

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

1.4 THE REUSE PLANNING PROCESS

1.4.1 Background

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

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

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

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

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

1.4.2 Opportunities and Constraints

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

A. Project-wide Opportunities and Constraints

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

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

B. Physical Elements

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

C. Environmental Elements

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

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

D. Sensory Elements

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

1.4.3 Land Use Alternatives

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

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

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

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

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

1.4.4 Public Participation

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

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