

EXHIBIT C

Statement of Overriding Considerations

Economic

A. Provides New Employment

The proposed Specific Plan would provide new employment and housing opportunities within an existing, older commercial area of Tustin. During construction of private development projects within the Plan area, which is anticipated to take place over a period of years, temporary employment opportunities would be generated as construction projects will continue until expected build out in 2035. Coupled with on-going private development, the City will be making streetscape improvements, installing bike lanes and adding entry monumentation signage that supports the vision of a creating a more vibrant, pedestrian-oriented, walkable, & bike-friendly commercial-retail district. Permanent jobs would be created after private development projects are completed that includes, but is not limited to the areas of, retail-commercial, service, office and hospitality. The Specific Plan area has approximately 296,446 square feet of existing non-residential uses which include commercial, office, an institutional use and motels, as well as 21 dwelling units. The Specific Plan would add an additional 325,000 square feet of non-residential uses and an additional 500 dwelling units, which could result in approximately 722 new employment opportunities. The Plan provides an economic engine to invigorate business within the Red Hill area by locating residential nearby.

B. Stimulates the Economy

The proposed Specific Plan would stimulate the local economy of the City of Tustin within the Red Hill Avenue area by bringing in revenue through sales tax associated for goods and services offered and purchased by existing and future residents within the area. The Plan would also allow and encourage a mixture of uses, including residential. The new housing in the Specific Plan area would result in a beneficial impact related to the balance of jobs and housing. An increase in non-residential uses and allowance for mixed-use buildings would bring in revenue for the commercial-retail area within the Specific Plan area as well as in the surrounding vicinity.

C. Provides New Housing

With the inclusion of residential units to the area through the establishment of a new mixed land use program, additional housing units will be provided for those that will reside along and within the Red Hill Avenue corridor. The Specific Plan would add an additional 500 dwelling units, which could result in approximately 1,520 new residents. The housing would offer additional opportunities to own and/or rent in Tustin, a City which is centrally located within Orange County and easy access to the I-5 freeway.

Social

A. Encourages Public Gathering & Open Spaces

The Specific Plan would establish a mixed-use land use plan, development regulations, design criteria and administrative & implementation measures that further the vision, goals and objectives to redevelop the area into a pedestrian-oriented commercial-retail area. The Plan would encourage more of an urban lifestyle by placing residents near services, jobs and public transportation. The Plan would also create additional integrated public gathering and open spaces adjacent to Red Hill Avenue that would serve existing and future residents and visitors. These spaces would be immediately adjacent to the commercial-retail frontage in a flexible amenity setback that can be utilized for a variety of purposes such as wider sidewalks, outdoor seating & dining, landscaping, etc. to encourage social interaction and pedestrian activity. As properties develop redevelop over time, pedestrian-friendly linkages to surrounding parks and neighborhoods will also be provided. The inclusion of a flexible amenity setback area will create a sense of place. The revitalization effort would create a social benefit for the City and residents within the community.

B. Enhances Gateway to City

Red Hill Avenue, the main vehicular corridor within the Project area, does not enhance aesthetics as a person enters this portion of the City either entering or exiting the I-5 Freeway or from other adjacent intersections in the immediate vicinity. Red Hill Avenue, dominated by automobiles, older commercial development and public transit is immediately adjacent to the I-5 freeway and as such, lacks a sense of identity, cohesive theme or character. Gateway monumentation signage at the corners of El Camino Real & Red Hill Avenue, at San Juan Avenue & Red Hill Avenue and within the landscaped median north of El Camino Real are all sign entry gateways for the area. Public art beneath the I-5 overpass, connecting the north and south portions of Red Hill Avenue is another creative opportunity that will further enhance the area. The inclusion of a new and consistent streetscape theme along the entire length of Red Hill Avenue and for new landscaped medians where they are feasible, will also add to the overall “sense of place” or identity that will further the long-term goals for commercial-retail development and revitalization within the area. The inclusion of a flexible amenity setback, as referenced above, would create a sense of arrival for motorists exiting the adjacent freeway and will reinforce the unique character of this district.

Transportation & Circulation

A. Provides New On-Street Bike Lanes and Buffered Sidewalks

The Specific Plan would set forth a mixed use land use plan whereby residents would be in close proximity to services, jobs and public transportation. Such proximity would reduce local and regional miles traveled and therefore have a beneficial traffic impact on local arterials, collector streets and the State Highway System. On-street bike lanes and buffered sidewalks would also be added to both sides

of Red Hill Avenue that will provide a designated area for cyclists and non-motorists to travel safely along the corridor and improve connectivity through the Specific Plan area and to the existing parks and schools within the vicinity.

Conclusion

For the reasons described above, the benefits of the proposed Red Hill Avenue Specific Plan outweigh its unavoidable adverse environmental effects, and consequently, the adverse environmental effects are considered “acceptable” in accordance with Section 15093 (c) of the State CEQA Guidelines.