

3.2.1 Land Use Boundaries

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

3.2.2 Maximum Dwelling Units

The maximum number of dwelling units in each Planning Area may not exceed the numbers as specified on the Land Use Statistical Analysis.

The calculation of residential density, as stated in dwelling units per acre, shall be based on net acres for each project. Net acres is defined as gross acres less the roadways as identified on the Circulation Plan (Figure 2-5) and local roadways (both public and private) internal to the Planning Area.

3.2.3 Transfer of Dwelling Unit Allocations

If a Planning Area is developed with less than the maximum number of units allowed, then the "unused" residential development potential may be transferred to another Planning Area which supports residential uses. In no case shall transfers of units result in:

- A. The maximum number of dwelling units in a Planning Area exceeding prescribed Planning Area maximums by more than 10 percent without a Specific Plan Amendment, as shown on the Land Use Statistical Analysis (Table 3-1).
- B. Significant alteration of the basic character of development in the gaining or losing Planning Area.

3.2.4 Non-Residential Land Use/Trip Budget

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

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

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

<i>Planning Area No.</i>	<i>Assumed Land Use</i>	<i>Residential/Parks</i>		<i>Non-Residential</i>	
		<i>Amount</i>	<i>ADTs</i>	<i>Amount</i>	<i>ADTs²</i>
NEIGHBORHOOD A					
1	General Commercial			27,120 sf	3,033
	Learning Village			1,385,531 sf	8,479
	PA 1 Trip Budget Subtotal				11,512
2	Community Park	24.1 ac	121		
3	Transitional Housing	192 du	941		
Neighborhood A Square Footage Total				1,412,651 sf	
Neighborhood A Trip Budget Total					11,512
NEIGHBORHOOD B					
4	LDR (1-7 du/ac)	304 du	2,909		
5	MDR (8-15 du/ac)	621 du	9,968		
7	General Commercial			315,592 sf	14,273
	PA 7 Trip Budget Total				14,273
Neighborhood B Square Footage Total				315,592 sf	
Neighborhood B Trip Budget Total					14,273
NEIGHBORHOOD C					
6	Regional Park	84.5 ac	423		
	General Commercial			57,500 sf	3,920
Neighborhood C & PA 6 Trip Budget Total				57,500 sf	
Neighborhood C Trip Budget Total					3,920

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TABLE 3-3 PLANNING AREA TRIP BUDGET ¹					
<i>Planning Area No.</i>	<i>Assumed Land Use</i>	<i>Residential/Parks</i>		<i>Non-Residential</i>	
		<i>Amount</i>	<i>ADTs</i>	<i>Amount</i>	<i>ADTs ²</i>
NEIGHBORHOOD D					
8	MHDR (16-25 du/ac)	891 du	5,907		
	Office Park			1,815,360 sf	14,872
	Industrial Park			1,633,830 sf	13,384
	Shopping Center			181,540 sf	12,376
	PA 8 Trip Budget Total				40,632
Neighborhood D Square Footage Total				3,630,730 sf	
Neighborhood D Trip Budget Total					40,632
NEIGHBORHOOD E					
9	General Commercial			110,990 sf	7,566
	Light Industrial			47,570 sf	386
	PA 9 Trip Budget Total				7,952
10	Office Park			174,570 sf	2,317
	Light Industrial			157,110 sf	1,274
	General Commercial			17,460 sf	1,952
	PA 10 Trip Budget Total				5,543
11	General Commercial			68,390 sf	4,662
	Office Park			615,505 sf	5,042
	Industrial Park			683,890 sf	5,602
	PA 11 Trip Budget Total				15,806
12	General Commercial			12,810 sf	1,432
	General Office			115,260 sf	1,530
	PA 12 Trip Budget Total				2,962
13	General Commercial			34,240 sf	3,829
	General Office			136,950 sf	1,817
	Light Industrial			513,575 sf	4,663
	PA 13 Trip Budget Total				10,309
14	General Commercial			42,340 sf	4,734
	General Office			338,720 sf	3,387
	Light Industrial			465,750 sf	4,326
	PA 14 Trip Budget Total				12,447
Neighborhood E Square Footage Total				3,535,130 sf	
Neighborhood E Trip Budget Total					54,519
NEIGHBORHOOD F					
16	General Commercial			72,930 sf	4,972
	General Office			97,250 sf	1,291
	Light Industrial			315,950 sf	3,211
	PA 16 Trip Budget Total				9,474
17	Light Industrial/Commercial			284,010 sf	2,959
	PA 17 Trip Budget Total				2,959
18	Military			40,850 sf	542
	PA 18 Trip Budget Total				542
19	Shopping Center			672,570 sf	23,217
	PA 19 Trip Budget Total				23,217
Neighborhood F Square Footage Total				1,483,560 sf	
Neighborhood F Trip Budget Total					36,192

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TABLE 3-3 PLANNING AREA TRIP BUDGET ¹					
Planning Area No.	Assumed Land Use	Residential/Parks		Non-Residential	
		Amount	ADTs	Amount	ADTs ²
NEIGHBORHOOD G					
15	LDR (1-7 du/ac)	272 du	2,603		
	MDR (8-15 du/ac)	662 du	5,296		
	General Commercial			62,730 sf	4,276
	Hotel			500 rm	4,115
	Golf Course			159.3 ac	1,274
	PA 15 Trip Budget Total				9,665
20	MHDR (16-25 du/ac)	588 du	3,898		
	General Commercial (by CUP)			23,000 sf	2,572
	PA 20 Trip Budget Total				2,572
21	LDR (1-7 du/ac) - Tustin	711	6,804		
	LDR (1-7 du/ac) - Irvine	150	1,436		
	PA 21 Trip Budget Total				
Neighborhood G Square Footage Total				85,730 sf	
Neighborhood G Trip Budget Total					12,237
NEIGHBORHOOD H					
22	MDR (8-15 du/ac)	402	3,216		
Neighborhood H & PA 22 Trip Budget Total					0
¹ SF = Square Feet AC = Acres DU = Dwelling Units RM = Hotel Rooms ² ADTs for land use types derived from the Final Environmental Impact Statement/Environmental Impact Report for the Disposal and Reuse of MCAS Tustin (certified January 16, 2001), Appendix F Final Traffic Technical Report.					

All Planning Areas are shown to account for the total ADT associated with developing the Specific Plan, but the trip budget applies only to non-residential uses. They are highlighted in Table 3-3.

The Community Development Department and Public Works Department shall maintain a current Trip Budget Tracking form depicting the maximum square footage of non-residential development in each neighborhood. The form shall specify the assumed square footage of commercial, office, institutional and other non-residential uses which have been assigned to each neighborhood. In addition, the form shall specify the amount of square footage approved for development with the equivalent ADTs assigned to a development, and amount of ADT's available for remaining development or available for transfer to another neighborhood. The information shall be further allocated to each Planning Area based on Table 3-3 for administration purposes only. The essential requirement is to document ADT status as it is impacted by each development project so that sufficient roadway capacity remains to accommodate later projects.

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

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

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

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

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

- **Trip Budget Transfers between Neighborhoods:** Where available ADT's from the trip budget remain for an undeveloped parcel(s) within a neighborhood, the transfer of the ADTs to another neighborhood shall not occur without the authorization of the landowner(s) of the developed or undeveloped parcels within the contributing neighborhood agreeing to the transfer. This approval

shall be in the form of an agreement to run with the land and subject to review and approval of the City Attorney prior to approval of the transfer.

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

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

3.2.5 Tustin Ranch Road and Warner Avenue Alignment Area Resolution

The shaded area designated on the Land Use Planning Areas map (Figure 3-1) defines the land area within which the alignments of Tustin Ranch Road and Warner Avenue may vary in ultimate location. The Land Use Plan Statistical Summary assumes the most easterly location for Tustin Ranch Road and the most southerly location for Warner Avenue, as it applies to Planning Areas 8, 13, 15 and 16. To the extent that this assumption does not hold, Planning Area 8 would be reduced in area and Planning Areas 13, 15, and 16 would gain acreage, as applicable.

It is intended that the general geographical relationships between the Planning Areas and these two arterial highways would remain constant irrespective of boundary shifts within the shaded area. It is further intended that adjustments in Planning Area boundaries within the shaded area shall not increase the maximum dwelling unit count permitted by the Specific Plan or increase the total number of trips within the Trip Budget.

The basis for reconciling area changes between Planning Areas 8 and 15 shall be dwelling units. As Planning Area 15 increases in acreage, dwelling units shall be increased at a factor of 15 dwelling units/acre. The number of units thus added will be reduced in equal number from the potential dwelling units in Planning Area 8.

The basis for reconciling area changes between Planning Area 8 and Planning Areas 13 and 16 shall be vehicle trips reflected in the Trip Budget. As Planning Areas 13 and 16 increase in acreage, trip budgets for each shall increase at a ratio between the acreage gained and the number of trips for the assumed mix of uses within the original Planning Area. The