or near the specific plan area.

Existing Circulation - The street system in the specific plan area is depicted in Figure 34. Existing characteristics of the local streets some of which are included in the Master Plan of Arterial Highways are presented in Table 35. The figure and table show that the backbone of the local circulation system is 17th Street and Newport Avenue. Other streets which provide local access and circulation include Prospect Avenue, Holt Avenue, Esplanade Avenue, Hewes Avenue, Foothill Boulevard, Dodge Avenue, Vanderlip Avenue, La Colina Drive, and Warren Avenue. No new roads in the specific plan area are proposed.

Intersections in the specific plan area are controlled by STOP signs except where signals are indicated in Figure 34. Currently the signalized intersections on 17th Street from Prospect Avenue to Newport Avenue are coordinated by a pre-timed traffic signal coordination system; however, no direct interconnect between the signals exists. Traffic flow along this section of 17th Street consistently falls out of synchronization, and delays to traffic on the major street and side streets occur. The signalized intersections on Newport Avenue between Foothill Boulevard and Irvine Boulevard operate independently from one another (no interconnection between signals) with delays similar to those on 17th Street occurring as a result. This type of delay has the effect of reducing the operating capacity of the intersections and therefore the roadways as well.



**Direct Arterial Access** - Direct access onto arterials is an additional characteristic which needs to be described due to its effect on the circulation system. Figure 35 shows where direct driveway access onto 4-lane arterials exists. Presently, there are 108 access points along Newport Avenue, 17th Street and Holt Avenue. This includes 45 along Newport Avenue, 23 along 17th Street, and 40 along Holt Avenue. Of the access points, 89 percent are single-family residential driveways. Spacing between these driveways varies between 10 and 205 feet. Interference with the efficient flow of traffic on the arterials occurs during peak hours when residents are entering or leaving their homes. In addition, the potential for accidents exists in those locations where driveways provide inadequate maneuvering area to facilitate entering or exiting the arterial in a forward direction. However, this is not as much of a problem along Holt Avenue where circular drives improve ingress and egress. Most residential driveways are not located near major intersections so these driveways do not have a major effect on intersection operation.

Nonresidential driveways comprise 11 percent of the direct access points to 4-lane arterials. Of these driveways, eight are located along the southwestern portion of Newport Avenue and two others empty onto 17th Street. Spacing between these driveways varies between 40 and 150 feet. Commercial and office driveways have a greater effect on through traffic flow than residential access driveways due to the increased activity throughout the day. Left-turn conflicts between

STREETS

TABLE 35

North Tustin Specific Plan  
Existing Circulation Characteristics

<u>Street</u>	<u>No. of Lanes</u>	<u>Painted Median</u>	<u>Turn Pocket/Lane</u>
17th Street	4	yes	yes
Newport Avenue	4	yes	yes
Prospect Avenue	4	no	yes
Holt Avenue	4	no	yes
Esplanade Avenue	2	no	yes
Hewes Avenue	2	no	yes
Foothill Boulevard	2-4	no	yes
Dodge Avenue	2-4	no	yes
La Colina Avenue	2	no	yes
Vanderlip Avenue	2	no	yes
Warren Avenue	2	no	yes

Source: ASL Consulting Engineers, Traffic Study for North Tustin Specific Plan, EMA, Community Planning

vehicles arise when driveways are located near each other and vehicles on major streets try to reach commercial development while vehicles exiting the commercial site cross the major street traffic flow. Additionally, when commercial driveways are located near intersections, the effectiveness of the intersection may be lowered due to vehicles trying to enter or leave and merge into the travel lanes close to the intersections. Some drivers may choose to use residential collector streets in order to avoid the associated delays and hazards. This occurrence, termed "neighborhood intrusion," represents a potentially adverse effect upon established neighborhoods located near professional office or commercial uses.

Scenic Highway - Presently, the only scenic highway within the North Tustin vicinity is Newport Avenue north of Crawford Canyon Road. This portion of Newport Avenue has been designated a recreation corridor. This scenic highway classification describes a route which traverses a ribbon of parklike development and a scenic corridor of relatively high aesthetic or cultural value giving easy access to a multiplicity of recreation activities, with full or partial control of access.

Existing Traffic and Intersection Conditions - The existing traffic volumes and road capacities for the specific plan area are presented in Figure 36. The volumes are derived from sources discussed in the supporting traffic study contained in the technical appendix of the EIR. The volumes in Figure 36 reflect vehicle trips attributable to the specific plan area in addition to through traffic not originating or terminating within the specific plan area. Where 1981 traffic volumes were not available, the most recent volumes were used and adjusted to a common base. The figure shows that presently the most severe conditions exist on Irvine Boulevard where level of service (LOS) "D" and "F" occur; however, 17th Street west of Holt has LOS of "D" as well. Attainment of LOS "C" is the objective of countywide circulation planning. The concept of roadway LOS is discussed in the consultant report contained in the technical appendix of the EIR.

Intersection operating conditions were evaluated by the consultants using critical movement analysis (CMA) methodology. The CMA involves summing conflicting turning movements by lane for each approach to the intersection. Table 36 presents the level of service (LOS) determined for each intersection analyzed. The delay time associated with each LOS is also indicated. The table shows that most of the intersections currently operate at an acceptable LOS with a minimum amount of delay. Additional discussion of intersection LOS is provided in the consultant report contained in the technical appendix of the EIR.

Pedestrian and Bicycle Circulation - Generally, pedestrian circulation within the Specific Plan area entails the movement of school age children to and from residential neighborhoods and their schools. Presently, school age children must cross only one arterial. These children attend Estock Elementary and cross Prospect at Beneta Way under the supervision of a crossing guard. However, some kindergartners are bussed because they live past the acceptable walking distance to and from school.

Several local bikeways exist in the specific plan area along Dodge Avenue, 17th Street, and Newport Avenue. The Master Plan of Countywide Bikeways also proposes bikeways along Peter's Canyon and Santiago Canyon Road.



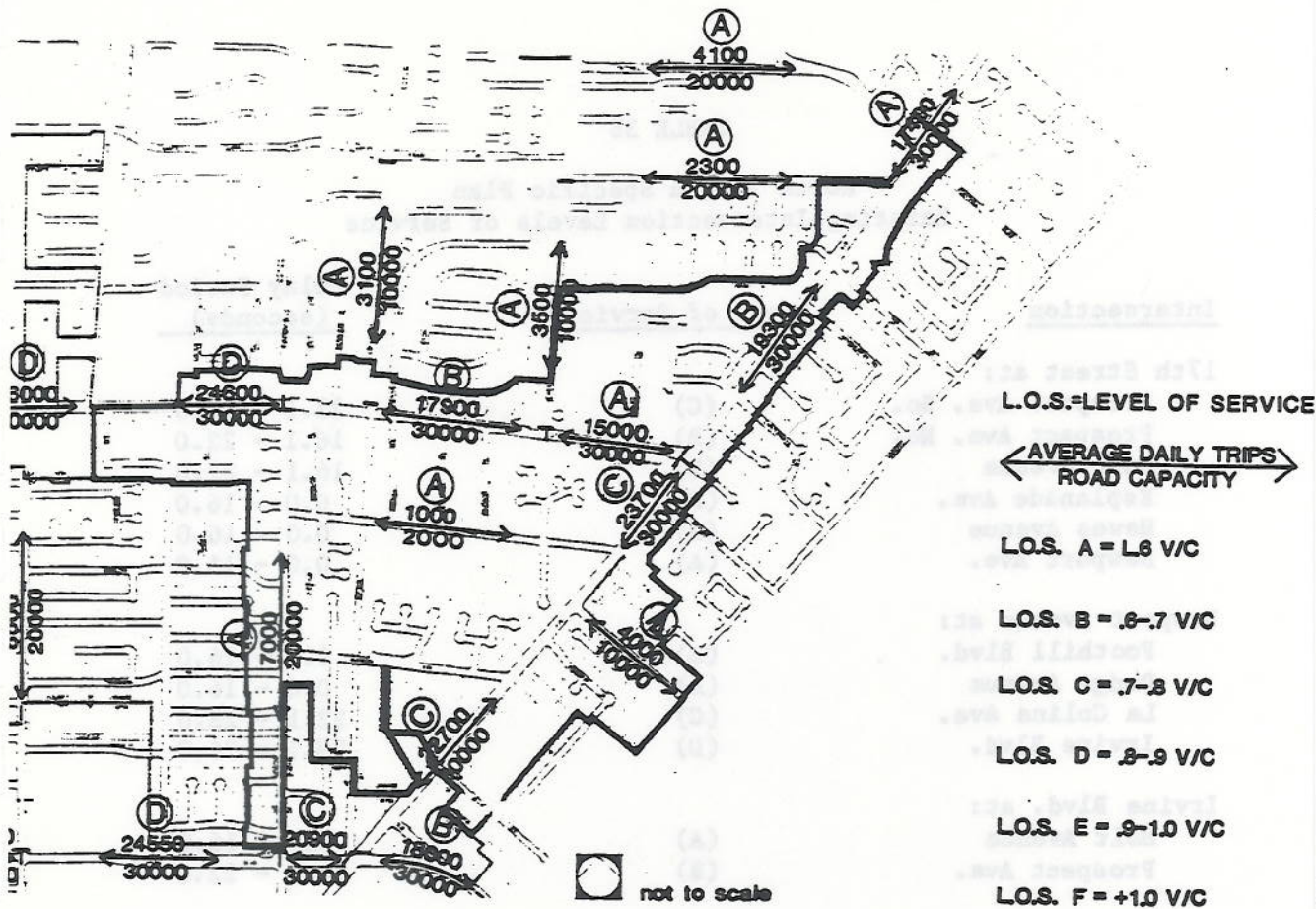


figure 36

TRAFFIC VOLUME/CAPACITY 1981

from the existing plan

The Master Plan of Countywide Bikeways is currently a component of the Transportation Element of the General Plan; however, due to the recreational nature of the routes a more detailed discussion of bikeways is found in Chapter 3, Recreation and Open Space.

**Traffic Noise** - Associated with the arterial traffic volumes discussed previously is traffic noise. The magnitude and effect of noise upon the community is influenced by several factors. Such factors as traffic mix, vehicle speed, topography and barriers must be considered when estimating noise conditions. Evaluation of community noise levels in the specific plan area was conducted by consultants using the Federal Highway Administration (FHWA) noise estimating model.

Noise contours estimated for existing traffic in the specific plan area are presented in Figure 37. The figure is presented for information purposes only. Larger scale maps derived from the noise modeling process and on file with EMA were used in evaluating existing community noise levels. The Community Noise Equivalent Level (CNEL) contours depicted in the figure include the following:

- o 57 CNEL - identifies outdoor noise levels associated with attenuating effects of structures resulting in acceptable interior noise levels of new residential units without mechanical ventilation

TABLE 36

North Tustin Specific Plan  
Existing Intersection Levels of Service

<u>Intersection</u>	<u>Level of Service</u>	<u>Delay Period (seconds)</u>
<b>17th Street at:</b>		
Prospect Ave. So.	(C)	22.1 - 28.0
Prospect Ave. No.	(B)	16.1 - 22.0
Holt Avenue	(B)	16.1 - 22.0
Esplanade Ave.	(A)	0.0 - 16.0
Hewes Avenue	(A)	0.0 - 16.0
Newport Ave.	(A)	0.0 - 16.0
<b>Newport Avenue at:</b>		
Foothill Blvd.	(A)	0.0 - 16.0
Dodge Avenue	(A)	0.0 - 16.0
La Colina Ave.	(C)	22.1 - 28.0
Irvine Blvd.	(D)	28.1 - 35.0
<b>Irvine Blvd. at:</b>		
Holt Avenue	(A)	0.0 - 16.0
Prospect Ave.	(B)	16.1 - 22.0

Source: ASL, Consulting Engineers





- o 60 CNEL - identifies noise level likely to require mechanical ventilation of residential uses
- o 65 CNEL - identifies noise limit for outdoor living areas of residential buildings
- o 70 CNEL - extensive noise mitigation required

Figure 37 shows that generally, the 65 CNEL line falls at the right-of-way line if a wall or other noise barrier is present; however, where no barriers exist, the line penetrates the lots by varying amounts. The distances derived through the noise model from the roadway centerline to the CNEL values can be found in the noise report contained in the EIR.

Applicable Noise Regulations - The County of Orange has prepared noise standards pursuant to Title 25 of the California Administrative Code for new residential and nonresidential projects. The standards now in force were adopted in October 1979. Since these standards are applicable to new construction, pre-existing uses are typically excluded from any retroactive application. For new residential areas the County standards require that the noise levels in exterior living areas (e.g., private yards, patio areas, and balcony areas) do not exceed 65 CNEL, and for interior living areas the noise level should not exceed 45 CNEL. Other County standards exist for residential areas impacted by aircraft or railroad noise sources, but are not applicable in the North Tustin Specific Plan area.

An approach used to assess existing noise impacts includes identification of land use noise incompatibilities. For assessment purposes an incompatibility is usually assumed to exist when the noise level exceeds County standards. Residential land use is of most concern since stringent noise standards exist for exterior living areas. Presently 93 residential lots are exposed to noise levels greater than 65 CNEL. This number is likely to increase with the continued increase in traffic volumes. This context is discussed in more detail later in the chapter.

Interior standards for nonresidential projects vary for different uses and are based on noise measured from 7:00 a.m. to 7:00 p.m. Private offices, preschools, church sanctuaries and conference rooms have an interior standard of 45 dBA; while, general offices, reception and clerical areas are required to achieve 50 dBA. The interior standard for bank lobbies, retail stores and restaurants is 55 dBA; and for manufacturing, warehousing and kitchen areas the standard is 65 dBA. Only certain types of exterior areas for nonresidential projects are subject to noise level criteria. These areas include lounge/rest areas, patios, and playgrounds and have a criteria level of 60 dBA based on a twelve hour measurement. It should be noted that while almost all residential projects have areas subject to exterior standards, only a small fraction of nonresidential projects have exterior areas which are subject to County criteria.

Outdoor nonresidential standards apply only to "usable" areas such as patios, lounge/rest areas, and playgrounds. Currently, three private schools (two on Newport Avenue and one on 17th Street) have areas that would fall into this category. The playground areas for the schools are well shielded by buildings and noise problems are not likely to be present.

## Future Traffic and Noise Conditions

Master Plan of Arterial Highways - The Master Plan of Arterial Highways (MPAH) is the basic component of the Transportation Element of Orange County's General Plan. Emphasizing the "thoroughfares" aspect of the Transportation Element, the MPAH defines a conceptual network of roads designated as transportation corridors and major, primary, secondary and commuter arterial highways, some of which may not have adopted precise alignments. This highway network plays a major role in intraregional travel within Orange County, complementing both the freeway system and local streets.

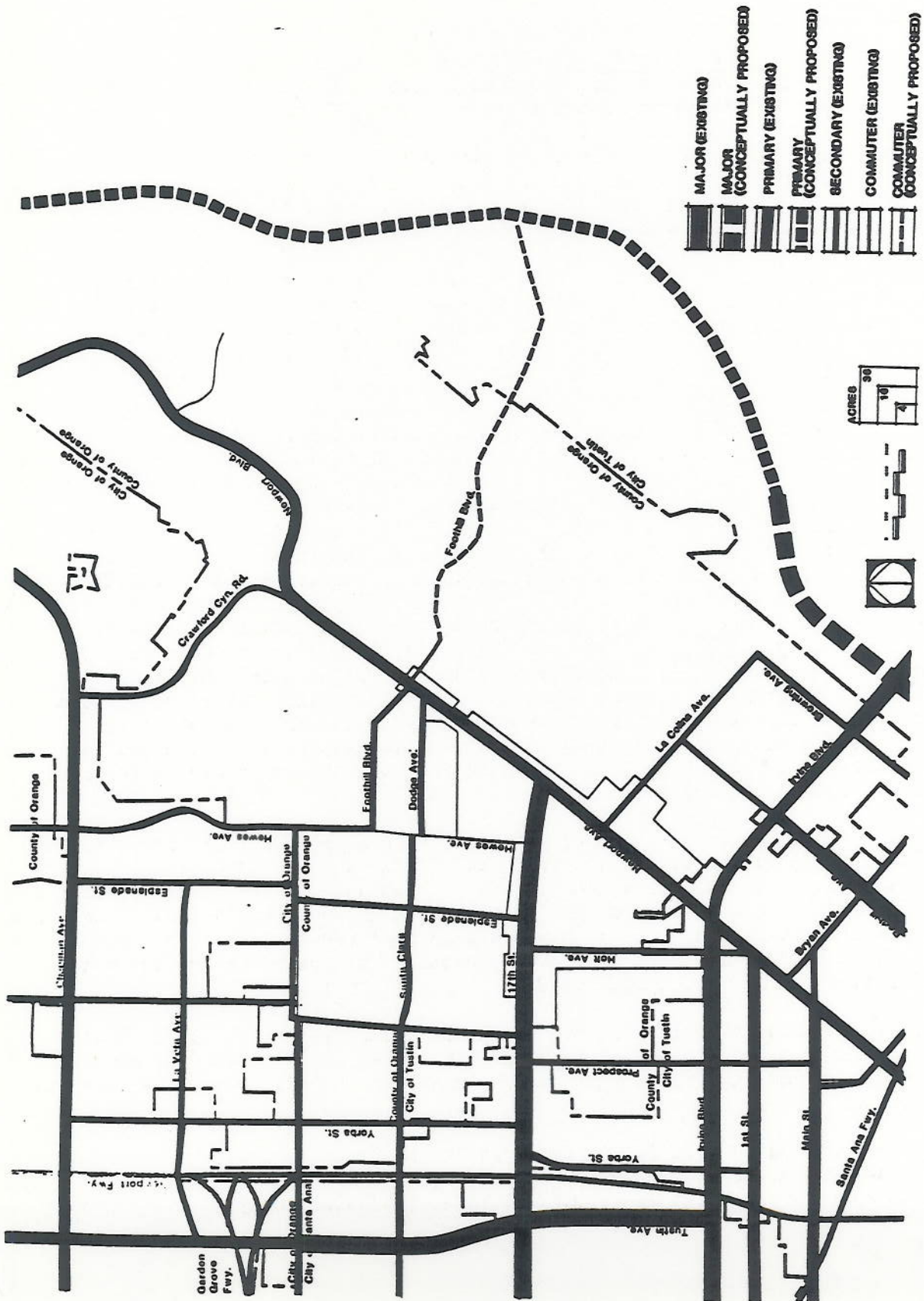
The current Master Plan of Arterial Highways for North Tustin and vicinity is presented in Figure 38. At this time, some of the roadways are not built to their ultimate classifications. Table 37 summarizes the current status of arterials within the specific plan area as well as their ultimate configurations as depicted in the MPAH.

Figure 38 and Table 37 also depict build-out of the MPAH for the area surrounding the specific plan area. Two proposed corridors which would parallel Newport Avenue could greatly affect future traffic volumes in the area; however, precise alignments have not been adopted for them. Peter's Canyon Road, one of the proposed corridors, would be located approximately 1.25 miles east of Newport Avenue. This corridor is proposed to have four to six travel lanes separated by a median. It is envisioned as an arterial highway serving existing and future development to the north of La Colina Drive. The Eastern Corridor, the second corridor, is a proposed transportation corridor concept that would link the Riverside Freeway (SR 91), the proposed Foothill Transportation Corridor, and the Santa Ana Freeway (I-5). This transportation corridor is envisioned as a limited access, high capacity transportation corridor with provisions for transit. It was assumed in making the traffic projections that both of these proposed corridors along with the rest of the MPAH would be in place. This means that 17th Street, Esplanade Avenue, and La Colina Drive would be developed to their ultimate arterial highway designations as well.

Projected Traffic Volumes - Numerous countywide modeling analyses were reviewed in order to project future traffic volumes. Included in these analyses were the Multi-Model Transportation Study (MMTS), the Northeast Orange County Circulation Study (NEOCCS), and the North Orange County Circulation Study (NOCCS). Additionally, EMA Transportation Planning conducted an analysis for the specific plan area. The traffic volume projections contained in the previous studies were a consideration in this local analysis.

Figure 39 presents projected volume to capacity analyses for various roadway segments within the North Tustin Specific Plan area. A review of the figure indicates that the segments projected to exceed LOS "C" within the specific plan area include:

- o Newport Avenue from Irvine Boulevard to La Colina Drive
- o Newport Avenue from 17th Street to Dodge Avenue
- o Newport Avenue from Foothill Boulevard to Crawford Canyon



**MASTER PLAN OF ARTERIAL HIGHWAYS**  
*north tustin specific plan*

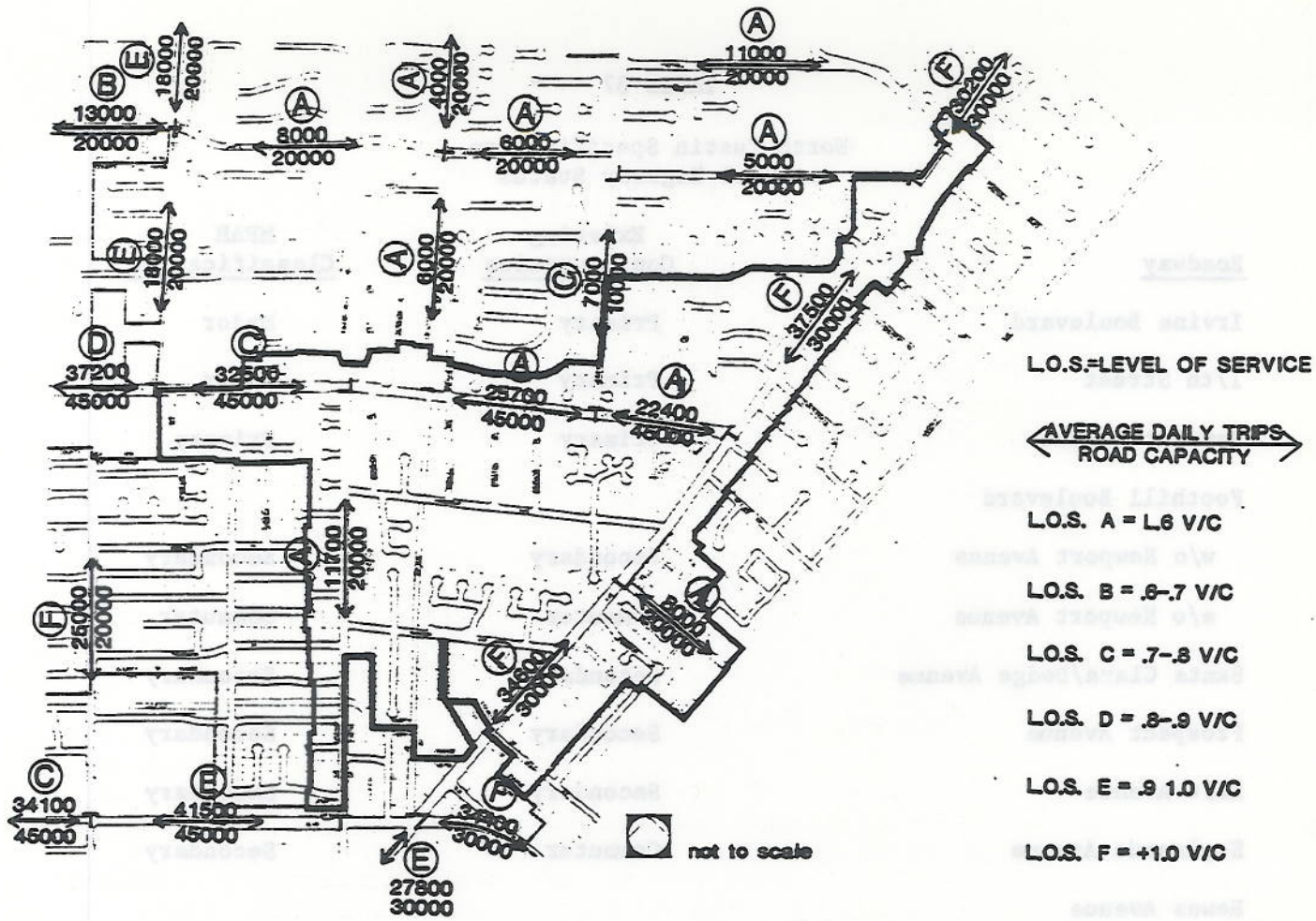
FIGURE 38

TABLE 37

North Tustin Specific Plan  
Arterial Highway Status

<u>Roadway</u>	<u>Existing Configuration</u>	<u>MPAH Classification</u>
Irvine Boulevard	Primary	Major
17th Street	Primary	Major
Newport Avenue	Primary	Primary
Foothill Boulevard		
w/o Newport Avenue	Secondary	Secondary
e/o Newport Avenue	Commuter	Commuter
Santa Clara/Dodge Avenue	Secondary	Secondary
Prospect Avenue	Secondary	Secondary
Holt Avenue	Secondary	Secondary
Esplanade Avenue	Commuter	Secondary
Hewes Avenue		
s/o Foothill Boulevard	Commuter	N.A.
n/o Foothill Boulevard	Secondary	Secondary
Vanderlip Avenue	Commuter	N.A.
Warren Avenue	Commuter	N.A.
La Colina Drive	Commuter	Secondary
Peters Canyon Road	-	Major and Primary
Eastern Corridor	-	Transportation Corridor
- A major highway is a six-lane divided road.		
- A primary highway is a four-lane divided road.		
- A secondary highway is a four-lane undivided road.		
- A commuter highway is a two-lane undivided road.		
- N.A. denotes a road that is not on the MPAH.		

Source: ASL Consulting Engineers, Traffic Study for North Tustin Specific Plan



Road segments outside the specific plan area projected to exceed LOS "C" include:

- o 17th Street from Yorba Street to Prospect Avenue
- o Irvine Boulevard from Prospect Avenue to Holt Avenue
- o Irvine Boulevard from Newport Avenue to Red Hill Avenue
- o Newport Avenue from Bryan Avenue to Irvine Boulevard
- o Prospect Avenue from Irvine Boulevard to Fairhaven Avenue

With the majority of the North Tustin Specific Plan area builtout, the increases in future traffic volumes are mainly attributable to the through trips of vehicles traveling through the specific plan area, not originating or terminating within the reach of the plan. This increase in traffic of a regional origin is expected to be caused by the development of uncommitted land to the east and north of the specific plan area within CP 43. Future congestion along the Newport-Costa Mesa Freeway (SR-55) may also contribute to increased through traffic as vehicles seek alternate parallel routes.

An analysis was performed as part of the specific plan effort to assess the affect on traffic volumes along Newport Avenue if Peter's Canyon Road is not built. In the analysis, it was estimated that approximately 70 percent of the 24,000 vehicle.

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per day (vpd) projected for the Peter's Canyon Corridor would be diverted to Newport Avenue while the remaining 30 percent would find another route. Consequently, Newport Avenue would be expected to experience a traffic demand approximately one and one-half times its capacity. These traffic volumes would put the roadway at an operating condition well in excess of LOS "F". This situation would only exacerbate the 1995 projected traffic volumes for Newport Avenue, shown in Figure 39, which assume the existence of Peter's Canyon Road.

Necessary Roadway Improvements - In order to implement the MPAH, certain road segments within the North Tustin Specific Plan area will need to be improved. Figure 40 shows these segments. The figure shows that a large portion of the frontage along 17th Street and Esplanade Avenue will need to be widened to the preferred right-of-way width of a major and secondary arterial highways, respectively. However, in some locations along 17th Street the frontage has already been improved on both sides at less than the ultimate right-of-way width. This has left a discontinuous frontage which projects irregularly into the ultimate right-of-way. Improvement of such a right-of-way to its ultimate width would be dependent upon actual need determined by future impacts; although, new development would continue to dedicate and improve the required frontage for the ultimate right-of-way width. Consequently, physical considerations such as building placement may constrain the improvement of 17th Street to its ultimate 120 foot width throughout the specific plan area. In order to achieve MPAH capacity on 17th Street, emergency parking lanes and bike lanes will have to be deleted and the highway restriped for six travel lanes.

Intersection Operation - Future intersection operating conditions were determined for the specific plan area by the consultant. A Critical Movement Analysis (CMA) was performed and the associated intersection levels of service (LOS) are presented in Table 38. A review of the table indicates that the intersections projected to exceed LOS "C" include:

- o 17th Street at Prospect Avenue South
- o Newport Avenue at La Colina Avenue
- o Newport Avenue at Irvine Boulevard

Furthermore, the analysis determined that project traffic volumes will diminish the efficiency of left turn movements at intersections currently without left turn phasing. Conflicts between vehicles turning left and the opposing traffic flow are projected for the following intersections:

- o westbound 17th Street to southbound Holt Avenue
- o eastbound 17th Street to northbound Esplanade Avenue
- o eastbound 17th Street to northbound Hewes Avenue
- o eastbound Irvine Avenue to northbound Holt Avenue

The analysis also found that projected delay times for east and westbound approaches to the intersection of 17th Street and Newport Avenue would be excessive.

It should be considered that the analysis performed by the consultant did not consider the effect of added traffic of regional origin upon intersection operating conditions because of the limited reliability of projecting future turning movements on other than a site specific basis.

TABLE 38

North Tustin Specific Plan  
 Future Intersection Conditions  
 Based on 1995 Traffic Volumes

<u>Intersection</u>	<u>Level of Service</u>	<u>Delay Range</u> (secs. per veh.)
<b>17th Street at:</b>		
Prospect Avenue South	(D)	28.1 - 35.0
Prospect Avenue North	(B)	16.1 - 22.0
Holt Avenue	(C)	22.1 - 28.0
Esplanade Avenue	(A)	0.0 - 16.0
Hewes Avenue	(A)	0.0 - 16.0
North Avenue	(A)	0.0 - 16.0
<b>Newport Avenue at:</b>		
Foothill Boulevard	(A)	0.0 - 16.0
Dodge Avenue	(A)	0.0 - 16.0
La Colina Avenue	(D)	28.1 - 35.0
Irvine Boulevard	(E)	35.1 - 40.0
<b>Irvine Boulevard at:</b>		
Holt Avenue	(B)	16.1 - 22.0
Prospect Avenue	(B)	16.1 - 22.0

Source: ASL Consulting Engineers, Traffic Study for North Tustin Specific Plan.





Future Pedestrian Circulation - The number of arterials crossed by school children traveling to and from school is expected to increase with the closure of two elementary schools which serve the specific plan area. Both Morrow Elementary and Red Hill Elementary have been selected by the School Board to be closed at the end of the 1981-82 school year. Unless this situation is changed, students attending these schools will attend Loma Vista Elementary and Arroyo Elementary. This would require students attending Loma Vista Elementary to cross Esplanade Avenue and those who live north of Foothill Boulevard to cross Newport Avenue to attend Arroyo Elementary. The placement of crossing guards is determined by the Board of Supervisors on the recommendation of the Orange County Traffic Commission and is paid for by the County in unincorporated areas.

Projected Noise Conditions - Projected noise contours estimated for the specific plan area are presented in Figure 41. Distance from the roadway centerline to CNEL values can be found in the technical appendix to the EIR. The noise levels in future years are projected to increase in the specific plan area due to increasing traffic. However, the increase in traffic will be a result primarily of regional traffic patterns as opposed to local projects, as has been discussed.

The noise contour projections indicate that the unprotected portions of 173 lots would fall within the 65 CNEL noise contour. These lots are identified in Figure 42. Table 39 presents an analysis of these lots. The table shows that of the total lots, 66 are located within a detailed review parcel; however, only 48 of these lots are anticipated to have a change of land use as a result of carrying out the Specific Land Use Plan. Noise attenuation measures are expected to be incorporated as part of their development. The table also shows that a total of 125 lots are not expected to have any change in land use and, therefore may remain noise impacted unless corrective measures are undertaken at the initiative of individual owners.

The level of impact with regard to interior noise levels parallels the impact detailed above for exterior living areas. That is, the total number of units not achieving the interior standard would be reduced by recycling in those areas currently developed without sufficient community noise attenuation measures. However, interior standards are likely to be exceeded for those locations where corrective measures do not result from new construction or initiative of individual owners.

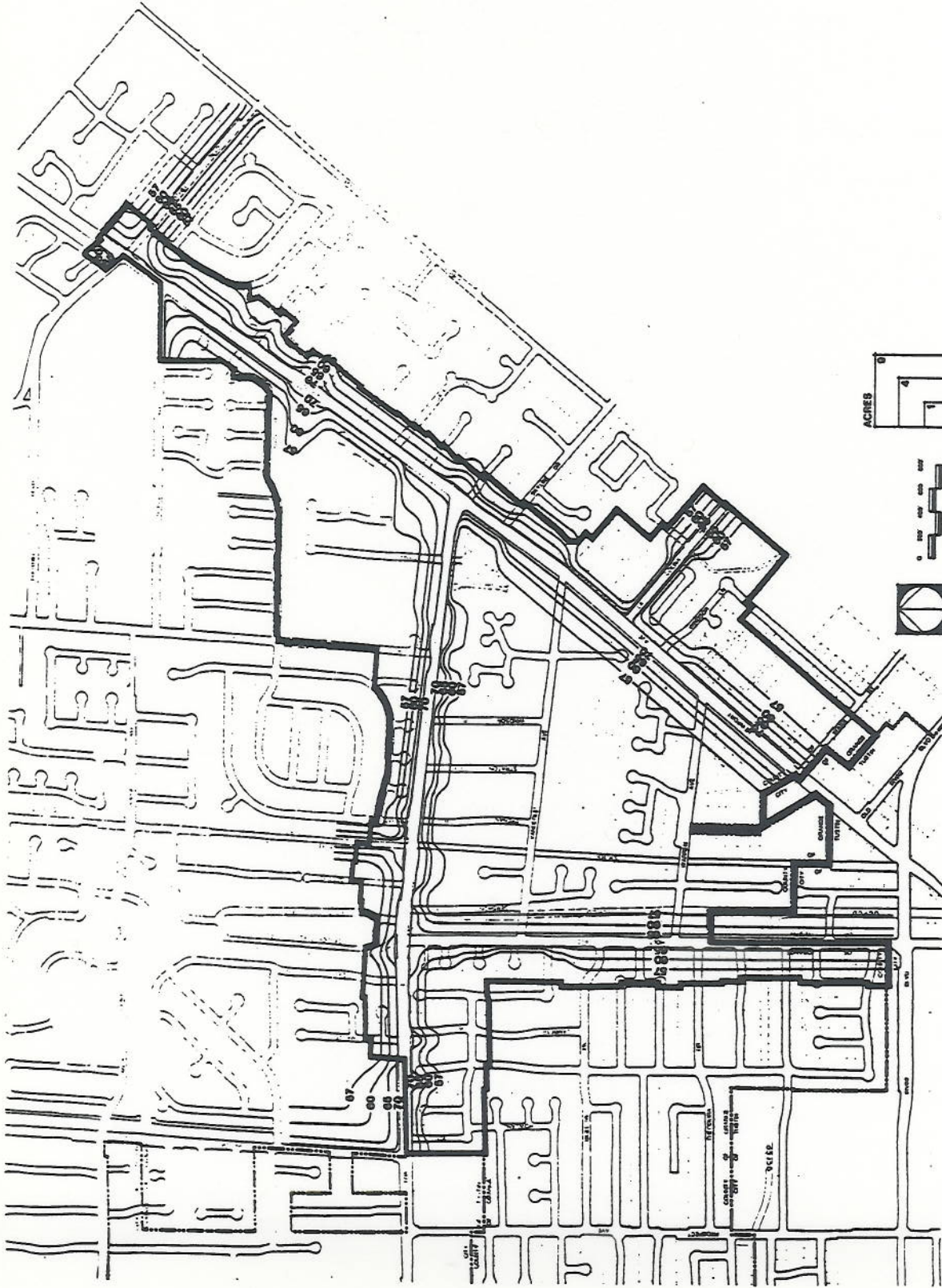
Localized Noise Sources - Parking areas associated with commercial or professional office complexes located adjacent to residential areas may generate noise conflicts. The noise associated with parking areas represents a special problem. The number of vehicles involved is usually not great enough to generate a significant level of noise in terms of the CNEL metric, but may be intrusive on a single event basis. That is, adjacent residents may be annoyed by individual cars. A noise barrier between the parking area and adjacent residential is often desirable. Locating the parking area away from the residences may also be beneficial, if possible.

Nonresidential Uses - Nonresidential uses are located along Newport Avenue, to the south of 17th Street. The noise levels in this area are not projected to increase substantially; and therefore, noise impacts to both indoors and outdoors are not expected to exceed established standards.

TABLE 39

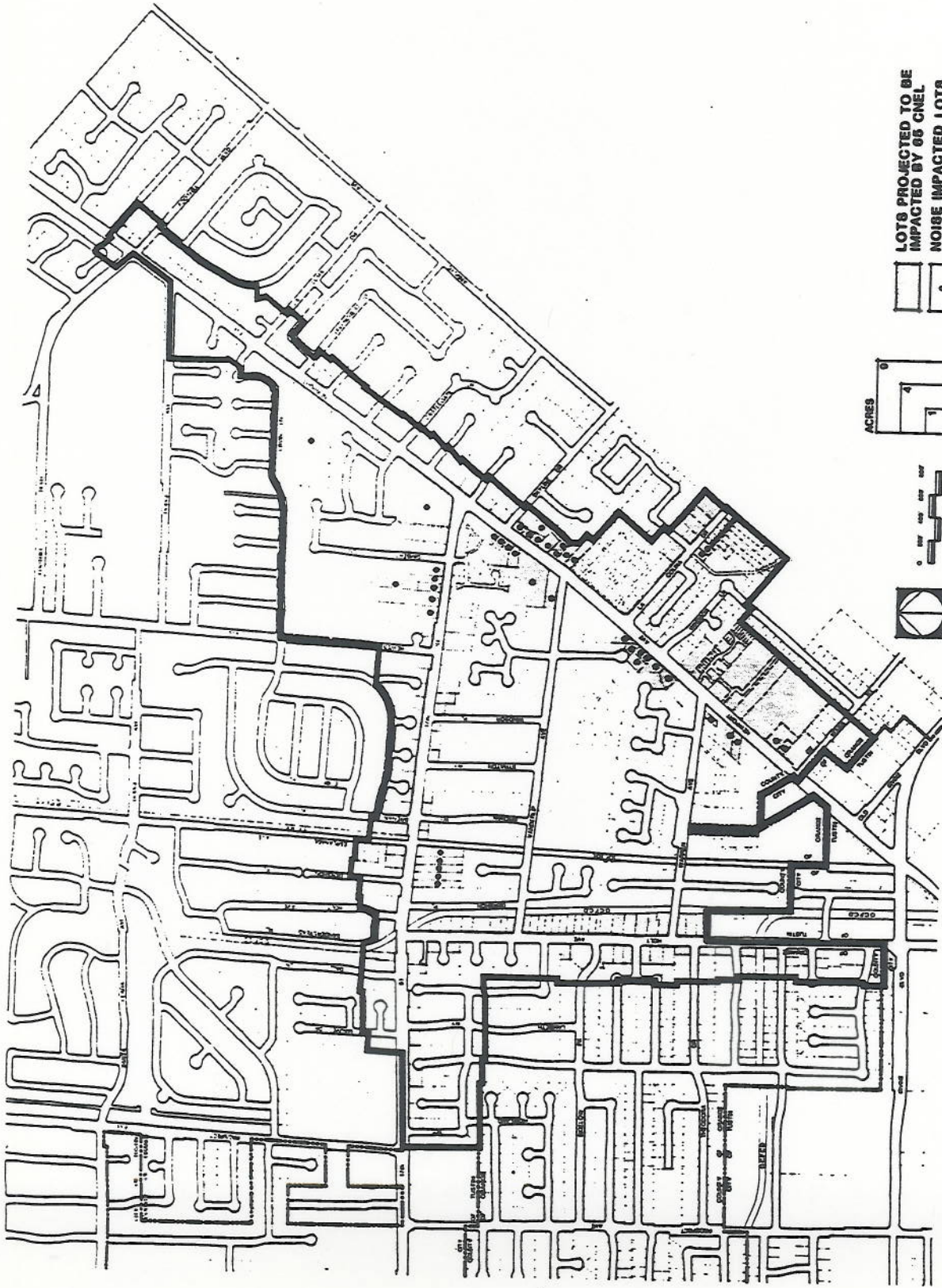
North Tustin Specific Plan  
 Projected Noise Impacted Lots

<u>Residential Lost</u>	<u>Land Use Change Expected</u>	<u>No Land Use Change Expected</u>	<u>Totals</u>
Within a design review parcel	47	18	66
Not within a design review parcel	0	107	107
<b>Totals</b>	<b>47</b>	<b>125</b>	<b>173</b>



**PROJECTED NOISE LEVELS (expressed as CNEL)**  
*north tustin specific plan*

**FIGURE 41**



**PROJECTED NOISE IMPACTED LOTS**  
*north tustin specific plan*

FIGURE 42

Future nonresidential developments will be required to meet County criteria levels for both indoor and outdoor (if any) areas. Site design, barriers and other measures may need to be employed to protect sensitive outdoor areas. Special building features may also be required to attain the interior standards.

#### Opportunities to Manage Circulation and Noise Changes

The preceding analysis has identified several points of concern with regard to existing and future traffic and noise conditions. Generally, both noise and traffic conditions will worsen in the future due to development in the specific plan area and the surrounding region. However, the following opportunities exist which can minimize the affect of future conditions.

MPAH - Development of roadways in accordance with the MPAH will create higher capacity levels for some of the arterial highways in and surrounding the specific plan area. The MPAH also proposes the development of two additional transportation corridors, Peter's Canyon Road and the Eastern Corridor, which will have an important effect upon traffic conditions for Newport Avenue and other roadways in the specific plan area.

Application of County Noise Standards - Application of adopted County noise standards will ensure that new development will be designed to satisfactorily attenuate noise. The following options are available to achieve the exterior noise level standards: site design, acoustical barriers, building setbacks and orientation, and berms.

Acceptable interior noise levels for new development can be achieved by providing, where appropriate, a "summer switch" system on the heating unit for providing ventilation while windows are closed; additional weather stripping; double glazed windows; special venting or non-venting roof/ceiling constructions; and increased attic and wall insulation.

Restriping Arterials - By restriping some arterials to provide additional travel lanes, higher capacity can be achieved. This would result in more acceptable levels of service for some road segments although at the loss of on-street parking and bike lanes.

Intersection Improvement - Left turn phasing and intersection restriping would help to bring identified intersections to acceptable levels of service and thus reduce traffic delay times.

Signal Coordination - Traffic flows on an urban arterial can be improved by coordination of the signalized intersection which produces a progression system along the arterial.

## GOALS AND POLICIES

The goals and policies presented in this section are interpretations of those found in the MPAH and the Orange County Noise Element for implementation in the specific plan area. The procedure for resolution of the issues identified in the previous section is outlined in the goal and policy statements. Although these goals and policies are based in the respective documents, they are specific in focus and intent.

### Goals

#### A. Safe and Efficient Circulation

Provide a circulation system which safely and efficiently moves people and goods.

#### B. Minimize Noise Effects

Minimize the affect of increasing noise levels and establish compatible land uses in noise impacted areas.

### Policies

#### A. Safe and Efficient Circulation

A-1 Develop circulation system consistent with the MPAH.

A-2 Locate and classify arterials to meet the land use policies and plans.

A-3 Where feasible redesign intersections with projected LOS of E or F to achieve at least LOS D.

A-4 Restripe where feasible road segments with projected LOS of D, E, or F to achieve LOS C.

A-5 Establish driveway access and internal circulation standards for new development fronting on arterial highways as part of the land use regulations.

A-6 To extent feasible coordinate signals along 17th Street and Newport Avenue.

A-7 Pursue improvement of local streets through all available funding mechanisms.

#### B. Minimize Noise Effects

B-1 Require that all applicable County noise standards are met by new development.

B-2 Limit noise sensitive land uses within noise impacted areas, when consistent with other land use considerations.

B-3 Ensure new developments provide sufficient noise barriers to adjacent existing uses of less intensity.

B-4 Encourage the use of innovative site planning to reduce noise levels.

B-5 Encourage property owners within the 57 CNEL to acoustically insulate residences.

Master Plan of Arterial Highways

Roadway Improvement - Circulation - Planning in the specific plan area will be based upon the currently adopted Master Plan of Arterial Highways, shown in Figure 16. Improvements to the MPA will involve improvements of 17th Street, La Colina Avenue and Espanola Avenue to their adopted right-of-way. These improvements would be constructed according to adopted county standards as presented in Standard Plans. Variation from these standards may be required by physical limitations associated with current facility design. Such improvements will only be made when warranted by actual or projected traffic conditions or as part of normal dedication and improvement requirements associated with new development.

Analysis of projected traffic conditions for Newport Avenue indicates that future traffic volumes will exceed the present design capacity. Restriction of the current facility to 6-lanes (2 travel lanes in each direction) and a related center median would significantly increase roadway capacity to accommodate the projected traffic volumes. In order to facilitate restriction of Newport Avenue, the existing on-street parking and bike lane facilities would be removed and an alternative bike route considered. Restriction would occur only when warranted by actual operating conditions.

Responsibility and Funding for Implementation - Arterial Highways may be improved in one of three ways: 1) a developer of a project with unimproved frontage is required to dedicate and improve the frontage; 2) the County may identify a need for such improvements and perform the widening or 3) the property owner may request formation of an assessment district to fund the street widening.

The first method requires that the frontage be a portion of a new development and the developer dedicates and improves the frontage to the required specifications. This method works for undeveloped parcels or parcels being redeveloped; however, it may leave a discontinuous frontage. This has happened along 17th Street. Consequently, the other two means should be evaluated and pursued in areas where new development is not anticipated in order to develop the arterials to their ultimate classification.

The second method entails county action, and occurs most often in developed areas with existing arterials. The procedure entails County identification and evaluation of the segments needing improvement. Segments selected for improvement are those which will result in the highest traffic improvement benefits. Funding for these projects is available through the County's road fund. These funds include gasoline taxes, fines and forfeitures. No revenue from property taxes is available for this purpose.

The third method available for improving and widening arterial highways entails the formation of a street improvement assessment district. This process may be

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## IMPLEMENTATION STRATEGY

To resolve the issues identified in the preceding analysis four programs have been identified for implementation. These programs include: 1) The Master Plan of Arterial Highways; 2) Intersection Improvement; 3) Arterial Access Control; and 4) Noise Attenuation Procedures. Each program is described below. Also discussed at the end of this section is how this component of the Specific Plan carries out the intent of the General Plan.

### Master Plan of Arterial Highways

Roadway Improvement - Circulation planning in the specific plan area will be based upon the currently adopted Master Plan of Arterial Highways, shown in Figure 38. Implementing the MPAH will involve improvement of 17th Street, La Colina Avenue and Esplanade Avenue to their adopted rights-of-way. These improvements would be constructed according to adopted county standards as presented in Standard Plans. Variation from these standards may be required by physical limitations associated with current facility design. Such improvements will only be made when warranted by actual in the field traffic conditions or as part of normal dedication and improvement requirements associated with new development.

Analysis of projected traffic conditions for Newport Avenue indicates that future traffic volume will exceed its present design capacity. Restriping of the current facility to 6-lanes (3 travel lanes in each direction) and a painted center median would sufficiently increase roadway capacity to accommodate the projected traffic volumes. In order to facilitate restriping of Newport Avenue, the existing on-street parking and bike lane facilities would be removed and an alternative bike route considered. Restriping would occur only when warranted by actual operating conditions.

Responsibility and Funding for Implementation - Arterial highways may be improved in one of three ways: 1) a developer of a project with unimproved frontage is required to dedicate and improve the frontage; 2) the County may identify a need for such improvements and perform the widening; or 3) the property owners may request formation of an assessment district to fund the street widening.

The first method requires that the frontage be a portion of a new development and the developer dedicates and improves the frontage to the required specifications. This method works for undeveloped parcels or parcels being recycled; however, it may leave a discontinuous frontage. This has happened along 17th Street. Consequently, the other two means should be evaluated and pursued in areas where new development is not anticipated in order to develop the arterials to their ultimate classification.

The second method entails county action, and occurs most often in developed areas with existing arterials. The procedure entails County identification and evaluation of the segments needing improvement. Segments selected for improvement are those which will result in the highest traffic improvement benefits. Funding for these projects is available through the County's road fund. These funds include gasoline taxes, fines and forfeitures. No revenue from property taxes is available for this purpose.

The third method available for improving and widening arterial highways entails the formation of a street improvement assessment district. This process may be

initiated by a petition of the affected homeowners and submitted to the Board of Supervisors. Upon submittal of the petition, public hearings are held and the district formed unless it is blocked by a majority protest from affected property owners. If the district is formed, the work is financed through the sale of bonds. Each parcel within the assessment district is assessed a portion of the cost based upon its benefit. The annual assessments are billed and paid in conjunction with property taxes.

Intersection Improvement - Although all intersections in and around the specific plan area are currently operating at acceptable levels, analysis of projected conditions indicates a future deterioration of intersection efficiency as traffic volumes increase. To maintain acceptable intersection operating conditions in the future, signal coordination, signal phasing and intersection restriping may be warranted. The specific intersections requiring such improvements, the most effective improvements for specific intersections and the timing of such improvements will be determined by actual operating conditions monitored in the field. Initial analysis indicates that the intersections most likely to display conditions warranting improvement of operating conditions in the future include:

- o Newport Avenue and Irvine Boulevard
- o Newport Avenue and 17th Street
- o 17th Street and Prospect Avenue South
- o Newport Avenue and La Colina Avenue

As traffic volumes increase along arterial highways, it may become necessary to introduce left turn phasing at signalized intersections where such phasing does not now exist. The need for phasing will depend upon analysis of actual operating conditions in the future which will identify the specific improvements required. Signalized intersections likely to require left turn phasing improvements in the future include:

- o Westbound 17th Street to southbound Holt Avenue;
- o Eastbound 17th Street to northbound Esplanade Avenue;
- o Eastbound 17th Street to northbound Hewes Avenue; and
- o Eastbound Irvine Boulevard to northbound Holt Avenue.

The County is currently in the process of implementing a countywide traffic signal computer system which will maximize the traffic flows on the arterial roadways within the unincorporated area of the County. Ultimately, each signalized intersection on 17th Street and Newport Avenue within the County's jurisdiction should be incorporated into the computer system. Each traffic signal will then be upgraded with more sophisticated and flexible control equipment. As with other countywide improvements, phasing of improvements in the specific plan area will be based upon relative traffic improvement benefits.

Arterial Access Control - Circulation efficiency and safety along arterial highways can potentially be improved through establishing performance conditions for direct driveway access. Through the Land Use and Development Regulations contained in Division III, the Specific Plan establishes criteria for arterial access for parcels participating in the Consolidation Incentive Program/Overlay District or the Garden Office Overlay District. The standards for both of these districts establish requirements for common access planning and dedication of reciprocal ingress and egress easements along property lines. Determination of actual

access locations to arterial highways and of easements/driveways between independently developed parcels will be determined at the time of site development permit approval. Determination of the need for restriction on left turn ingress and egress movements would be appropriately made at the same time using the provided site specific development information.

Noise Attenuation Procedures - Figure 41, which presents the modeled noise contours associated with projected traffic conditions, may be used as a guide in determining if an acoustical report is necessary for future developments. The actual determination will be made in referencing the official noise maps on file with EMA. Essentially, any proposed residential use within the 57 CNEL will be required to submit an acoustical report. Other proposed uses may also be required by EMA, Acoustics, to submit an acoustical report.

An acoustical report should discuss the existing and future noise levels for interior and exterior locations. Additionally, mitigation measures with respect to the worst case condition must be explicitly described. This procedure ensures that applicable noise standards are not exceeded by requiring adequate mitigation as part of initial project design.

An acoustical report requirement helps to define mitigation when a change of use is submitted; however, land use changes are not considered appropriate, as discussed within the Specific Land Use Plan for several parcels projected to be impacted by future traffic noise. In these cases, the property owners may wish to pursue noise attenuation on an individual basis at their discretion. Alternate attenuation techniques which may be considered in these instances are summarized in the EIR and noise assessment contained in the technical appendix to the EIR.

#### Consistency with the General Plan

The Circulation and Noise Chapter of the Specific Plan serves to implement at the local level the Circulation and Noise Elements of the General Plan. The Circulation Element of the General Plan consists of three components, which are the Master Plan of Arterial Highways (MPAH), Master Plan of Countywide Bikeways (MPCB) and the Scenic Highways Element.

The stated policies of the Circulation and Noise Chapter directly respond to the objectives and policies of the related General Plan elements by promoting safe and efficient circulation and minimizing noise effects. In terms of circulation, the Specific Plan ensures that the circulation system will be consistent with the MPAH, and that programs, such as signal coordination along major arterials, restriping of some arterials, and redesign of congested intersections, will be carried-out on an "as needed" basis to improve overall safety and mobility. As there are no regional bikeways nor scenic highways traversing the specific plan area, a determination of consistency with the related components of the Circulation Element is not required. The Specific Plan does, however, propose a local bikeway network within the community, which is designed to link residential neighborhoods with schools, shopping centers, recreation areas and the regional bikeway system.

Noise impact is generated by vehicular traffic within the specific plan area. The Circulation and Noise Chapter seeks to reduce the effects of such noise to acceptable levels established by County standards through the recycling of noise

impacted residential uses in appropriate locations along Newport Avenue, 17th Street and La Colina Avenue; by requiring that all new development provide adequate noise attenuation measures as part of project design; by limiting noise sensitive land uses in impacted areas when it is consistent with land use compatibility considerations to do so; and by ensuring that new development provide sufficient noise attenuation to adjacent existing uses of less intensity. Since residential areas within the specific plan area are not impacted by aircraft noise to levels in excess of County standards, County guidelines specifically related to airport noise impact are not incorporated into this chapter.

## CHAPTER 3: RECREATION AND OPEN SPACE

### INTRODUCTION

The purpose of this chapter is to evaluate the adequacy of existing recreation and open space sites, determine if a need exists for additional facilities or acreage and identify potential opportunities to meet those needs. Four types of recreation facilities are considered: local park and recreation facilities, regional park and recreation facilities, bikeways and open space. Each type of facility is discussed in terms of existing and future conditions, local goals and policies, and an implementation strategy. The concerns of the Recreation and Open Space Elements of the General Plan are addressed throughout this chapter.

### BACKGROUND

#### Recreation Master Plans and Open Space Element

The Recreation Element for Orange County is composed of three master plans, two of which pertain to the North Tustin Specific Plan area; 1) the Master Plan of Local Parks; and 2) the Master Plan of Regional Parks. The Master Plan of County Bikeways is also addressed in this chapter although it recently became part of the Transportation Element of the General Plan. These master plans in conjunction with the Open Space Element set the context for recreation and open space planning for Orange County.

Local Park and Recreation Facilities - The Master Plan of Local Parks was adopted in 1976 to provide goals and policies for the development of neighborhood and community parks in unincorporated areas. This plan in conjunction with the County's local park code is part of the implementing mechanisms used to carry out the provisions of the 1965 Quimby Act.

Much of the residential area of North Tustin developed before the establishment of a County local park ordinance requiring park land dedication for new subdivisions. Consequently, parks were not developed as part of new residential projects to meet the needs of a growing local population. The large estate lots provided a high level of private open space for residents and may have compensated for the lack of parks to some extent. As urbanization continues, however, fewer opportunities for acquisition of local park sites remain. This problem has been recognized by the North Tustin community for some time and has led to analysis and planning for local recreation needs.

Regional Park and Recreation Facilities - The Master Plan of Regional Parks was adopted in 1972 and revised in 1980 to provide for the regional recreation needs of all Orange County by developing a program for the acquisition and development of regional park sites.

Regional recreation facilities serving the North Tustin community were developed many years ago; however, the population has grown rapidly in central Orange County along with the diversity of recreation activities pursued. A regional recreation activities needs assessment was conducted by the County in 1980 and included findings for the North Tustin area.

Bikeways - The Master Plan of Countywide Bikeways (MPCB) was adopted in 1974 to provide the basis for a regional bicycle network by identifying needs and objectives, standards and criteria, development opportunities, and costs and funding for such a network. In 1980 the MPCB was transferred from the Recreation Element of the General Plan to the Transportation Element.

Regionally significant inter-city routes are generally embodied in the MPCB; however, routes of local significance in the unincorporated county, such as the specific plan area, have received considerable attention. While no formal plan has guided local bikeway development, many miles of useful routes have been signed and striped and should provide interim bikeways until the master plan system is implemented. The local bikeways also will provide valuable feeder routes after the countywide system becomes functional.

Open Space - The Open Space Element, one of four elements of the General Plan that are critical to resource management in Orange County, was adopted in 1973 and amended in 1977 by the Board of Supervisors. This element sets policy direction primarily for the preservation of identified open space areas.

Although only a small area in the specific plan area has an open space designation, its current status and its designation under the Specific Land Use Plan must be assessed with regard to the goals and policies embodied in the Open Space Element.

#### Existing North Tustin Community

Local Park System - The North Tustin community is served by County Service Area 5 (CSA 5). Generally this service area is bounded by Chapman Avenue on the north, by Irvine Boulevard on the south, and by Cowan Heights and Prospect Avenue on the east and west respectively. The North Tustin Specific Plan area is only a small portion of this service area. The Open Space/Recreation/Special Districts Program Office, which administers the special districts such as CSA 5, is the entity within EMA responsible for local park planning, acquisition, development, and maintenance. In developing local park plans, the CSA administrator works with the Santiago Municipal Council (SMAC), the Foothill Communities Association (FCA), interested and affected homeowners, community service associations, landowners and developers, and the Orange County Harbors, Beaches and Parks Commission.

Presently, within the specific plan boundary, there exists only one small park (0.3 acres) at 17th Street and Gershon Place and approximately 5 acres of usable, open school grounds (Guin Foss Center on Vanderlip Avenue). However, political boundaries do not inhibit people from using nearby park facilities. Therefore, it can be assumed that facilities outside the specific plan boundary serve a portion of the recreation needs of the specific plan area population. A complete inventory of park and recreation facilities likely to serve the specific plan area can be found in Table 40. Figure 43 shows park and recreation facility locations within or near the specific plan area.

Bent Tree Park in Cowan Heights is the only other parksite in CSA 5; however, its service area does not include any portion of the specific plan area and has therefore been excluded from further analysis.

TABLE 40  
North Tustin Specific Plan  
Existing Recreation Facilities

	PARKSITE		ACTIVE RECREATION					PASSIVE RECREATION		OTHER	
	Name	Useable Open Space (AC.)	Playground	Play-field	Basket-ball	Volley-ball	Tennis	Picnic Tables	Benches	Parking	Rest Rooms
Within Study Area	17th and Gershon	0.3	X						X		
	Guin-Foss Center	5.00	X	X						X	X
Outside Specific Plan Boundary but Serves a Portion of the Specific Plan Area	Foothill High School	15.3		X	X	X	X			X	X
	Hillview Cont.	6.0		X	X	X				X	X
	Morrow Elementary	6.5	X	X	X	X				X	X
	Loma-Vista Elementary	4.8	X	X	X	X				X	X
	Hewes Intern.	5.65		X	X	X	Paddle Tennis			X	X
	Columbus Tustin Intern.	5.9		X	X	X				X	X
	Columbus Tustin Park	9.0		X			X			X	X
	Tustin High School	18.0		X	X	X	X			X	X
	El Modena Park	8.2	X	X				X	X	X	X
	Irvine Park	477	X	X				X	X	X	X
	Santiago Oaks	125	X					X	X	X	X

Meeting Current Local Recreation Need - Currently, there is one undeveloped park site in CSA 5 at Peacock Hill (0.7 acres). The Program Office intends to use this Specific Plan and contacts with local homeowner groups to identify possible CSA 5 sites for local park acquisition and development in the vicinity of the specific plan area.

According to the County's Master Plan for Local Parks, the amount of acreage set aside for local parks in an unincorporated community shall be consistent with the following standards:

- a. At least 4 acres of usable local park land shall be provided for each 1,000 residents.
- b. Residential developers shall provide a minimum of 2.5 acres of usable local park land for each prospective 1,000 residents.
- c. School sites shall be assumed to provide 1.5 acres of usable area for public park and recreation uses for each 1,000 residents.

In 1977, a report entitled CSA 5 North Tustin Local Park Opportunities studied and identified local park opportunities for the unincorporated community of North Tustin. Based upon the above-stated standards, the study determined that a 46-acre deficiency of usable park land existed in the entire CSA.

Currently, the specific plan area has an estimated population of 3,200<sup>1</sup>. This translates into a population based need for approximately 12.8 acres of local park land using the county standards. There exists 0.3 acre of local park land and 4.8 usable acres of school grounds. Using the county standards described in the Master Plan for Local Parks, a maximum deficiency of 6.9 acres presently exists in the specific plan area; however, there are two local park facilities in the cities of Tustin and Orange totaling 17.2 acres as well as many schools which serve a portion of the specific plan area and compensate for the deficit. Therefore, the local park acreage deficiency would be less than the 6.9 acre figure because these other facilities draw park users from the specific plan area.

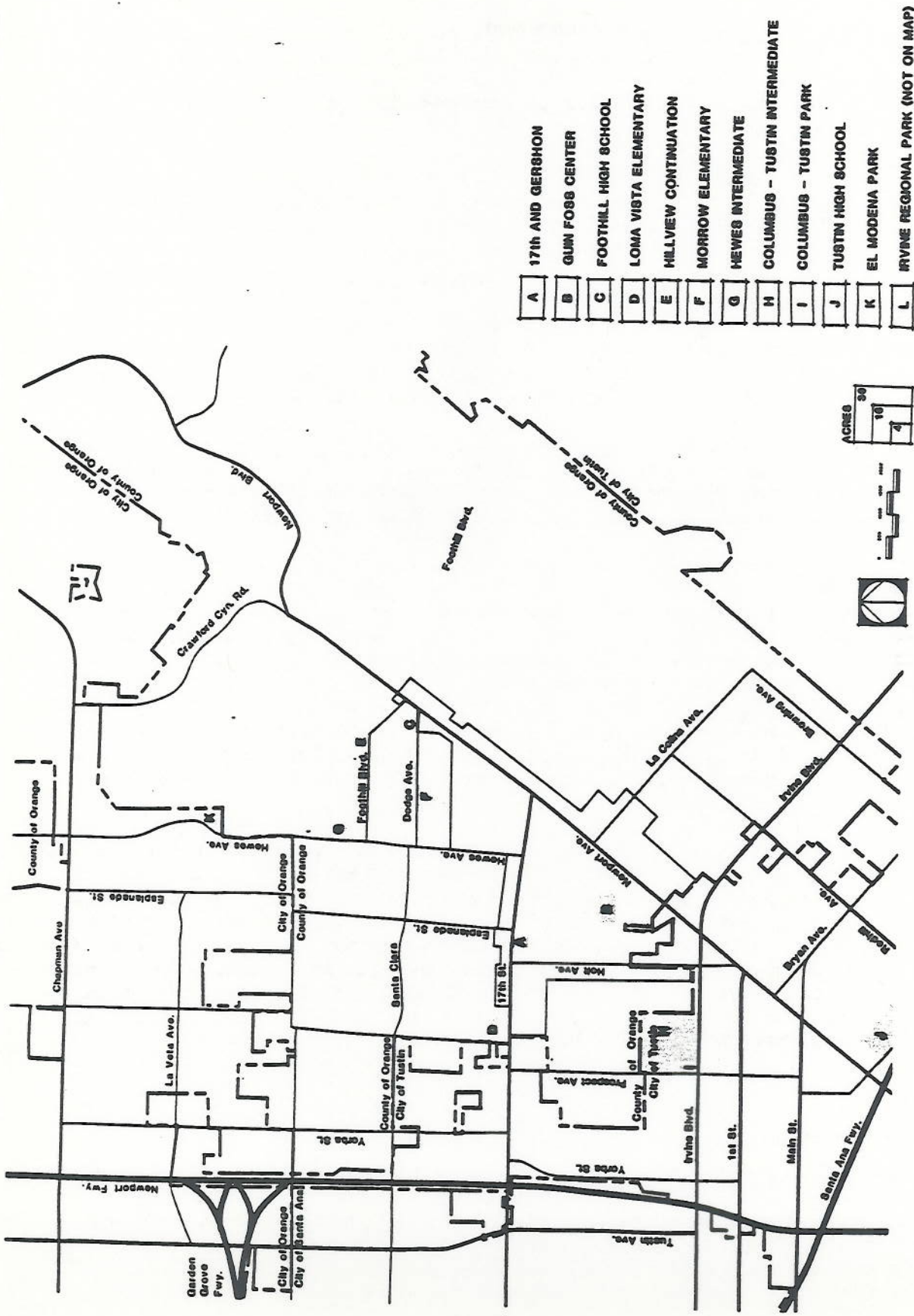
Specific Park Deficiencies - The analysis above has determined that a need exists for additional local park acreage. The following analysis will describe the types of parks most needed in the specific plan area. This analysis was conducted using recognized planning literature<sup>2</sup> which divides parks into four types: playground-neighborhood, playfield, community, and regional as defined in Appendix E. Each park type has an associated service radius which relates to the maximum distance a person would be willing to travel to a park facility. The relationship of park type to service radius is found in Table 41. This criteria can serve as a rule-of-thumb upon which analysis of park type needs can be based.

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<sup>1</sup> County of Orange, CAO, Forecasting and Analysis Center, 1980 census.

<sup>2</sup> J. Dechiara, L. Koppleman, Urban Planning & Design Criteria, 1975 and J. Dechiara, L. Koppleman, Manual of Housing/Planning and Design Criteria, 1975





# EXISTING PARKS AND SCHOOLS

## north tustin specific plan

FIGURE 43

TABLE 41

North Tustin Specific Plan  
Service Areas for Park Types

<u>Park Type</u>	<u>Radius of Area Served</u>
Playground /Neighborhood Park	0.25 - 0.5 miles <sup>3</sup>
Playfield	0.5 - 1.5 miles <sup>3</sup>
Community Park	2.0 miles
Community Park adjacent to a school	3-4 miles
Regional Park	10.0 miles

SOURCE: J. DeChiara, L. Koppleman Urban Planning & Design Criteria, 1975; and J. DeChiara, L. Koppleman Manual of Housing/Planning and Design Criteria, 1975.

<sup>3</sup> Service radius depends upon site specific facilities and acreage.

Examination of Table 42 finds most of the listed facilities located outside the specific plan boundary. They have been included in this analysis because their park service areas extend into the specific plan area. Therefore, facilities located outside the specific plan area help to minimize local park deficiencies. By analyzing service radii of parks located within and immediately surrounding the specific plan area, additional resources available to the residents can be identified. In this way, park and recreation facilities would be assessed as part of a larger system, thus presenting a more realistic assessment of local need. The recommended service radius figures from Table 41 and site specific information about each park in the area were used to generate Figure 44 which delineates the service areas of the various park types both within and surrounding the specific plan area. An examination of this map brings to light the following assessment of local park need for park acreage in the specific plan area:

- a. A portion of the residential area north of 17th Street and along Newport Avenue is not served by a local playground-neighborhood facility.
- b. The entire North Tustin area is not served by a community park facility.
- c. All other recreation types are distributed within the general area in such a way as to adequately provide for the residents of the specific plan area.

Individual Recreation Facilities - It is recommended in the County's Master Plan of Local Parks to utilize the National Recreation and Parks Association (NRPA) standards to help determine needs for necessary quantities of park facilities. The facilities considered desirable by the NRPA within specific plan area are listed in Table 43.

These facilities should be provided through the local park system. Using the guidelines in Table 43 and the individual recreation-facility inventory in Table 40, the need for facilities within local parks in the specific plan area has been determined and is displayed in Table 44.

It can be concluded, from Table 44, that a local need exists for tennis and basketball courts. However, this analysis does not consider the numerous facilities available outside the specific plan boundary at Foothill High School nor does it consider the community's experience in using facilities within and surrounding the specific plan area. There is community concern that school facilities which are used by the City of Tustin for their recreation program are not available to County residents on the same basis as City residents. This situation clouds the analysis; however, it seems to indicate the facilities outside the specific plan boundary are not always available to meet the identified need for individual recreation facilities.

Regional Park Facilities - The North Tustin community is primarily served by Irvine Regional Park located at the terminus of Chapman Avenue. This park offers a diversity of active and passive activities for day use only.

Regional need for recreation facilities in the North Tustin community including the specific plan area was determined by a 1980 County report entitled, "Orange County Recreational Needs and Regional Parks Study." This study estimated demand for recreational facilities at three particular times (1977, 1985, 1995)

TABLE 42

North Tustin Specific Plan  
Parks Servicing Specific Plan Area

<u>Facility</u>	<u>Acres of Recreation</u>	<u>Park Type</u>	<u>Radius of Area Served</u>
17th & Gershon	0.3	Playground	0.25 miles
Guin Foss Center	5.0	Playground/Neigh.	1.5 miles
Foothill High School	15.3	Playfield	1.5 miles
Loma Vista Elementary	4.8	Playground	.25 miles
Hillview Continuation	6.0	Playfield	.50 miles
Morrow Elementary	6.5	Playground	.25 miles
Hewes Intermediate	5.6	Playfield	.5 miles
Columbus-Tustin Inter.	5.9	Playfield	.5 miles
Columbus-Tustin Park	9.0	Playfield	1.5 miles
Tustin High School	18.0	Playfield	1.5 miles
El Modena Park	8.2	Playfield/Neigh.	1.5 miles
Irvine Park	477.0	Regional	10.0 miles
Santiago Oaks	125.0	Regional	10.0 miles

TABLE 43

North Tustin Specific Plan  
Standards for Individual Recreation Facilities

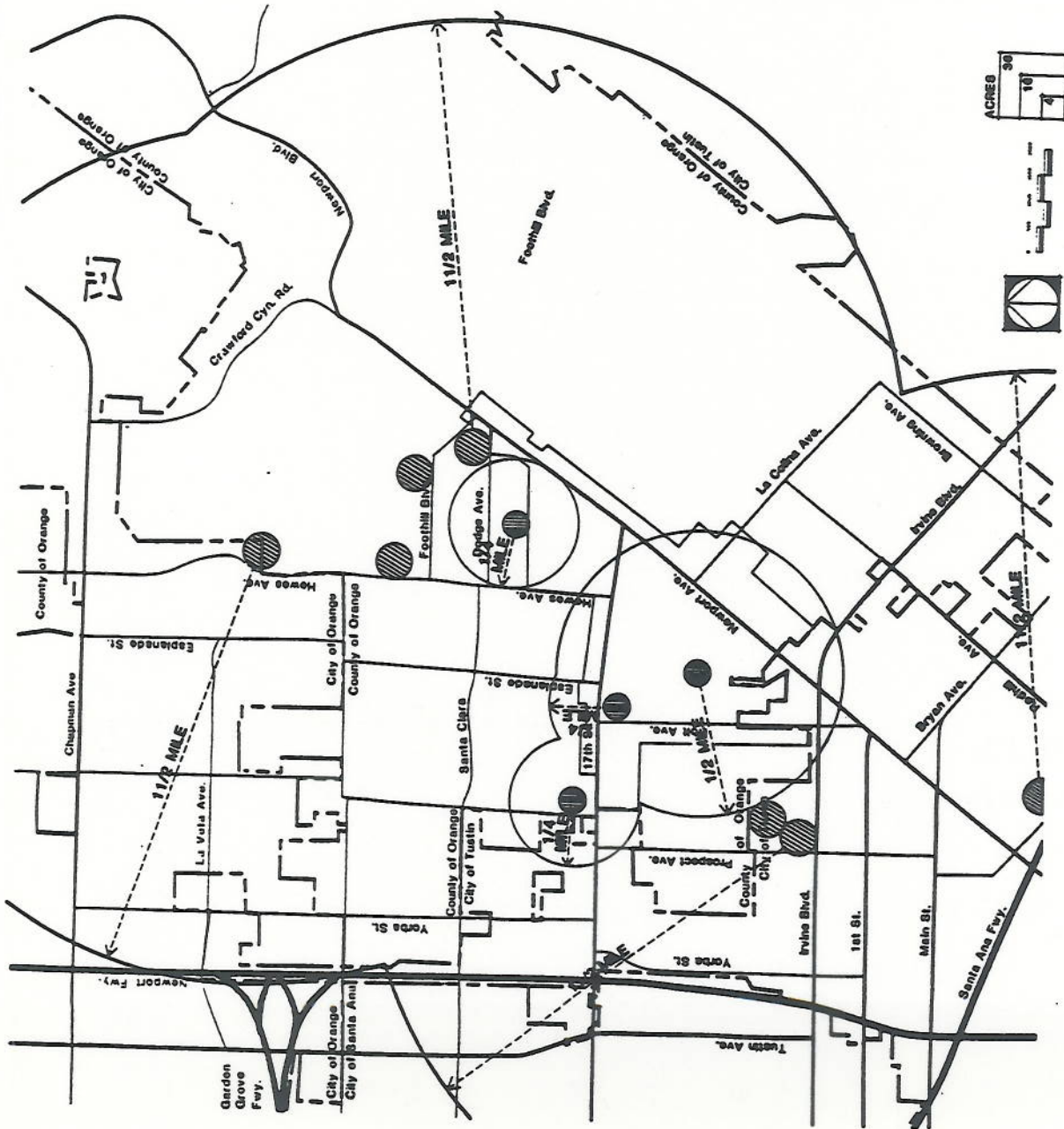
<u>Facility</u>	<u>Standard/No. of People</u>
Softball Diamonds (and/or youth diamond)	1 per 3,000
Tennis Courts	1 per 2,000
Basketball Courts	1 per 500

SOURCE: Orange County EMA, Master Plan of Local Parks, 1976.

TABLE 44

North Tustin Specific Plan  
Individual Recreation Facilities in North Tustin  
Estimated Population: 3,200

<u>Facility</u>	<u>Number of Units</u>		
	<u>Recommended</u>	<u>Actual</u>	<u>Local Deficiency</u>
Softball Diamonds	1	1	0
Tennis Courts	2	0	2
Basketball Courts	6	0	6



- EXISTING FACILITIES**
- PLAYGROUND - NEIGHBORHOOD PARK
  - SERVICE RADIUS 1/4 - 1/2 MILE
  - PLAYFIELD
  - SERVICE RADIUS 1/2 - 1 1/2 MILE
  - COMMUNITY PARK
  - SERVICE RADIUS 2 MILES
  - REGIONAL PARK \*
  - SERVICE RADIUS 10 MILES
- \* ENTIRE MAP AREA IS SERVED BY IRVINE REGIONAL PARK



# PARK SERVICE AREAS

## north tustin specific plan

FIGURE 44

within 69 community analysis areas throughout the County. The degree of surplus or deficiency of public facilities was then projected based upon this information.

The specific plan area is covered by CSA's 42 and 43. The combined results for both CAA's determined that within the North Tustin community, demand in 1977 exceeded facility capacity for the following activities: bicycling, tennis, racquetball/handball, skateboarding and picnicking.

Bikeways - Pictured on Figure 45 are the existing bikeway routes in the North Tustin area. An examination of this map brings to light the following assessment of bikeways in the area:

- a. No regional bikeways traverse the specific plan area.
- b. Only locally significant bikeways exist in the specific plan area.
- c. The local routes do not link regional bikeways, schools nor recreation facilities.
- d. There is an absence of a north-south route.

At one time a regional bikeway was proposed for the Southern Pacific Railroad right-of-way; however, due to strong neighborhood opposition the route was deleted in 1978 by the Board of Supervisors.

Open Space - The Open Space Element designates the Southern Pacific Railroad right-of-way in the specific plan area as a greenbelt. This is the only open space designation in the specific plan area. North of the specific plan boundary, the County has in the past proposed a linear park along the railroad right-of-way from Fairhaven Avenue to Dodge Avenue; however, the right-of-way has not been acquired. Presently, the County is hesitant to acquire and develop this relatively short parcel because the County would essentially be improving abutting yards and CSA funds, when available, might be more appropriately expended to acquire and develop a more conventional park site.

#### Future Conditions

Projected Local Park Needs - With build-out of the specific plan area according to the Specific Land Use Plan presented in Chapter 1, the park land deficit will increase. The estimated population under build-out approximates 3,700. This would give the specific plan area a population based need for approximately 14.8 acres of local parks. Using the park land credit school grounds and the existing park, the maximum deficit is projected at 9.5 acres. However, there are two local park facilities as well as many schools located outside the specific plan boundary which serve a portion of the specific plan area and compensate to a certain degree the identified deficit. Therefore, the local park acreage deficiency would be less than the 9.5 acre figure because these other facilities draw park users from the specific plan area.

Projected Regional Park Facility Needs - The 1980 Regional Park Needs Study projected regional park facility deficiencies for the two Community Analysis Areas (CAAs) which encompass the specific plan area. The study projected demand in 1985 would exceed facility capacity for the following activities; pool swimming, bicycling, tennis, racquetball/handball, jogging, skateboarding, picnicking, and playing outdoor games. Most of these deficiencies will persist even though

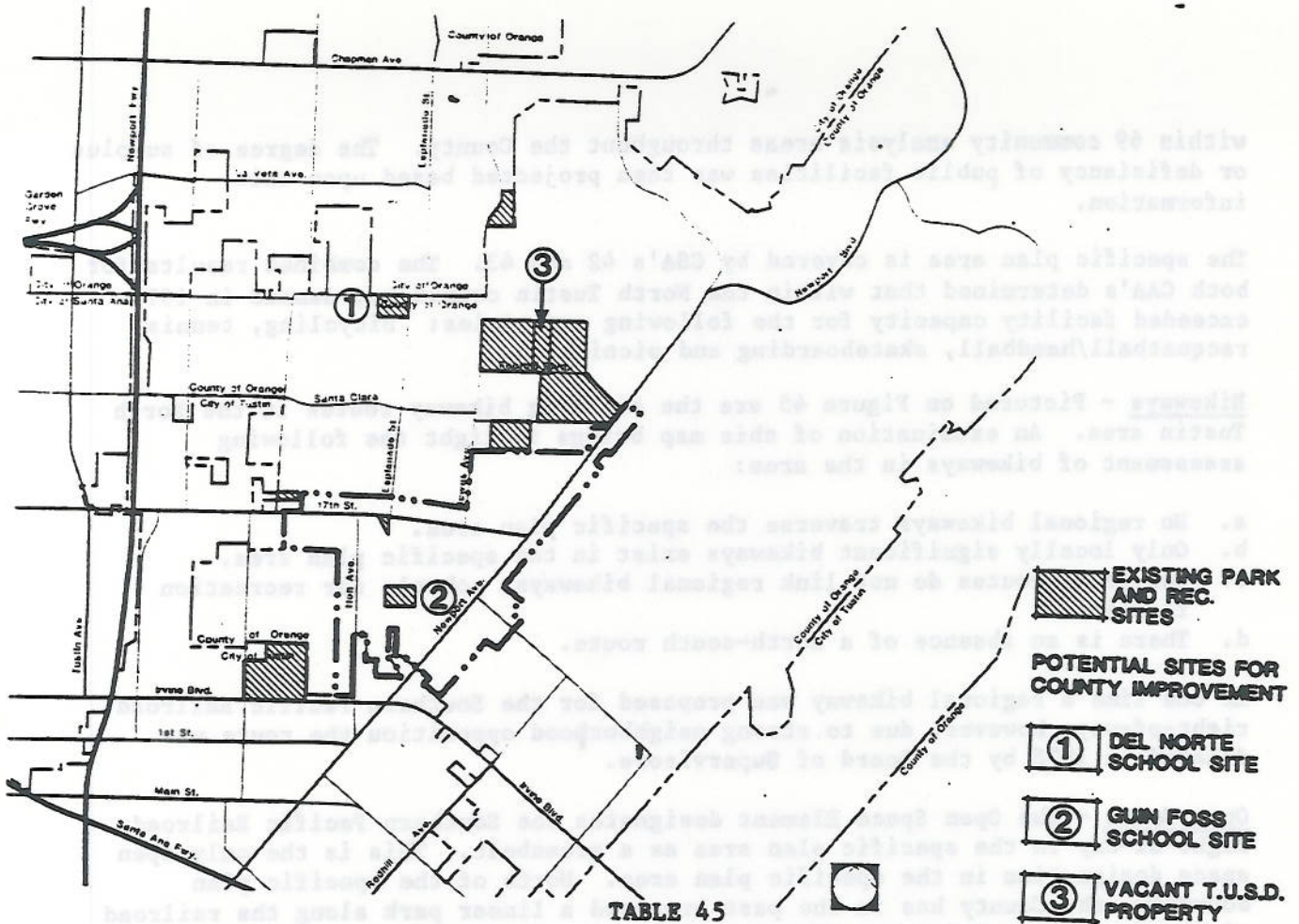


TABLE 45

North Tustin Specific Plan  
Recreation Facility Profile North Tustin

Activity	1985	1995
Pool Swimming	●	●
Bicycling (Dedicated Trails)	●	●
Tennis	●	●
Racquetball/Handball	●	●
Jogging (Dedicated Trails)	●	●
Skateboarding (Dedicated Trails)	●	●
Picnicking	●	●
Playing Outdoor Games	●	●
Park Visitation (Walking, Sunning, Sightseeing, Playing Unstructured Games, etc.)	○	○

Supply/Demand Ratio

- Major Surplus
- ◐ Moderate Surplus
- ◑ Approximate Balance
- ◒ Moderate Deficiency
- Major Deficiency

SOURCE: Orange County, EMA, Orange County Needs and Regional Parks Study. Vol. II, 1977.



Santiago Oaks Regional Park is scheduled for \$1.0 million in development because preliminary plans (group camping and open field) do not include facilities for activities where a major deficiency will exist. Therefore, the present supply of these recreation facilities in the North Tustin area may not fulfill the needs of County residents in the near future. Only general park visitation (walking, swimming, sightseeing, playing unstructured games, etc.) was determined to have facility capacity which would exceed projected demand in 1985. Table 45 examines the relative deficiency/surplus for each of the listed activities as projected to 1985 and 1995 for both CAA's. There was minimal demand for other activities not listed in Table 45 such as hiking and golfing.

Projected Bikeway Pressures - With build-out of the Master Plan of Arterial Highways (MPAH) as described in the Circulation and Noise Chapter, parking will probably be deleted to provide additional right-of-way for automobile travel lanes along 17th Street and Newport Avenue at some time in the future. Consequently bikeway widths will be reduced to 4 feet or less from a 11 - 12 foot width with parking allowed which is now found in some locations within the specific plan area. This will diminish the relative safety of these routes and in conjunction with the increases of vehicular traffic may warrant elimination of these routes in the future.

3. Safe Bike Routes

Provide a system of local bike routes which provide safe access to schools, shopping centers, and recreation areas and which connects with the regional bikeway system.

4. Open Space System

Provide an open space corridor which links with the countywide open space system.

Policies

Policies provide guidelines for decision-makers in directing the future development of the County. Policies represent the interlocking step between goals and implementing actions. The following policies constitute the County's intent for recreation development in the North Tustin Specific Plan area. They are organized according to the goal which they intend to achieve.

A. Park Recreation Needs

A-1 Acquire, develop and maintain local park land consistent with the recreation needs of the North Tustin residents.

A-2 Distribute recreation facilities so that all community residents are within walking distance of recreation opportunities.

A-3 Provide for regionally significant facilities at Santa's Canyon Reservoir Regional Park.

## GOALS AND POLICIES

### Goals

The County's goals for recreation and open space preservation constitute a formal statement of the quality of life desired by the citizens. These goals are stated in the County's Master Plan of Local Parks, the Master Plan of Regional Parks, the Master Plan of Countywide Bikeways and the Open Space Element. In light of the identified needs within North Tustin, the following goals have been established for the North Tustin Specific Plan:

#### A. Meet Recreation Needs

Provide a local and regional park system designed to meet the recreation needs of CSA 5 residents including the North Tustin Specific Plan area.

#### B. Optimum Variety of Recreation Facilities

Provide an optimum variety of recreation facilities to meet the specific needs of the North Tustin residents.

#### C. Safe Bike Routes

Provide a system of local bike routes which provide safe access to schools, shopping centers, and recreation areas and which connects with the regional bikeway system.

#### D. Open Space System

Provide an open space corridor which links with the countywide open space system.

### Policies

Policies provide guidelines for decision-makers in directing the future development of the County. Policies represent the intervening step between goals and implementing actions. The following policies constitute the County's intent for recreation development in the North Tustin Specific Plan area. They are organized according to the goal which they intend to achieve.

#### A. Meet Recreation Needs

- A-1 Acquire, develop and maintain local park land consistent with the recreation needs of the North Tustin residents.
- A-2 Distribute recreation facilities so that all community residents are within walking distance of recreation opportunities.
- A-3 Provide for regionally significant facilities at Peter's Canyon Reservoir Regional Park.

**B. Optimum Variety of Recreation Facilities**

- B-1 Locate local park sites adjacent to school sites whenever practicable and in a manner enhancing the open space and recreation opportunities of the school grounds.
- B-2 Consider safe linkage to bicycle trails in locating future local park sites.
- B-3 Arrange cooperative recreation and maintenance agreements with Tustin Unified School District when local parks are adjacent to public schools and when such agreements maximize the recreation potential of both facilities.
- B-4 Pursue land dedication for a neighborhood park from developers proposing residential development north of 17th Street.

**C. Safe Bike Routes**

- C-1 Provide Class I, off road, bikeways whenever possible.
- C-2 Provide a north-south bikeway through the specific plan area which will link regional bikeways with schools, parks and existing bike routes.
- C-3 Initiate joint efforts with other jurisdictions for the purpose of implementing adopted bikeway routes.
- C-4 Construction of bikeways should conform to the County adopted Caltrans publication "Planning and Design Criteria for Bikeways in California."
- C-5 Pursue the timely replacement of unsafe bike routes.
- C-6 Locate bike routes to facilitate safe linkage to park sites, schools and other recreational destinations.

**D. Open Space System**

- D-1 Retain an open space designation for the Southern Pacific Railroad right-of-way north of 17th Street to link open space opportunities as a Class I bikeway.
- D-2 Consider the Southern Pacific Railroad right-of-way to the south of 17th Street for use as a bikeway.

## IMPLEMENTATION STRATEGY

The following implementation strategy provides a course of action needed to fulfill the goals and policies outlined above. The actions described include: 1) expansion and funding of local recreation facilities; 2) consideration of regional facility demands within CAA 42 and CAA 43; 3) bikeway expansion and funding, and; 4) redesignation of a portion of the railroad right-of-way.

### Expansion of Local Recreation Facilities

Potential Park Sites - In the North Tustin community there exist very limited opportunities for acquisition of new park land. Vacant parcels are few and far between and carry prohibitively high price tags. In light of this situation, it is perhaps more reasonable to focus on acquiring sites by dedication, sites that may be available at below market rates, or obtaining long-term lease agreements. The most notable and probably realistic opportunities appear to be elementary school sites which have been closed due to declining enrollments and other excess school district property. The County would have the opportunity of acquiring such sites within this area at below-market prices if declared surplus by the Tustin Unified School District (TUSD). The Guin-Foss school site, Del Norte school site and the undeveloped area between Hillview High School and Hewes Intermediate School appear to have the greatest potential for facilities which would serve the North Tustin community. The advantages and disadvantages for each site are outlined below:

The Del Norte school site is located at the southwest corner of Fairhaven Avenue and Esplanade Avenue with approximately 9.9 acres. The site is currently leased to a private school; however, the site may be permanently closed once some school bonds are paid off. As such, the availability of the site is tenuous; however, if it does become available, the site has several advantages. First, its location adjacent to the proposed bike trail along the Southern Pacific Railroad right-of-way could provide the first step in linking a park to a trail and thus providing a desirable trail destination. The site itself is also quite large and would provide more area for a variety of recreation facilities. Consequently, the site would potentially have a service radius of 2 miles.

The Guin-Foss school site, the only potential site within the specific plan boundary, is located on Vanderlip Avenue adjacent to the railroad right-of-way. The site totals 8.5 acres and is primarily used by TUSD and Saddleback College for adult education. This site has the advantage of being centrally located within a neighborhood; however, the site may not be as accessible to users as the Del Norte site. This site is also large and would have the same potential 2-mile radius as the Del Norte site.

The third TUSD owned parcel also has a great potential and was identified as such in the 1977 North Tustin Local Park Opportunities report. This five to ten acre unimproved site is located between Hewes Intermediate School and Hillview Continuation School along Foothill Boulevard. The adjacent turfed playfields and ball diamonds on the Hewes Intermediate School campus could be used for active park/public recreational purposes when not needed for school use. This multi-purpose approach could have the effect of creating a park of approximately 20 acres, all flat and highly usable. Due to the site's size and potential inter-relationship with the adjacent schools, the park would have a service radius of three to four miles.

The above discussion of possibilities most directly addresses the identified need for a community park facility; however, it does not address the recognized need for more playground/neighborhood park facilities north of 17th Street. In this area, there are two large vacant parcels, one at the intersection of 17th Street and Newport Avenue (6.0 acres) and the other fronts on the west side of Newport Avenue north of Castlegate Lane (7.0 acres). Both parcels are designated for residential development under the Specific Land Use Plan described in Chapter 1. If the sites develop at the residential densities designated under the Specific Land Use Plan, one or two small playground/neighborhood parks could be obtained through a required park land dedication and expanded through purchase of adjacent areas by in-lieu park fees. If the sites are developed, it would fill part of the service area void north of 17th Street.

Implementing Actions - In response to the issues and concerns noted in the analysis, the following actions are intended to enhance local recreation opportunities:

1. The County will enter into negotiations with the TUSD to discuss possible purchase or acquisition of a long-term lease with option to buy any of the following sites: Del Norte school site, Guin-Foss school site, or the unimproved area between Hillview Continuation School and Hewes Intermediate School. If an agreement is made, the purchased or leased site shall be upgraded to community park status through provision of additional facilities and landscaping, utilizing CSA 5 funding sources.
2. Where possible, the County should require land dedications rather than in-lieu fees upon approval of residential development proposals located north of 17th Street.
3. The County will enter into discussions with the City of Tustin regarding expanding the availability of the City's recreation programs to County residents.
4. The following facilities should be provided at the Guin-Foss site if the site is acquired: 2 lighted tennis courts, 6 basketball courts, 1 racquetball/handball court, 1 multi-purpose field, children's play area, skateboarding area, and a community center offering recreational classes and programs.

This implementation strategy intends to reduce the local deficiencies for basketball and tennis courts, provide for a community park facility, and perhaps add local park land in the northern portion of the community where neighborhood park acreage is lacking. The existing and potential recreation facilities are identified in Figure 46.

Costs and Funding - Costs involved in providing park and recreation facilities consist of three categories of expenditures: 1) acquisition costs; 2) development costs; and 3) operation and maintenance costs. Acquisition and development costs are capital outlays which are incurred in lump sum amounts. Operation and maintenance costs are expenses which recur annually.

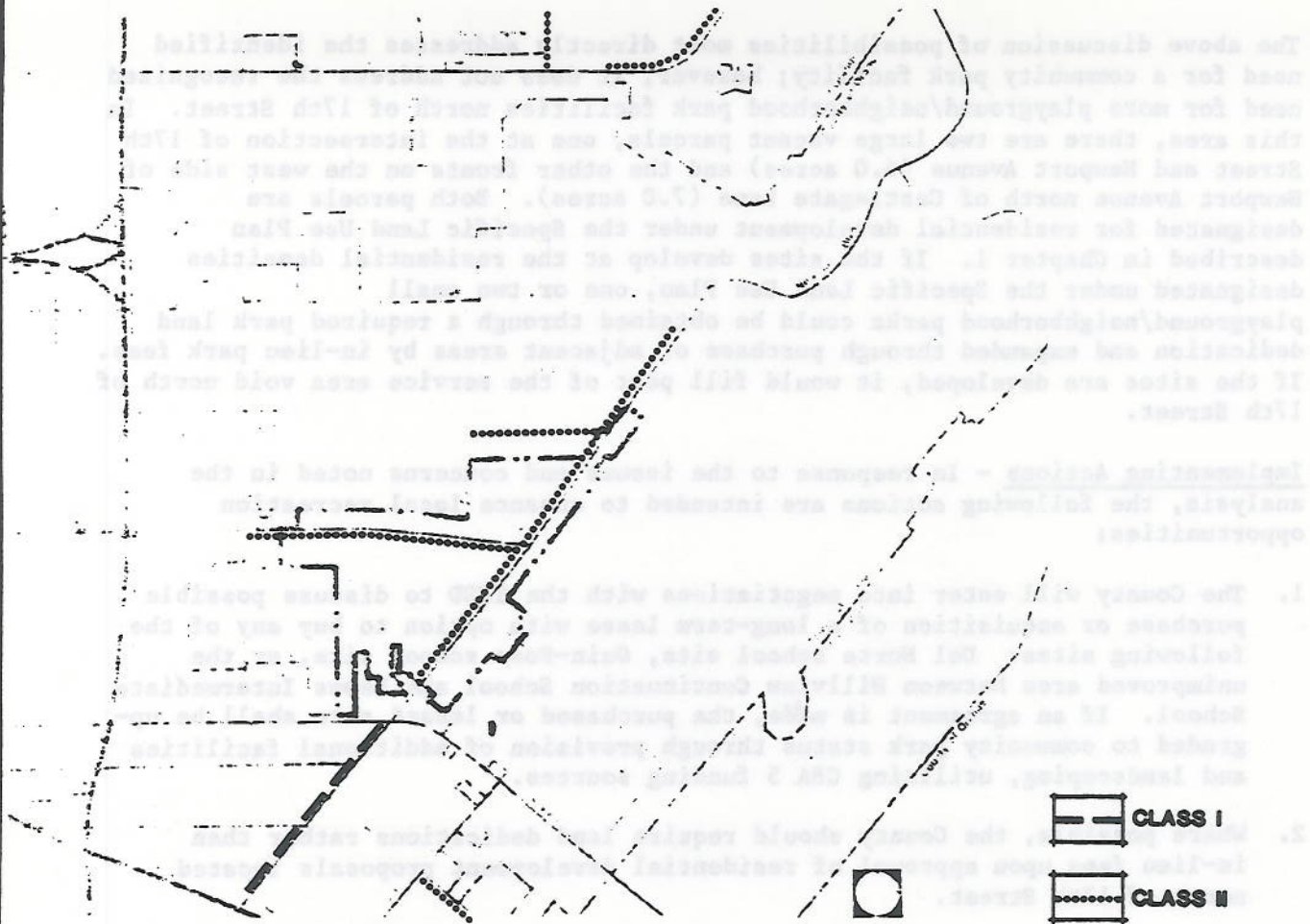


figure 46

EXISTING BIKEWAYS SYSTEM

TABLE 46

North Tustin Specific Plan  
Typical Local Park Improvement Costs

Item	Average-Estimated Cost Per Unit
Play Area & Equipment	\$ 15,000
Drinking Fountains	350
Benches	250
Picnic Tables	200
Bike Racks	100
Basketball Courts (Full Courts)	15,000
Tennis Courts (Lighted)	25,000
Ball Fields (with back stop)	3,000
Restrooms	50,000
Open Picnic Shelter	10,000

Source: Ralph Hudson, Chief, EMA Recreation Facilities Design, November 17, 1981

Lands suitable for local urban parks are generally located on prime developable land often within residential areas. It may be expected that the acquisition costs for such land, if not part of a required local park dedication, will be quite high since the countywide average is \$180,000 per acre at fair market price.<sup>4</sup>

The development costs involved in constructing a local park vary considerably with the extent of improvements provided. The costs for basic development improvements, which include grading, irrigation, soil preparation and turf, plant materials, sidewalks, and security lights, is estimated at \$35,000 per acre.<sup>5</sup> The estimated unit cost for other improvements are shown in Table 46.

Maintenance costs depend upon the amount of development within a park. The extent of facilities and equipment provided within a local urban park is substantially greater than that for a regional or other non-urban park areas. According to CSA staff, their expenditures to maintain Bent Tree Park (6.6 acres) alone totalled \$49,000 in 1981.<sup>6</sup>

A variety of funding sources are available to CSA 5 to acquire, develop, and maintain local parks. Generally, the CSA is financed by a tax on property within its boundaries. This tax formally raised revenues in excess of operating costs, with the excess available to help generate revenue for new park and equestrian projects and generally reflected the interest the community had in funding such projects. Before the passage of Proposition 13, CSA taxes could be raised by a simple majority vote of the CSA voters. Now, however, a tax increase must be passed by a two-thirds majority vote. This makes tax increases much more difficult to obtain. Proposition 13 also substantially decreased the base amount of taxes collected. Now the CSA receives less money from the taxes than required to finance existing operating costs and, as a result, there are no "excess" tax revenues. It is apparent that in this post-Proposition 13 era of austerity, other funding sources have become more critical in the acquisition, development, and maintenance of local parks.

Current funding sources available to the CSA are outlined below:

Local Park Trust Fund - Pursuant to the local park code, the County is authorized and responsible for evaluating residential development proposals to determine whether land dedications, park in-lieu fees or both should be required as conditions of approval. When fees are collected, the funds are coded according to the location of the development proposal and deposited into a sub-account of the local park trust fund reserved for use by the CSA. Accumulated available funds as of June 30, 1982 totaled about \$225,000.

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<sup>4</sup> Terrie Kelch, Special Districts Analyst, EMA Open Space/Recreation/Special District Program Office, February 7, 1982.

<sup>5</sup> Ralph Hudson, Chief, EMA Recreation Facilities Design, November 17, 1981.

<sup>6</sup> Terri Kelch, Special Districts Analyst, EMA Open Space/Recreation/Special Districts Program Office, February 7, 1982.

State Park Land Bond Act - These funds are also available to the CSA if approved in a general state election. If passed by the voters, the State distributes these funds to all counties on a population basis. Funds received by Orange County are dispersed, based upon the financing plans submitted, among cities, eligible recreation districts, and CSAs.

Special District Augmentation Funds - The State passed legislation establishing this fund after Proposition 13 came into effect. Pursuant to this law each county is required to set aside a portion of their general property tax revenue into a Special District Augmentation Fund, which is then distributed by the Board of Supervisors to those special districts (excluding school districts) which apply for these monies. In the past, Orange County's fund has exceeded the amount of money for which application has been received from the eligible districts.

CSA 5 is generally dependent on this funding source to make up the financing deficiency resulting from annual operating costs exceeding annual property tax revenues.

Roberti-Z'berg Block Grants - This year these State funds may only be used for park acquisition or development. In Orange County one-third of the funds are designated for local park acquisition and development. These funds are then dispersed to the CSAs according to population. The Peacock Hill equestrian stop has been designated within CSA 5 to receive these funds this year; however, the project agreement may be amended to include other park facilities and proposals.

#### Regional Park Facilities

Potential Park Site - As determined in the foregoing analysis on park and recreation deficiencies, there exists a regional need for more diverse recreation facilities which would accommodate the following activities: bicycling, jogging, picnicking and playing outdoor games. The proposed Peters Canyon Reservoir Regional Park which will serve the North Tustin area, presents a good opportunity for providing facilities to meet some of the regional deficiencies noted above. Therefore, consideration of these demands should be made while the park is being planned.

Implementing Action - In response to the regional need for various recreation facilities in the community and in light of the proposed Peter's Canyon Regional Park, the following actions are intended to enhance regional recreation opportunities.

1. Planning for Peter's Canyon Reservoir will consider the feasibility of providing recreation facilities which would accommodate: bicycling, jogging, picnicking and playing outdoor games.

#### Bikeway System

Proposed Bikeways - In order to resolve the identified deficiencies, a north-south link connecting local trails to those of regional significance should be established. Such a bikeway was proposed several years ago. The route was to follow the Southern Pacific Railroad right-of-way through the specific plan area. However, citizens were concerned that increased access to backyard fences which abut the right-of-way may lead to increased crime and vandalism. Due to



the finding of potentially high maintenance and law enforcement costs, as well as public opposition, the route was deleted from the MPCB; however, no replacement route was added.

In response to the issues and concerns and to carry out the stated goals and policies, the Specific Plan proposes some additional bikeways. Table 47 describes each segment of the recommended routes which are illustrated in Figure 47.

Replacement routes for bikeways displaced by the possible restriping of Newport Avenue, redesign of 17th Street or increased traffic volumes should include Dodge/Santa Clara Avenues and Redhill Avenue, respectively. If needed, these bikeways should be built to Class II standards.

Implementing Actions - In response to the identified need for additional bikeways in the community the following actions are intended to expand local and regional bikeway opportunities:

1. The County will enter into negotiations with the Southern Pacific Land Company (owner of the railroad right-of-way) to discuss possible purchase or acquisition of a long term lease of the right-of-way from Fairhaven Avenue south to 17th Street for use as off-road bikeway.
2. The County will enter into negotiations with the cities of Orange and Tustin for the purpose of determining a joint program for implementing the proposed bikeway routes.
3. The County will develop replacement bikeways on Dodge/Santa Clara Avenues and Redhill Avenue if needed and ensure connection with the regional bikeway system.
4. Bikeways will be developed in accordance with adopted County standards.

Funding - The construction and maintenance of local on-road bikeways within unincorporated areas is funded by County EMA/Public Works. The development of such trails may be initiated by community members with a letter to the County's Traffic Committee describing and substantiating their request. If a project is approved by the Committee, it is forwarded to the Traffic Engineering Department where the design work is done. After design is completed, Public Works Facilities personnel do the construction work in the field. Community letters should be sent to:

Orange County Traffic Committee  
400 Civic Center Drive  
Santa Ana, California 92701

Funding for the maintenance of regional on-road bikeways is also the responsibility of County EMA Public Works. Regional bikeways outside road rights-of-way and those within county parks are the responsibility of the Orange County HYPD, with the exception of the Flood Control District's responsibility for facilities located on Flood Control property.

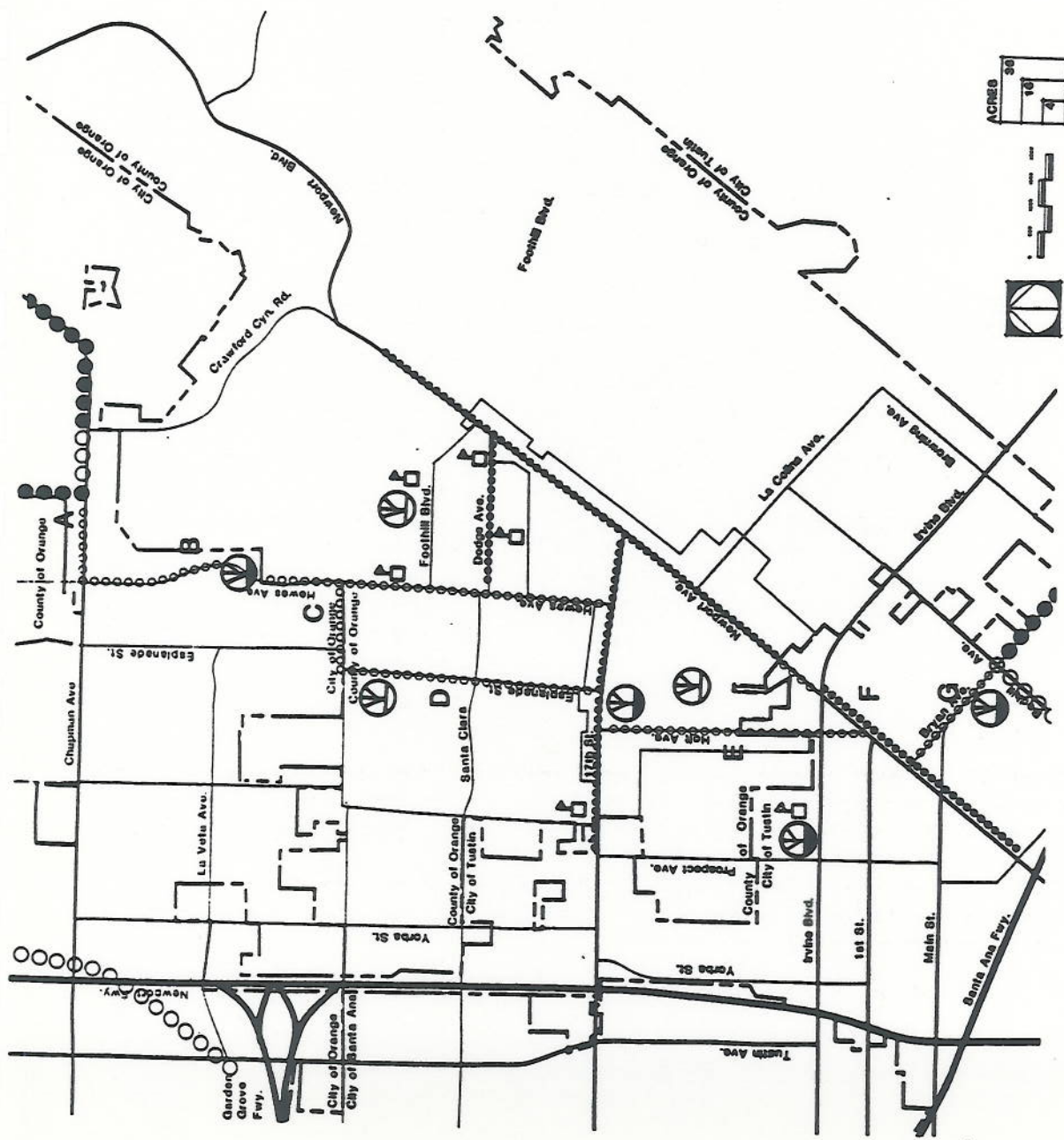
TABLE 47

North Tustin Specific Plan  
Proposed Bikeway Segment Summary

	County	<u>Classification</u>	<u>Length</u>	<u>Description</u>
Segment A		Class II <sup>8</sup>	.25 mi.	On-road along Chapman Ave. from Hewes Ave. to Santiago Blvd.
Segment B		Class II	2.0 mi.	On-road along Hewes Ave. from Chapman Ave. to 17th Street.
Segment C		Class II	.25 mi.	On-road along Fairhaven Ave. from Esplande Ave. to Hewes Ave.
Segment D		Class I <sup>9</sup>	1.0 mi.	Off-road along Esplande Ave. from Fairhaven Ave. to 17th Street.
Segment E		Class II	1.0 mi.	On-road along Holt Ave. from 17th Street to Newport Avenue.
Segment F		Class II	.64 mi.	On-road along Newport Ave. from Wass Street to Bryan Ave.
Segment G		Class II	.50 mi.	On-road along Bryan Ave. from Newport Ave. to Red Hill Avenue.

<sup>8</sup>The Class II Bikeway provides restricted one-way, on-road bike lanes within the paved street area designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited.

<sup>9</sup>The Class I Bikeway provides a completely separated off-road right-of-way designated for the exclusive use of bicycles and pedestrians with cross flows by motorists minimized.



- M.P.C.B. EXISTING ROUTES
- M.P.C.B. PROPOSED ROUTES
- EXISTING LOCALLY SIGNIFICANT ROUTES
- PROPOSED LOCALLY SIGNIFICANT ROUTES
- ⊙ EXISTING PARK SITE
- ⊙ POTENTIAL PARK SITE
- ⊙ SCHOOL SITE



# PROPOSED BIKEWAY SYSTEM north tustin specific plan

FIGURE 47

## Open Space

Due to public opposition regarding a linear park and proposed bikeway along the SPRR right-of-way, in addition to the unaesthetic appearance of the weed infested corridor, an open space designation appears inappropriate for the right-of-way south of 17th Street. Consequently, a residential designation identical to the surrounding residences would appear to allow the most appropriate use. This would allow abutting residences to extend backyards into the right-of-way if agreed by Southern Pacific Land Company. The open space designation for the right-of-way north of 17th Street shall be maintained for use as an off-road bikeway route because a safe north/south bikeway connection would expand route opportunities and accessibility to riders. Additionally, this route avoids the potential for increased vandalism because the route parallels Esplanade Avenue thus exposing potential vandals to public view.

Implementing Action - In response to the identified issues regarding the SPRR right-of-way the following action is recommended:

1. Redesignate the SPRR right-of-way south of 17th Street to medium-low density residential use except where it is adjacent to a public facility use.

## Consistency with the General Plan

The Recreation and Open Space component presents a refinement and seeks to implement at the local level the Recreation Element, which consists of the Master Plan of Regional Parks (MPRP), the Master Plan of Riding and Hiking Trails (MPRHT) and the Master Plan of Local Parks (MPLP), and the Open Space Element of the General Plan.

The Recreation Element of the General Plan does not propose any regional parks or riding and hiking trails within the specific plan area, and so therefore, consistency with the MPRP and MPRHT is not required. The recreation policies of the Recreation and Open Space Chapter focus on implementing the MPLP and the Local Park Ordinance. To this end, the component provides consistency with the County standards in determining the amount of acreage to set aside for local parks, and promotes the County recommendation to utilize the National Recreation and Parks Association standards for determining necessary quantities of park facilities. In addition, the component promotes a balanced distribution of recreation facilities in and around the specific plan area to better serve the recreation needs of the specific plan area residents.

The Open Space Element of the General Plan presently provides for an open space corridor along the Southern Pacific Railroad right-of-way as it traverses the specific plan area. As a result of a Board of Supervisor amendment to the Master Plan of Countywide Bikeways (MPCB) in 1978, which deleted this portion of the regional bikeway network, this corridor apparently no longer serves the regional function for which it was initially intended. The deletion of this corridor, south of 17th Street, from an open space designation, as presented in this Specific Plan, will be consistent with the administrative function of bringing the Open Space Element of the General Plan into conformity with the updated MPCB.

## CHAPTER 4: PUBLIC WORKS COMPONENT

### INTRODUCTION

The purpose of the Public Works Component is to identify the public infrastructure facilities within the North Tustin Specific Plan area and to determine their adequacy for meeting the present and future needs of the community. The adequacy of such facilities provides the framework within which future land use activities can be viably maintained. It is, therefore, essential that a careful analysis of public facilities be a part of this specific plan effort.

Since the North Tustin area is essentially built out, urban infrastructural facilities are, for the most part, already established. However, within the specific plan area there exist several vacant and underdeveloped parcels which, when developed, might necessitate the expansion of local facilities and services. Public works facilities and services discussed in this component are divided into two categories: 1) County-provided services, and 2) services provided by independent districts. County services include solid waste, street lighting, fire, sheriff, and storm drainage. Public services provided by other entities include schools, water, sewers and undergrounding of utilities.

### BACKGROUND

#### County Services

Solid Waste - Orange County presently operates four sanitary landfills, which are capable of meeting the needs of County residents beyond the year 2000. Solid waste collection is carried out by private collectors within the specific plan area. The increase in population associated with build-out of the Specific Land Use Plan will require expansion of collection service by private collectors because of the increase in the amount of refuse to be disposed. This increase will have no significant impact on County landfill facilities.

Street Lighting - The specific plan area is located within both the Orange County Landscaping and Lighting Assessment District Zone 1 and the Orange County Street Lighting Maintenance District No. 13. The former district was formed in 1980 as an outgrowth of Proposition 13, when property tax funds for street lighting were frozen. This district encompasses the northern portion of the county to a point just south of Laguna Beach along the coast and El Toro in the inland area. In most cases, lighting facilities can be installed only after the affected area is annexed into this Assessment District. Exceptions occur when a public safety problem exists, in which case the County will install and maintain needed facilities without annexing the area into the district. In cases where annexation into the district is required, this process may be initiated by either a private developer, who is constructing a tract of homes, or by a group of homeowners within a well-established neighborhood. In the case of a private developer, annexation into the assessment district is a prerequisite to County recordation of a submitted tract map. During the construction phase of the development, the developer must install lighting facilities. The cost of facility maintenance and energy is paid to the utility company by the developer until the homes are sold, after which the utility payment responsibility is assumed by the County, and an assessment is charged by the County against the new homeowners. Within a well-established neighborhood,

homeowners may annex into the district by submitting a petition to the Board of Supervisors, signed by 100% of the affected homeowners. Upon Board approval of the request, homeowners must fund lighting installation, after which the county charges them an assessment to cover the cost of energy and maintenance of the new facilities.

The installation of lighting facilities, prior to Proposition 13, was funded through the Street Lighting Maintenance District No. 13, which extends beyond the specific plan area to the east as far as the Riverside County line. Private developers were not required, as a condition of tract map approval, to annex into this district, unless the County determined that a public safety problem would exist upon completion of the proposed project. Before installation of lighting facilities, private developers or homeowners were required to annex into the district in a similar manner as for Assessment District annexations. Though annexation into the maintenance district is no longer possible, maintenance and energy costs for facilities within the annexed areas continue to be funded by district tax revenues. Figure 48 shows the maintenance district annexations within the specific plan area.

Street lights may be installed in areas outside of street lighting districts if it is determined that a traffic safety problem exists. Within unincorporated areas, all costs for installation, energy, and maintenance are covered by county road funds. The locations of such street lights within the specific plan area are shown in Figure 48.

Southern California Edison Company, which supplies electricity throughout Zone I of the Orange County Landscaping and Lighting Assessment District, is in the process of changing all existing street lamps within the district from mercury vapor to high-pressure sodium in an effort to conserve energy. This work is being performed at the cost of the utility company.

Fire - Local fire service is provided through two Orange County Fire Department stations located near the specific plan area. Station 8 is located at the intersection of Skyline Drive and Cowan Heights Drive, and Station 21 is located on Irvine Boulevard near Charloma Drive. It is estimated that maximum response time from these stations to the specific plan area is four minutes. These stations are relatively new facilities and are capable of meeting the increased service requirements resulting from further development within the specific plan area. Adequate water pressure and fire flow is provided along Newport Avenue, where sixteen inch and twelve inch transmission lines exist. However, as new office, commercial and residential development occurs along this arterial, additional secondary feeder lines and hydrants will have to be installed, at the cost of developers. In addition, new hydrants may be needed at other development sites as future development occurs.

Sheriff - Sheriff service within the specific plan area is carried out by the Orange County Sheriff-Coroner's Department. According to the department, it is expected that, with additional development in the specific plan area, there will be an increase in calls for service and an increase in the investigative caseload. With an increase of both living quarters and residents, it is expected that the department will experience an increase in calls for thefts and burglary. An increase in commercial businesses will result in a greater number of calls for burglary/robbery. Property crimes are the most frequently reported incidents in the specific plan area and require follow-up activity by the department's



investigative staff. With an increase in local traffic congestion over time, largely due to more through traffic along Newport Avenue, it is expected that there will also be delays in response time to calls during heavy traffic periods.

Storm Drainage - Flood control and local drainage facilities within the specific plan area are installed and maintained by the Orange County Environmental Management Agency, which administers the Orange County Flood Control District. Three flood control channels and numerous local drainage lines and inlets are located within the area. Though existing drainage facilities are adequate to meet present need in most areas of the community, several local problems exist which may necessitate the installation of additional underground facilities as buildout of the plan occurs. Specifically, such drainage problems exist along 17th Street and Newport Avenue.

Intermittent flooding presently occurs along 17th Street near Gimbert Lane. This area collects surface flow from residential areas along Ervin and Gimbert Lanes as well as from Detailed Review Parcels 2, 3, and 4. Future development within these three detailed review parcels may further exacerbate the flooding on 17th Street, unless adequate drainage facilities are provided.

Surface runoff from lots located along the west side of Newport Avenue south of Vanderlip Avenue flows west onto the adjacent residential lots due to the natural slope of the surface in this area. As future development occurs within Detailed Review Parcels 6 and 12, this problem is likely to increase due to the additional impervious surface. Surface flow from these lots may be redirected to Newport Avenue by filling a portion of or the entire back side of the lots or by constructing a sump system with the use of either a pump or natural slope drainage lines to remove the captured water. Other parcels, which, upon development, will need to evaluate drainage, are located within Detailed Review Parcels 7, 9a, 10, 11 and 13.

Although the majority of the specific plan area is adequately provided with curbs and gutters, some deficiencies exist. As shown in Figure 49, an absence of curb and gutter exists along several streets. In many cases, however, this condition poses no drainage problem and adds to the suburban character of the area. An absence of curb and gutter facilities does present a drainage problem along portions of Vanderlip and Warren Avenues, and along the south side of 17th Street between Esplanade Avenue and Newport Avenue. The lack of facilities in these areas has resulted in some flooding of existing driveways during heavy storms.

#### Other Services

Schools - The Tustin Unified School District presently operates nine schools which serve the specific plan area, as listed in Table 48. As the enrollment figures in Table 48 show, only Tustin High School exceeds facility capacity, whereas the five elementary schools are maintaining enrollments considerably below capacity. The School Board has recently taken action to close Mildred Morrow and Red Hill Elementary schools, effective at the end of the 81-82 school year. In the past, Guin Foss Elementary School also served the specific plan area. This school was closed four years ago due to low enrollment and is now being used by the community college district for adult education classes. The school district anticipates no facility expansion within the area in the near future.



Investigative staff. With an increase in local traffic congestion over time, largely due to more through traffic along Newport Avenue, it is expected that there will also be delays in response time to calls during heavy traffic periods.

Storm Drainage - Flood control and local drainage facilities within the specific plan area are installed and maintained and under the Orange County Environmental Management Agency, which administers the Orange County General District. Three flood control channels, North Tustin Specific Plan, are located within the area. Through the area, several local problems exist which may occur in most areas of the community. Several local problems exist which may occur in most areas of the community. Several local problems exist which may occur in most areas of the community.

TABLE 48

North Tustin Specific Plan  
School Enrollments

<u>Facility</u>	<u>April 1982</u>	<u>Projected (82-83)</u>	<u>Capacity</u>
Arroyo Elementary	315*	280*	600
Estock Elementary	420*	370*	630
Loma Vista Elementary	310*	280*	600
Mildred Morrow Elementary	282*	260*	420
Red Hill Elementary	270*	250*	540
Columbus Tustin Intermediate	604	650	750
Hewes Intermediate	640	650	750
Foothill High	1927	1800	2000
Tustin High	2189	2100	1850

\*Does not include Special Education students

SOURCE: Tustin Unified School District

Although the majority of the specific plan area is abnormally provided with curbs and gutters, some deficiencies exist. In many cases, however, this condition and gutter exists along several streets. In many cases, however, this condition exists in some areas of the community. Several local problems exist which may occur in most areas of the community. Several local problems exist which may occur in most areas of the community.

Other facilities

The Tustin Unified School District presently operates nine schools which serve the specific plan area, as listed in Table 48. As the enrollment figures in Table 48 show, only Tustin High School exceeds facility capacity. The school board has recently taken action to close Mildred Morrow and Red Hill Elementary schools, effective at the end of the 81-82 school year. In the past, both these elementary schools also served the specific plan area. This school was closed four years ago due to low enrollment and is now being used by the community college district for adult education classes. The school district anticipates no facility expansion within the area in the near future.



The specific plan area is also located within the Saddleback Community College District, which presently operates two full-time campuses and 60 part-time off-campus sites. The two permanent campuses are South Campus, located in Mission Viejo, and North Campus, located in Irvine. South Campus has approximately 22,000 students and is near facility capacity. The master plan for further development of this facility includes a 55,000 square foot classroom building and other complexes. This development is dependent upon state allocation of funds. North Campus, which is the closest permanent facility to the specific plan area, has 5,000 full-time students and capacity to serve up to 7,000 students. The master plan for this facility includes the purchase of 40 acres adjacent to the existing 60 acres and construction of new classrooms and other buildings. As with the South Campus, the development of these proposed facilities is dependent upon state allocation of funds towards this project.

Sixty off-campus sites, which include banks, churches, community centers, and elementary and high schools, offer day and night classes covering a wide variety of subjects. Those sites within close proximity to the specific plan area include:

- Edwards Laboratories, Santa Ana
- Guin Foss Elementary School (inside specific plan boundary)
- Lambert School Dance Studio, Tustin
- Marine Corps Air Station, Tustin
- TLC Center, Tustin
- Tustin Gardens, Tustin

Due to a recent change in the state's education laws, students are now allowed to attend community college classes outside of the district within which they reside without obtaining a permit. Therefore, residents of the North Tustin area may freely attend courses offered by districts other than Saddleback. One such district, the Rancho Santiago Community College District, is located in close proximity to the specific plan area and presently operates one full-time facility, Santa Ana College. Classes are offered on a part-time basis at a number of off-campus sites, the largest of which are El Modena High School and the Garden Grove Center. The district has proposed the construction of an off-campus facility within the City of Orange, called Canyon Community College. This campus is projected to have an initial enrollment capacity of 850 full-time students when it opens in September, 1984.

Water - The City of Tustin Water Service supplies the specific plan area with water from two general sources: 1) MWD purchases, and 2) local district wells. Water is brought into the specific plan area via two main transmission lines (12" and 16") along Newport Avenue, and distributed elsewhere within the area via secondary lines along Wass Street, Prospect Avenue and 17th Street. According to the City of Tustin, existing facilities are capable of serving the maximum level of development permitted by the specific plan for both domestic use and fireflow requirements.

Sewers - The specific plan area is located within District No. 7 of the County Sanitation Districts. The area is locally served by three main trunk lines, which vary in size from 18 to 24 inches. These are: 1) the North trunk line, which generally follows Prospect Avenue and drains the area between Esplanade Avenue and the Newport Freeway as far north as Santiago Creek; 2) the Tustin-Orange trunk, which underlies the S.P.R.R. right-of-way as it traverses the specific plan area and drains the area between Newport and Esplanade Avenues as

far north as Orange Park Acres; and 3) the Lemon Heights trunk, which follows Red Hill Avenue and drains the area to the east of Newport Avenue. The local collector system consists of a 10 inch line along Holt Avenue, 10 inch and 8 inch lines along Newport Avenue, and 8 inch lines along all other streets. Flows from this area are directed to the Fountain Valley Treatment Plant, which has a capacity of 60 million gallons per day. Excess flow, when it occurs, is diverted to the Huntington Beach plant with a daily capacity of 124 million gallons. According to the Sanitation Districts, these plants have nearly reached design capacity. Plans to enlarge the facilities are being developed. The expansion is expected to be completed within five to eight years.

According to the Sanitation Districts' office, existing facilities should be capable of meeting the need generated by additional development within the specific plan area. The districts are at this time re-evaluating the capability of sanitary facilities throughout the seven districts. Preliminary study findings within the North Tustin area show that the Lemon Heights trunk line may be reaching full capacity. This line is now being metered to determine the exact quantity of flow. If it is determined that facility capacity has been reached, it may be necessary for the county to construct three or four connector lines from the Lemon Heights trunk to the Tustin-Orange trunk to divert a portion of the flow. No plans to upgrade local facilities are proposed at this time.

Undergrounding of Utilities - The Public Utilities Commission Case No. 8209 requires all electric utilities to budget annual funds for the undergrounding of power lines. These budgeted funds require approval of the Public Utilities Commission and are then allocated to the various political entities by a specified allocation formula. The Southern California Edison Company provides electric service to the specific plan area and is, therefore, the utility responsible for budgeting undergrounding funds for the area. The political entity which includes the North Tustin area is the entire unincorporated Orange County territory serviced by the Southern California Edison Company. Because of the limited amount of funds allocated to this political entity, first priority is given to areas viewed by the largest number of people. These areas are adjacent to parks and along scenic highways and major arterials. Undergrounding of power lines along Newport Avenue between Wass Street and Skyline Drive was completed about two years ago. Currently, there are no allocations of undergrounding funds for the specific plan area.

If undergrounding of utilities is desired within a local neighborhood, the most expedient and, probably, only way to accomplish the work would be through the formation of an assessment district. Such a district must be initiated by property owners and accomplished through a consulting civil engineer. Property owners are assessed a tax to fund facility conversion. Maintenance of such facilities are covered by the utility company. No such districts exist within the specific plan area.

## GOALS AND POLICIES

The goals and policies presented in this section provide direction for meeting community needs for infrastructure facilities within the North Tustin Specific Plan area. They are focused on resolving the issues described in the previous section.

### Goals

- A. Ensure future development occurs in a manner consistent with the service capability of community facilities and infrastructure.

### Policies

- A-1 Evaluate all development for cumulative effect on capability of areawide facilities and infrastructure to maintain an acceptable level of service.
- A-2 Improve deficient County-provided facilities and services in areas which pose a public safety problem.
- A-3 Encourage undergrounding of utilities along major arterials.

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IMPLEMENTATION STRATEGY

The following implementation strategy provides a course for action needed to fulfill the goals and policies outlined above. In addition, optional programs are described which may be initiated by property owners or the County in an effort to help maintain public safety and community aesthetics.

Solid Waste - No special action is required.

Street Lighting - The Environmental Management Agency (EMA) will continue to require developers to annex into the Landscaping and Lighting Assessment District and install street lighting facilities. EMA will also continue to locate areas which pose traffic safety problems and seek funding for installation and maintenance of needed lighting facilities.

Fire - As future development occurs, normal installation of feeder lines and hydrants will be required of developers.

Sheriff - According to the Sheriff-Coroner's Department, two programs may be instituted within a community which could help to reduce the frequency of residential burglaries. One is the establishment of a neighborhood watch program. Such a program presently exists in at least one neighborhood (along Gimbert Lane) within the specific plan area. This program is initiated by local residents making such a request at the Sheriff-Coroner's Department. Upon program initiation, neighborhood watch signs are placed at neighborhood entrances and a Sheriff deputy periodically meets with local residents and maintains a list of active participants. Residents may optionally request the department to perform a security check of homes within the neighborhood, as well as inventory and mark personal valuables. A second program proposed by the Sheriff-Coroner's Department involves requiring residential developers to install additional security features during the development phase. Such features may include street lights, dead-bolt locks, security alarms, or garage door openers. In addition, response time could be reduced if houses were numbered in a logical sequence and if house numbers were highly visible from the street and well-lit at night.

Storm Drainage - The County will continue to locate areas which pose public safety problems and, subject to the availability of funds, install and maintain local drainage facilities. Where curbs and gutters are lacking within well established neighborhoods, such as along Warren Avenue, facilities may be installed in one of three ways if desired: 1) the local property owners could request the Board of Supervisors to consider the allocation of County funds towards such improvements, and the Board could then direct EMA to perform the installation; 2) EMA could independently determine the need for such facilities and request the Board of Supervisors to allocate general County funds; and 3) the property owners may request formation of an assessment district to fund facility installation.

Drainage facilities other than curbs and gutters appear to adequately meet existing need within most of the plan area; however, as development occurs within the detailed review parcels, new facilities may be needed. Through the regulations presented in Division III of this plan, the County will require developers to prepare a detailed drainage plan showing the method for control and disposal of all waters flowing into, across and from the project, and a statement setting forth the method by which such facilities shall be preserved and maintained. Both the plan and statement will be submitted to the Director, EMA, for approval.

Schools - No special action is required.

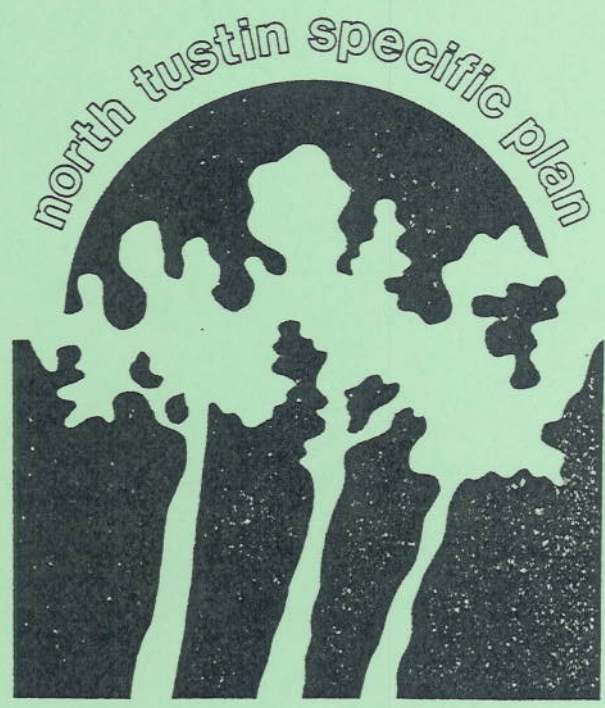
Water - No special action is required.

Sewers - No special action is required.

Undergrounding of Utilities - No special action is required.

Consistency with the General Plan

This Public Works chapter is designed to meet the requirements of Section 65553 of the Government Code. Although there is no element of the General Plan which this component specifically refines and implements, the component does contain the implementation measures necessary to fulfill County policy concerning the assurance that new development will be phased to coincide with the adequacy of public services and facilities.



division III





86-189273

EXEMPT  
C6

RECORDED IN OFFICIAL RECORDS  
OF ORANGE COUNTY, CALIFORNIA

NORTH TUSTIN SPECIFIC PLAN  
ORANGE COUNTY, CALIFORNIA

-325 PM MAY 9'86

*Lee A. Branch* COUNTY RECORDER

The accompanying text constitutes the land use regulations under which development will be governed for the area hereinafter to be referred to as the North Tustin Specific Plan. The North Tustin Specific Plan was originally adopted by the Board of Supervisors by Ordinance Number 3348 on September 29, 1982. Amendment 86-1 to the North Tustin Specific Plan revised the land use regulations text, but not the map.

I hereby certify that this text material, consisting of 31 pages plus a table of contents, which will regulate the development of those properties shown on the Land Use Regulations Map, was approved by the Orange County Planning Commission on April 14, 1986 and adopted by Ordinance Number 3586 by the Orange County Board of Supervisors on April 30, 1986.

Orange County Planning Commission  
C. Douglas Leavenworth

By: *Robert G. Fisher*  
Robert G. Fisher  
Director of Planning, EMA

*Linda D. Roberts*  
Linda D. Roberts  
Clerk of the Board of Supervisors  
County of Orange

Recording requested by and call for pick up to:  
Current Planning/Drafting, Rm. G24, Bldg. 12  
Phone x4778 Mary Walker/Dick Weger  
Exempt from Recording Fee per Govt. Code 6103

*Dick Weger*  
Signature

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LAND USE AND DEVELOPMENT REGULATIONS

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CHAPTER 1. GENERAL PURPOSE AND APPLICATIONA. General Purpose

The North Tustin Specific Plan Land Use Regulations are adopted per Government Code Sections 65450 through 65457 and Zoning Code Section 7-9-156 for the purpose of promoting the health, safety and general welfare of residents of the North Tustin community, Orange County, and the future residents of this community. More specifically, these regulations are intended to provide the standards, criteria and procedures necessary to achieve the following objectives.

1. Implement the intent and purpose of the elements of the General Plan of the County of Orange as carried out by the North Tustin Specific Plan.
2. Provide maximum opportunities for innovative community design and site planning, consistent with orderly development and compatible with existing community character, with a logical and timely sequence of community and government review and input.
3. Improve the visual image and general aesthetics within the North Tustin community.

B. Application

The interpretation and application of the North Tustin Specific Plan shall be accomplished in accordance with the following provisions:

1. The land use and development regulations shall be applied only in the community of North Tustin as defined by the specific plan boundary.
2. When any issue, condition or situation arises or occurs that is not covered or provided for by this division of the North Tustin Specific Plan, those regulations of the Zoning Code that are applicable for the most similar issue, condition or situation as determined by the Director, EMA, shall apply.
3. If any portion of these regulations is, for any reason, declared by a court of competent jurisdiction to be invalid or ineffective in whole or in part, such decision shall not affect the validity of the remaining portions thereof. The Board of Supervisors hereby declares that it would have enacted these regulations and each portion thereof, irrespective of the fact that any one or more portions be declared invalid or ineffective.
4. For the purpose of carrying out the intent and purpose of these regulations, words, phrases and terms are deemed to have the meanings ascribed to them in Sections 7-9-21 through 7-9-47 of the County of Orange Zoning Code, except as otherwise provided by these land use regulations.

CHAPTER 2. GENERAL PROVISIONS

- A. All building sites shall comply with the provisions of Section 7-9-126, Building Site Requirements of the Orange County Zoning Code.
- B. Setbacks shall be measured from the ultimate street right-of-way line.
- C. All parking requirements shall comply with the provisions of Section 7-9-145, Off-Street Parking Regulations of the Orange County Zoning Code except as provided in these regulations.
- D. All on-site lighting shall be designed and located so as to confine direct rays to the premises.
- E. All construction and development within the North Tustin Specific Plan shall comply with applicable provisions of the Uniform Building Code and the various related mechanical, electrical, plumbing codes, and the Grading and Sign Codes, as currently adopted by the Board of Supervisors.
- F. Any conditions, requirements, or standards, indicated graphically or in writing, that are a part of an approved area plan, site development permit or detail plan, approved in compliance with these regulations shall have the same force and effect as these regulations. Any use or development established as a result of such approved permit or plan but not in compliance with all approved conditions shall be in violation of the North Tustin Specific Plan and subject to Zoning Code section 7-9-154, Enforcement provisions.
- G. These Specific Plan Land Use Regulations for residential development are intended to facilitate the location of affordable housing in the North Tustin community by implementing the inclusionary housing provisions of the Housing Element of the Orange County General Plan.
- H. The North Tustin Specific Plan may be amended by the same procedure as it was originally adopted. Each amendment shall include all sections or portions of the Specific Plan that are affected by the change. An amendment may be initiated by the Board of Supervisors, the Planning Commission, or a property owner, in compliance with the provisions of Section 7-9-156 of the Orange County Zoning Code.
- I. Temporary special community events, such as parades, pageants, community fairs, athletic contests, carnivals, and other similar uses, may be permitted in any area of the North Tustin Specific Plan by approval of the Director, EMA, upon application for a certificate of use and occupancy per Section 7-9-152 of the Orange County Zoning Code.
- J. Any person, firm or corporation, whether as principal, agent, employee or otherwise, violating any provisions of these regulations shall be guilty of a misdemeanor, and upon conviction thereof shall be punishable by a fine of not more than five hundred dollars (\$500) or by imprisonment in the County

Jail of Orange for a term not exceeding six (6) months or by both such fine and imprisonment. Such person, firm or corporation shall be deemed guilty of a separate offense for each and every day during any portion of which any violation of this article is committed, continued or permitted by such person, firm or corporation and shall be punishable as herein provided. Enforcement of these regulations shall be per Section 7-9-154 of the Orange County Zoning Code.

The New District is intended to create, preserve and enhance neighborhoods where permanent, one household, residential uses are predominant. The detached dwellings and large private yards of RHP areas allow for maximum privacy where desired, and opportunities for outdoor living. Only those additional uses are permitted that are complementary to, and can exist in harmony with, such a single-family residential neighborhood.

2. Permitted Principal Uses:

Any of the following principal uses are permitted on each building site in compliance with the site development standards contained herein.

a. Single-family detached dwelling, one (1) per building site, or single-family neighborhoods per Zoning Code Section 7-9-143.1, one (1) per building site.

b. Parks and playgrounds (noncommercial).

c. Riding and riding trails.

d. Community care facilities serving six (6) or fewer persons.

3. Principal Uses Permitted Subject to a Site Development Permit:

The following principal uses are permitted subject to the approval of a site development permit per Chapter 4.

a. Public or private utility structures and uses rendering direct service to the public in the local area.

b. Grading and excavation over 5,000 cubic yards per Zoning Code Section 7-9-137.

4. Principal Uses Permitted Subject to a Use Permit:

a. Zoning Administrator

The following principal uses are permitted subject to the approval of a use permit by the zoning administrator per Chapter 4.

(1) Apartments.

(2) Community care facilities serving seven (7) to twelve (12) persons per Zoning Code Section 7-9-141.

CHAPTER 3. DISTRICT REGULATIONSA. RSF - Residential Single Family District

## 1. Purpose and Intent:

The RSF District is intended to create, preserve and enhance neighborhoods where permanent, one household, residential uses are predominant. The detached dwellings and large private yards of RSF areas allow for maximum privacy where desired, and opportunities for outdoor living. Only those additional uses are permitted that are complimentary to, and can exist in harmony with, such a single-family residential neighborhood.

## 2. Permitted Principal Uses:

Any of the following principal uses are permitted on each building site in compliance with the site development standards contained herein.

- a. Single-family detached dwelling, one (1) per building site, or single-family mobilehome per Zoning Code Section 7-9-149.5 , one (1) per building site.
- b. Parks and playgrounds (noncommercial).
- c. Riding and hiking trails.
- d. Community care facilities serving six (6) or fewer persons.

## 3. Principal Uses permitted subject to a site development permit.

The following principal uses are permitted subject to the approval of a site development permit per Chapter 4.

- a. Public or private utility structures and uses rendering direct service to the public in the local area.
- b. Grading and excavation over 5,000 cubic yards per Zoning Code section 7-9-139.

## 4. Principal Uses permitted subject to a use permit.

## a. Zoning Administrator

The following principal uses are permitted subject to the approval of a use permit by the Zoning Administrator per Chapter 4.

- (1) Apiaries.
- (2) Community care facilities serving seven (7) to twelve (12) persons per Zoning Code section 7-9-141.

b. Planning Commission

The following principal uses are permitted subject to the approval of a use permit by the Planning Commission per Chapter 4.

- (1) Churches, temples and other places of worship (minimum building site area - 40,000 square feet).
- (2) Educational institutions.
- (3) Planned (unit) developments for residential uses per Zoning Code section 7-9-110 and Chapters 5, 6, and 7 herein with 28 feet maximum building height, and a 25 foot setback where it is abutting a single family district.

5. Temporary Uses and Structures:

Any of the following temporary uses are allowed, except as provided in other subsections herein, per Zoning Code Section 7-9-136.

- a. Model homes, temporary real estate offices and related signs within subdivisions.
- b. Temporary use of mobilehome residence during construction.
- c. Continued use of an existing building during construction of a new building on the same building site.

6. Accessory Uses Permitted:

Uses and structures when customarily associated with and subordinate to a permitted principal use on the same building site per Zoning Code section 7-9-137 which includes:

- a. Garages and carports.
- b. Swimming pools.
- c. Fences and walls.
- d. Signs per Chapter 6.
- e. Noncommercial keeping of pets and animals per Zoning Code section 7-9-146.3.
- f. Home occupations, per Zoning Code section 7-9-146.6.
- g. Guesthouses (one (1) per building site) in conformance with the setback regulations for the main building.

7. Uses Prohibited:

- a. All uses not permitted above are prohibited.



- b. The storage of vehicles, equipment, or products related to a commercial activity not permitted in this district.

8. Site Development Standards:

The establishment, operation and maintenance of the uses permitted in the RSF District shall be in compliance with the following:

- a. Building site area: Ten thousand (10,000) square feet minimum required unless otherwise specified on the land use district map of the North Tustin Specific Plan.
- b. Building site width: No minimum requirement unless otherwise specified by the use district map of the North Tustin Specific Plan.
- c. Building height: Thirty-five (35) feet maximum unless otherwise specified on the land use district map of the North Tustin Specific Plan.
- d. Setbacks.
- (1) Front setback: Twenty-five (25) feet minimum required.
  - (2) Rear setback: Twenty-five (25) feet minimum required.
  - (3) Side setback: Ten (10) percent of the average ultimate net width of the building site - maximum twenty (20) feet.
  - (4) On panhandle building site the minimum setback from any property line shall be ten (10) feet.
- e. Off-street parking: Per Zoning Code section 7-9-145.
- f. Building site coverage: Fifty (50) percent maximum.

B. RMF - Residential Multiple Family District

1. Purpose and Intent:

The RMF District is intended to create, preserve and enhance areas where two or more dwelling units on the same building site are predominant. The RMF District compliments the RSF District by providing for an additional range of housing types to meet the varying needs of different individuals and families within the specific plan boundary. Only those additional uses are permitted that are complimentary to, and can exist in harmony with, such a residential neighborhood.

2. Permitted Principal Uses:

Any of the following principal uses are permitted on a building site in compliance with the site development standards contained herein.

- a. Community care facilities serving six (6) or fewer persons.
- b. Single-family dwellings, attached and detached.
- c. Mobilehomes per Zoning Code section 7-9-149.
- d. Multifamily projects of four (4) or less dwelling units.
- e. Parks, playgrounds, and athletic fields (noncommercial).

3. Principal uses permitted subject to a site development permit.

The following uses are permitted subject to the approval of a site development permit per Chapter 4.

- a. Public or private utility structures and uses rendering direct service to the public in the local area.
- b. Multifamily projects of five (5) or more dwelling units (except condominium, stock cooperative, and community apartment projects) per Zoning Code section 7-9-146.7.

4. Principal uses permitted subject to a use permit.

- a. Zoning Administrator.

The following principal uses are permitted subject to the approval of a use permit by the Zoning Administrator per Chapter 4.

- (1) Community care facilities serving seven (7) to twelve (12) persons per Zoning Code section 7-9-141.

## b. Planning Commission

The following principal uses are permitted subject to the approval of a use permit by the Planning Commission per Chapter 4.

- (1) Churches, temples, and other places of worship (minimum building site area - 40,000 square feet).
- (2) Educational institutions.
- (3) Mobilehome parks and mobilehome subdivisions per Zoning Code section 7-9-149.
- (4) Residential condominium, stock cooperatives, and community apartment projects per Zoning Code section 7-9-147.
- (5) Planned (unit) development for residential uses per Zoning Code section 7-9-110 and Chapter 5, 6, and 7 herein with 28 feet maximum building height.

## 5. Temporary Uses and Structures:

Any of the following temporary uses are allowed, except as provided in other subsections herein, per Zoning Code Section 7-9-136.

- a. Temporary use of mobilehome residence during construction.
- b. Continued use of an existing building during construction of a new building on the same building site.
- c. Model homes, temporary real estate offices and related signs within subdivision.

## 6. Accessory Uses Permitted:

Uses and structures when customarily associated with and subordinate to a permitted principal use on the same building site per Zoning Code section 7-9-137 which include:

- a. Garages and carports.
- b. Swimming pools.
- c. Fences and walls.
- d. Home occupations, per Zoning Code section 7-9-146.6.
- e. Signs per Chapter 6.
- f. Noncommercial keeping of pets and animals per Zoning Code section 7-9-146.3.

## 7. Uses Prohibited:

- a. All uses not permitted by subsections above are prohibited.
- b. The storage of vehicles, equipment, or products related to a commercial activity not permitted in this district.

## 8. Site Development Standards:

The establishment, operation and maintenance of uses permitted in the RMF District shall be in compliance with the following:

- a. Building site area: Ten thousand (10,000) square feet minimum required unless otherwise specified on the land use district map of the North Tustin Specific Plan.
- b. Area per unit: Eighteen hundred (1,800) square feet minimum net land area per dwelling unit unless otherwise specified on the land use district map of the North Tustin Specific Plan.
- c. Building site width: Seventy-five (75) feet minimum required unless otherwise specified on the land use district map of the North Tustin Specific Plan.
- d. Building site coverage: Sixty (60) percent maximum permitted.
- e. Building height: Two (2) stories and not to exceed thirty-five (35) feet maximum.
- f. Setbacks. Twenty (20) feet minimum from any public street, otherwise:
  - (1) Front setback: Twenty (20) feet minimum required. Any main building or portion thereof and any accessory building or portion thereof in excess of eighteen (18) feet in height shall be setback a minimum twenty-five (25) feet from an abutting RSF district.
  - (2) Rear setback: Twenty-five (25) feet minimum required. Any accessory building or portion thereof in excess of eighteen (18) feet in height shall be setback a minimum twenty-five (25) feet from an abutting RSF district.
  - (3) Side setback: Five (5) feet minimum required. Any main building or portion thereof and any accessory building or portion thereof in excess of eighteen (18) feet in height shall be setback a minimum of fifteen (15) feet from an abutting RSF District.
- g. Distance between main buildings: Fifteen (15) feet minimum.

h. Landscaping. Per Chapter 5.

i. Off-street parking: Per Zoning Code Section 7-9-145, except that all parking shall be on the rear half of the building site.

The establishment, operation and maintenance of uses permitted in the NW District shall be in compliance with the following:

a. Building size area: Ten thousand (10,000) square feet minimum required unless otherwise specified on the land use district map of the North Tustin Specific Plan.

b. Area per unit: Sixty-seven hundred (1,600) square feet minimum per lot area per dwelling unit unless otherwise specified on the land use district map of the North Tustin Specific Plan.

c. Building size width: Twenty-five (25) feet minimum required unless otherwise specified on the land use district map of the North Tustin Specific Plan.

d. Building size coverage: Sixty (60) percent maximum permitted.

e. Building height: Two (2) stories and not to exceed thirty-five (35) feet maximum.

f. Setbacks: Twenty (20) feet minimum from any public street, otherwise:

(1) Front setback: Twenty (20) feet minimum required. Any main building or portion thereof and any accessory building or portion thereof in excess of fifteen (15) feet in height shall be setback a minimum twenty-five (25) feet from an abutting NW District.

(2) Side setback: Twenty-five (25) feet minimum required. Any accessory building or portion thereof in excess of fifteen (15) feet in height shall be setback a minimum twenty-five (25) feet from an abutting NW District.

(3) Side setback: Five (5) feet minimum required. Any main building or portion thereof and any accessory building or portion thereof in excess of fifteen (15) feet in height shall be setback a minimum of fifteen (15) feet from an abutting NW District.

g. Distance between main buildings: Fifteen (15) feet minimum.

C. RGO - Residential Garden Office District

1. Purpose and intent

The RGO District is intended to provide areas for the development of professional and administrative offices and related uses in locations in close proximity to residential areas. Development of properties in the RGO District create a suitable environment for professional and administrative uses including office buildings of a residential appearance especially designed for such uses with low traffic generation, located on sites large enough to provide room for landscaped open space, off-street parking facilities and buffering of abutting residential areas. The district is located along Newport Avenue to a point approximately 200 feet northeasterly of Warren Avenue and designed to intervene between the arterial highway and residential areas and reduce the impacts of the arterial traffic on the residential areas.

2. Principal uses permitted subject to a site development permit.

The following uses are permitted subject to the approval of a site development permit per Chapter 4.

- a. Public and private utility buildings and structures.

3. Principal uses permitted subject to a use permit.

The following uses are permitted subject to the approval of a use permit by the Planning Commission per Chapter 4.

a. Professional offices for:

- (1) Accountants
- (2) Attorneys
- (3) Doctors, dentists, optometrists, oculists, chiropractor and others licensed by the State of California to practice the healing arts, but not including veterinary hospitals for overnight animal care.
- (4) Engineers, architects, surveyors and planners.
- (5) Other professional services requiring State licensing or certification.

b. Advertising agency offices.

c. Insurance agents.

d. Studios for interior decorators, photographers, tailors, seamstresses, artists and draftsmen.

e. Telephone answering services.

- f. Travel agencies.
- g. Typing and addressing services.
- h. Stockbroker offices.
- i. Escrow offices.
- j. Secretarial services.
- k. Real estate offices.

4. Temporary Uses and Structures:

The following temporary uses are permitted, except as provided in other subsections herein, per Zoning Code Section 7-9-136.

- a. Commercial coaches.

5. Accessory Uses.

Accessory uses and structures are permitted when customarily associated with and subordinate to a permitted principal use on the same building site per Zoning Code section 7-9-137 which includes:

- a. Detached buildings.
- b. Fences and walls.
- c. Signs per Chapter 6.

6. Prohibited Uses:

All uses not permitted above are prohibited.

7. Site Development Standards:

- a. Building site area: Ten thousand (10,000) square feet minimum required.
- b. Building site coverage: Thirty-five (35) percent maximum.
- c. Building height: Two (2) stories and not to exceed thirty-five (35) feet maximum unless otherwise specified on the land use district map of the North Tustin Specific Plan. Buildings within Parcels 401-211-61 and 401-211-63 shall be limited to one (1) story and not exceed eighteen (18) feet in height.
- d. Building site width: Seventy-five (75) feet minimum required.
- e. Setbacks: Twenty (20) feet minimum from any public street, otherwise:

- (1) Front setback: Twenty (20) feet average and fifteen (15) feet minimum.
- (2) Side setback:
- (a) Ten (10) feet minimum required from any private street.
  - (b) Five (5) feet minimum required from any abutting RGO district.
  - (c) Fifteen (15) feet minimum required from an RSF or RMF district. Any main building or portion thereof in excess of eighteen (18) feet in height shall be set back a minimum twenty-five (25) feet from an abutting RSF district.
- (3) Rear setback: Twenty-five (25) feet minimum required. Any building or portion thereof in excess of eighteen (18) feet in height shall be setback a minimum thirty-five (35) feet from any abutting RSF district.
- f. Off-street parking: Per Zoning Code Section 7-9-145 except that all parking shall be on the rear half of the building site.
- g. Vehicular access standards: Vehicular access shall be provided to and on the site per Zoning Code section 7-9-145 and a vehicular access detail plan approved by the Director, EMA, as provided in chapter 4 of these regulations. The vehicular access detail plan shall be in substantial conformity with the following:
- (1) The first street opening from an intersection should be a minimum of one hundred fifty (150) feet from the point of intersection of the ultimate right-of-way lines of the abutting streets.
  - (2) Any additional street openings should be a minimum of three hundred (300) feet, from center to center, from any other street opening.
  - (3) Any access driveway, parking aisle, or private roadway shall not be closer than ten (10) feet to the boundary of a residential district.
  - (4) No street opening shall be permitted within the southern frontage of Warren Avenue. Reciprocal ingress and egress easements shall be established where needed to permit access to Newport Avenue for those parcels with legal access to Warren. At the time of approval of the vehicular access detail plan, said parcels shall submit to Orange County, an irrevocable offer of dedication of vehicular access rights to Warren Avenue.



The vehicular access detail plan shall be submitted to the Director, EMA, for his approval prior to the issuance of a building permit or grading permit. The Director shall weigh each application on its merits and may grant a modification of any of the above guidelines if he finds that the efficiency of the arterial highway system will be maintained and that conditions or terrain indicate it is impractical or inadvisable to comply with the requirements, or if these requirements will create or result in undue hardship to the abutting property.

- h. Lighting: All lighting shall be designed and located so as to confine direct rays to the premises.
- i. Trash and storage area: All storage of cartons, containers and trash shall be enclosed by a building or wall not less than six (6) feet in height. Such areas shall not be within the front or exterior side of the building or within twenty-five (25) feet of an abutting residential district.
- j. Enclosed uses: All uses shall, unless otherwise specified by an approved site development permit or use permit, be contained entirely within a completely enclosed structure.
- k. Screening and Landscaping. Per Chapter 5.
- l. Building Character and Orientation: Per Chapter 7 and Division II, Chapter 1.

**D. POP - Public/Quasi-Public District****1. Purpose and Intent:**

The POP District is established to provide for the establishment and maintenance of community services and facilities in locations which will best serve the residents of the North Tustin Specific Plan area and immediately surrounding community. It is intended that community services and facilities be compatible with the basic permitted uses of any land use district, and be located so that the specific plan area may be efficiently serviced.

**2. Permitted Principal Uses subject to a site development permit.**

Any of the following uses are permitted subject to a site development permit per Chapter 4.

- a. Public community centers.
- b. Public recreation centers and facilities including but not limited to parks, playgrounds, clubhouses and other similar uses.
- c. Police and fire stations.
- d. Day nurseries or nursery schools.
- e. Utility buildings, structures, and facilities.

**3. Principal uses permitted subject to a use permit.**

The following principal uses are permitted subject to the approval of a use permit by the Planning Commission per Chapter 4.

- a. Churches, temples, and other places of worship.
- b. Educational institutions.

**4. Temporary Uses and Structures:**

Temporary uses are allowed except as provided in other subsections herein, per Zoning Code Section 7-9-136.

**5. Accessory Uses Permitted:**

Accessory uses and structures are permitted when customarily associated with and subordinate to a permitted principal use on the same building site per Zoning Code section 7-9-137 which includes:

- a. Detached buildings.
- b. Fences and walls.
- c. Signs per Chapter 6.

**6. Prohibited Uses:**

- a. All industrial uses.
- b. All commercial uses.
- c. Residential uses.
- d. Maintenance yards and any associated storage areas.
- e. Original impound area.
- f. All uses not permitted are prohibited.

**7. Site Development Standards:**

The establishment, operation and maintenance of the uses permitted in the POP district shall be in compliance with the following provisions.

- a. Building height: Twenty-eight (28) feet maximum.
- b. Building site area: Ten thousand (10,000) square feet minimum required.
- c. Building site width: One hundred (100) feet minimum required.
- d. Landscaping and screening: Per Zoning Code section 7-9-132.

In addition, a twenty (20) percent minimum landscaped area is required. A landscaped area shall consist of trees, shrubs, vines, grasses, ground cover, other ornamental plants, or any combination thereof arranged on the building site in accordance with Chapter 5 of these regulations. Landscaped area will not include buildings, paving, swimming pools, gravel or any other assemblage of building materials upon or over the land.

- e. Setbacks. Twenty (20) feet minimum from any public street, otherwise:
  - (1) Front setback: Twenty (20) feet minimum required.
  - (2) Side setback: Ten (10) feet minimum required.
  - (3) Rear setback: Twenty-five (25) feet minimum required.
- f. Off-street parking: Per Zoning Code Section 7-9-145.

E. OSR - Open Space/Recreation District

1. Purpose and Intent:

The OSR District is established to protect and preserve natural resources, permit outdoor recreation and education, and promote health and safety.

2. Permitted Principal uses:

Any of the following principal uses are permitted in compliance with the site development standards contained herein.

- a. Farming and horticulture.
- b. Parks, and playgrounds, (noncommercial).
- c. Biking trails.
- d. Greenbelt and conservation corridors.
- e. Nature study areas.
- f. Public community center.

3. Accessory uses.

Accessory uses and structures which are customarily associated with and subordinate to a permitted principal use on the same building site and which are consistent with the purpose and intent of this district are permitted per Zoning Code section 7-9-137.

4. Prohibited Uses:

- a. Any industrial uses.
- b. Any commercial uses.
- c. All residential uses.
- d. Maintenance yards and any associated storage areas.
- e. Utility buildings, structures, and facilities.
- f. Any use not permitted above is prohibited.

5. Site Development Standards:

The establishment, operation and maintenance of the uses permitted in the OSR district shall be in compliance with the following provisions.

- a. Building height: Eighteen (18) feet maximum allowed.
- b. Building site area: No minimum required.

- c. Building site width: No minimum required.
- d. Building site coverage: Ten (10) percent maximum.
- e. Building setbacks: Ten (10) feet minimum.
- f. Off-street parking: Per Zoning Code Section 7-9-145. -
- g. Signs. No sign shall exceed six (6) square feet in area unless otherwise provided for by an approved use permit or site development permit.

F. CI - Consolidation Incentive District (overlay)

1. Purpose and Intent:

The CI District establishes an incentive in the form of an increased number of dwelling units when problems of arterial access, structural obsolescence, and incompatibility of land use with traffic and noise conditions are corrected by a residential development which, through merger or consolidation of contiguous parcels of irregular shape produces an integrated development project providing an environment of stable, desirable character which will be in harmony with existing and potential development of the surrounding neighborhood.

The incentives of this district are intended to encourage the merger or consolidation of contiguous parcels of irregular shape in order to create a building site of a size whereby the land may be developed utilizing design features which take advantage of modern residential site planning techniques.

The regulations of this district are intended to produce residential planned development projects which meet standards of open space, light and air, and density of land use which provide for better use of common areas, open space and off-street parking facilities, and provide for safe and efficient vehicular and pedestrian circulation. These regulations are intended to be utilized only for integrated residential planned development projects on building sites resulting from merger or consolidation of parcels and shall not be utilized for the establishment of individual residential uses or structures.

2. Application:

The CI District overlay shall only be applied in the RSF District. In the RSF District, where the district symbol is followed by, as part of such symbol, the letters "CI", parcel merger or consolidation shall be permitted and encouraged subject to the regulations of this section. The RSF District shall constitute the "base district" and the (CI) suffix shall constitute the "overlay district".

Participation in the overlay district in those locations where it is applied shall be optional. As such, the provisions of the overlay district shall be in effect only when provided for by an approved use permit and a final tract map. Prior to the provisions of the overlay district being in effect, use of the building site shall be in compliance with the base district.

The inclusionary housing program of the Housing Element of the Orange County General Plan shall be implemented through the schedule of permitted dwelling units established in the site development standards of this section. Increased density above that established by the schedule will not be permitted for residential development projects participating in the overlay district. Furthermore, Section 7-9-140 of the Orange County Zoning Code shall not be applicable concurrently with the other incentives of this overlay district.

3. Parcel Consolidation Procedures:

Building sites for residential development projects shall be created according to any of the following procedures.

- a. Merger of lots in compliance with the Subdivision Map Act.
- b. Easement, deed restrictions or other means, approved by the Planning Commission, resulting in coordinated development of contiguous parcels in compliance with the provisions of these regulations provided recording of same is completed prior to approval of the final tract map.

4. Principal uses permitted subject to a use permit.

The following principal uses are permitted subject to the approval of a use permit by the Planning Commission per Chapter 4.

- a. All uses permitted by the RSF District.
- b. Residential condominiums.

5. Prohibited Uses:

All uses not permitted above.

6. Site Development Standards:

The following site development standards are in addition to the site development standards of the RSF District unless otherwise stated below.

- a. Building site area: For purposes of determining the building site area, the project net area shall be used. However, in no case shall the project net area be less than twenty-five thousand (25,000) square feet.
- b. Building site width: Minimum two hundred (200) feet required.
- c. Number of dwelling units: The maximum number of dwelling units permitted in any residential development project shall be determined by dividing the project net area by the "land area per dwelling unit" shown below.

Project Net Area	Dwelling Units per Acre (Reference)	Land Area Per Dwelling Unit
less than 0.75 acre	4.5	8,200 s.f.
0.75 to 1.20 acres	5.5	7,400 s.f.
1.21 to 1.65 acres	6.5	6,500 s.f.
1.66 to 2.10 acres	7.5	5,600 s.f.
2.11 to 2.55 acres	8.9	5,000 s.f.
greater than 2.55 acres	9.5	4,500 s.f.

d. Standards for streets and accessways: The design and location of access driveways shall consider providing future access to and from abutting parcel within the overlay district but not participating in the incentive program at the time of site development permit approval. The Planning Commission may require the site development permit to be accompanied by an irrevocable offer of reciprocal ingress/egress easements at specific location to said abutting parcels.

e. Building Site Setback: 25 feet minimum where it is abutting a single family district.



G. GO - Garden Office District (overlay)

1. Purpose and Intent:

The GO District overlay provides a method whereby residential property may be used for garden office use with low traffic generation if uses and structures are in compliance with specific site development provisions and requirements for coordinating vehicular access and on-site circulation, prohibiting direct line of sight into adjoining residential properties and regulating the design of main and accessory buildings so that a residential character is achieved which is compatible with adjoining residential properties.

2. Application:

The GO District overlay shall be applied in residential districts only. In any residential district where the district symbol is followed by, as part of such symbol, the letters "GO", development of garden professional office and administrative uses shall be permitted subject to the regulations in this section. The residential district shall constitute the "base district" and the (GO) suffix shall constitute the "overlay district."

Participation in the overlay district in those locations where it is applied shall be at the option of the property owner(s). As such, the provisions of the overlay district shall be in effect only when provided for by an approved use permit. Prior to the provisions and requirements of the overlay district being in effect on any subject property, use of the building site shall be in compliance with the provisions and regulations of the base district.

3. Principal uses Permitted subject to a use permit:

The following principal uses are permitted subject to the approval of a use permit by the Planning Commission per Chapter 4.

a. All uses permitted by the base district.

b. Professional offices for:

(1) Accountants

(2) Attorneys

(3) Engineers, architects, surveyors and planners.

c. Advertising agency offices.

d. Insurance agents.

e. Telephone answering services.

f. Travel agencies.

g. Typing and addressing services.

h. Stockbroker offices.

i. Escrow offices.

j. Secretarial services.

k. Real estate offices.

4. Accessory uses permitted.

Accessory uses and structures are permitted when customarily associated with and subordinate to a permitted principal use on the same building site per Zoning Code section 7-9-137 which includes:

a. Detached buildings

b. Fences and walls

c. Signs per Chapter 6.

5. Prohibited Uses:

All uses not permitted above.

6. Site Development Standards

The following site development standards are in addition to those of the RGO district:

a. Building site area: Twenty-five thousand (25,000) net square feet minimum required.

b. Building site coverage: Thirty (30) percent maximum.

c. Building height: Two (2) stories and not to exceed twenty-eight (28) feet maximum unless a lesser height is specified on the land use district map of the North Tustin Specific Plan.

d. Building site width: One hundred (100) feet minimum required.

e. Front setback: Twenty (20) feet average and fifteen (15) feet minimum.

f. Side setback:

(1) Ten (10) feet minimum required from any ultimate right-of-way line, unless otherwise specified herein.

- (2) Five (5) feet minimum required from any abutting RGO district.
- (3) Fifteen (15) feet minimum required from an RSF or RMF district. Any main building or portion thereof in excess of eighteen (18) feet in height shall be setback a minimum forty-five (45) feet from an abutting RSF district.

- g. Rear setback: Twenty-five (25) feet minimum. Any building or portion thereof in excess of eighteen (18) feet in height shall be setback a minimum forty-five (45) feet from any abutting RSF district.
- h. Off-street parking: Per Zoning Code Section 7-9-145, except that all parking shall be on the rear half of the building site.
- i. Vehicular access standards: Vehicular access shall be provided to and on the site per Zoning Code section 7-9-145 and the vehicular access plan required within the use permit approved by the Planning Commission.

The vehicular access plan of the use permit shall be in compliance with the following:

- (1) For the group of properties in the overlay district fronting Newport Avenue and to the south of Vanderlip Avenue considered in the aggregate and including assessor parcels 401-191-29, 401-191-30, 401-191-31 and 401-181-22, a maximum of two (2) access driveways or street openings to Newport Avenue will be permitted for the entire group. A minimum one hundred fifty (150) feet, measured center to center, shall be maintained between these openings and from these openings to any other street opening. Each approved use permit application shall include a condition for a recorded reciprocal ingress-egress easement along interior property lines with adjoining properties within the overlay district and an irrevocable offer of dedication of vehicular access rights in compliance with the vehicular access plan of the approved use permit prior to the issuance of building permits.
- (2) For the group of properties in the overlay district fronting Newport Avenue and Vanderlip Avenue and to the north of Vanderlip Avenue, considered in the aggregate and including assessor parcels 401-091-11, 401-091-12, 401-091-64, 401-091-66, 401-091-69, 401-091-70 and 401-091-71, a maximum of three (3) driveways or street openings to Newport Avenue and one (1) additional access opening to Vanderlip Avenue will be permitted for the entire group of properties. These access driveways shall be located as follows:
  - (a) The first street opening from an intersection shall be a minimum of one hundred fifty (150) feet from the point of intersection of the ultimate right-of-way lines of the abutting streets.

(b) Any additional street openings shall be a minimum of three hundred (300) feet, measured center to center, from any other street opening.

(c) Any access driveway, parking aisle, or private roadway shall not be closer than ten (10) feet to the boundary of a residential district.

Each use permit application shall include a condition for a recorded reciprocal ingress-egress easement along internal property lines with adjoining properties within the overlay district and an irrevocable offer of dedication of vehicular access rights in compliance with the vehicular access plan of the approved use permit prior to the issuance of building permits.

The Planning Commission shall weigh each application on its merits and may grant a modification of any of the above provisions if the Commission finds that the efficiency of the arterial highway system will be maintained and that conditions or terrain indicate it is impractical or inadvisable to comply with the requirements, or if these requirements will create or result in undue hardship to the abutting property.

CHAPTER 4. PROCEDURES

All discretionary permits (e.g., use permits, site development permits, and variance permits) shall be subject to and processed per Zoning Code section 7-9-150. However, a site development permit application shall be acted upon by the Zoning Administrator at a public hearing if requested by the North Tustin MAC.

The Director, EMA, shall forward all discretionary permit applications to the North Tustin MAC for review and comment at least twenty-one (21) calendar days prior to final action by the approving authority.

All discretionary permits shall achieve substantial conformance to the design criteria and guidelines contained in Division II, Chapter 1.

In addition to the requirements of Section 7-9-150 of the Zoning Code, site development and use permit applications shall include all information required by the district regulations and the additional information required herein:

- (1) A legal description of the property included in the site development permit application and a boundary map showing the dimensions of the property, easements existing on the property, and the name and distance to the nearest cross street.
- (2) Existing topography of the property with contours at not more than two-foot intervals.
- (3) The gross land area and project net area, the present land use district classification thereof, and the land use district classification on the surrounding properties.
- (4) All existing structures and land uses on the property and the location of any uses and structures on the adjoining properties.
- (5) A proposed development plan with at least the following details shown to scale and dimensioned:
  - (a) Location and use or uses proposed for each existing or proposed structure in the subject property, the number of stories, building height, gross floor area and building coverage.
  - (b) A topographic map of the property with typical cross sections or sketches showing the proposed grading for adapting the project to the site including the relationship to uses and structures on adjoining properties.
  - (c) All existing and proposed curb cuts, driving lanes, parking areas, loading areas, storage areas and trash storage.
  - (d) All pedestrian walks and open areas for use by the occupants of the proposed development and the public.
  - (e) Types of surfacing proposed for all walks, driveways and other accessways.

- (f) A landscape plan for the project including the height, materials, and location of all fences and walls, the location, type and size of plant materials and the method by which the landscaping, fences and walls will be preserved and maintained. Where landscaping is required as a buffer for adjoining residential districts, a cross section showing the relationship of the uses and structures proposed for the subject property, the buffer planting and the uses and structures on the adjoining residential property shall also be included.
- (g) A plan showing all existing or proposed facilities and features such as hydrants, utility structures, wells, sewage disposal facilities, outside lighting and recreation facilities, and a statement setting forth the method by which these facilities and structures are to be removed, relocated, preserved and maintained.
- (h) Plans, including cross sections and elevations of each type of structure to indicate architectural type, materials of construction and relationship to uses and structures on adjoining properties.
- (i) A drainage plan showing the method for control and disposal of all waters flowing into, across and from the project and the effects upon uses and structures on adjoining properties of the methods to be applied upon.
- (j) A vehicular access plan showing the location of access driveways to public rights-of-way and any existing or proposed access easements to adjoining properties within the same land use district including a description of the manner in which the easements are to be used and dedicated or recorded.
- (k) A statement of how the proposed development will avoid direct line of sight into adjoining residential properties and structures.
- (l) Location, lighting, material, copy, dimensions and design of signs.

If an approved plan is found to be inconsistent with the intent and provisions of the General Plan, the North Tustin Specific Plan, applicable district regulations, or any other plan or project officially approved at a public hearing by the Planning Commission or the Board of Supervisors, such plan shall not be approved.

CHAPTER 5. LANDSCAPING, BUFFERING, AND SCREENINGA. Landscaping

The RGO and GO districts, planned (unit) developments, and multifamily projects of five or more units shall be subject to Zoning Code section 7-9-132.2 and the following landscaping requirements:

1. A minimum of fifteen (15) percent (and twenty (20) percent for planned developments) of building site or project net area shall be landscaped. A landscaped area shall consist of trees, shrubs, vines, ground cover, or any combination thereof. Landscaped area shall not include buildings, paving, swimming pools, gravel or any other assemblage of building materials upon or over the land.
2. Existing mature trees shall be preserved and integrated into the landscape plan wherever possible. Existing mature trees which are removed shall be replaced at a minimum rate of one (1) specimen of twenty-four (24) inch box size per one (1) mature tree removed.
3. Boundary landscaping along primary and major arterial highways shall create a parkway appearance which softens/screens undesirable views. Street trees shall be randomly grouped to create an informal or natural character and be provided at a rate of not less than one (1) tree per twenty-five (25) feet of road frontage.
4. In the interest of public safety, street trees shall be planted a minimum of twenty-five (25) feet from the beginning of curb returns at intersections and a minimum of ten (10) feet from street lights, fire hydrants and driveways.
5. Outdoor off-street parking areas shall be planted at a rate of one (1) tree per one thousand (1,000) square feet of parking area surface and at a minimum of every fifth parking space in parking bays exceeding ten (10) spaces in length.
6. The required use permit or site development permit shall include a landscape plan in compliance with the above requirements.

B. Buffering from Residential Areas

The RGO and GO districts shall be subject to the following requirements where an interior property line abuts a residential district/area.

1. Satisfy "a" and "b" below.
  - a. Provide and maintain a landscape buffer at least eight (8) feet wide. Landscape materials within the buffer shall include trees and shrubs. Trees shall be spaced a maximum of twenty (20) feet on center and create an opaque screen above the wall within twenty-four (24) months from initial installation. Shrubs shall achieve a mature height of between two (2) and six (6) feet. Such landscaping shall be in compliance with Zoning Code section 7-9-137.5, "Fences and walls."

b. Provide solid masonry wall per Zoning Code section 7-9-132.1.

2. Such buffer or opaque screen shall be included on the required landscape plan.

C. Screening Parking Areas

The RGO and GO districts shall screen outdoor parking areas from public streets by use of evergreen plant materials in combination with one or more of the following:

1. Walls: A wall shall consist of colored concrete, stone, brick, tile or similar type of solid masonry material a minimum of four (4) inches thick and three (3) feet high but not more than three and one-half (3-1/2) feet high.
2. Fences, solid: A solid fence shall be constructed of wood, masonry or other materials to form an opaque screen of at least three (3) feet in height but not more than three and one-half (3-1/2) feet high.
3. Fences, open: An open-weave or mesh type fence shall be combined with plant materials to form an opaque screen of at least three (3) feet in height but not more than three and one-half (3-1/2) feet high.
4. Berm: Earth material when used as a screen shall be seeded with grass or planted with an evergreen ground cover. The berm height shall have a minimum height of three (3) feet but not more than three and one-half (3-1/2) feet high.



CHAPTER 6. SIGNS

The North Tustin Specific Plan shall be subject to Zoning Code section 7-9-144.

Business signs, outdoor advertising signs, roof signs, and projecting signs shall be prohibited.

Additionally, planned (unit) developments, multifamily projects of five or more units, the RGO, POP, and GO districts shall be subject to the following regulations.

1. Only two (2) single-faced or one (1) double-faced identification sign at the main point of entry to the development containing only the name and address of the development, not exceeding twenty-four (24) square feet in area for each face shall be permitted. One (1) additional twenty-four (24) square foot single-faced identification sign shall be permitted along any public street right-of-way upon which the property has frontage providing such street frontage exceeds three hundred thirty (330) feet. Said signs shall not have internal lighting. External lighting fixtures used to illuminate permitted signs shall be concealed within plant materials or attached to and designed as an integral part of the sign.
2. Permitted signs at the main entry point or along any other public street right-of-way shall not exceed six (6) feet in height including any earth berm, pedestal, base or similar structure upon which the sign may be mounted. Height to top of sign shall be measured from the top of curb for the adjacent public street.
3. Wall signs shall not exceed six (6) square feet in area. Said signs shall not be located above the roof fascia or eaves, shall not have internal lighting and shall be made of a material compatible with the materials of the building.

CHAPTER 7. BUILDING ORIENTATION AND CHARACTER

In addition to the general guidelines contained in Division II, Chapter 1 of this specific plan, the following standards shall be incorporated in project design.

1. Roofs shall be sloped, of hip, gable or shed design. Roofs shall have a minimum pitch of one (1) foot of rise to three (3) feet of run and shall have a maximum pitch of one (1) foot of rise to one (1) foot of run.
2. Direct line of site to abutting residential districts from second story openings, windows, balconies, stairways, stairway landings or other architectural features shall be prohibited. Design solutions for meeting this standard include, but are not limited to, clear story windows, skylights, opaque screens designed as an integral part of the building, recessed windows, setback of the second story, and building siting or orientation. Landscape materials may be used in combination with but not as a substitution for an architectural design solution.
3. Buildings shall create a residential appearance in conformity with the design guidelines and criteria of the North Tustin Specific Plan.
4. All roof equipment shall be screened from view. The screening material shall be in harmony with building lines, materials and color. Special consideration will be given to mechanical equipment typically located on the roof being enclosed within the building attic (pitched roof), located at grade and screened from view, or located below grade when accessible from subterranean parking facilities or a parking structure.
5. The reflectivity of all exposed surfaces (walls, roofs, windows, frames, and paved surfaces) shall be mitigated by such devices as overhangs, awnings, trellises, plantings and similar features.