
DOWNTOWN COMMERCIAL CORE SPECIFIC PLAN



ADOPTED JULY 3, 2018 BY ORDINANCE NO. 1497

CITY OF TUSTIN, CA

APPENDICES A - F



A. GENERAL PLAN CONSISTENCY ANALYSIS

Appendix A: General Plan Consistency

California law (Government Code §65450-§65453) allows cities to develop and administer Specific Plans as an implementation tool for their General Plan. As a requirement of state law, Specific Plans must demonstrate consistency in regulations, guidelines and programs with the goals, objectives, policies, standards, programs and uses that are established in the General Plan.

After a thorough analysis of the City of Tustin General Plan, the Downtown Commercial Core Specific Plan (DCCSP) has been found to be consistent with and supportive of the Tustin General Plan, as amended. A discussion of the relationship of this Specific Plan to relevant General Plan goals from the Land Use, Housing, Circulation, Noise, Growth Management, and Conservation, Open Space and Recreation elements follows.

1. LAND USE ELEMENT

- Goal 1: Provide for a well balanced land use pattern that accommodates existing and future needs for housing, commercial and industrial land, open space and community facilities and services, while maintaining a healthy, diversified economy adequate to provide future City services.
- Goal 2: Ensure that future land use decisions are the result of sound and comprehensive planning.
- Goal 3: Ensure that new development is compatible with surrounding land uses in the community, the City's circulation network, availability of public facilities, existing development constraints and the City's unique characteristics and resources.
- Goal 4: Assure a safe, healthy and aesthetically pleasing community for residents and businesses.
- Goal 5: Revitalize older commercial, industrial and residential uses and properties.
- Goal 6: Improve urban design in Tustin to ensure development that is both architecturally and functionally compatible, and to create uniquely identifiable neighborhoods, commercial and business park districts.
- Goal 7: Promote expansion of the City's economic base and diversification of economic activity.
- Goal 8: Ensure that necessary public facilities and services should be available to accommodate development proposed on the Land Use Policy Map.
- Goal 10: Improve and strengthen the Tustin Old Town/First Street area with a unique pedestrian environment and diverse mix of goods, services, and uses.



The vision of the DCCSP is to create a downtown area that provides an economically vital, walkable, bikeable, mixed-use center. The project is designed to reflect and respond to the existing character of Old Town Tustin while enhancing the quality of life and economic sustainability. This is accomplished by providing a well-balanced land use pattern that allows residential uses in mixed use and multi family formats to address some of the existing and future needs for housing. The DCCSP also continues to allow commercial uses, including the development of neighborhood-serving commercial uses throughout most of the DCCSP. Development will be directed via development standards and design criteria to reflect the character of Old Town Tustin and enhance the overall architectural theme of the area.

Open space uses and community facilities, and City services to serve the future residents of the area are also promoted, which in conjunction with the commercial uses will allow the DCCSP to maintain a healthy, diversified economy adequate to provide the future services. The DCCSP and the DCCSP EIR evaluated existing public facilities and infrastructure and determined that the existing facilities and services were adequate to serve the development proposed in the DCCSP.

The DCCSP encourages redevelopment of the area including the allowance of residential uses that will result in more residents who will in turn increase demand for commercial uses and services and lead to a revitalization of the area's underutilized properties.

The development standards and design criteria of the DCCSP provide regulations and criteria aimed at ensuring compatibility of new development with the low-density character of nearby existing single-family neighborhoods through consideration of adjacent uses, building massing setbacks and site planning for accessibility and safety. The Community Development Department will enforce these standards through the design review process. The DCCSP proposes no changes in existing single-family neighborhoods.

The DCCSP ensures that future land use decisions are the result of sound and comprehensive planning through a master planned approach with design criteria and standards that will guide future development in the area. The DCCSP planning effort included community meetings and public input which promoted public interest in, and understanding of, the General Plan and regulations relating to it, including this Specific Plan. This effort led to the plan presented in the DCCSP.

The DCCSP includes amendments to the circulation network to address conceptual and planned improvements that will increase pedestrian and bicycle safety and compatibility.

2. HOUSING ELEMENT

- GOAL 1: Provide an adequate supply of housing to meet the need for a variety of housing types and the diverse socio-economic needs of all community residents.

As mentioned in the consistency discussion under the Land Use Element section, the DCCSP allows residential uses in mixed use and multi family formats in a downtown environment. The additional housing will increase the diversity of available housing in the City, particularly in more attainable price ranges for both ownership and rental tenures.

3. CIRCULATION ELEMENT

- GOAL 1: Provide a system of streets that meets the needs of current and future inhabitants and facilitates the safe and efficient movement of people and goods throughout the City consistent with the City's ability to finance and maintain such a system.
- GOAL 5: Support development of a public transportation system that provides mobility to all City inhabitants and encourages use of public transportation as an alternative to automobile travel.
- GOAL 6: Increase the use of non-motorized modes of transportation.

As mentioned in the consistency discussion under the Land Use Element section, the vision of the DCCSP includes the creation of a downtown area that provides a walkable, bikeable, mixed-use center for the City. This is accomplished by introducing more residential uses in mixed use and multi family formats, open space and recreation uses, and encouraging enhancements to commercial uses. The DCCSP also includes amendments to the circulation network to address conceptual and planned improvements that will increase pedestrian and bicycle safety and compatibility. All of these uses and improvements will occur in a compact, downtown setting, which will improve non-vehicular and public transportation. The DCCSP, DCCSP EIR and traffic study analyzed existing conditions and identified improvements to the circulation system, where necessary, to meet the anticipated traffic levels at build out.

4. NOISE ELEMENT

- GOAL 1: Use noise control measures to reduce the impact from transportation noise sources.
- GOAL 2: Incorporate noise considerations into land use planning decisions.

Projects with residential and other noise-sensitive uses located near the I-5 freeway and roads with high traffic volume (e.g., Newport Avenue), will be reviewed for consistency with the development stage and City noise standards and will be required to incorporate noise attenuation measures into the plans as part of the design review or other entitlement process.



5. **GROWTH MANAGEMENT ELEMENT**

- GOAL 1: Reduce traffic congestion.
- Goal 2: Ensure adequate transportation facilities are provided for existing and future inhabitants of the City.
- GOAL 4: Strive to develop and maintain a balance between jobs and housing in Tustin.


As mentioned in the consistency discussion under the Land Use and Circulation Element sections, the DCCSP, DCCSP EIR and traffic study analyzed existing conditions and identified improvements to the circulation system, where necessary to meet the anticipated traffic levels at build out. The introduction of residential uses and circulation improvements will occur in a compact, downtown setting, which will improve non-vehicular and public transportation and further reduce traffic congestion. Additionally, allowing residential uses in the DCCSP will better balance the jobs and housing balance in the City and especially in the DCCSP area, which will often lead to an increase in non-vehicular travel and public transportation while reducing vehicle miles traveled.

6. **CONSERVATION, OPEN SPACE, AND RECREATION ELEMENT**

- GOAL 1: Reduce air pollution through proper land use, transportation and energy use planning.
 - Policy 1.2: Design safe and efficient vehicular access to commercial land uses from arterial streets to insure efficient vehicular ingress and egress.
 - Policy 1.3: Locate multiple family developments close to commercial areas to encourage pedestrian rather than vehicular travel.
 - Policy 1.4: Develop neighborhood parks near concentrations of residents to encourage pedestrian travel to the recreation facilities.
 - Policy 1.5: Provide commercial areas that are conducive to pedestrian circulation.
 - Policy 2.12: Implement land use policy contained in the Land Use Element toward the end of achieving jobs/housing balance goals.
- GOAL 4: Reduce emissions through reduced energy consumption.
 - Policy 4.1: Promote energy conservation in all sectors of the City including residential, commercial, and industrial.
 - Policy 5.3: Conserve imported water by requiring water conservation techniques, water conserving appliances, and drought-resistant landscaping.

- GOAL 12: Maintain and enhance the City's unique culturally and historically significant building sites or features.
 - Policy 12.1: Identify, designate, and protect facilities of historical significance, where feasible.
 - Policy 12.3: Development adjacent to a place, structure or object found to be of historic significance should be designed so that the uses permitted and the architectural design will protect the visual setting of the historical site.
- GOAL 13: Preserve Tustin's archaeological and paleontological resources.
 - Policy 13.1: Require a site inspection by certified archaeologists or paleontologists for new development in designated sensitive areas.
 - Policy 13.2: Require mitigation measures where development will affect archaeological or paleontological resources.
- GOAL 14: Encourage the development and maintenance of a balanced system of public and private parks, recreation facilities, and open spaces that serves the needs of existing and future residents in the City of Tustin.
 - Policy 14.1: Provide Tustin with a full range of recreational and leisure opportunities that reflect the community's current and future population size and demographic character
 - Policy 14.8: Encourage and, where appropriate, require the inclusion of recreation facilities and open space within future residential, industrial and commercial developments.
 - Policy 14.12: Ensure that the City's laws and related implementation tools relating to park dedication and development (e.g., ordinances, regulations, in-lieu fee schedules, etc.) reflect current land and construction costs, and are, in fact, providing adequate park land and facilities concurrent with population growth.

The DCCSP encourages environmentally-friendly practices that would reduce air pollutant emissions, energy consumption, and water use. The DCCSP EIR contains Mitigation Measure AQ-7, which requires development to be designed to achieve a 5 percent efficiency beyond the 2016 California Building Code Title 24 requirements. The EIR also contains Mitigation Measure AQ-8, which requires projects be designed to reduce water usage by a minimum of 30 percent when compared to baseline water demand.



The DCCSP also encourages the preservation of Tustin’s archaeological and paleontological resources. The EIR contains Mitigation Measure CUL-1, which requires developers of new projects to retain an archaeologist to respond on an as-needed basis to address unanticipated archaeological discoveries and any applicable archaeological requirements.

The DCCSP EIR supports the City’s policy of providing adequate parkland by including Mitigation Measure REC-1, which requires projects not subject to parkland dedication requirements pay a parkland development fee to the City of Tustin.



B. EXISTING CONDITIONS REPORT

CITY OF TUSTIN

downtown commercial core plan



FINAL Existing Conditions Report | January 2015

M I G Team

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Cover

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I. Introduction

A photograph of a street scene with a building, trees, and parked cars. The image is overlaid with a semi-transparent purple filter. The text 'I. Introduction' is centered in white. The background shows a two-story building with a sign that says 'The SWIN'. There are several cars parked along the street, including a black SUV, a silver sedan, a black pickup truck, a white car, and a yellow van. A 'STOP' sign is painted on the road. There are large trees on the left and right sides of the street.

This introduction includes the following major sections:

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Project Overview

The City of Tustin Downtown Commercial Core Plan (Specific Plan) establishes a vision, goals, plan framework, and implementation strategies for future change. Built upon extensive community input, the Plan will outline a range of short, medium and long-term actions to transform the city's core while maintaining and enhancing its many assets.



Project Goals

Several overall goals set the stage for the project:

- ▶ Create an action-oriented strategic plan that is **implementable** and brings about tangible change.
- ▶ Bolster an **economically vibrant and active** Downtown environment.
- ▶ Enhance Downtown's **brand, identity and visibility** in the region.
- ▶ Support and build upon Downtown Tustin's **unique character and history**.
- ▶ Foster a **walkable and bikeable environment** that is accessible for residents, workers and visitors.



Definition of a Specific Plan

A **Specific Plan** is a California regulatory document that supports a city's General Plan while focusing on a more specific geographic area.

The Commercial Core Plan will identify a community vision and set of implementation actions for the future of Old Town Tustin and key adjacent street corridors (see Section II for boundaries of the Study Area). Key topics to be addressed in the plan include:

- Land Use
- Mobility
- Economic Development
- Health and Safety
- Infrastructure
- Environment

Project Process and Schedule

The interactive planning process includes extensive community engagement as well as in depth planning, design, economic and infrastructure analysis. Major plan phases include the following:



Project Process and Schedule

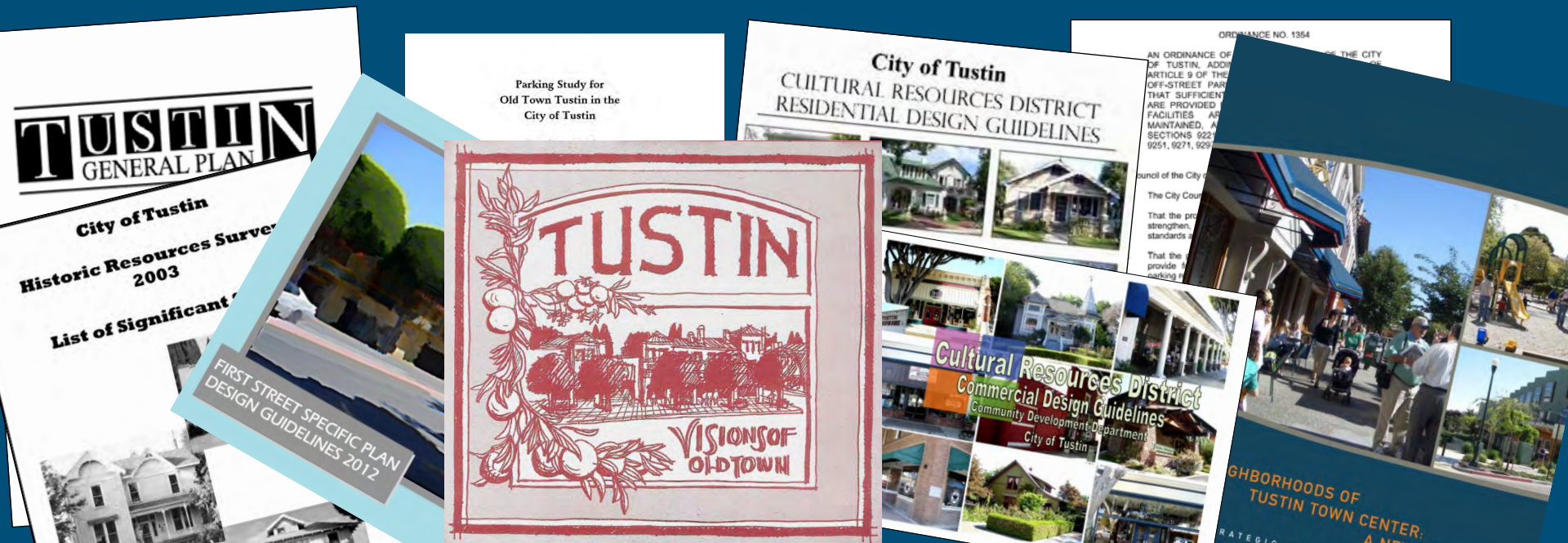
The project includes extensive community input opportunities and tools to keep people informed, including:

- Community Workshops
- Stakeholder interviews
- Technical Advisory Committee Sessions
- Public meetings and hearings
- Email updates
- Press releases



Key Documents and Current Planning Efforts

The Downtown Commercial Core Plan is guided by several foundational planning documents and tools, including the citywide General Plan (2013) and First Street Specific Plan (2012), as well as residential and commercial design guidelines and City ordinances (see Section II for additional information).



Contents of the Downtown Commercial Core Plan

The Downtown Commercial Core Plan is anticipated to include, at a minimum, the following major components:

- Introduction
- Key Findings and Opportunities
- Land Use and Zoning
- Circulation and Street Design
- Parking Strategy
- Infrastructure
- Implementation
- Appendices

Organization of the Existing Conditions Report

Following this Introduction, the Existing Conditions Report is organized into the following sections:

II. Existing Conditions and Key Findings

This section highlights current conditions and key findings related to **context, history, land use, urban design, parks and open space, zoning, mobility, parking, economic conditions, and infrastructure** for Tustin's commercial core.

III. Opportunities

This section outlines **major opportunities** within the commercial core that will be further explored and developed during the project process.



II. Existing Conditions and Key Findings

This Existing Conditions and Key Findings includes the following sections:

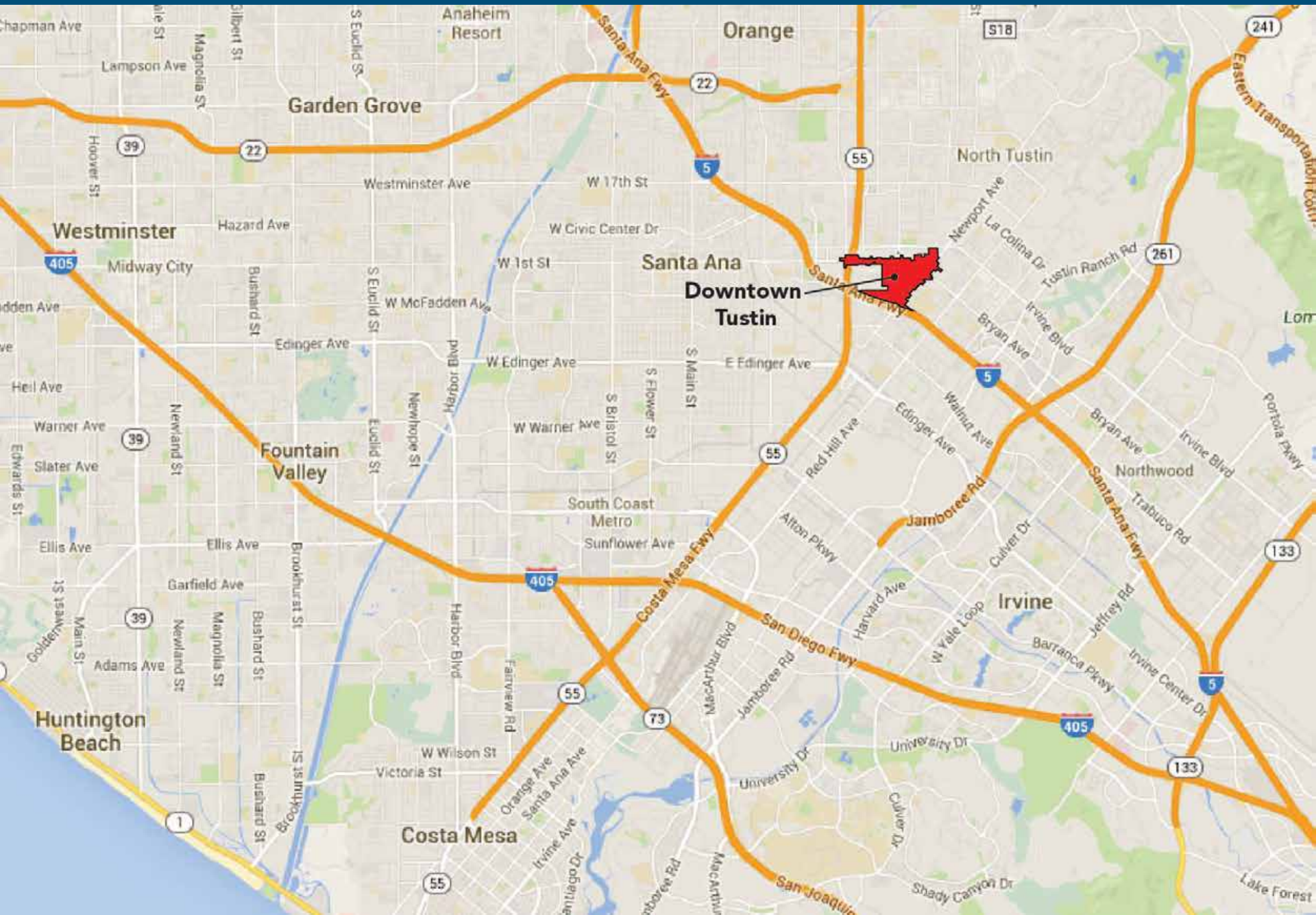
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Introduction

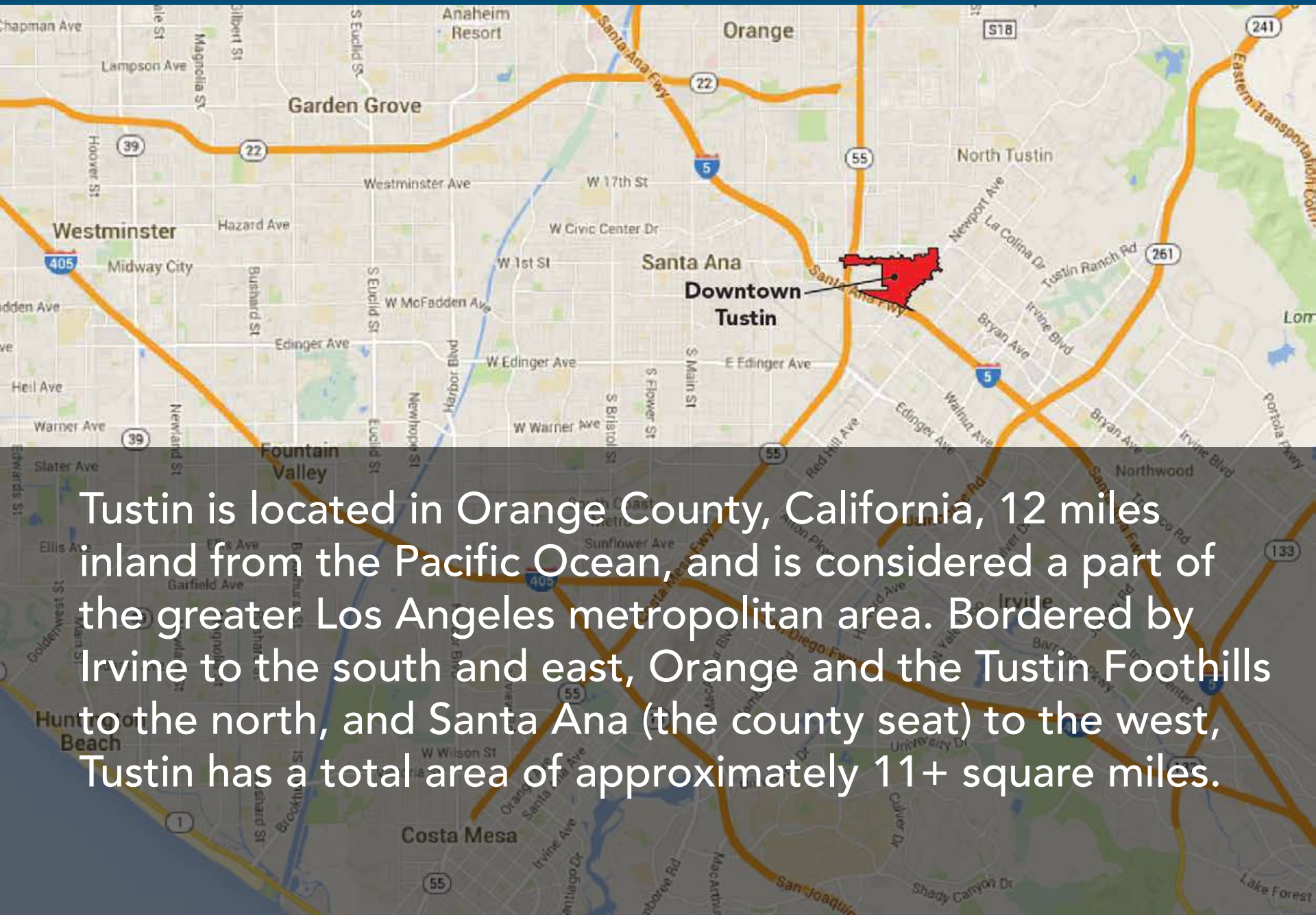
The City of Tustin downtown commercial core is a patchwork of diverse uses and spaces, ranging from a quaint “Old Town” to auto-oriented boulevards and historic adjacent neighborhoods.



Regional Context



Regional Context



Tustin is located in Orange County, California, 12 miles inland from the Pacific Ocean, and is considered a part of the greater Los Angeles metropolitan area. Bordered by Irvine to the south and east, Orange and the Tustin Foothills to the north, and Santa Ana (the county seat) to the west, Tustin has a total area of approximately 11+ square miles.

City Context



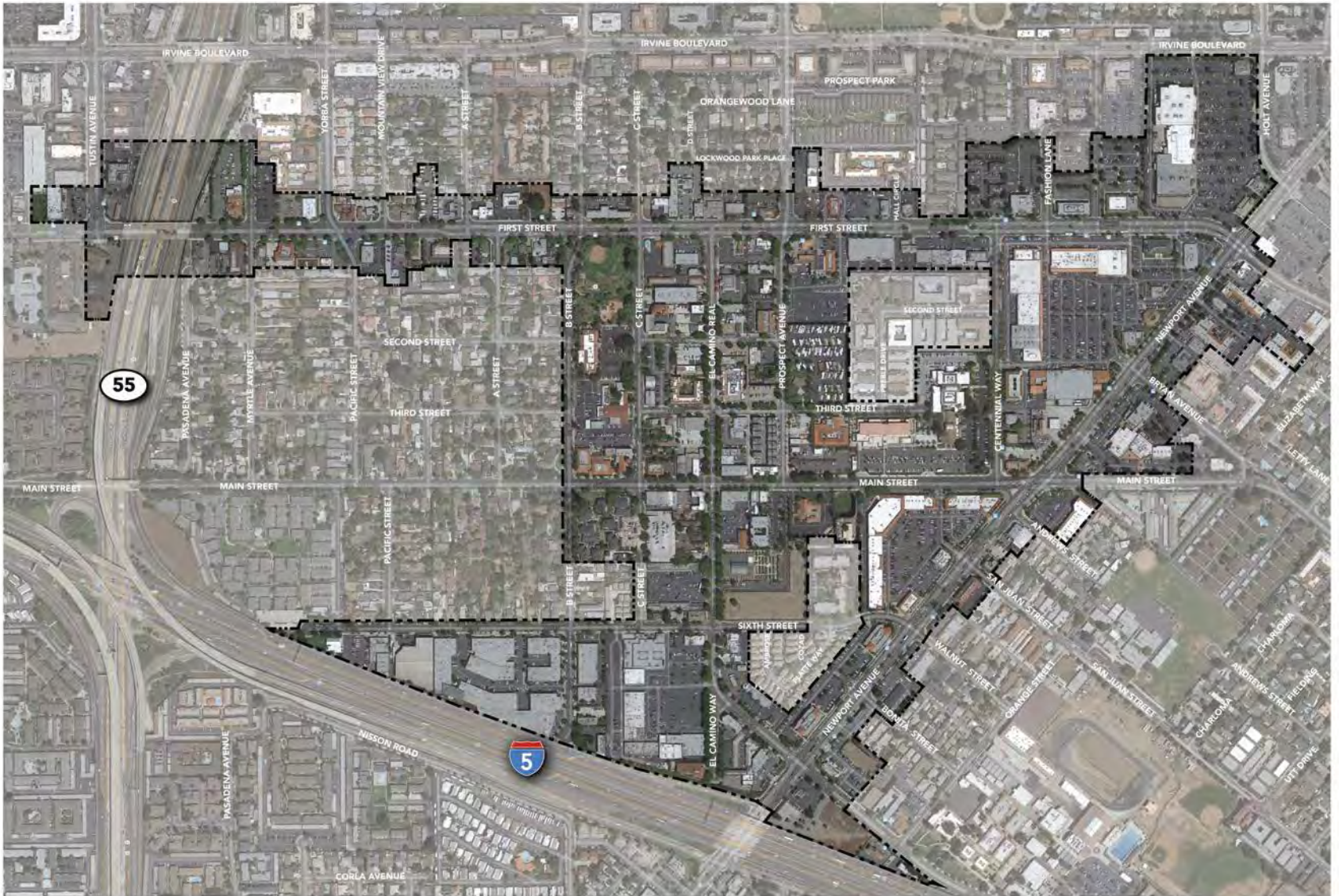
Tustin Downtown City Context

City Context



The downtown commercial core of Tustin is located north east of Interstate 5 and the Costa Mesa Freeway (State Highway 55). This area includes approximately 220 acres, 3% of the Tustin's overall area, and is a unique historic downtown that remained largely intact as auto-oriented suburban development burgeoned in Southern California in the latter half of the 20th century.

Study Area



Legend
 [Black dashed line] Project Area ↔ Major Roads
 [White outline] Parcel

Tustin Downtown Commercial Core Plan - Project Area

Study Area

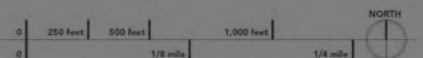


The intersection of El Camino Real and Main Street represents the historic crossroads and center of Old Town Tustin. Bordering Old Town, the Newport Avenue and First Street corridors have more modern, auto-oriented development patterns. These different areas characterize the range of uses and environments of the Commercial Core Plan Study Area.

Legend
▭ Project Area ↔ Major Roads
▭ Parcel

Tustin Downtown Commercial Core Plan - Project Area

M G November, 2014



History, Landmarks, and Assets

The City of Tustin shares a common history among its neighboring Southern California towns that emerged during the 19th century from the 60,000 acre Spanish land grant – Rancho Santiago de Santa Ana.

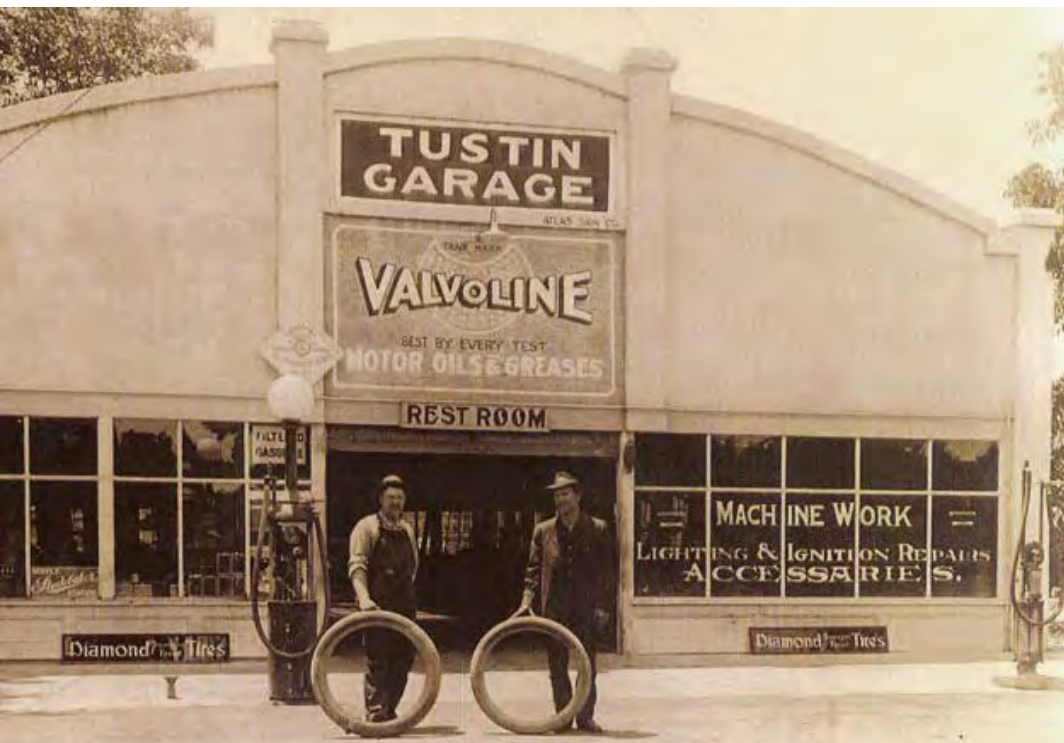
This gift, which would eventually become Orange County, was bestowed upon Jose Antonio Yorba by the Spanish Empire in 1801 for his service in helping explore and colonize Spanish California.



History, Landmarks, and Assets

Early Development

- The community was founded in 1870s by Columbus Tustin
- The City was incorporated in 1927 (population 900)



History, Landmarks, and Assets

Tustin During World War II

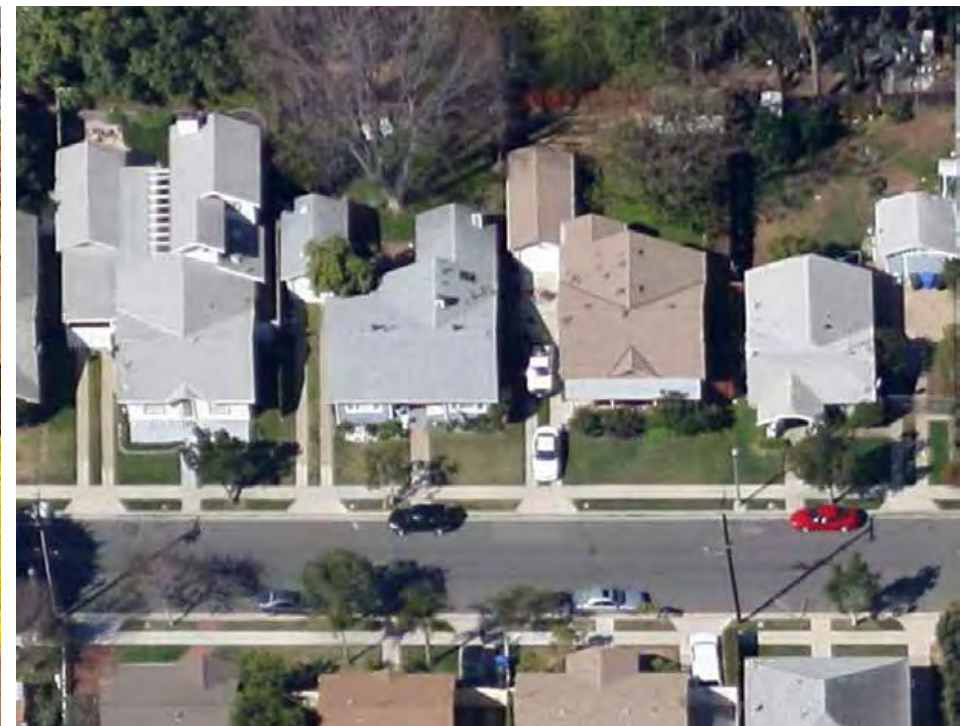
- Development of Naval Lighter-Than-Air Station Santa Ana in 1942 (southwest of the Study Area)
- The base included two dirigible hangars (among the largest wooden structures ever built)
- Both hangars are listed on National Register of Historic Places and the ASCE List of Historic Civil Engineering Landmarks



History, Landmarks and Assets

Tustin During the Post-War Period

- Suburban growth with increased population
- Annexation of Marine Corps Air Station Tustin in 1999 (formerly Naval Lighter-Than-Air Station Santa Ana)
- Development of orchards and farmland with housing, schools, community facilities and retail centers



History, Landmarks and Assets

Tustin During the Post-War Period

- Large freeway and roadway development
- Auto-oriented shopping center development



History, Landmarks and Assets

Tustin Today

- Tustin has a strong local economy with relatively high representative numbers for sole-proprietor and start-up businesses (Forbes, 2009)
- Many residents are working in local businesses
- Commute times are low for the L.A. area and average around 22 minutes



History, Landmarks and Assets

Tustin has many historic residential and commercial properties that contribute to the unique character of Old Town. Some key landmarks include:

- Sherman Stevens Home

- Classic example of Queen Anne architecture
- Located on the south side of Main Street at the mid-block of B and C Streets
- Built 1887 as a wedding present to Martha Snow, wife of Sherman Stevens
- Placed on the Register of National Historic Places

- 150 & 158 W Main Street

(Rutabegorz –Tustin)

- Located at the corner of Main and C Streets
- Neo-classical in design
- Built 1914 by the son of Columbus Tustin, founder of Tustin, California
- Placed on the Register of National Historic Places in 1994



History, Landmarks and Assets

Other Notable Landmarks

- Tustin Garage (currently The Black Marlin)
 - Located at the NE corner of El Camino Real and Sixth Street
 - Eclectic Mission Revival
 - Built in 1915 by George Williams in anticipation of the emerging automobile movement
- Tustin Hardware (currently Mrs. B's)
 - Located at the NW corner of El Camino Real and Main Street
 - Western falsefront style
 - Built in 1921 by the Utt Juice Company of Tustin, CA



History, Landmarks and Assets

Other Notable Landmarks

- Knights of Pythias Building
 - Located at the NE corner of El Camino Real and Main Street
 - Neo-Classical Style
 - Built in 1925 as the Lodge for the Knights of Pythias
- Tustin Presbyterian Church
 - Mission Revival/Gothic
 - Built in 1929 as replacement to the original 1884 Victorian sanctuary



History, Landmarks and Assets

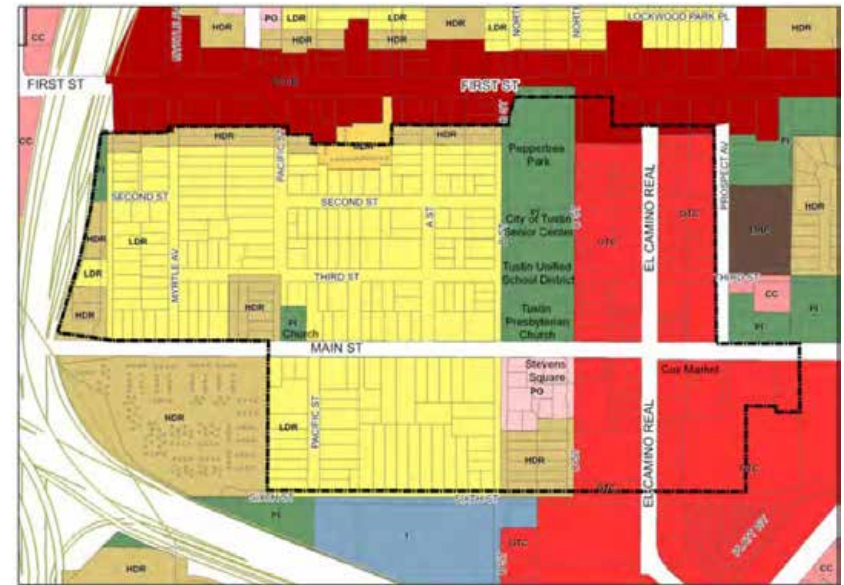
Other notable land marks include the Tustin Unified School District Administration building (1), the Lindsay House (2), The Tustin Blacksmith's Shop (3), 160 East Main (Old Town Flooring) (4), and the Little Tree Church in Jamestown Village (5).



History, Landmarks and Assets

Cultural Resources District (CRD)

- On June 20, 1998 City Council approved Ordinance No. 1001 to approve the creation of a *cultural resources district*.
- The CRD is intended to ensure that maintenance, preservation, and enhancement of Old Town is coordinated with the existing single family zoning within the area.
- Two key planning documents support and guide the preservation effort for the CRD. These include:
 - **CRD Residential Design Guidelines, 2012,**
 - **CRD Commercial Design Guidelines, 2014**(see the following pages).



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Old Town Cultural Resources District

General Plan Designation

- LDR- Low Density Residential
- MDR - Medium Density Residential
- HDR - High Density Residential
- PCR - Planned Community Residential
- MHP - Mobile Home Park
- PO - Professional Office
- CC - Community Commercial
- OTC - Old Town Commercial
- PCCB - Planned Community Commercial/Business
- I - Industrial
- PI - Public/Institutional

Key Planning Documents

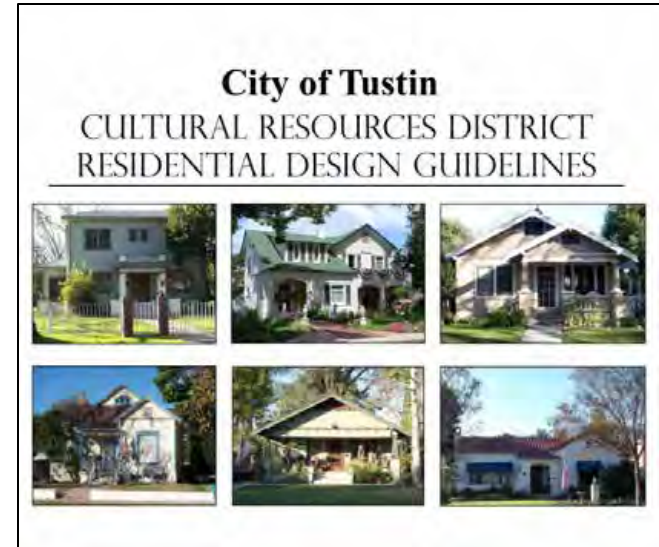
The following pages include summaries of key planning documents reviewed for the existing conditions analysis. Web addresses for each of the reports can be found in Appendix E at the end of this report.

CRD Residential Design Guidelines

The CRD Residential guidelines provide direction for the preservation of historic homes and development of infill residential properties that occur within Tustin's Cultural Resources (overlay) District.

Key topics include:

- Historic Residential Styles of Tustin
- Residential Guidelines for Preservation and Rehabilitation
- Additions and New Accessory Buildings
- New Infill Development
- Adaptive Reuse
- Landscaping



(Adopted April 3, 2012)

Key Planning Documents

CRD Commercial Design Guidelines

A companion guide to the CRD Residential Design Guidelines created in 2012, this guide provides direction for non-residential preservation and development within Tustin's Cultural Resources overlay district that occur within the Downtown Commercial Core Study Area.

Key topics include:

- Preservation and Rehabilitation
- Adaptive Reuse
- Building Additions
- New Infill Development
- Sustainable Design Features
- Parking
- Landscape and Streetscape
- Identification Signage



(Public Draft September, 2014)

Key Planning Documents

CRD Commercial Design Guidelines (continued)

The Design Guidelines provide a comprehensive set of design principles that will:

- Guide preservation and rehabilitation of designated residential cultural resources
- Promote compatibility of new infill residential structures within the Cultural Resources District
- Promote compatibility of front yard landscaping and other improvements with the character of the Cultural Resources District



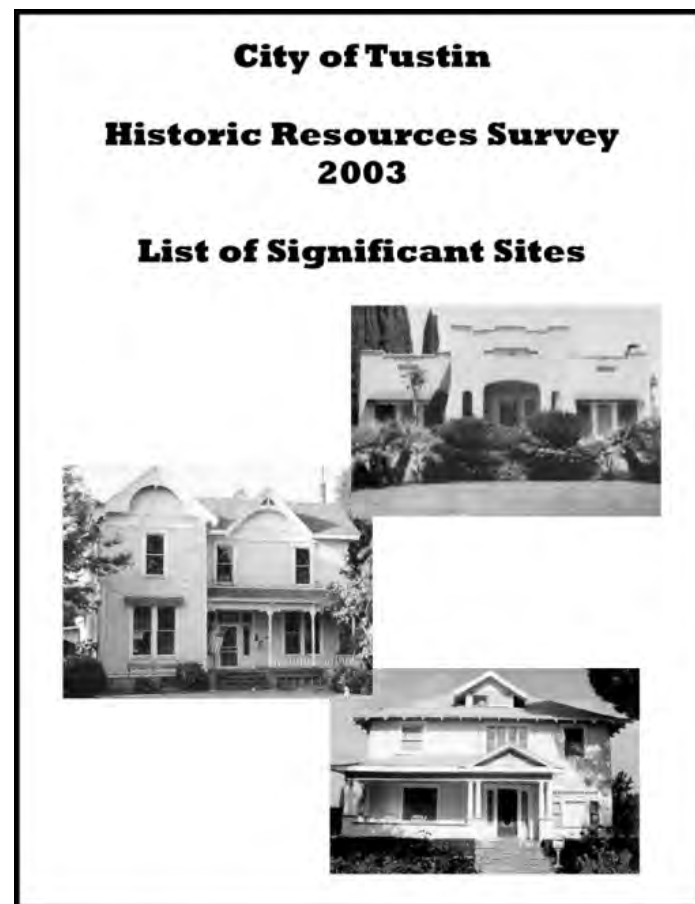
(Public Draft September, 2014)

Key Planning Documents

City of Tustin Historic Resources Survey 2003

This survey serves as an assessment of historical significance for buildings based on national, state, regional, and local criteria and is a part of the Historical Resources Survey update of 2003.

The report contains Building Structures and Object records for each historic site in the City of Tustin and identifies properties in the downtown core that appear ready – and others that could be considered eligible – for listing on the National Register of Historic Properties.

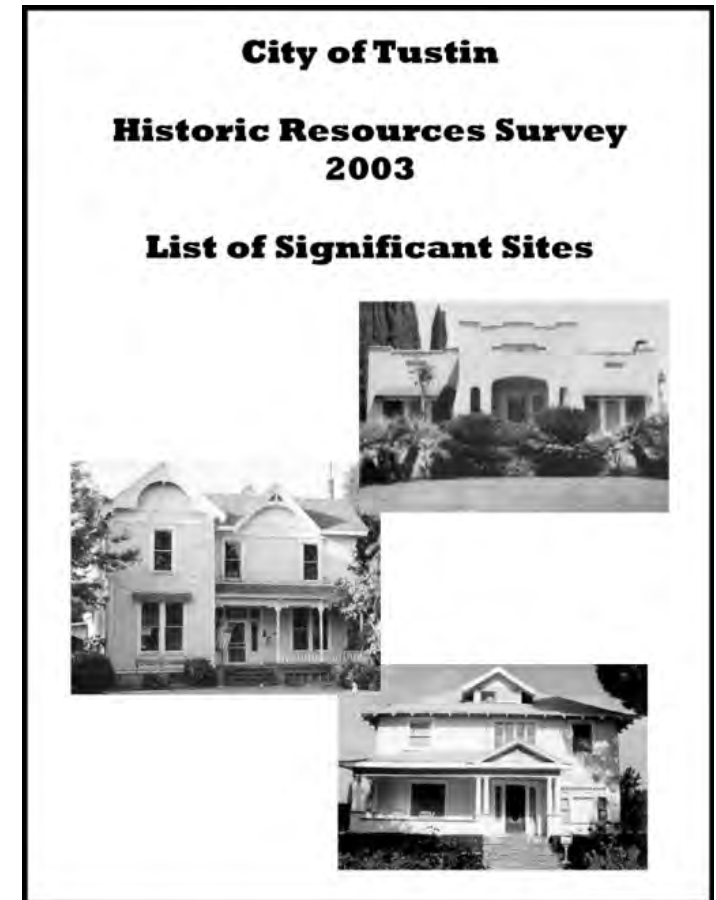


(March 2003)

Key Planning Documents

City of Tustin Historic Resources Survey 2003 (continued)

- Study area properties appearing eligible for listing in the National Register:
 - 245 C Street
 - 300 C Street
 - 305 C Street
 - 335 C Street
 - 500 C Street
 - 397-399 El Camino Real
 - 434 El Camino Real
 - 560 El Camino Real
 - 201 W Main Street
 - 115 W Main Street
 - 160 E Main Street
 - 193 E Main Street

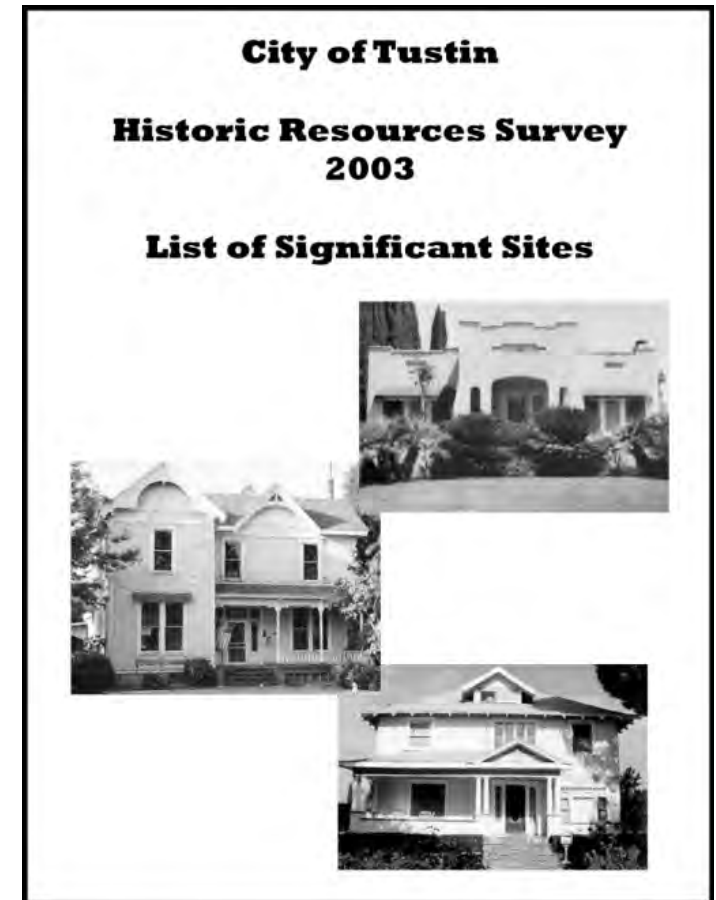


(March 2003)

Key Planning Documents

City of Tustin Historic Resources Survey 2003 (continued)

- Study area properties that might become eligible for listing:
 - 245 C Street
 - 401 El Camino Real
(more research is needed)
 - 450 W First Street
(restoration is needed)
 - 275 C Street
(restoration is needed)



(March 2003)

Key Planning Documents

Tustin General Plan

A General Plan is a regulatory document that serves as the development blueprint for cities to follow as they grow and develop over time.

The Tustin General Plan is organized into seven elements including; Land Use, Housing, Circulation, Conservation/Open Space/Recreation, Public Safety, Noise, and Growth Management. Each includes a set of goals, policies and programs which inform proceeding planning efforts—like this Specific Plan – and provide decision makers with the tools to make informed land use related decisions.



(Amended October 2013)

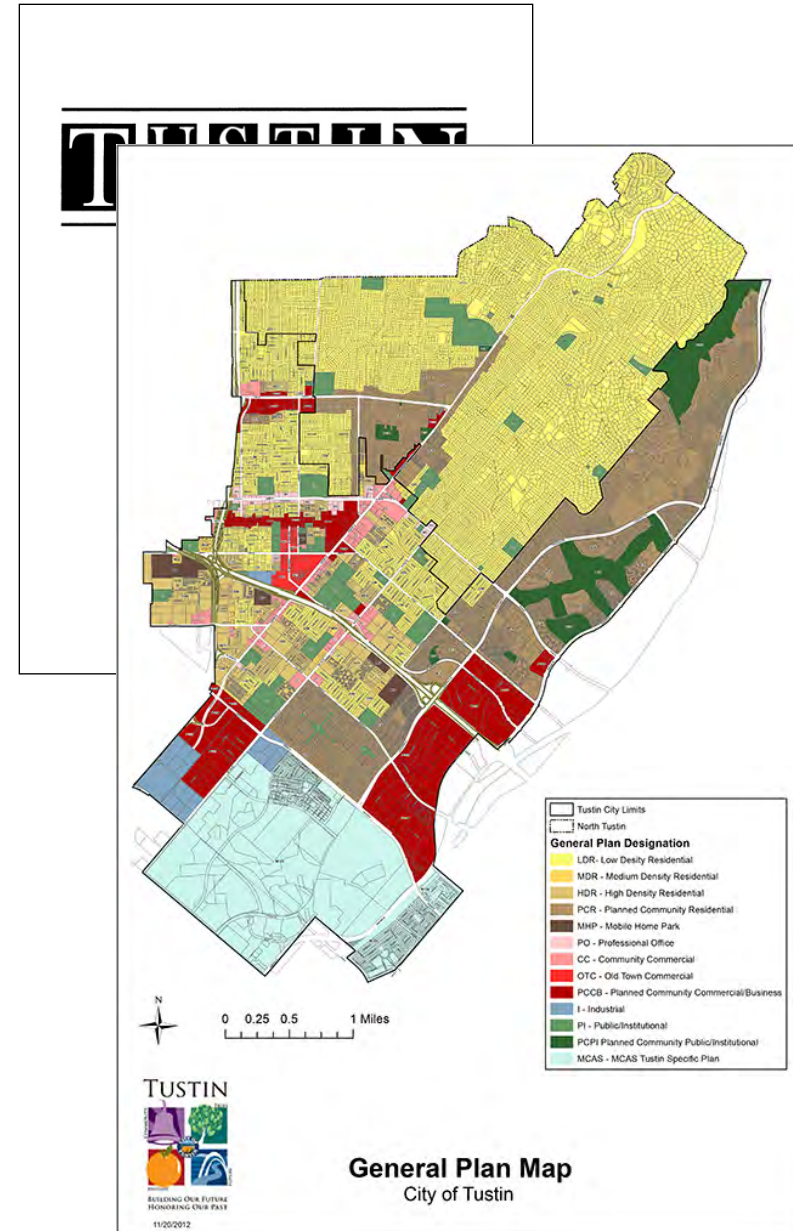
Key Planning Documents

Tustin General Plan (continued)

The **Land Use Element** is the chapter in the General Plan that provides the contextual framework for addressing specific issues and subject areas examined in other chapters of the plan.

This guiding tool also provides the framework for developing more targeted or “Specific Plans” for key areas of the city.

The Goals of this Land Use Element influence the shaping of the Tustin Downtown Commercial Core Plan.

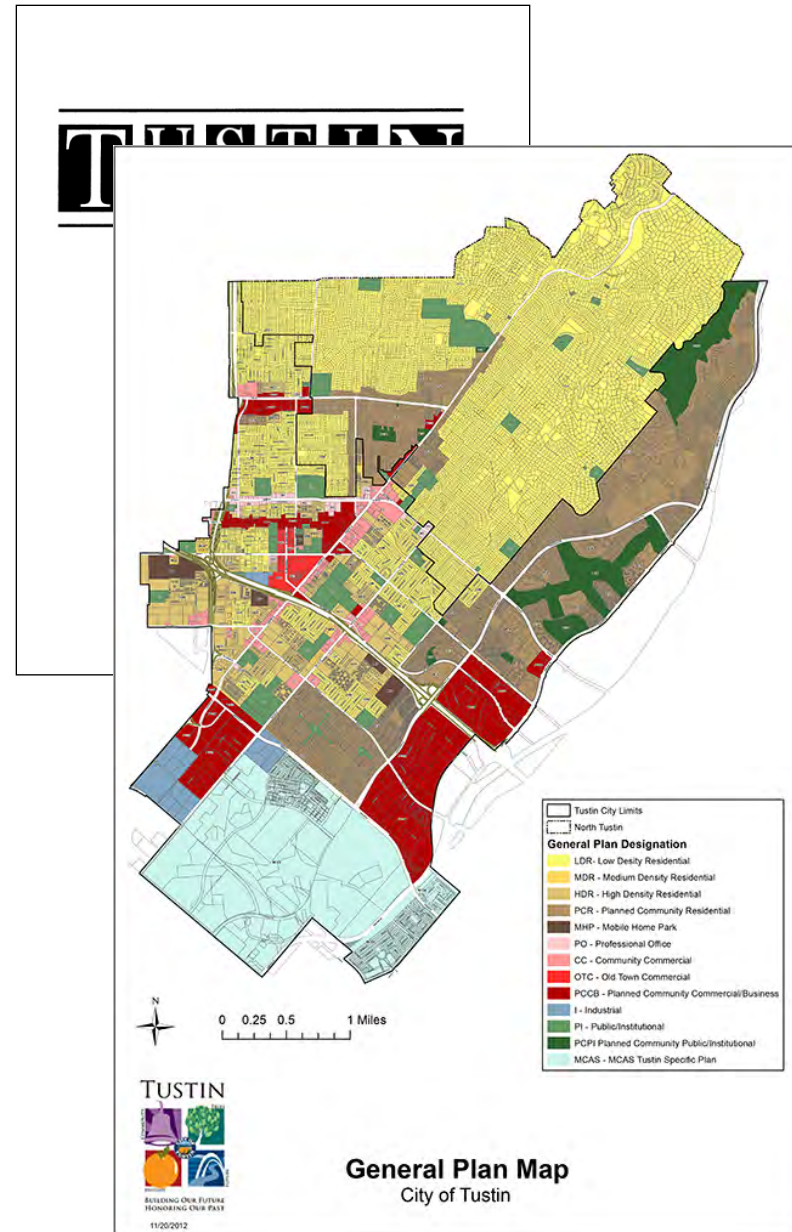


Key Planning Documents

Tustin General Plan (continued)

Following is a select list of the land use goals expressed in the Land Use Element.

- Achieve balanced development
- Ensure compatible and complementary development
- Revitalize older commercial, industrial, and residential development
- Improve city-wide urban design
- Promote economic expansion and diversification
- Coordinate public facility and service provisions with new development
- Strengthen development character in the Old Town/First Street area with a unique pedestrian environment and diverse mix of goods, services, and uses



Tustin General Plan (continued)

The goal and policies listed on the following pages do not include all policies listed in the Land Use Element, but specifically address those policies related to the future growth and development of the downtown commercial core along First Street and land within Old Town Tustin. These policies are listed here as a direct reference for the Plan.

Goal 10 : Improve and strengthen the Tustin Old Town/First Street area with a unique pedestrian environment and diverse mix of goods, services, and uses.

- **Policy 10.1**: Improve the Old Town District's identity as the City's historical and architectural focus and its contribution to the communities economic base.
- **Policy 10.2**: Review and consider the possible development of residential uses in the Old Town area both as individual residential projects, and integrated above ground floor retail and office uses.

Tustin General Plan (continued)

Land Use Element – **Goal 10**

- **Policy 10.3:** Encourage outdoor pedestrian spaces, such as courtyards, arcades and open landscaped passages, to be integrated into new development. Encourage high-quality pedestrian-oriented building frontages which open onto these pedestrian spaces and public sidewalks.
- **Policy 10.4:** Develop and use signage to promote a district parking concept that emphasizes shared parking facilities. Promote improvements which will upgrade circulation and access in the Old Town District.
- **Policy 10.5:** Study the potential expansion of the Cultural Resources Overlay District north of First Street to Irvine Boulevard.
- **Policy 10.6:** Encourage the integration of retail or service commercial uses on the street level of office projects through flexibility in site development standards.

Key Planning Documents

Tustin General Plan (continued)

Land Use Element – **Goal 10**

- **Policy 10.7:** Encourage the consolidation of individual parcels/ consolidated site planning and parking and access along First Street and in Old Town through utilization of development incentives such as reduced parking, height bonus, lot coverage relaxation, allowance for secondary uses, fee waivers, and/or financial assistance in land acquisition and/or infrastructure improvements.
- **Policy 10.8:** Encourage rehabilitation of existing facades and signage to comply with First Street Specific Plan guidelines and any future design guidelines for Old Town.
- **Policy 10.9:** Allow existing single family residential uses/structures listed within the City's official historic survey to be preserved and used as a residence, or preserved and used as a commercial use consistent with the City's Cultural District Residential Design Guidelines and the Secretary of Interiors Standards for Rehabilitation.

Key Planning Documents

First Street Specific Plan

This plan promotes the continuation of commercial retail, service, and office uses, along with commercial mixed use projects at various scales along First Street between Highway 55 and Newport Avenue.

Overall policy direction:

- Individual property owners decide the continuation, redevelopment or new development of uses on property within the Specific Plan area.
- The City decides how development standards are maintained or established within the Specific Plan area according to the Plan, but with the ability to amend the Plan as necessary.



First Street Specific Plan
2012 Specific Plan Area

(Adopted November 20, 2012)

Key Planning Documents

First Street Specific Plan (continued)

- Lists permitted land uses and development standards for the Specific Plan area
- Provides an incentives program for lot consolidation and mixed-use (commercial + office) development
- Offers consolidated parking/access bonus to reduce parking requirement
- Includes design guidelines for public streetscapes, parking, and signage, and private development standards for buildings and landscape



First Street Specific Plan
2012 Specific Plan Area

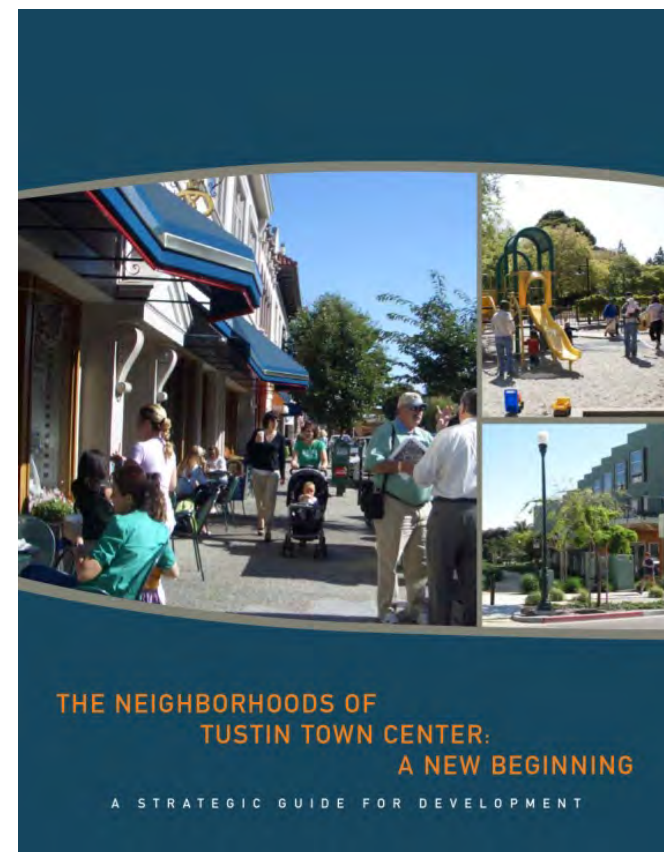
(Adopted November 20, 2012)

Key Planning Documents

The Neighborhoods of Tustin Town Center – A New Beginning

The Neighborhoods of Tustin Town Center Plan is a targeted plan for private investment and development to occur through public/private partnerships. The plan is a City Council-initiated response to an Urban Land Institute report entitled: "Tustin California, Infill Development Opportunities."

- Provides key development strategies for three distinct neighborhoods of Tustin
- Vetted through a community engagement process
- Recommends neighborhood concepts, plans for key sites, and tools for implementation
- Corresponds geographically with portions of Tustin Downtown Commercial Core study area through the plan's "Center City" neighborhood



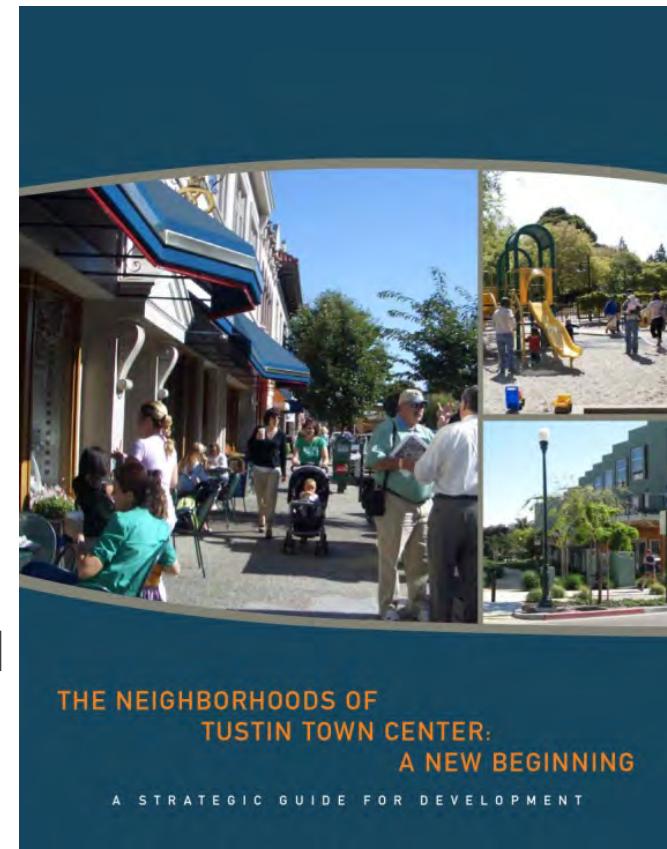
(September 21, 2010)

Key Planning Documents

The Neighborhoods of Tustin (continued) Town Center – A New Beginning

The overall goals for all neighborhoods identified in the plan include:

- Increase housing supply
- Enrich livability of neighborhoods
- Revitalize commercial uses along arterial streets
- Strengthen arterial corridors
- Upgrade appearance of street corridors and community gateways
- Create employment opportunities for residents
- Improve connectivity
- Provide new open spaces



(September 21, 2010)

Key Planning Documents

The Neighborhoods of Tustin (continued) Town Center – A New Beginning

Two alternatives and a preferred concept are presented for the Center City area and include general design guidelines.

FIGURE 4-2: ALTERNATIVE A

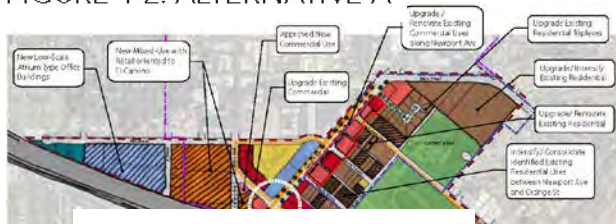


FIGURE 4-3: ALTERNATIVE B

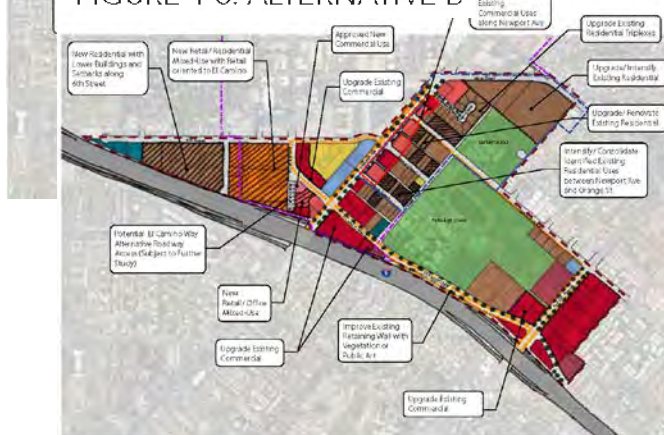
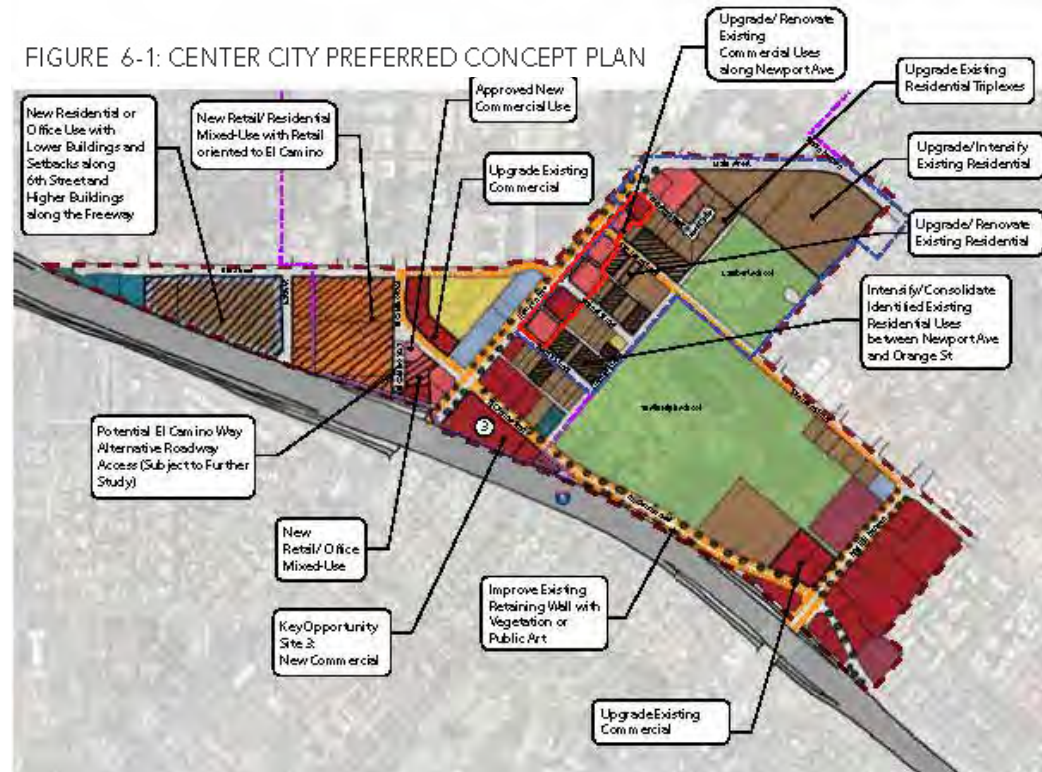


FIGURE 6-1: CENTER CITY PREFERRED CONCEPT PLAN



Key Planning Documents

Visions of Old Town Tustin

This report is an “idea book” of initial concepts developed by a volunteer group of design professionals with backgrounds in all areas of development.

Through city invitation, the volunteer group was tasked with further defining the “vision” for Old Town Tustin.

The Report includes ideas, strategies, actions and recommendations for a land use framework, architectural character, circulation and streetscape, and potential catalytic projects. Many concepts depicted are still relevant today.

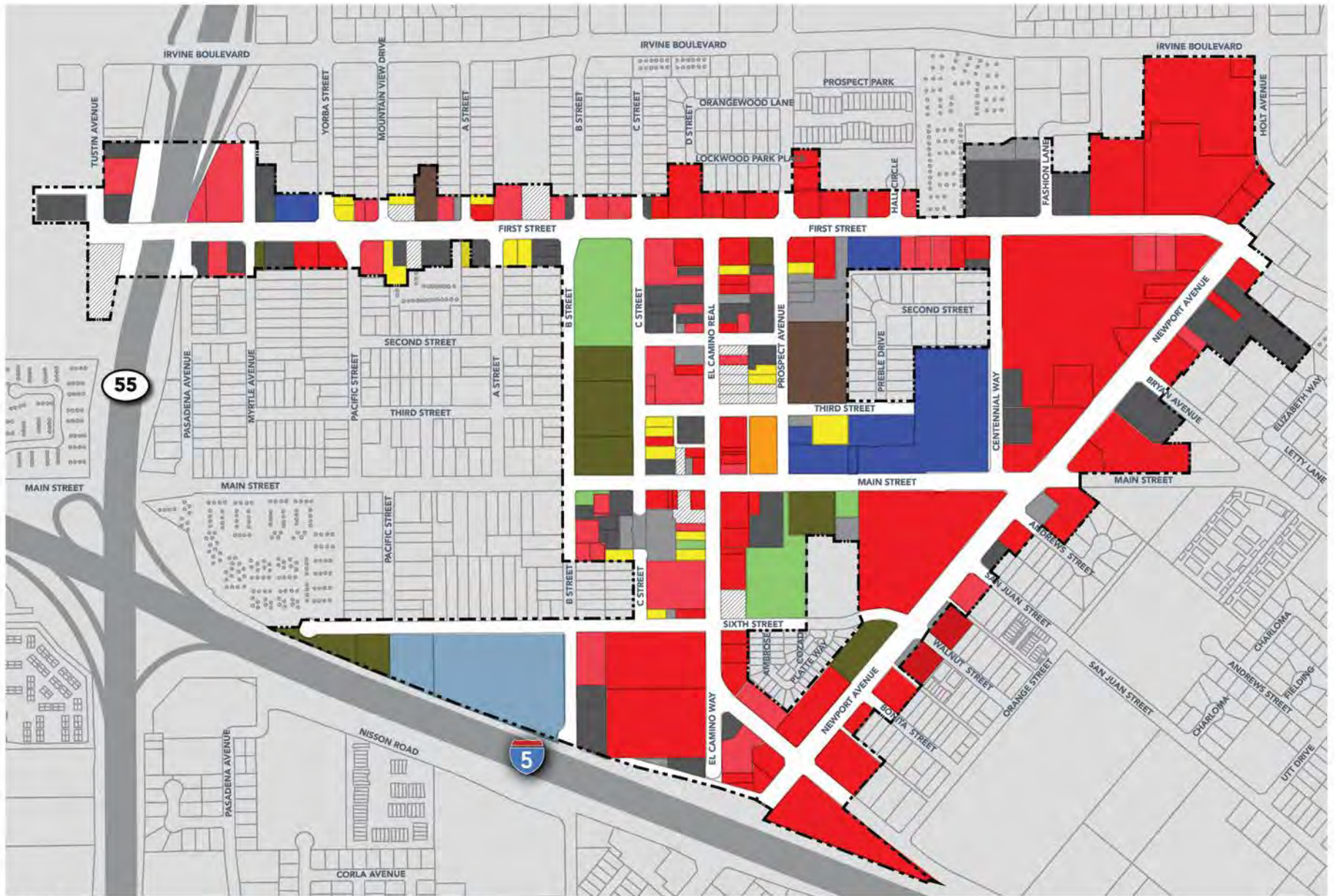


(September 29, 1991)

Land Use



The Tustin commercial core includes a wide-ranging mix of land uses that can be generally broken down into four broad categories of general commercial (80%), housing (5%), parks and open space (5%), and underutilized uses (10%). Each broad category is depicted in the “Existing Land Uses (2014)” map and further delineated into more discrete land uses in Table 2.1 on the following pages. The supportive data and methodology used to assess the existing land use can be found in Appendix D at the end of this report.



Legend

- Project Area
- Parcel
- Retail
- Commercial
- Office
- Institutional
- Industrial
- Public
- Residential
- Mixed-Use
- Mobile Home Park
- Open Space
- Parking
- Vacant

Tustin Downtown Commercial Core - Existing Land Use (2014)



Land Use

Table 2.1: Downtown Commercial Core Existing Land Uses

| Existing Land Use | | Acres | Building SF | Dwelling Units |
|---------------------------------|------------------|------------|---------------------|----------------|
| General Commercial (80%) | Retail | 68 | 940,000 | N/A |
| | Office | 27 | 680,000 | N/A |
| | Commercial | 21 | 410,000 | N/A |
| | Institutional | 9 | 150,000 | N/A |
| | Industrial | 8 | 240,000 | N/A |
| | Public | 4 | 73,000 | N/A |
| Housing (5%) | Residential | 4 | N/A | 54 |
| | Mobile Home Park | 4 | N/A | 70 |
| | Mixed-use | 1 | 12,000 (Commercial) | 12 |
| Parks and Open Space (5%) | Open Space | 7 | 7,000 | N/A |
| Underutilized Parcels (10%) | Parking | 6 | N/A | N/A |
| | Vacant | 5 | 10,000 (abandoned) | N/A |
| Total | | 164 | 2,522,000 | 136 |

Land Use

General Commercial Uses Retail and Commercial

Retail and commercial uses make up roughly 41% (68 acres) and 13% (21 acres) respectively of the overall 164 developable acres of the downtown commercial core.

These uses are predominantly located along First Street, Newport Avenue, and El Camino Real and include over 1.3 million square feet of space.

Various formats exist in the core including neighborhood shopping centers, strip commercial, "main street", and auto-oriented drive through.

The majority of the retail and commercial uses within the study area are car dependent. Therefore, large portions of the land designated retail and commercial is utilized primarily for automotive circulation and parking.



General Commercial Uses Office and Industrial

Existing office space (680,000 sf) and industrial space (240,000 sf) can be found within the downtown commercial core.

Office uses are interspersed throughout the study area and consist of multiple formats from multi-level office buildings, to residential lot conversions.

The limited industrial space in the study area is between Sixth Street and Interstate 5; west of "B" Street and is primarily used for public storage.

A good supply of office space within a walkable urban environment can provide daily activity during normal business hours and provide a captive audience for restaurants and shops during the lunchtime hour.



Land Use

General Commercial Uses Public and Institutional

Downtown Tustin is home to many of the City's key civic and culturally significant institutions such as City Hall, the Tustin Unified School District and the Tustin Presbyterian Church.

Collectively, these cultural assets account for 7.5% (13 acres) of the study area and are clustered in three locations: north of Main Street between Prospect Avenue and Centennial Way; between "B" and "C" streets south of Peppertree Park; and at the western terminus of Sixth Street next to Interstate 5.

Public and institutional uses help to build civic and cultural pride for the community. Often these uses include facilities with distinct character that help to shape the identity of a place.



Land Use

Housing Uses

Residential, Mixed-Use, and Mobile Home Parks

A variety of housing is found in the downtown commercial core including single family, multifamily, above ground-floor retail mixed-use, and mobile home parks.

There are approximately 136 units in the study area with 54 units in single family and multifamily, 70 units in mobile home parks, and 12 units in the mixed-use development along Prospect Avenue.

The study area has a gross density of .6 du/acre and the net density ranges from 12 to 18 du/acre.

Residential only accounts for 2.5% of the study area. This low percentage may limit the opportunities for employees to live and work within the study area.



Land Use

Parks and Open Space Peppertree Park and Other Open Spaces

Peppertree Park, is the sole community park located in the downtown commercial core. This 4.5 acre park provides amenities for sports, games, passive recreation and community gathering.

Other open spaces exist within the study area including a small pocket park along the west side of El Camino Real between Main and Sixth streets, and a green parcel on the northwest corner of Stevens Square.

The number of existing park and open space areas are few in the study area. This can limit the opportunities for people to be active and live healthy lifestyles.



Underutilized Uses Parking and Vacant Uses

Various parking and vacant lots existing within the study area, account for roughly 10% of the available developable land. This does not include the large surface parking lots that serve many of the larger retail parcels in the study area.

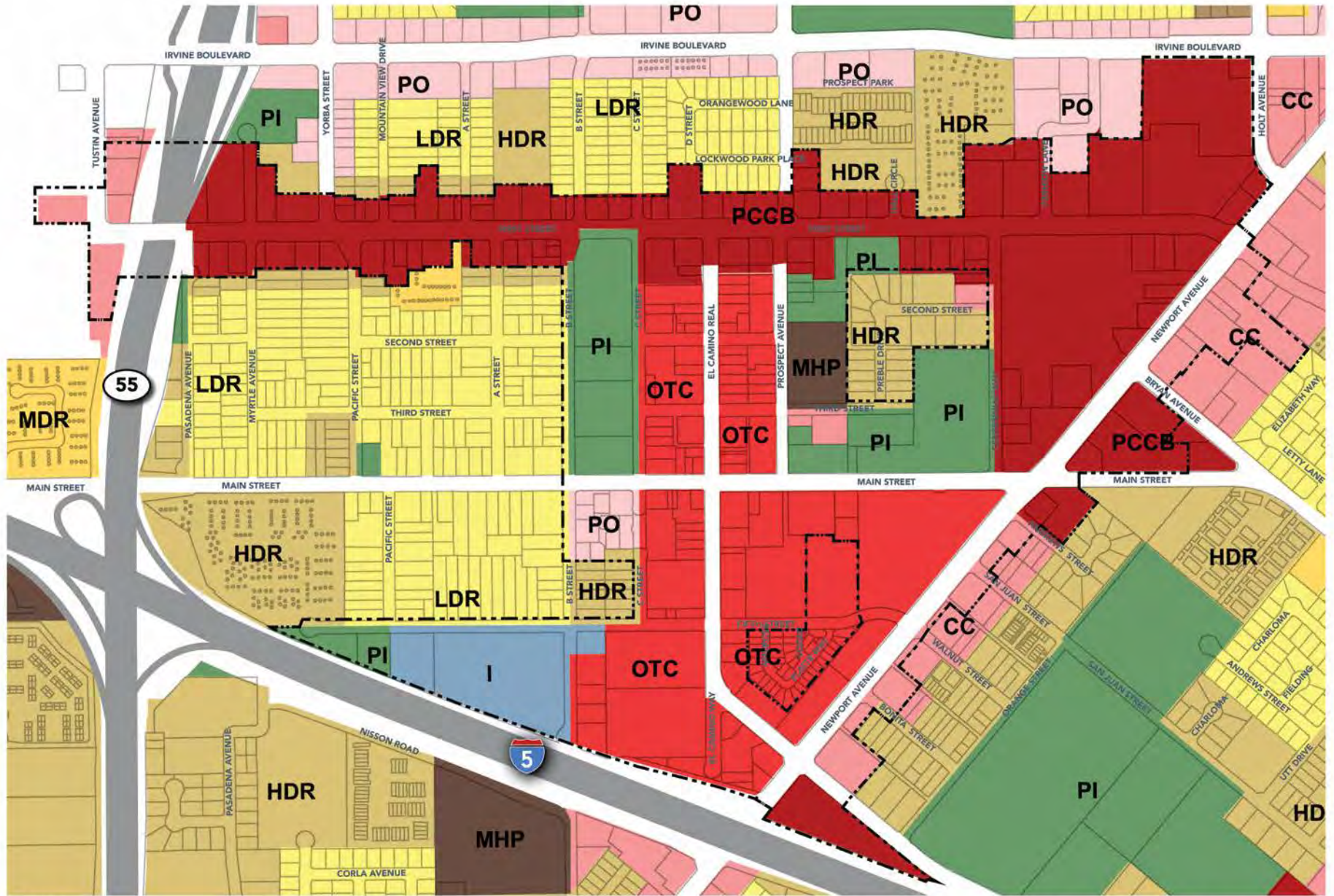
Many of these spaces are utilized periodically throughout the year for various events, festivals, and farmers markets. While addressing existing program needs, these spaces offer much available space for future potential development.



Table 2.2: Downtown Commercial Core General Plan Land Use Designations

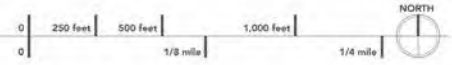
| General Plan Land Use | Description | FAR |
|-----------------------|---------------------------------------|---|
| MHP | Mobile Home Park | Up to 10 du/acre |
| PO | Professional Office | 0.8:1 maximum |
| CC | Community Commercial | 0.5:1 maximum |
| OTC | Old Town Commercial | 1.0:1 maximum (residential allowed) |
| PCCB | Planned Community Commercial/Business | 1.5:1 maximum (residential allowed) |
| I | Industrial | 0.6:1 maximum (residential uses allowed) |
| PI | Public/Institutional | 0.6:1 maximum (residential uses allowed) |

The City of Tustin’s General Plan land use designations coincide with the majority of existing land uses found within the downtown commercial core. Although residential is allowed within the majority of these uses, it is not specifically identified as a distinct land use. The General Plan land uses for the downtown commercial core are depicted on the map on the next page.



- Legend**
- Project Area
 - Parcel
 - Parking Overlay
 - LDR-Low Density Residential
 - MDR-Medium Density Residential
 - HDR-High Density Residential
 - PCR-Planned Community Residential
 - PO-Professional Office
 - MHP-Mobile Home Park
 - PCCB-Planned Community Commercial/Business
 - I-Industrial
 - CC-Community Commercial
 - OTC-Old Town Commercial
 - PI-Public/Institutional
 - PCPL-Planned Community Public/Institutional
 - MCAS-MCAS Tustin Specific Plan

Tustin Downtown Commercial Core - General Plan Land Use



Urban Design

Design and Character

The design of **streetscapes** and the character influences of mixed **architectural** styles help to create the small, quaint charm that currently defines Old Town.



Urban Design

Architectural Style – Historic Influences

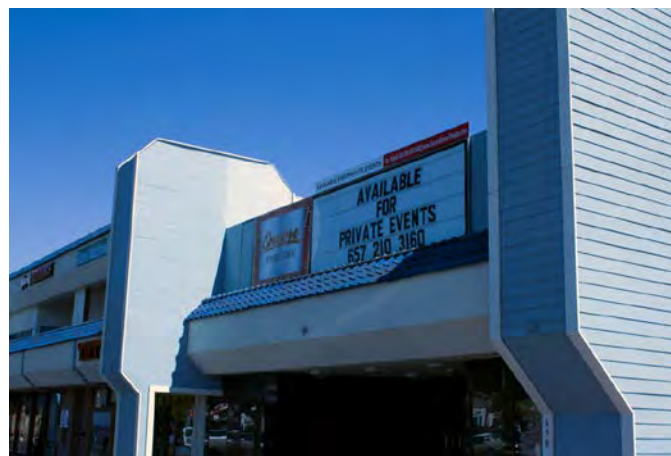
Many historic structures, homes and commercial spaces can be found within Old Town that offer a broad mix of architectural styles. Such a mix of historic precedents offer many character defining cues that may shape the look and feel of future development in Old Town.



Urban Design

Architectural Style – Contemporary Examples

The architectural styling of more recent development has broadened the palette of available materials, textures, and colors that can be seen and experienced in Tustin. Some recent buildings have quality architecture that bolsters the area; other buildings are less contributory to the environment.



Urban Design

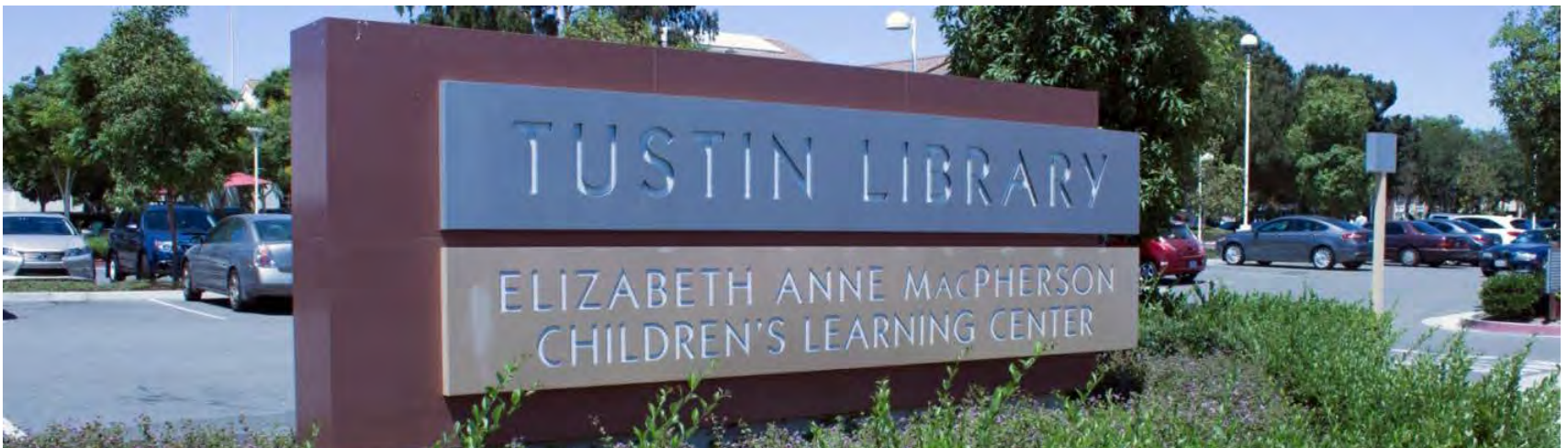
Gateways and Signage

There are many diverse public gateways and signs throughout Old Town and the downtown commercial core. Opportunity exists to create a more cohesive sign and branding program.



Urban Design

Gateways and Signage – Existing Examples



Urban Design

Commercial Signage

Unique private signage along building facades within the study area add diversity and a “vintage” look and feel to Old Town.



Urban Design

Commercial Signage

More recent commercial signage in the downtown commercial core, along the major streets of First Street and Newport Avenue, diverge from Old Town's vintage look and feel. This could offer a branding opportunity for distinguishing the Old Town "core" from its peripheral commercial corridors that currently serve as more auto-oriented areas.



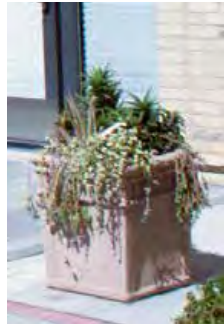
Streetscape Character – Street Elements

Old Town possesses street elements such as, mature street trees, sidewalks, ground-floor windows, awnings, pedestrian-level lighting and signage, potted plants, and planters that contribute to a comfortable, functioning and aesthetically pleasing pedestrian environment.



Urban Design

Streetscape Character – Typical Street Elements



Urban Design

Streetscape Character – Pedestrian and Bike Connectivity

Crosswalks, curb cuts, contiguous sidewalks, recent bicycle facilities, and sidewalk activation vary in quality and occurrence throughout the downtown commercial core.



Urban Design

Streetscape – Design Challenges

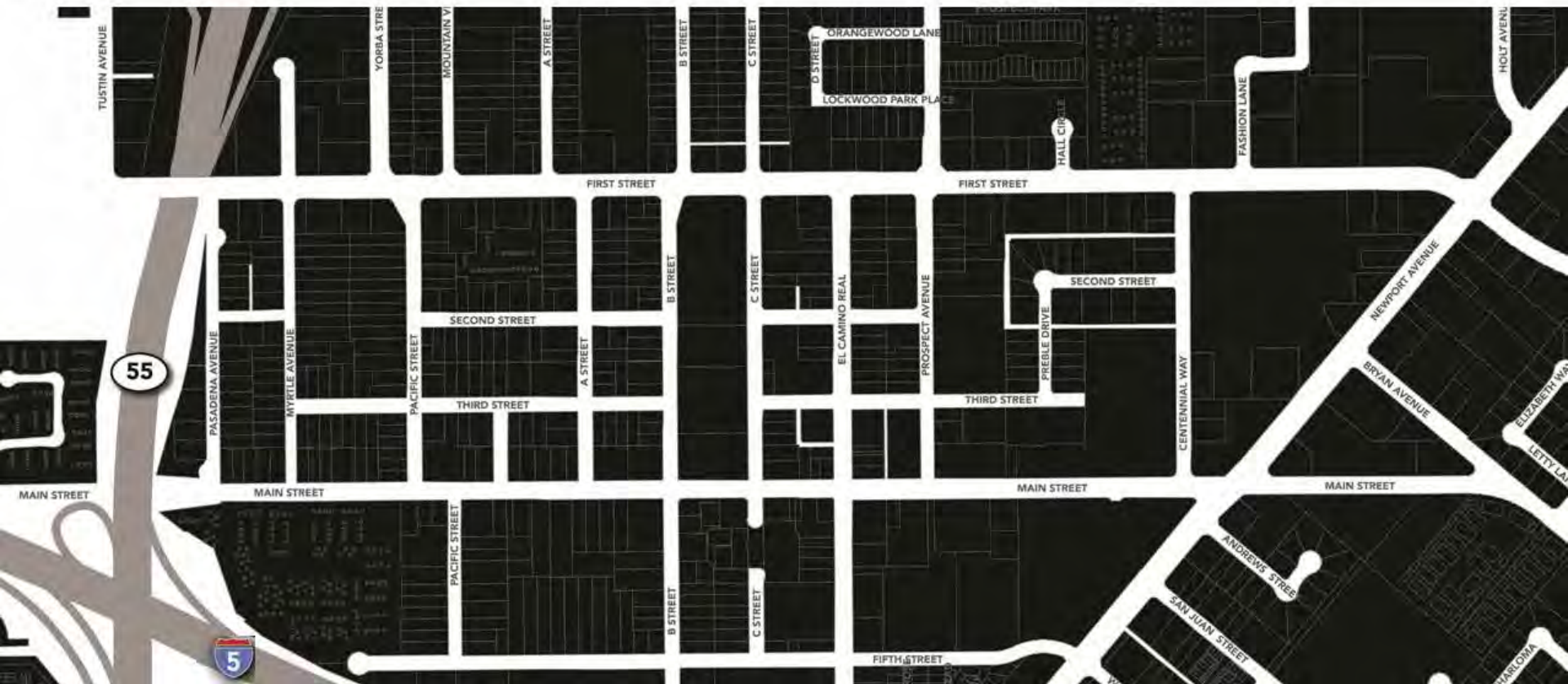
Large intersections and wide travel lanes along First Street and Newport Avenue create higher-speed roadways with few pedestrian crossings and longer commercial blocks. This creates an unpleasant pedestrian environment along the peripheral edge of the downtown commercial core and limits pedestrian accessibility to the more walkable Old Town.



Urban Design

Block Structure

The **street grid** varies in size and orientation throughout the downtown commercial core. Smaller walkable blocks north of Main Street and along El Camino Real are adjacent to larger auto-oriented blocks along Newport Avenue, and the I-5 and SR-55 freeways.





Legend
 ■ Parcel ↔ Freeway

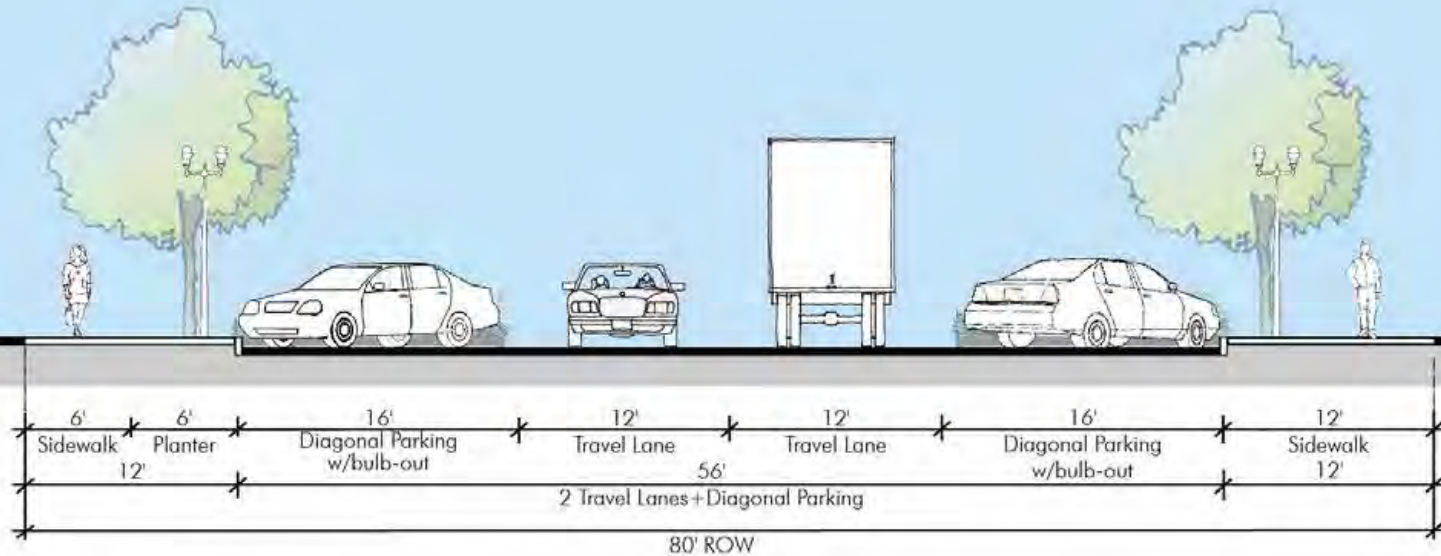
Tustin Downtown Commercial Core - Block Figure Ground



Urban Design

El Camino Real – Typical Existing Conditions

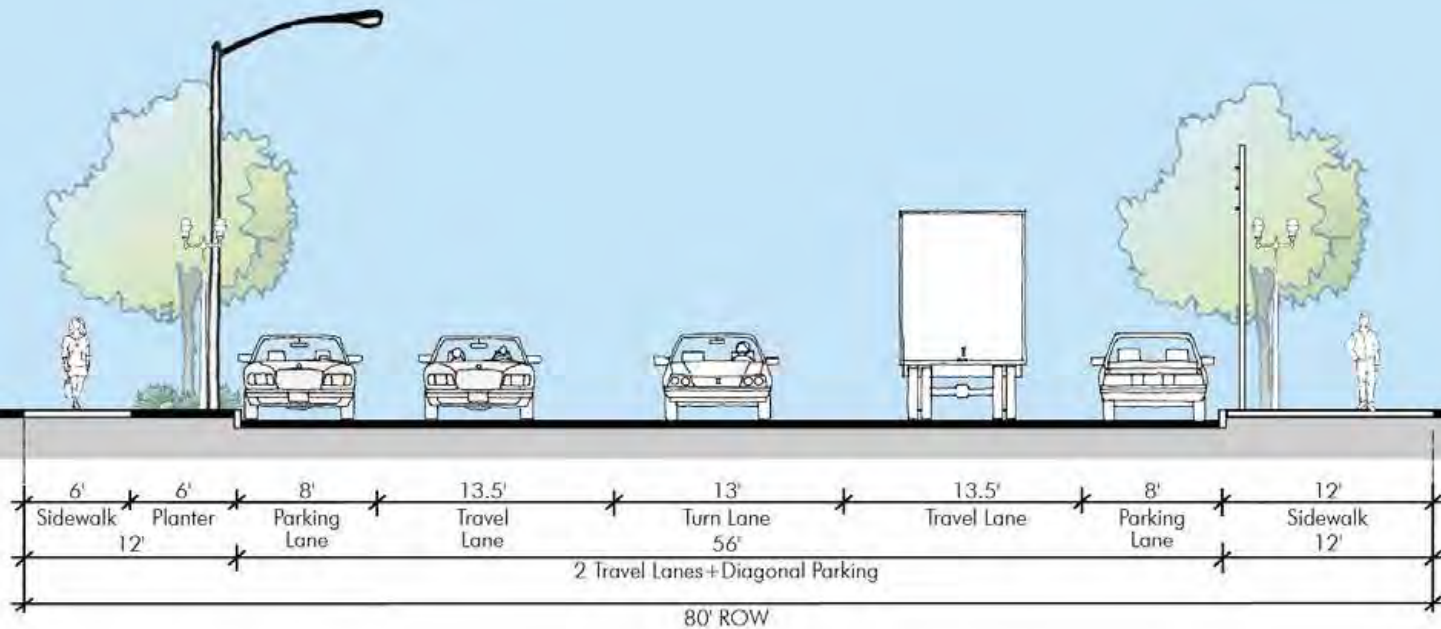
Looking North at Main Street



Urban Design

Main Street – Typical Existing Conditions

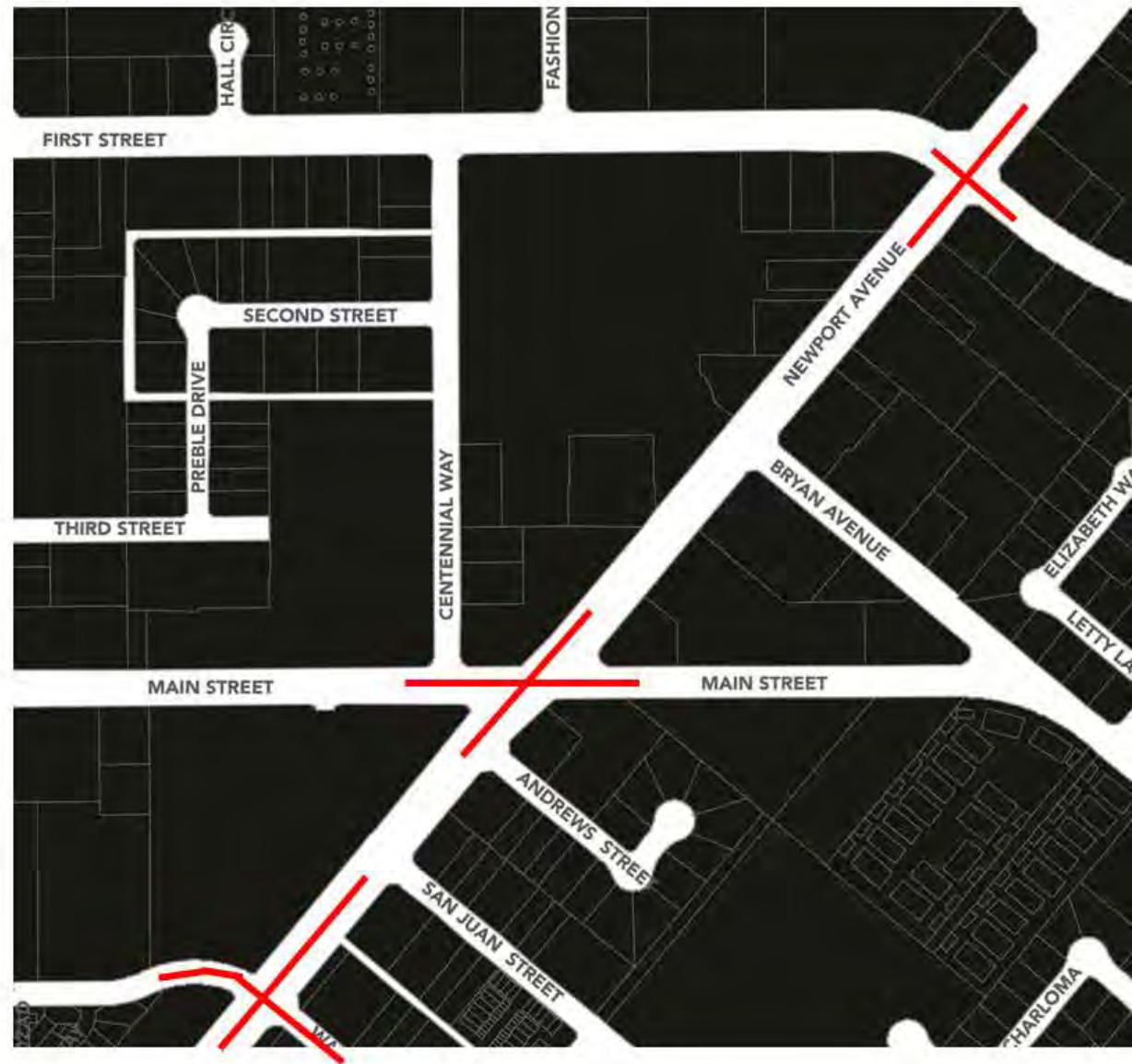
Looking East at "C" Street



Block Structure

The cross axis of Newport Avenue creates **unique angles** at key intersections of First, Main, and Sixth streets.

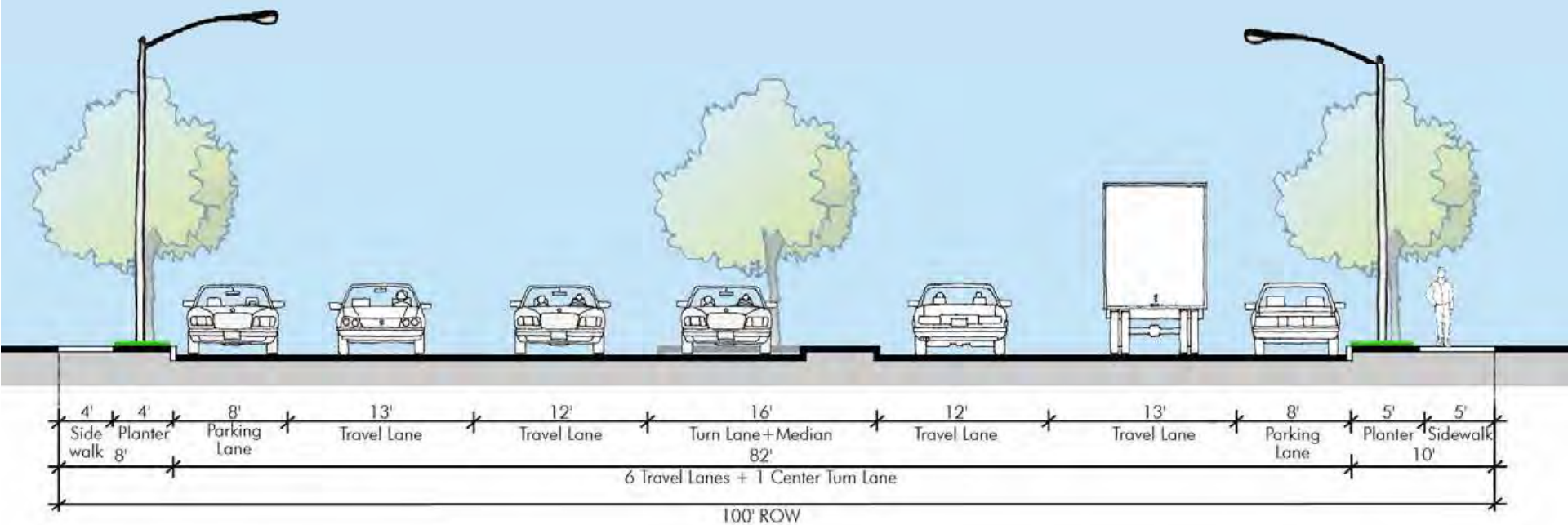
This results in irregular shaped parcels that offer opportunities for unique site layout, land use, and architecture along Newport Avenue.



Urban Design

First Street – Typical Existing Conditions

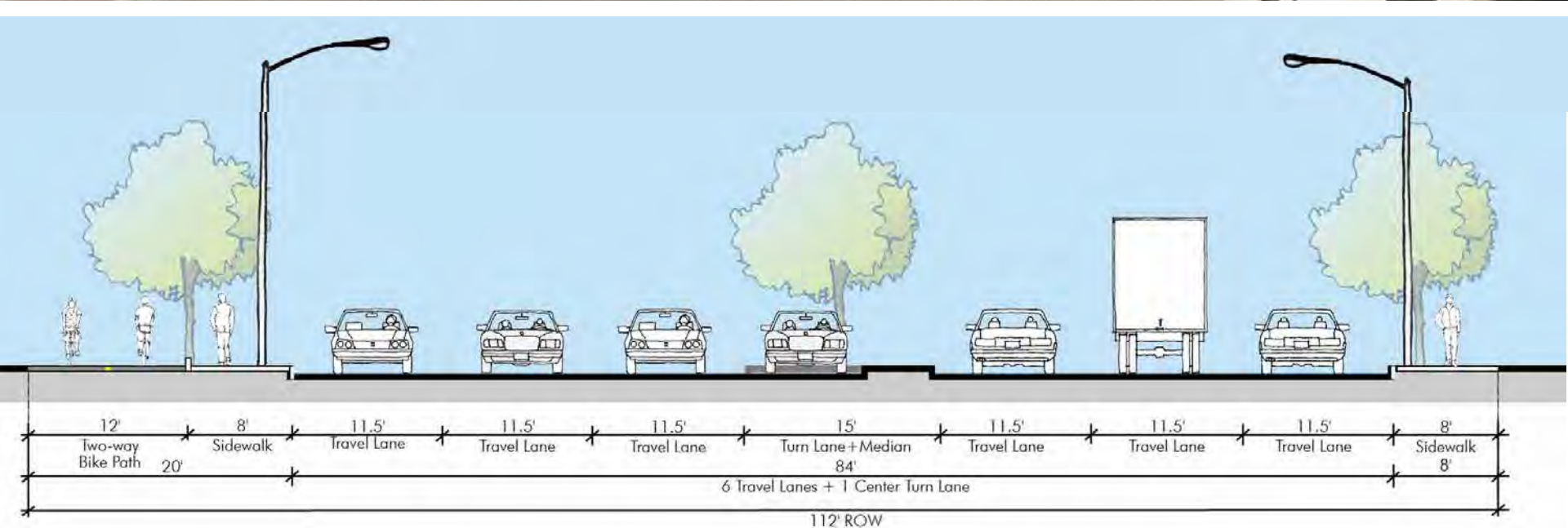
Looking West at "A" Street



Urban Design

Newport Avenue – Typical Existing Conditions

Looking North south of Bryan Avenue



Urban Design

Block Structure

Existing **alleys** and **service roads** currently provide access for service vehicles, tuck-under parking, and waste storage (garbage, recycling, and compost), but could offer opportunities for greater pedestrian connectivity.



Urban Design

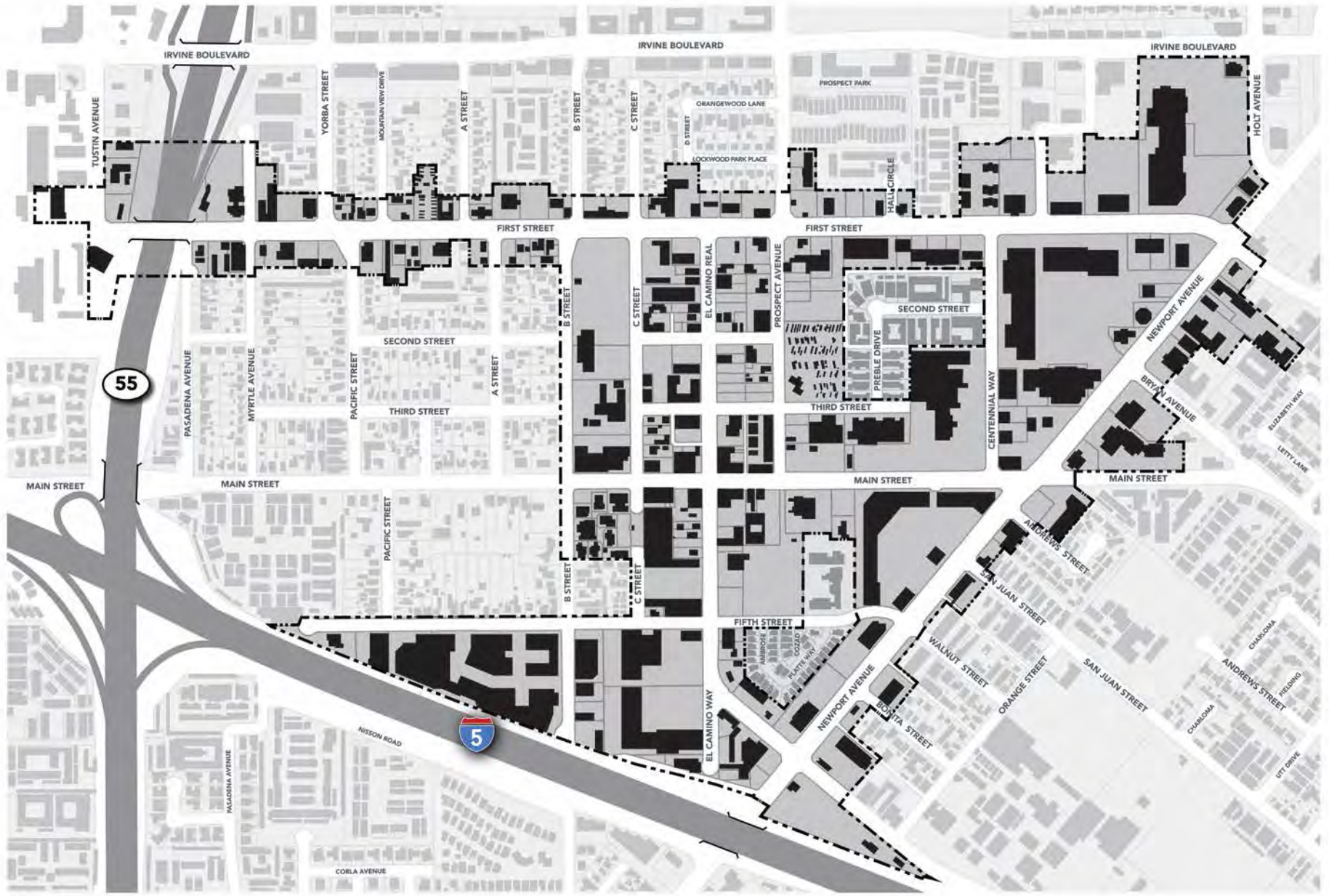
Block Structure – Alley and Service Road Examples



Built Form

Many buildings in the study area are arranged in a way that creates good street wall edges. This adds to the charm, character and walkability of Old Town. Other large commercial structures within the downtown commercial core are surrounded by large surface parking lots that are auto-oriented and less navigable from a pedestrian perspective.





Legend
 - - - - - Project Area
 ■ Building
 □ Parcel

Tustin Downtown Commercial Core - Building Figure Ground



Gaps in the Built Form

Surface parking and vacant/underutilized lots can be found in various locations along El Camino Real and the greater commercial core. These lots leave unsightly gaps and detract from a pleasant walking experience.

Improvements to the vacant parcels, ranging from edge landscaping enhancements to full-scale redevelopment, can help foster future economic development, social, and urban design goals in the downtown commercial core.

Urban Design

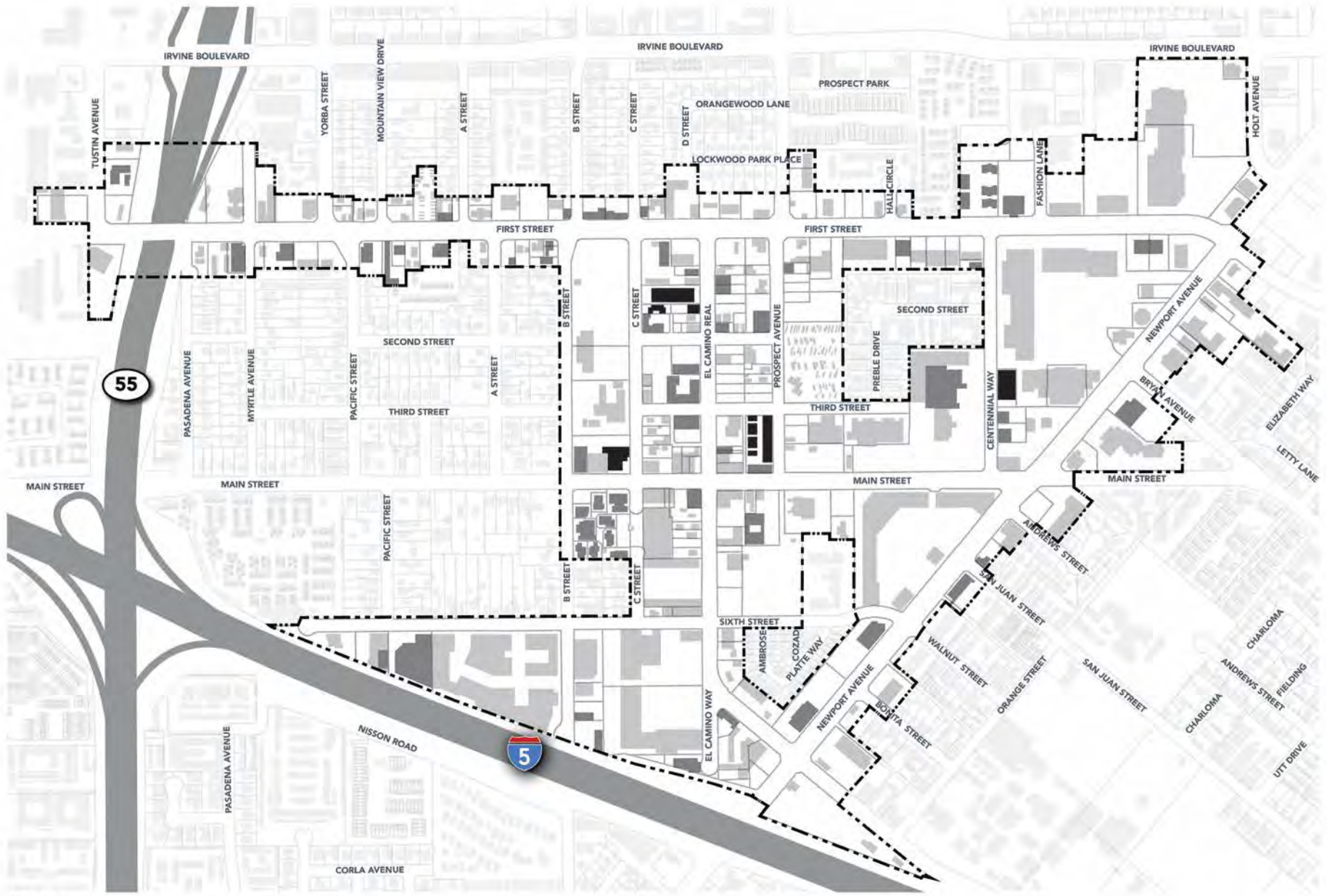
Gaps in the Built Form – Existing Surface Parking and Vacant/Underutilized Lots



Building Height and Massing

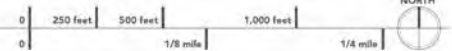
In the commercial core, buildings rarely rise above one- and two-story structures. There are a few three story buildings. The bulk of buildings can be managed through setbacks and stepbacks with increased density to minimize the feeling of greater intensity.





- Legend**
- Project Area
 - Parcel
 - 3 Stories
 - 2 Stories
 - 1 Story
 - Outside Study Area
 - Freeway

Tustin Downtown Commercial Core - Existing Building Heights



Key Findings

1. Historic resources in the commercial core offer the foundation for further developing Tustin's quaint character and brand
2. Suburban type commercial development – primarily along First Street and Newport Avenue – is underutilized with surface parking lots and/or one-story buildings
3. There is a lack of “regional draw” type retail and restaurant uses within Old Town
4. Empty lots within the downtown commercial core offer opportunities for infill development
5. Physical capacity exists to increase residential density within the commercial core

Key Findings

6. Sidewalks are relatively narrow and underutilized for street activation
7. Pedestrian connections generally lack human scale and visibility
8. Bicycle connections are incomplete in the commercial core
9. Signage and wayfinding features are varied, inconsistent, and at times redundant
10. Alleyways offer opportunities for increasing connectivity
11. Transit stop improvements would add to the streetscape
12. A Street Tree Master Plan is needed to manage the replacement of aging Ficus trees
13. Parks and other public spaces are lacking in the commercial core

Existing Zoning Districts within the Study Area include:

C1 Retail Commercial

C2 Central Commercial

CG Commercial General

PM Planned Industrial

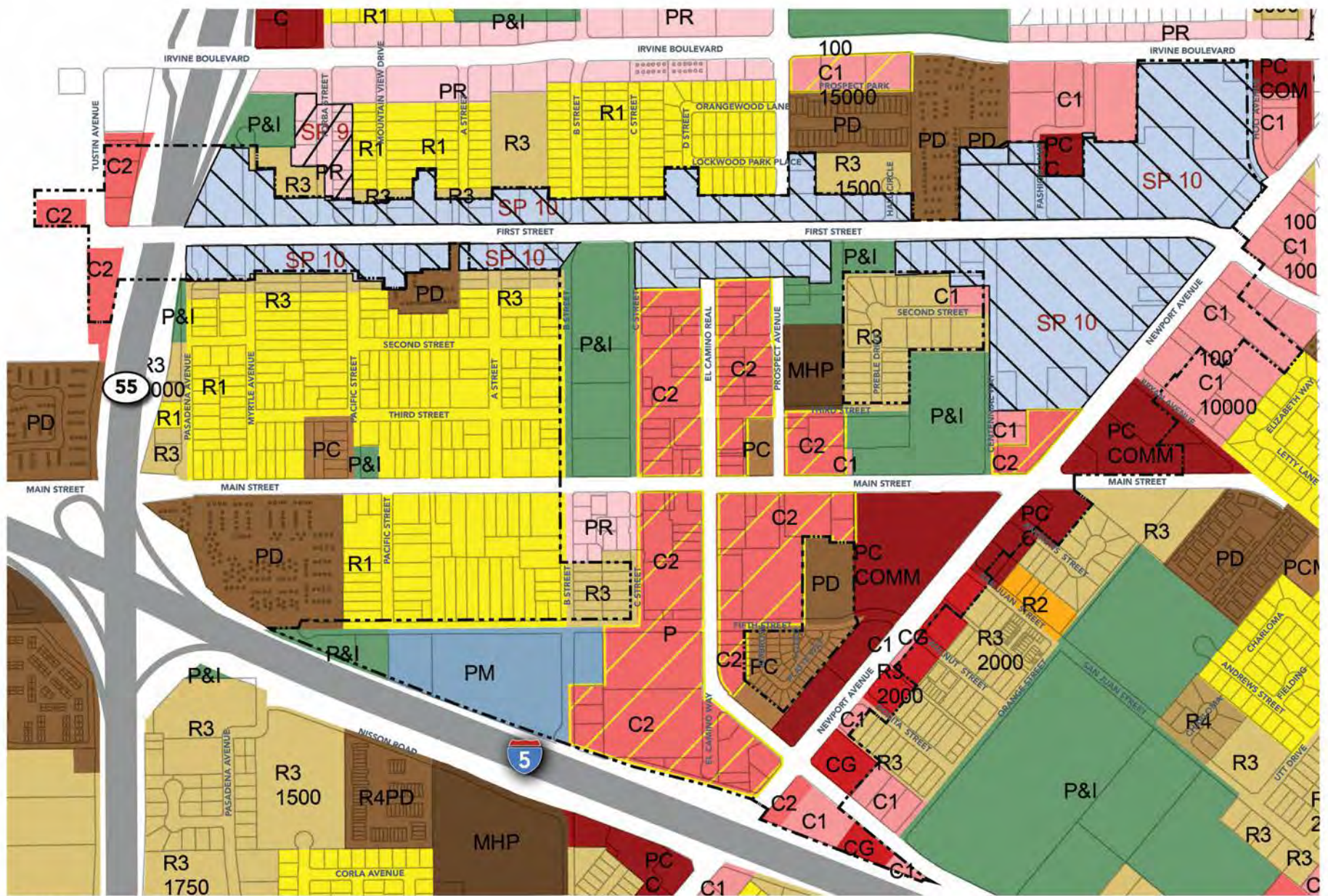
MHP Mobile Home Park

PC-COM Planned Community
Commercial

P&I Public and Institutional

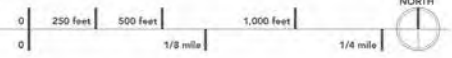
SP 10 First Street Specific Plan

P Combining Parking Overlay



| | | | | |
|-----------------|--------------------------------|--------------------------------------|-------------------------------------|------------------------------------|
| Legend | R1-Single Family Residential | PC RES-Planned Community Residential | C1-Retail Commercial | PM-Planned Industrial |
| Project Area | R2-Duplex Residential | PD-Planned Development | C2-Central Commercial | P&I-Public and Institutional |
| Parcel | R3-Multiple Family Residential | MHP-Mobile Home Park | CG-Commercial General | MCAS Tustin Specific Plan District |
| Parking Overlay | R4-Suburban Residential | PR-Professional | PC COM-Planned Community Commercial | |

Tustin Downtown Commercial Core - Zoning



Commercial Site Development Standards

| Zoning District | Minimum Lot Area/Per Family Unit | Minimum Lot Width | Lot Coverage | Building Height | Front Yard ⁽¹⁾ | Interior Side Yard ⁽¹⁾ | Corner Side Yard ⁽¹⁾ | Rear Yard ⁽¹⁾ |
|---|--|-------------------|----------------------------|-----------------|--|--|--|---|
| (C1) Retail Commercial | 5,000 sq. ft. | 50 feet | N/A | 35 feet | None | None, 10 feet when property abuts "R" District | None, 10 feet when property abuts "R" District | None, 5 feet when property abuts "R" District |
| (C2) Central Commercial | 200 sq. ft. | N/A | 100 percent ⁽²⁾ | 50 feet | None, 10 feet when property abuts "R" District | None, 10 feet when property abuts "R" District | None, 10 feet when property abuts "R" District | None |
| (CG) Commercial General | 3,000 sq. ft. | 70 feet | 100 percent ⁽²⁾ | 35 feet | 10 feet | None, 10 feet from ultimate street right-of-way or adjoining residential lot | None, 10 feet from ultimate street right-of-way or adjoining residential lot | 15 feet when abutting a Single-Family Dwelling, 5 feet when abutting an alley or private easement |
| (PC-COM) Planned Community Commercial | As determined with adoption of PC District | | | | | | | |
| <p>(1) If it fronts onto secondary or primary highway then refer to Section 9271u.</p> <p>(2) Less parking and landscaping requirements, subject to General Provisions for permitted uses only.</p> | | | | | | | | |

Other Development Standards

| Zoning District | Minimum Lot Area/Per Family Unit | Minimum Lot Width | Lot Coverage | Building Height | Front Yard ⁽¹⁾ | Interior Side Yard ⁽¹⁾ | Corner Side Yard ⁽¹⁾ | Rear Yard ⁽¹⁾ |
|--|---|---|----------------------------|-----------------|--|--|--|--------------------------|
| (MHP) Mobile Home Park | Minimum 5-acre site for mobile home park. Travel trailers shall not exceed 10 percent of total spaces in mobile home park | N/A | 75 percent | 30 feet | Trailer park - None. Individual lot - 5 feet (measure from curb to actual structure, hitch excluded) | Trail park - None. Individual lot - 3 feet | Trail park - None. Individual lot - 3 feet | N/A |
| (PM) Planned Industrial | 20,000 sq. ft. | 100 feet | 100 percent ⁽²⁾ | 50 feet | 25 feet | 3 feet | 3 feet | 10 feet |
| (P&I) Public and Institutional | As established by Conditional Use Permit | | | | | | | |
| (SP10) First Street Specific Plan | As set forth in the First Street Specific Plan | | | | | | | |
| (P) Combining Parking Overlay | Permitted Uses All uses in the districts with which the "P" is combined. | Development Standards - Specified in districts where "P" District is combined, unless superseded by the provisions of this district - Front yard requirement: Layout of landscaping - Repealed. (Ord. No. 1354, Sec. II, 11-4-08) with (Ord. No. 157, Sec. 4.13) | | | | | | |
| (1) If it fronts onto secondary or primary highway then refer to Section 9271u. (2) Less parking and landscaping requirements, subject to General Provisions for permitted uses only. | | | | | | | | |

Key Findings

1. Building Heights are permitted up to 50 feet for Old Town (3-4 stories)
2. Building Heights are permitted up to 35 feet for the remaining commercial core (3 stories)
3. Parking is combined for all of Old Town under the Parking Overlay designation
4. 10 foot Front and Side Setbacks are required for property abutting Residential and for the CG commercial general designation
5. 5 foot Rear Setbacks are required for property abutting Residential
6. 15 foot Rear Setbacks are required for property abutting Single-Family Residential

Existing circulation throughout the study area includes the following:

- A tight grid street network that provides a variety of route options
- Existing bulb-outs, crosswalk treatments, and sidewalk landscaping in Old Town
- Residential and commercial land uses within walking and biking distance
- Transit routes primarily along Newport Avenue and First Street
- Close proximity to I-5 and SR-55 freeways; however, freeway on- and off- ramp access is limited/difficult to find
- A surplus of parking is available to accommodate workers, residents and visitors

A more comprehensive review of the existing conditions regarding mobility can be found in Appendix A at the end of this report.

Pedestrians and Bicyclists

- Extensive use of bulb-outs and marked crosswalks
- No mid-block crossing locations
- Some intersections don't have crosswalks on all legs
- There are 0.6 miles of Class I Bike Path along Newport Avenue

Existing pedestrian and bicycle facilities in the Study Area are highlighted on the following page.



Mobility – Pedestrian and Bicycle Facilities



Legend

| | |
|---------------|--------------------------------------|
| Project Area | Marked Intersection Crosswalk |
| Parcel | All Legs Marked |
| Park | Some Legs Marked |
| Major Road | Bulbout Available |
| Bike Facility | |

Mobility

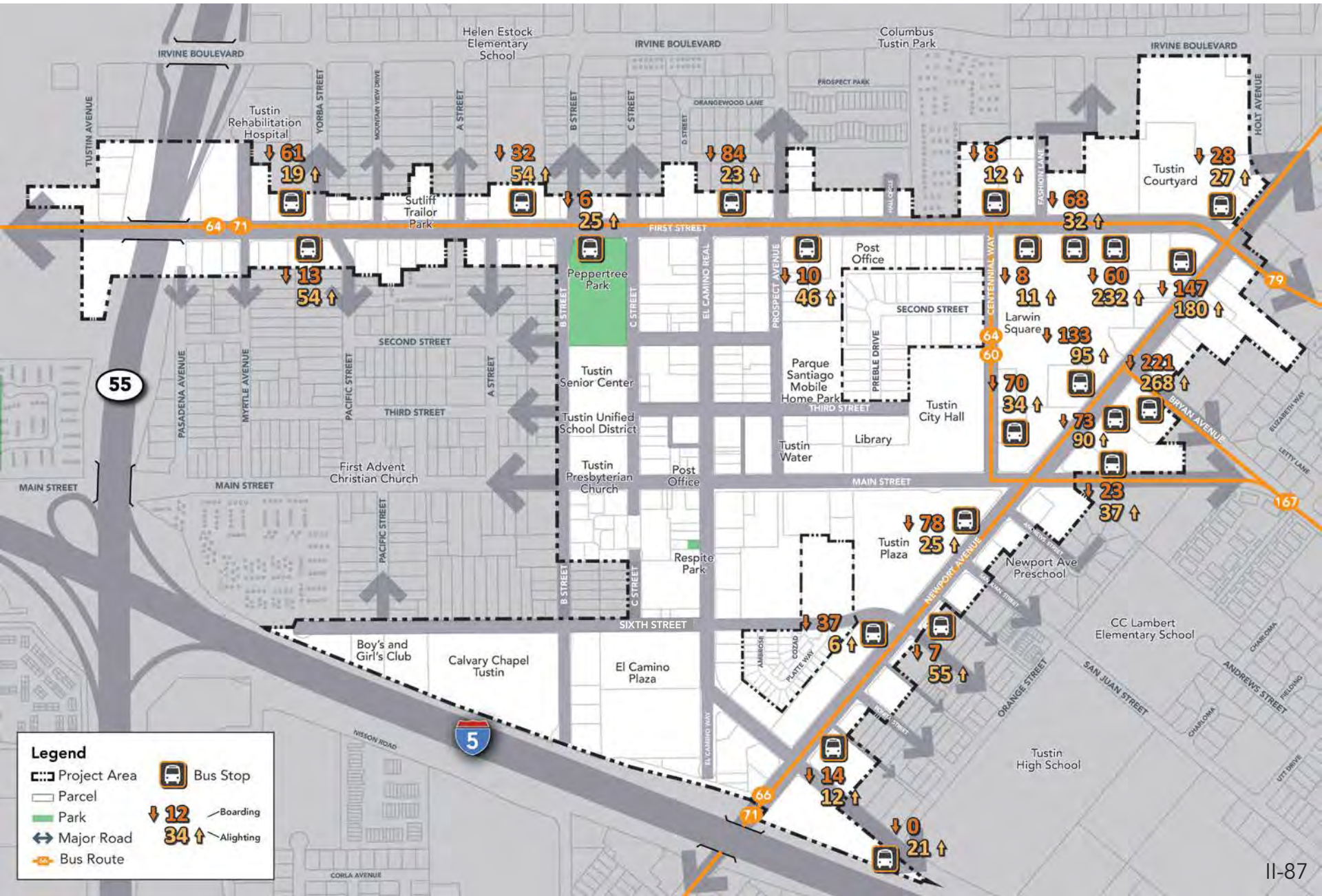
Transit

- 6 OCTA bus routes travel along the project boundary
- 22 OCTA bus stops serve the project boundary, mainly on Newport Avenue and First Street
- No transit routes travel into Old Town
- OCTA Routes 60, 64, 66, 71, 79, &

Transit facility locations, routes and ridership volumes are highlighted on the following page.



Mobility - Transit Routes and Daily Ridership



Mobility – Automobile Collisions

There were 83 collisions in the study area involving a motor vehicle from 2008 through 2012.

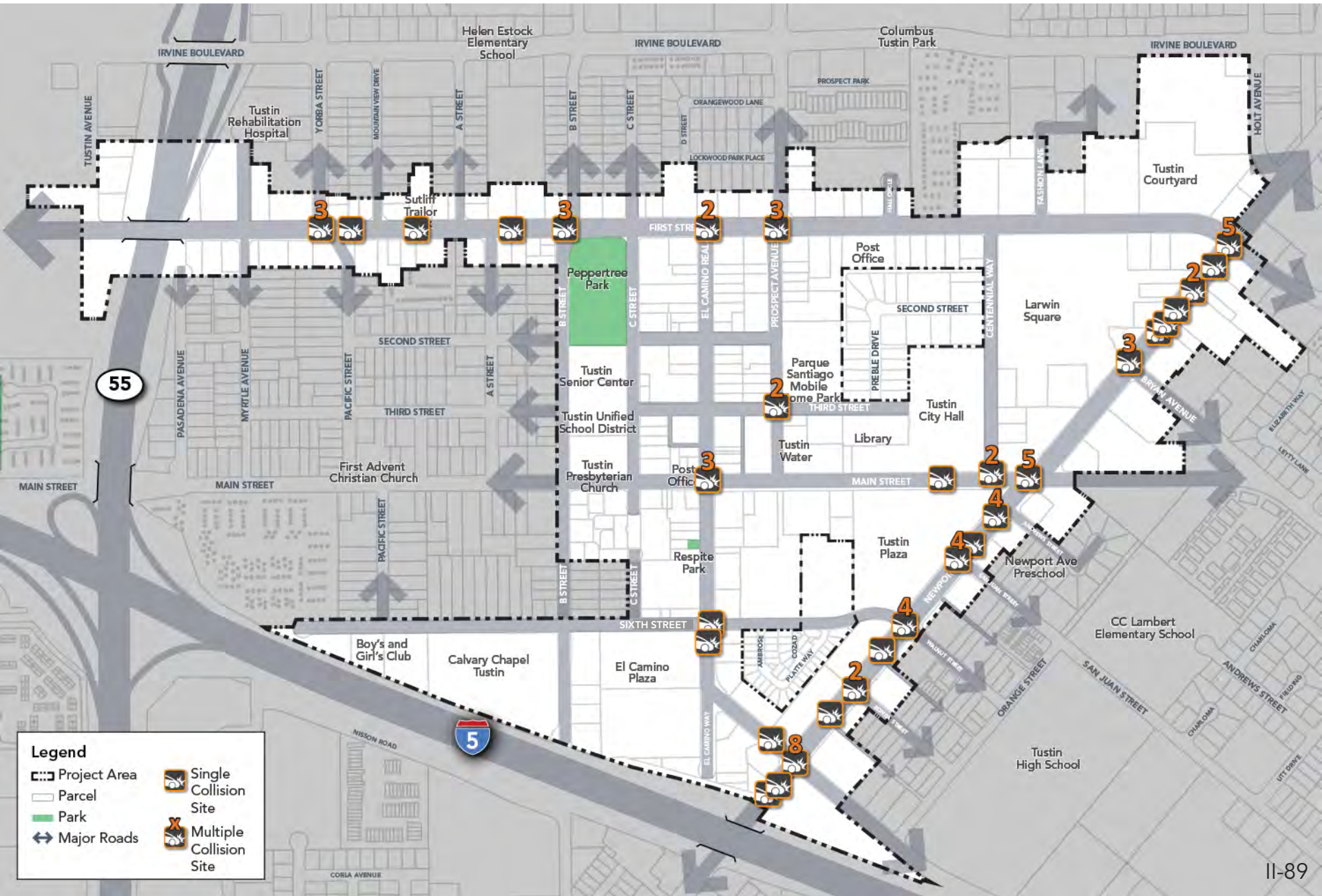
- More than half (55%) took place at intersections and segments along Newport Ave. There were two fatalities.
- Primary Causes: unsafe speeds and right-of-way violation

High Collision Intersections

| Intersection | Number of Collisions | Injuries | Vehicles Involved | Pedestrians Involved | Bicycles Involved |
|-------------------------------|----------------------|----------|-------------------|----------------------|-------------------|
| Newport Ave. & El Camino Real | 8 | 9 | 14 | 0 | 2 |
| Newport Ave. & Main St. | 5 | 7 | 8 | 1 | 1 |
| Newport Ave. & First St. | 5 | 5 | 8 | 1 | 1 |
| El Camino Real & Main St. | 3 | 3 | 6 | 0 | 0 |
| First St. & Prospect Ave. | 3 | 5 | 5 | 1 | 0 |

Source: Statewide Integrated Traffic Records System (SWITRS)

Mobility – Automobile Collisions



Legend

- Project Area
- Parcel
- Park
- Major Roads
- Single Collision Site
- Multiple Collision Site

Mobility

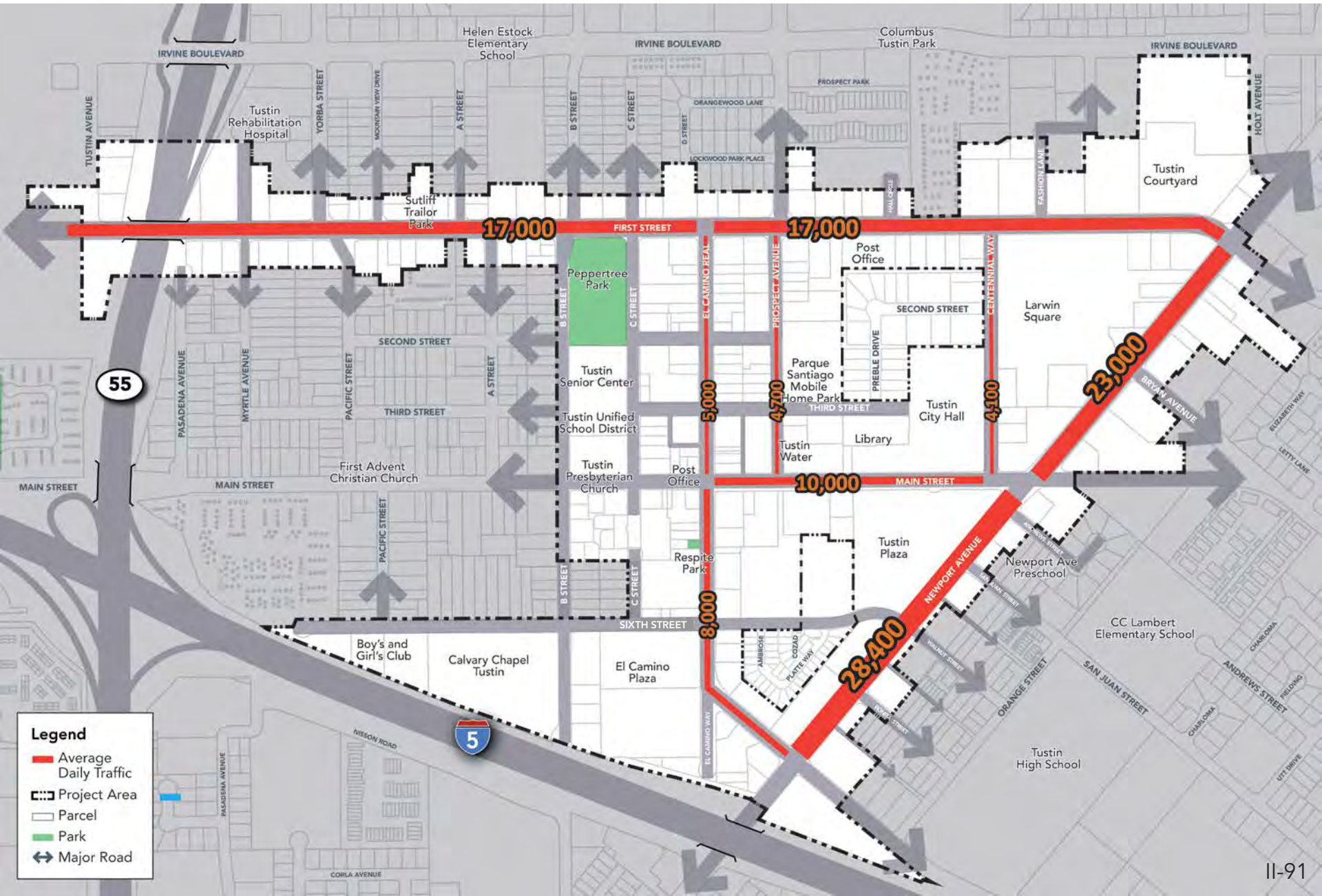
Traffic Volumes

- Average Daily Traffic (ADT) volume was collected in 2012
- Traffic volumes are higher on First Street and Newport Avenue
- Old Town daily volumes (e.g. along Main Street, El Camino Real, Prospect) are generally less than 10,000 vehicles

Traffic volumes are highlighted on the following page.



Mobility – Traffic Volumes



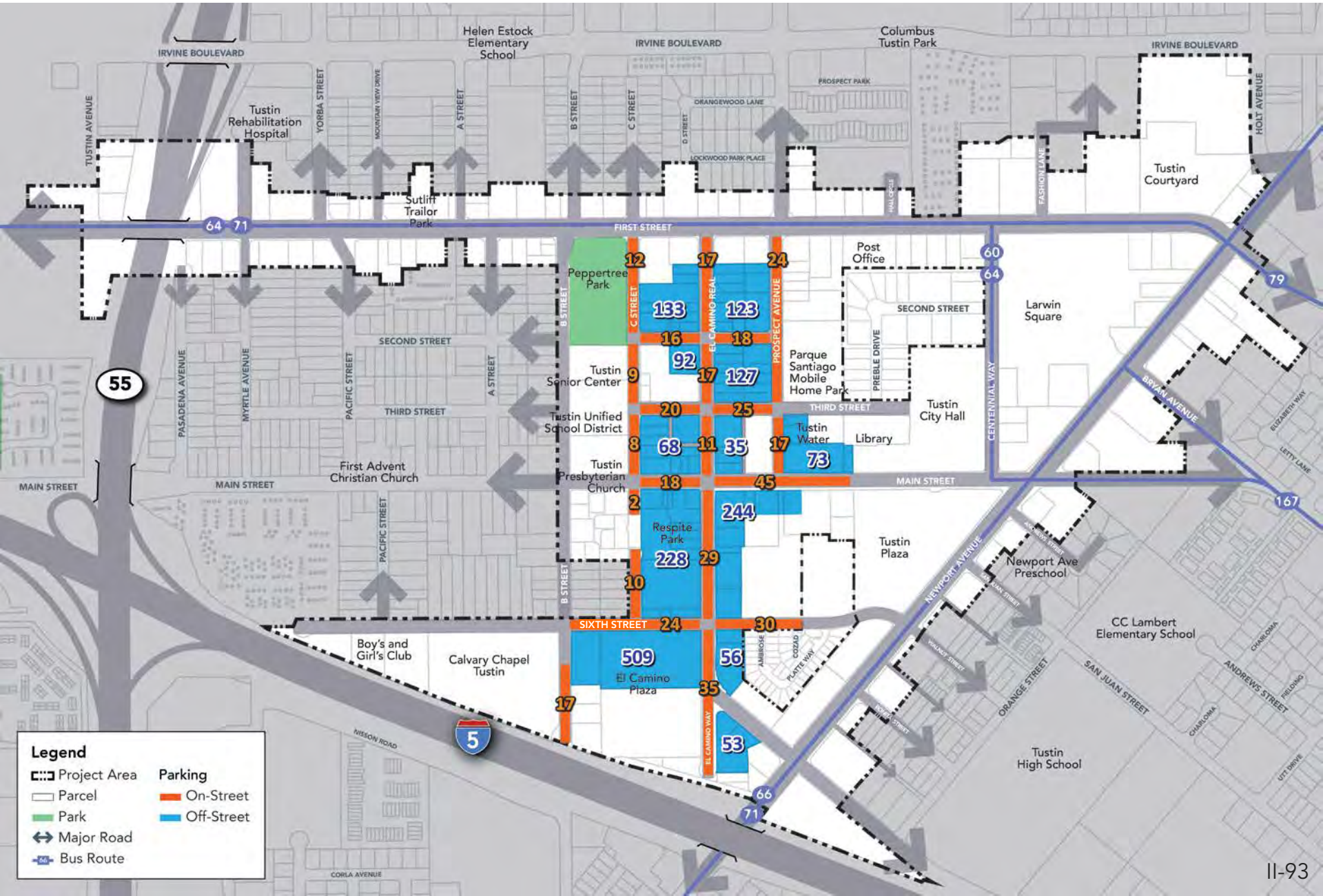
Parking

Existing Inventory and Key Findings

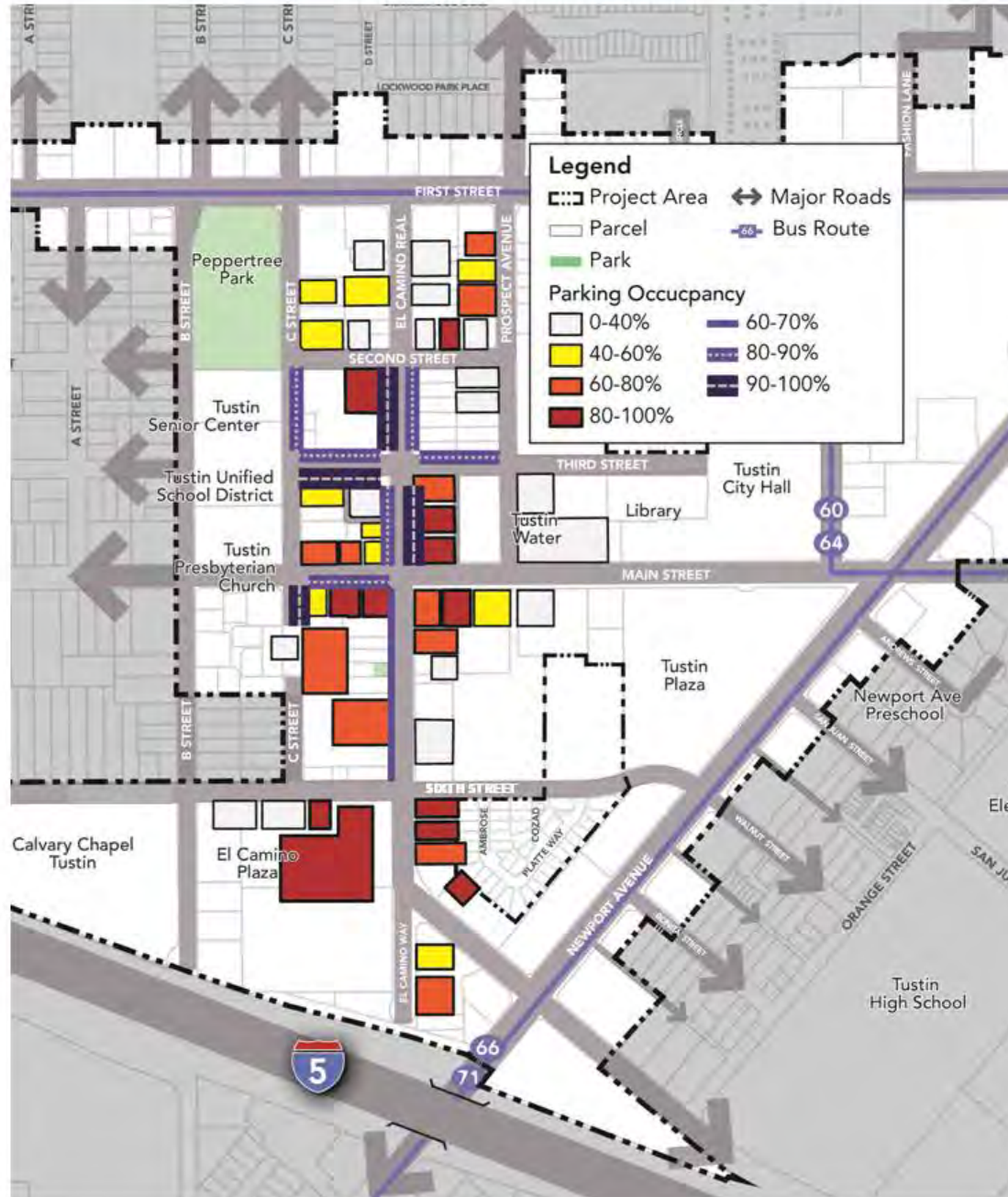
- Ample on- and off-street parking exists in Old Town
- Approximately 2,100 spaces (see the following page)
 - Off-street: 1,741
 - On-street: 404
- On-street locations experienced high occupancy during the lunchtime peak period; some retailers have concerns about parking access, navigability and enforcement



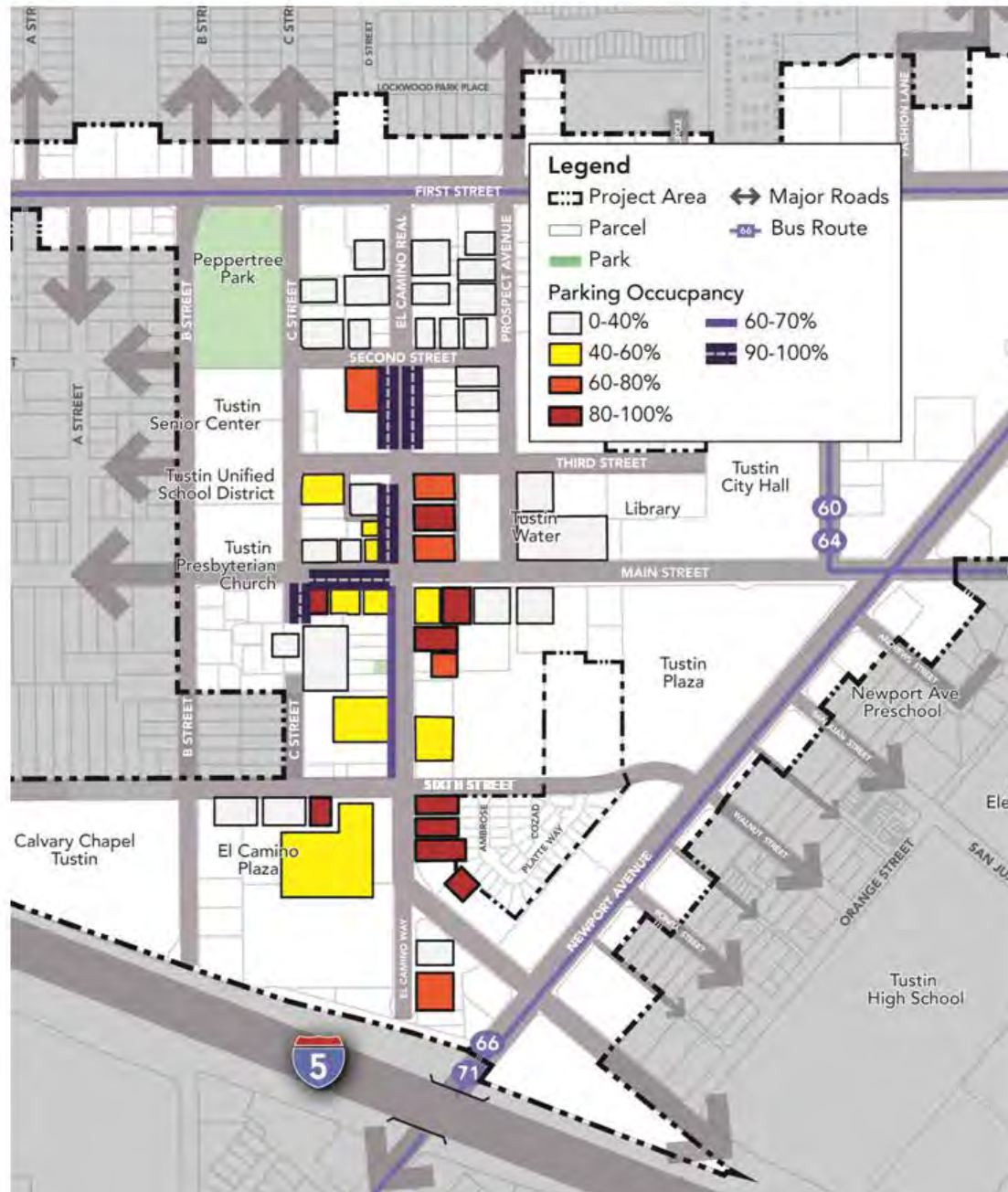
Parking – On and Off Street Parking Supply



Parking – Weekday Peak Hour Occupancy (1 pm)



Parking – Weekend Peak Hour Occupancy (12 pm)



Old Town Parking and Outdoor Restaurant Seating Ordinance (2010)

Ordinance No. 1373 (Code Amendment 09-004)

- Developed to implement some of the Old Town Parking Study's recommendations
- Reduces restaurant parking requirements for Old Town
- Provides location requirements and minimum standards for outdoor restaurant seating areas in Old Town Tustin and other commercial districts in Tustin

City of Tustin Zoning Code – Part 6 Off-Street Parking

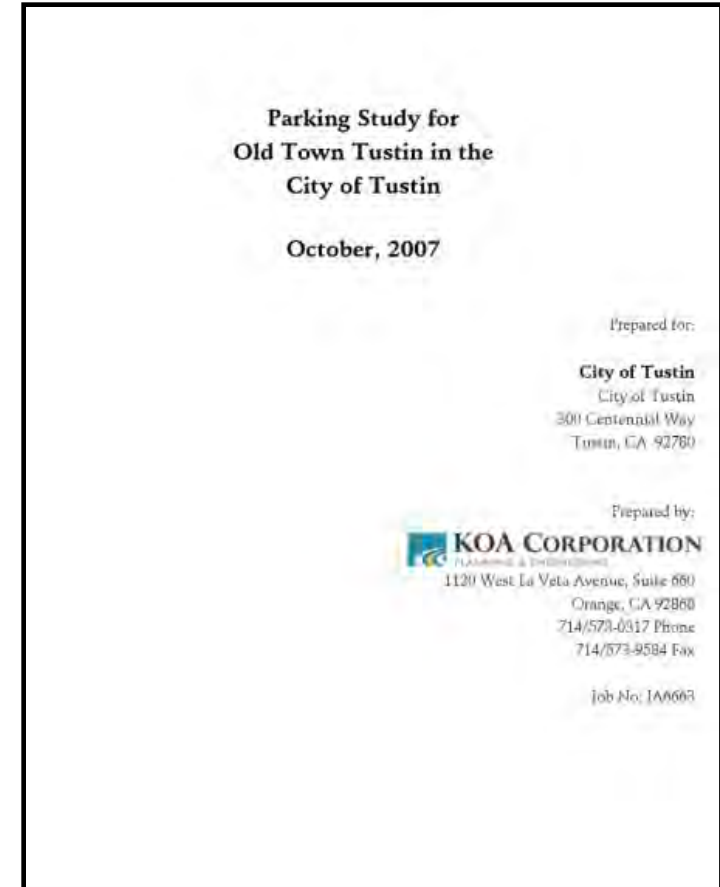
9264 – Reduction of Off Street Parking Requirements

- Provides three scenarios with which parking requirement reductions can be considered for off street parking
 - A. Joint Use Of Parking Areas.** With the approval of a Conditional Use Permit, parking facilities may be used jointly for nonresidential uses with different peak hours of operation.
 - B. Historic Resource Residential Parking.** When associated with a recognized historic resource, as identified in this Section, the number of required off-street parking spaces may be decreased by one (1) garage or parking space
 - C. Reduction in parking due to American Disabilities Act (ADA) upgrade.** When required solely as a need to upgrade existing parking facilities to comply with Title 24, Title III and California Code of Regulations (CCR), or other California Access Codes or requirements, the total number of required parking spaces may be reduced at the discretion of the Community Development Director.
- The list of scenarios are limited and offer minimal opportunity for reducing parking ratios in the downtown commercial core.
- Opportunities for more intense development that is walkable and less auto dependant could be possible with a consideration to lower the parking ratio standards within the Downtown commercial core.

Parking Study for Old Town Tustin

Report initiated by the City of Tustin to account for the change in parking supply in Old Town due to newer development that occurred before October of 2007.

- Reviews parking codes and conditions
- Provides recommendations for land use and city code modifications, parking management, and public parking lots



(October 2007)

Parking Study for Old Town Tustin (continued)

Land use / code recommendations

- Encourage mixed-use development to better use current parking
- Review/revise code for limited restaurant use in multi-tenant buildings without need to increase on-site parking
- Modify code to enact new or relaxed parking requirements
- Review/revise in-lieu parking fees to reflect cost of acquiring and constructing parking facilities
- Consider modifying on-site parking requirements when commercial and professional properties are developed or converted to permitted uses
 - Review/modify if property is in Vehicle Parking Assessment District or Business Improvement Area
 - Review/modify if business is under long-term lease and includes private parking within 300 feet
 - Consider payment to City, for parking not provided by business, to be used for public parking accommodations in the area

Parking Study for Old Town Tustin (continued)

Parking management recommendations

- General: better regulate and optimize all parking facilities
- Review/revise parking time limits for curbside and public parking
- Work with property owners to consider time limits for private off-street parking
- Improve parking enforcement in time-limit zones

Public parking lot recommendations

- Work with Stevens Square Association to improve parking lot conditions, security and lighting in the C Street parking structure
- Assess effectiveness of public parking directional signage and modify or enhance signage if needed
- Assess whether existing public parking lots can provide any parking for non-residential uses in future mixed-use projects

Key Findings

1. Pedestrian treatments primarily exist in Old Town.
Opportunities for similar treatments to be expanded throughout the study area.
2. Opportunities exist to increase pedestrian accessibility and improve conditions at intersections.
3. Opportunities to provide bicycle facilities within the downtown commercial core.
4. Transit options primarily exist on First Street and Newport Avenue.
5. Bicycle and transit facilities do not penetrate into Old Town.
6. Opportunities to implement “road diets” on low volume roadways.
7. Existing parking surplus provides opportunities to develop more intense land-uses within the study area.

Infrastructure

An overview of infrastructure in the Study Area is provided here. A complete infrastructure summary memorandum is provided in Appendix B at the end of this report.

Existing Utilities

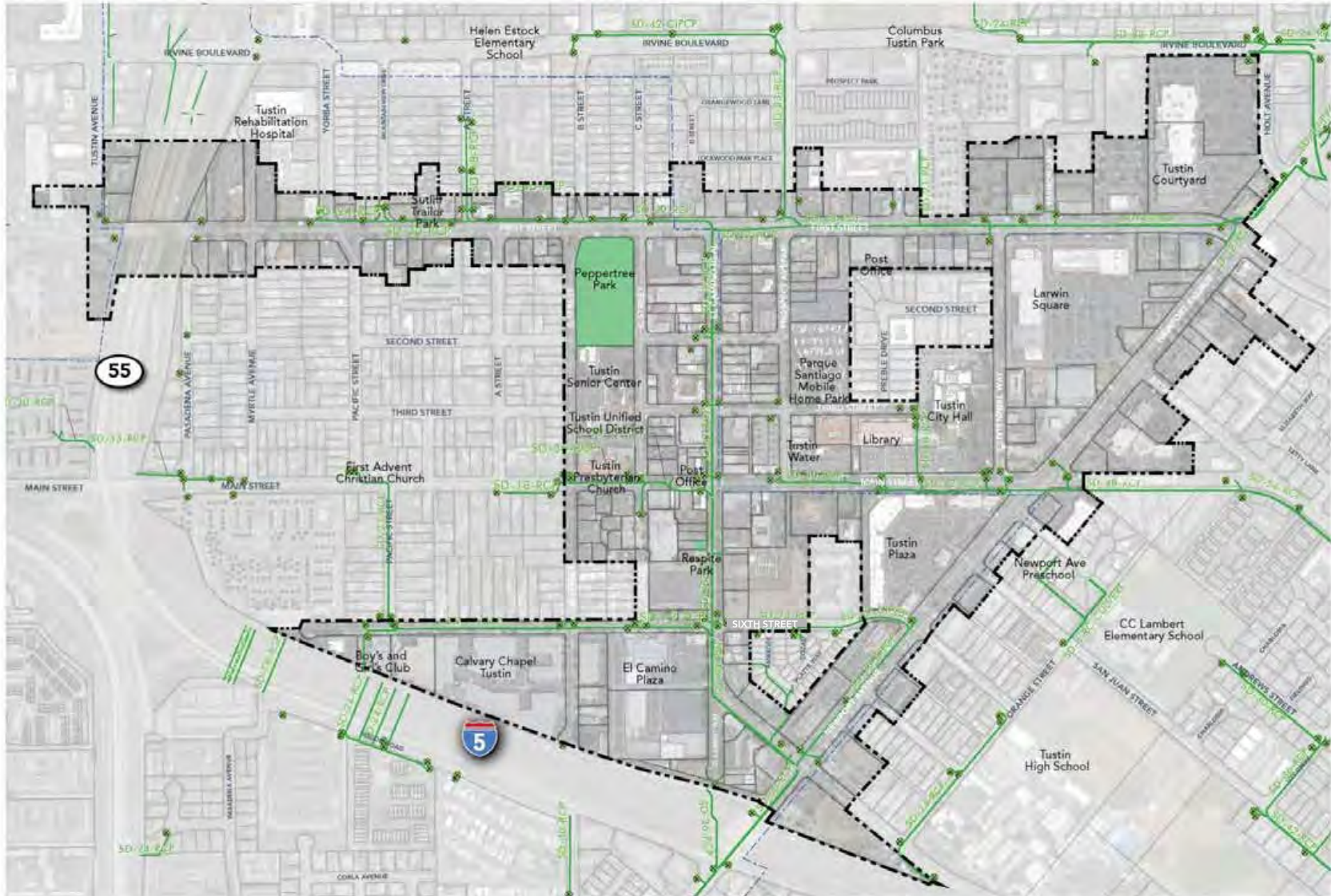
- Study Areas:
 - Storm Drainage System
 - Sanitary Sewer System
 - Domestic Water
 - Other Utilities



Storm Drainage System

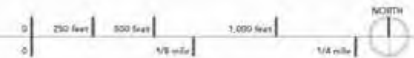
- Study area is within a single urban watershed managed by Orange County Public Works (OCFCD)
 - Drainage is generally north to south
 - A well maintained system of underground storm drains conveys flows to a Regional Drain (F10PO2) in Newport Boulevard where it crosses under the I-5
 - Because of the generally flat terrain, there are numerous catch basins typically at street intersections

Infrastructure – Storm Drainage System



- Legend**
- Project Area
 - Parcel
 - Park
 - ↔ Major Roads
 - Existing Storm Drain Lines
 - Bus Route
 - Existing Catch Basins

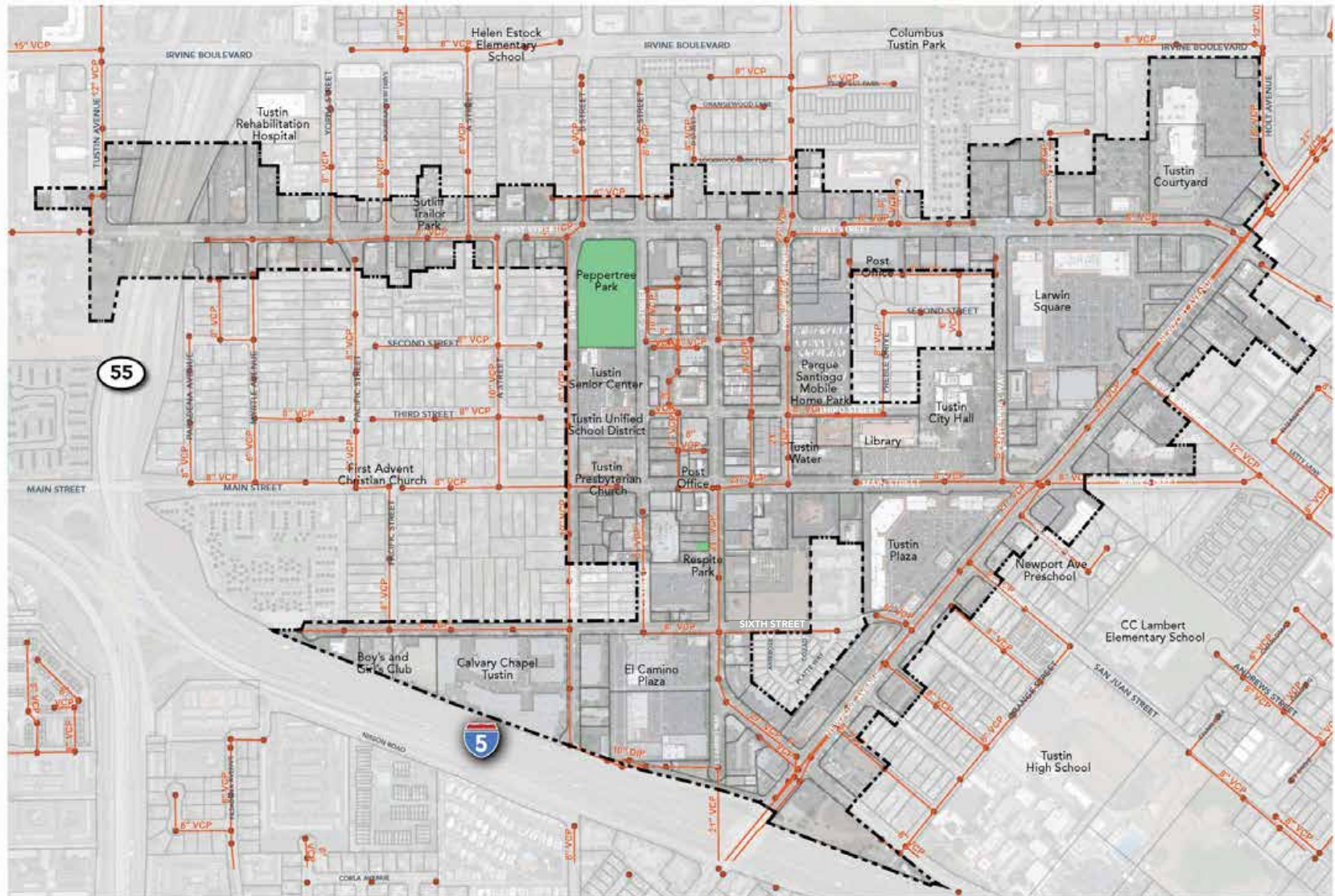
Tustin Downtown Commercial Core Project Area



Sanitary Sewer System

- Study area served by a robust system of sanitary sewer lines managed by the Orange County Sanitation District (OCSD)
 - OCSD operates a Regional Treatment Plant in Fountain Valley which serves this area
 - Collection system is 8" – 27" diameter VCP pipelines in streets
 - The network collects through the study area to a trunkline Newport Boulevard that crosses under the I-5
 - There appears to be plenty of capacity in the existing collection and treatment system

Infrastructure – Sanitary Sewer Systems



- Legend**
- Project Area
 - Parcel
 - Park
 - ↔ Major Roads
 - 🚌 Bus Route
 - Existing Sewer Lines
 - Existing Manholes

Tustin Downtown Commercial Core Project Area



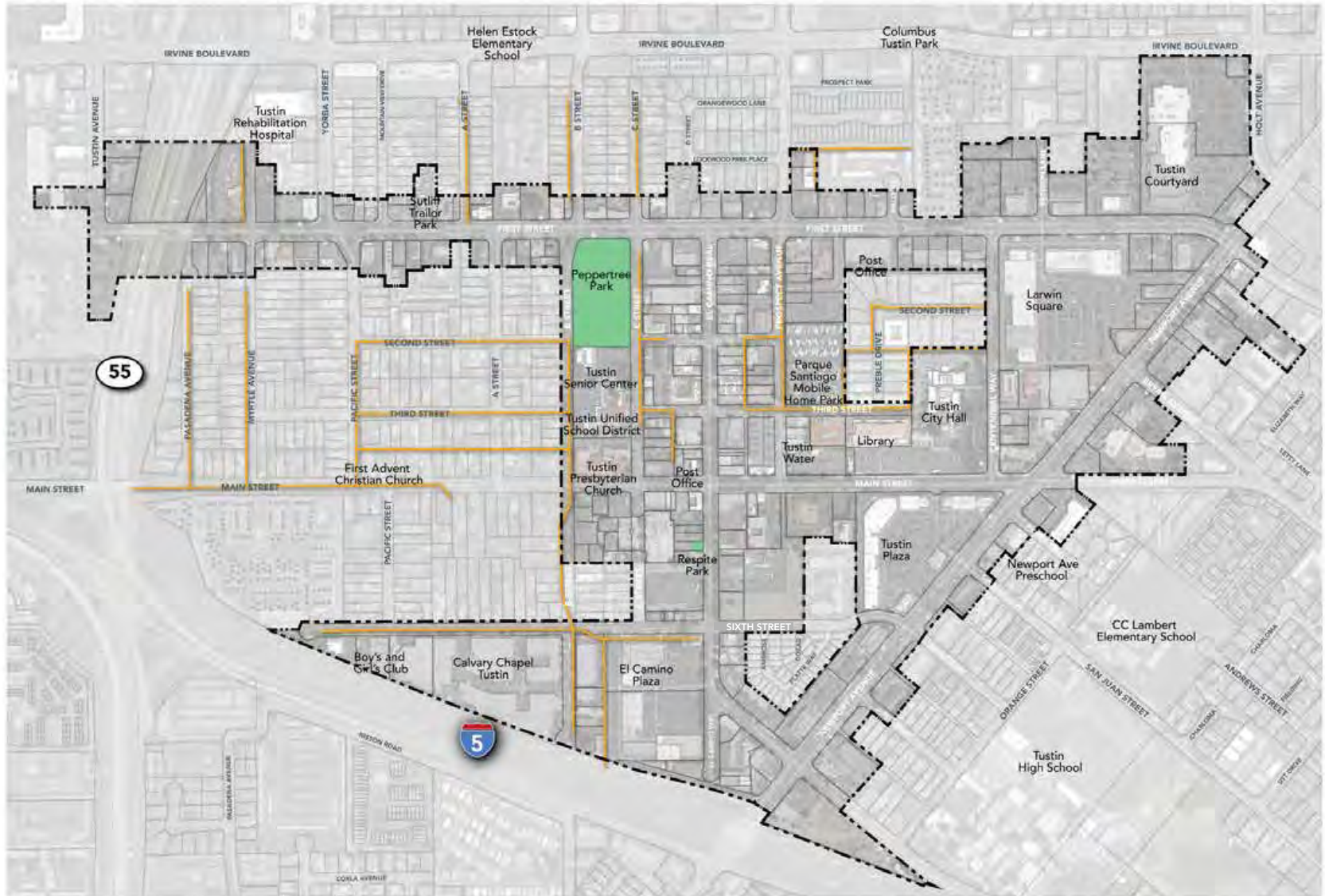
Domestic Water

- The Study Area is served with Domestic Water managed by the City of Tustin. The water system provides both potable water and fire suppression water.
 - The network is well maintained and in good working order
 - The system is 6" – 16" diameter DIP and typically runs in the streets

Other Utilities

- Study area has conventional service utilities in joint conduit or single underground lines for power, gas, power/telecommunications lines remain
 - Power is available and managed by Southern California Edison in their Santa Ana District #18
 - Natural gas is available and managed by Southern California Gas Company
 - Telecommunications are available from many providers, as well as Broadcom Service

Infrastructure – Overhead Power Lines



- Legend**
- Project Area
 - Parcel
 - Park
 - Existing Overhead Distribution Lines
 - Major Roads
 - Bus Route

Tustin Downtown Commercial Core Project Area

Key Findings

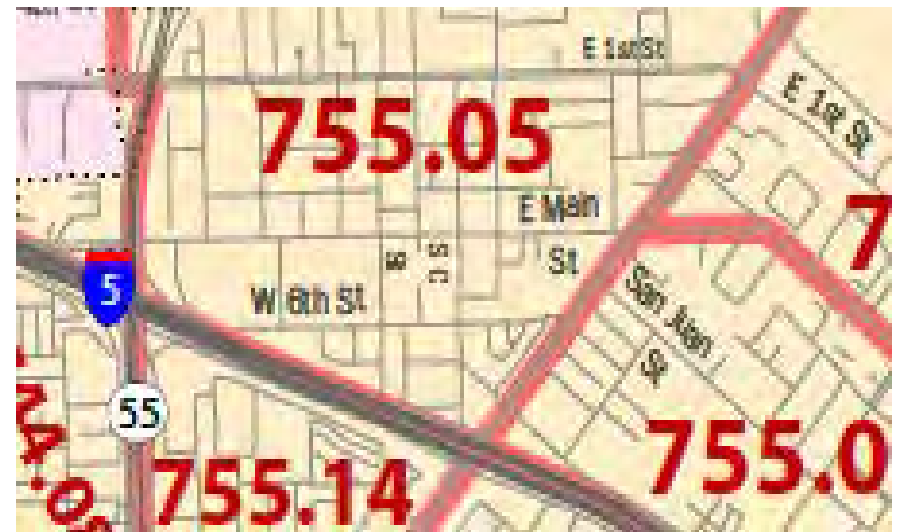
- The existing sanitary sewer system can likely accommodate additional use
- No recycled water network exists in the area
- Future increase in domestic water demand may require conservation strategies
- Fire pressure and volume will require investigations to ensure current system will remain adequate with additional infill development
- Some areas have overhead wires

Economic Analysis

The economic existing conditions analysis has been prepared at three levels of geography:*

- Orange County
- City of Tustin
- Market Area of Influence
 - Census Tract 755.05, roughly coterminous with the Study Area.

An overview of the economic analysis is provided here. A complete MIG team Economic Analysis Memorandum is provided in Appendix C at the end of this report.



Economic Analysis

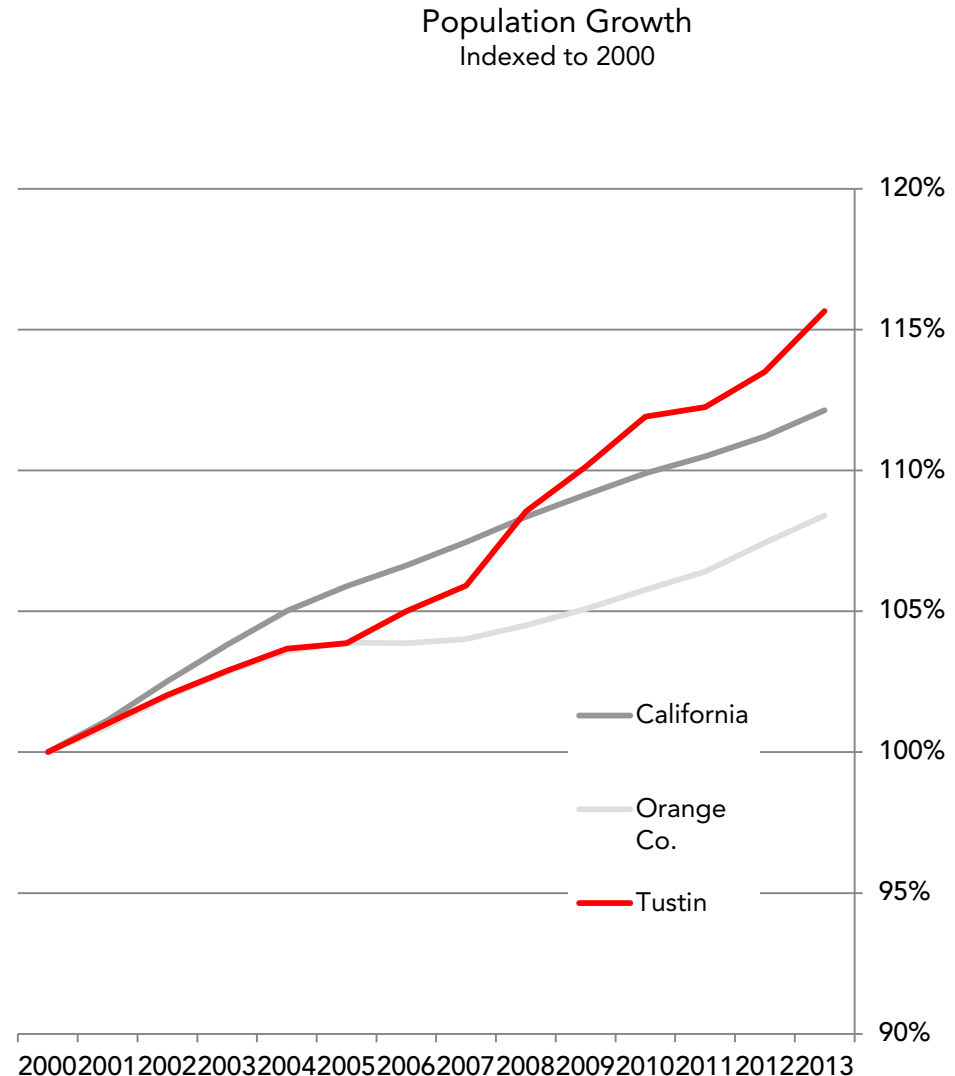


- Where appropriate, comparisons are made at the Zip code level and to the State as a whole
- The Market Area of Influence is closely aligned with the Zip Code of 92780

Economic Analysis

Population

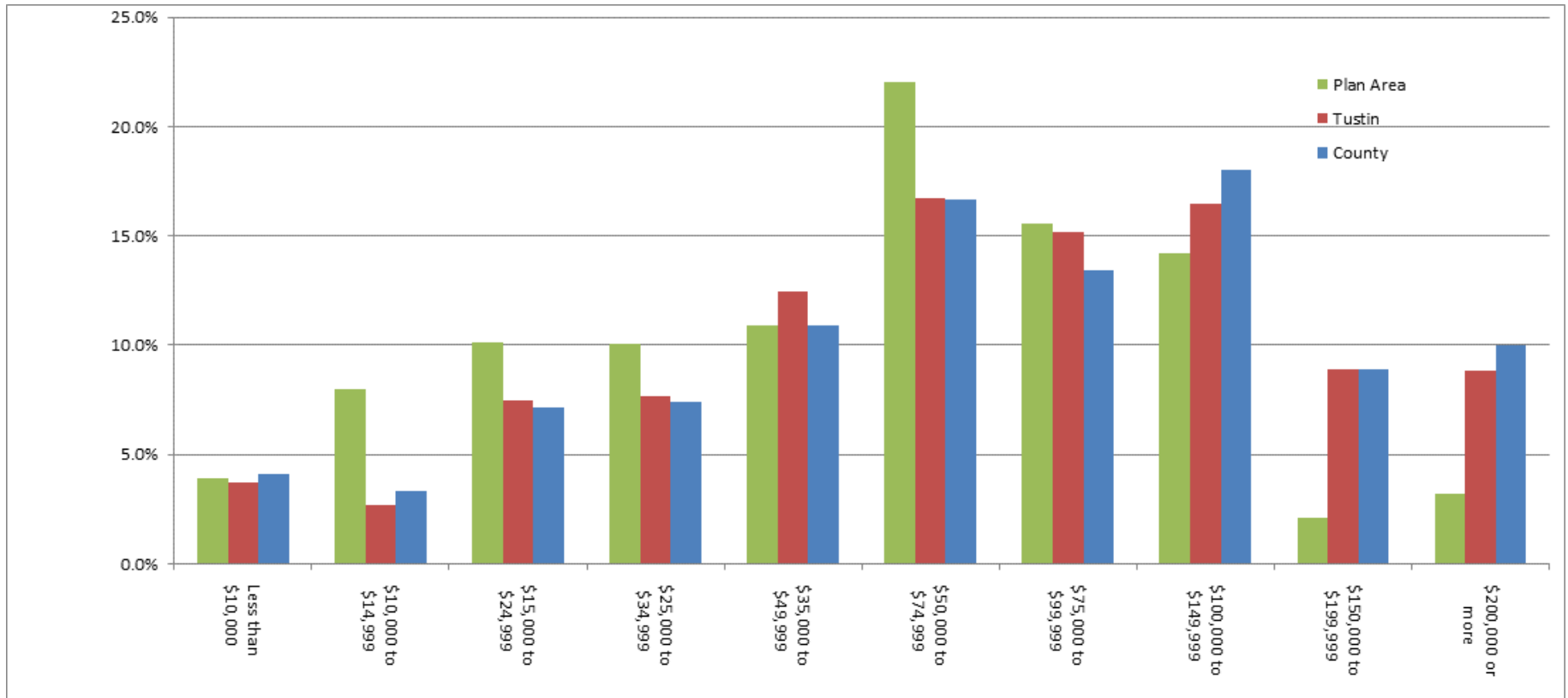
- Fewer than 3,600 people live in the Market Area of Influence
 - This represents 4.75% of Tustin's total population of over 75,700
- The City of Tustin is growing faster than either the State or the County
 - Much of this growth is happening outside of the Market Area of Influence
- Median age in the Market Area of Influence is 37.3, older than the city wide median of 33



Economic Analysis

Income

Median Household income is \$62,900 in the Market Area of Influence, compared with \$74,000 for the City and \$75,500 for the County



Housing

- Of the 1,456 units in the Market Area of Influence, 46% are owner occupied. This compares to 49% in the City and 57% in the County
- The Market Area of Influence has a significant amount of multi-unit housing. 63% of the housing stock is made up of attached or multi-family units. This compares to 49% County-wide.
- Just under 19% of all units in the Market Area of Influence are in buildings with 20 or more units
- While most of the housing in the Market Area of Influence was built in the 1960s and 1970s, it also has 54% of the City's total inventory of housing built before 1939—234 units

This data is derived from 2010 Census and 2012 ACS records which are shown in the tables on the following pages.

Housing Attributes of Tustin – 2010 Census

| Number | Area of Influence | | | |
|--|-----------------------------------|--------|------------------|----------------------|
| | Tract 755.05 Area of Influence | Tustin | Orange County | Percent of Tustin |
| Total households | 1,352 | 24,717 | 990,266 | 5.47% |
| Family households (families) | 779 | 17,668 | 707,372 | 4.41% |
| With own children under 18 years | 384 | 9,717 | 336,989 | 3.95% |
| Married-couple family | 579 | 12,702 | 537,365 | 4.56% |
| With own children under 18 years | 263 | 6,851 | 255,772 | 3.84% |
| Male householder, no wife present, family | 72 | 1,610 | 54,016 | 4.47% |
| With own children under 18 years | 30 | 822 | 22,707 | 3.65% |
| Female householder, no husband present, family | 128 | 3,356 | 115,991 | 3.81% |
| With own children under 18 years | 91 | 2,044 | 58,510 | 4.45% |
| Nonfamily households | 573 | 7,049 | 282,894 | 8.13% |
| Householder living alone | 473 | 5,493 | 216,051 | 8.61% |
| 65 years and over | 171 | 1,669 | 80,038 | 10.25% |
| Average household size | 2.51 | 3.04 | 3.01 | 82.57% |
| Average family size | 3.34 | 3.56 | 3.53 | 93.82% |
| Occupied housing units ¹ | 1,352 | 25,315 | 995,368 | 5.34% |
| Owner-occupied | 623 | 12,453 | 565,956 | 5.00% |
| Renter-occupied | 729 | 12,862 | 429,412 | 5.67% |

Housing Attributes of Tustin – 2010 Census (continued)

| Percent | Tract 755.05 Area of Influence | Tustin | Orange County | Area of Influence Indexed to Tustin |
|--|-----------------------------------|--------|------------------|---|
| Family households (families) | 57.6% | 71.5% | 71.4% | 80.61% |
| With own children under 18 years | 28.40% | 39.31% | 34.03% | 72.25% |
| Married-couple family | 42.83% | 51.39% | 54.26% | 83.33% |
| With own children under 18 years | 19.45% | 27.72% | 25.83% | 70.18% |
| Male householder, no wife present, family | 5.33% | 6.51% | 5.45% | 81.76% |
| With own children under 18 years | 2.22% | 3.33% | 2.29% | 66.72% |
| Female householder, no husband present, family | 9.47% | 13.58% | 11.71% | 69.73% |
| With own children under 18 years | 6.73% | 8.27% | 5.91% | 81.39% |
| Nonfamily households | 42.38% | 28.52% | 28.57% | 148.61% |
| Householder living alone | 34.99% | 22.22% | 21.82% | 157.42% |
| 65 years and over | 12.65% | 6.75% | 8.08% | 187.31% |
| Occupied housing units 1 | | | | |
| Owner-occupied | 46.1% | 49.2% | 56.9% | 93.67% |
| Renter-occupied | 53.9% | 50.8% | 43.1% | 106.13% |

1) 2012 ACS

Housing Attributes of Tustin – 2012 ACS

| Number | Tract 755.05 Area of Influence | Tustin | Orange County | Area of Influence Indexed to Tustin |
|------------------------|-----------------------------------|--------|------------------|---|
| Units | | | | |
| Total housing units | 1,456 | 26,117 | 1,049,031 | 5.57% |
| Occupied housing units | 1,352 | 24,717 | 990,266 | 5.47% |
| Vacant housing units | 104 | 1,400 | 58,765 | 7.43% |
| Units in structure | | | | |
| 1-unit, detached | 532 | 9,263 | 533,706 | 5.74% |
| 1-unit, attached | 85 | 3,298 | 127,498 | 2.58% |
| 2 units | 69 | 454 | 18,759 | 15.20% |
| 3 or 4 units | 249 | 3,427 | 73,881 | 7.27% |
| 5 to 9 units | 88 | 2,506 | 69,021 | 3.51% |
| 10 to 19 units | 136 | 2,351 | 61,640 | 5.78% |
| 20 or more units | 274 | 3,977 | 133,447 | 6.89% |
| Mobile home | 12 | 830 | 30,327 | 1.45% |
| Boat, RV, van, etc. | 11 | 11 | 752 | 100% |
| Occupants per room | | | | |
| 1.00 or less | 1,258 | 22,072 | 897,853 | 5.70% |
| 1.01 to 1.50 | 43 | 1,934 | 57,680 | 2.22% |
| 1.51 or more | 51 | 711 | 34,733 | 7.17% |

Housing Attributes of Tustin – 2012 ACS (continued)

| Percent | Tract 755.05 Area of Influence | Tustin | Orange County | Area of Influence Indexed to Tustin |
|---------------------|-----------------------------------|--------|------------------|---|
| Units in structure | | | | |
| 1-unit, detached | 36.54% | 35.47% | 50.88% | 103.02% |
| 1-unit, attached | 5.84% | 12.63% | 12.15% | 46.23% |
| 2 units | 4.74% | 1.74% | 1.79% | 272.62% |
| 3 or 4 units | 17.10% | 13.12% | 7.04% | 130.33% |
| 5 to 9 units | 6.04% | 9.60% | 6.58% | 62.99% |
| 10 to 19 units | 9.34% | 9.00% | 5.88% | 103.76% |
| 20 or more units | 18.82% | 15.23% | 12.72% | 123.58% |
| Mobile home | 0.82% | 3.18% | 2.89% | 25.93% |
| Boat, RV, van, etc. | 0.76% | 0.04% | 0.07% | 1793.75% |
| Occupants per room | | | | |
| 1.00 or less | 86.40% | 84.51% | 85.59% | 102.24% |
| 1.01 to 1.50 | 2.95% | 7.41% | 5.50% | 39.88% |
| 1.51 or more | 3.50% | 2.72% | 3.31% | 128.67% |

Source: US Census ACS and MR+E

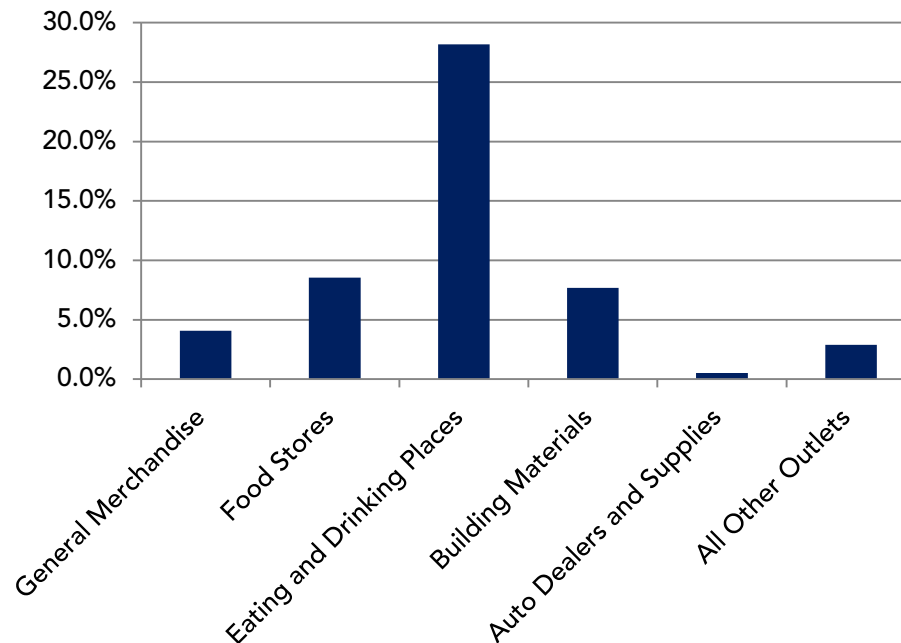
Real Estate - Office

- Tustin has a 8.2% vacancy rate through the 2nd quarter of 2014 as opposed to a higher 13% vacancy rate for the broader region of Central Orange County
 - Office market is still effected by the Great Recession, negative absorption of 10,000 sq. ft. reported this year in Central Orange County
- Lease rates in the Tustin area sub-market are the lowest in Orange County at \$1.85 per sq. ft.
 - Over all county wide rates have been improving since 2010
 - The Airport area had the highest rates at \$2.10 per sq. ft.
- Long term office demand is tied to unemployment rate
 - Changing technologies and business practices are yielding lees office space per employee than had been normal in the past

Economic Analysis

Retail Sales in Old Town Tustin

- The City of Tustin is lacking in food and beverage service outlets. However, Old Town Tustin captures a significant share - over 28%, of the city's total sales in this category
- In total, Old Town Tustin accounts for approximately 7% of the City's total retail sales



Economic Analysis

Real Estate - Retail

- Tustin is competitive in retail sales over all but significant gaps exist
- City is underperforming in bar and restaurant sales. Community residents seek entertainment elsewhere.

Taxable Sales by Major Category

2012

| | | California | | Orange County | | Tustin | | Variance | |
|-----|---|-------------|--------|---------------|--------|------------|--------|----------|-----------|
| | | Sales | Per | Sales | Per | Sales | Per | Tustin | |
| | | (x\$1,000) | Capita | (x\$1,000) | Capita | (x\$1,000) | Capita | to State | to County |
| 441 | Motor Vehicle and Parts Dealers | 61,547,848 | 1,625 | 6,551,466 | 2,142 | 474,101 | 6,188 | 280.8% | 188.8% |
| 442 | Furniture and Home Furnishings Stores | 9,937,187 | 262 | 965,018 | 316 | 115,242 | 1,504 | 473.2% | 376.6% |
| 444 | Bldg. Matrl. and Garden Equip. and Supplies | 27,438,083 | 724 | 2,351,574 | 769 | 70,845 | 925 | 27.6% | 20.2% |
| 445 | Food and Beverage Stores | 24,511,714 | 647 | 2,056,803 | 673 | 87,379 | 1,140 | 76.2% | 69.6% |
| 447 | Gasoline Stations | 58,006,168 | 1,532 | 5,063,762 | 1,656 | 142,931 | 1,866 | 21.8% | 12.7% |
| 448 | Clothing and Clothing Accessories Stores | 32,357,516 | 854 | 3,510,757 | 1,148 | 107,726 | 1,406 | 64.6% | 22.5% |
| 452 | General Merchandise Stores | 49,996,451 | 1,320 | 5,026,911 | 1,644 | ND | | | |
| 722 | Food Services and Drinking Places | 59,037,320 | 1,559 | 5,853,267 | 1,914 | 179,279 | 2,340 | 50.1% | 22.2% |
| | Other Groups | 58,540,535 | 1,546 | 18,355,788 | 6,003 | 455,543 | 5,946 | 284.6% | -1.0% |
| | | 381,372,823 | 10,070 | 20,016,668 | 6,546 | 1,633,046 | 21,314 | 111.7% | 225.6% |

Key Findings - Real Estate Summary of Demand

- Employment-driven demand can be expected for over 216,000 sq. ft. of commercial space in the Tustin Downtown Commercial Core Project area between 2015 to 2020. (Demand will be realized through absorption of existing vacancies in the larger market area).
- Commercial demand is likely to come from the food and beverage sector.
- Market demand can be anticipated for up to 260 multi-family dwelling units over the next five years for the Downtown Tustin Commercial Core Project area (depending on the level of regional population growth captured within the Study Area).

III. Opportunities

A street scene with parked cars and buildings, overlaid with a semi-transparent purple filter. The text "III. Opportunities" is centered in white. The background shows a row of multi-story buildings with storefronts, including one with a sign that says "The SWIN". Several cars are parked along the street, including a black SUV, a silver sedan, a black pickup truck, a white car, and a yellow van. Large trees line the sidewalk, and a street lamp is visible. The road has a "STOP" sign painted on it, which is upside down. The overall scene is a typical urban street.

Introduction

The various opportunities listed on the following pages provide the foundation for developing a series of recommendations and strategies that will help to catalyze new activity and revive Tustin's downtown commercial core.

The opportunities provided coincide with key findings of this report and are organized as follows:

1. Historic Preservation
2. Land Use
3. Urban Design
4. Parks and Open Space
5. Zoning
6. Mobility and Parking
7. Infrastructure
8. Economic Development

1. Historic Preservation

- Further leverage historic resources to promote Tustin's distinct downtown identity throughout the region
- Promote unique historic assets and subareas
- Test market-based incentives to promote historic rehabilitation and adaptive reuse
- Actively pursue local designation of key historic resources
- Support local historic based activities, such as walking tours

2. Land Use

- Provide space for a mix of residential, commercial, retail, services, civic and cultural uses throughout the downtown commercial core
- Build adaptability into building design and code to allow for flexible uses, and evolution of spaces as market demand shifts

3. Urban Design

- Improve sidewalks and adhere to ADA regulations
- Provide small, intimately-scaled open spaces, such as a central plaza space, parklets, and improved alleys
- Improve streetscapes throughout the downtown commercial core with street elements, such as furnishings, wayfinding, lighting, public art, and street trees.
- Improve safety for pedestrians and bicyclists with improved pedestrian-scale lighting, crosswalks, and strategically placed mid-block crossings

4. Parks and Open Space

- Expand programming for Peppertree Park to attract people from Old Town
- Create stronger connection between Peppertree Park and downtown activities
- Identify underutilized and small “pocket ” spaces to create vibrant spots for informal gathering

5. Zoning

- Update downtown commercial core development standards
 - Enhance ease-of-use for the overall code
 - Better illustrate desired design
 - Promote downtown objectives
- Update design guidelines
 - Integrate with revised zoning
 - Consider the relevance of plan subareas

6. Mobility and Parking

- Expand pedestrian facilities and treatments throughout study area
- Increase pedestrian accessibility and improve conditions at intersections
- Provide expanded bicycle facilities
- Explore feasibility of “road diets” on low volume roadways
- Redevelop parcels that currently have surface parking or low value buildings
- Consider improvements to the existing parking deck and creation of new parking decks/structures in Old Town

7. Infrastructure

- Leverage existing capacity of existing sanitary sewer system for new infill development
- Explore opportunities for developing a “purple pipe” recycled water system
- Employ domestic water conservation measures to reduce demand (e.g., low flow fixtures)
- Investigate fire pressure and volume to ensure current system will remain adequate with additional infill development
- Consider undergrounding overhead wires along streets where condition occurs
- Consider investment in a robust and concentrated Wi-Fi system for the downtown commercial core

8. Economic Development

- Capitalize on the surplus of existing office space and low lease rates by incentivizing businesses to open in the downtown commercial core
- Fulfill near term market demand for apartments and multi-family housing
- Promote niche residential products such as live-work and townhomes
- Bolster Tustin's weakest performing sectors (dining out and entertainment) to build upon existing assets and respond to the Community Vision

CITY OF TUSTIN

downtown commercial core plan



APPENDICES

- A. TRANSPORTATION MEMORANDUM
- B. INFRASTRUCTURE SUMMARY MEMORANDUM
- C. ECONOMIC ANALYSIS MEMORANDUM
- D. EXISTING PARCEL ASSESSMENT
- E. KEY PLANNING DOCUMENTS

TRANSPORTATION MEMORANDUM



TRANSPORTATION MEMORANDUM

Date: December 12, 2014
To: Rick Barrett, MIG
From: Chris Gray, Fehr & Peers
Michael Sahimi, Fehr & Peers
Subject: Old Town Tustin Existing Conditions

OC14-0327

This memorandum summarizes available data for transportation conditions associated with Old Town Tustin. Information is provided on the following key areas:

- Bicycle and pedestrian network
- Transit network
- Collisions
- Traffic Volumes
- Parking

Additional information regarding each item is presented below.

ROADWAY NETWORK

Old Town Tustin is generally bounded by Interstate 5 (I-5), State Route 55 (SR-55), Newport Avenue and First Street. The study area is bisected by Main Street as the primary east-west street and A Street and El Camino Real as north-south streets.



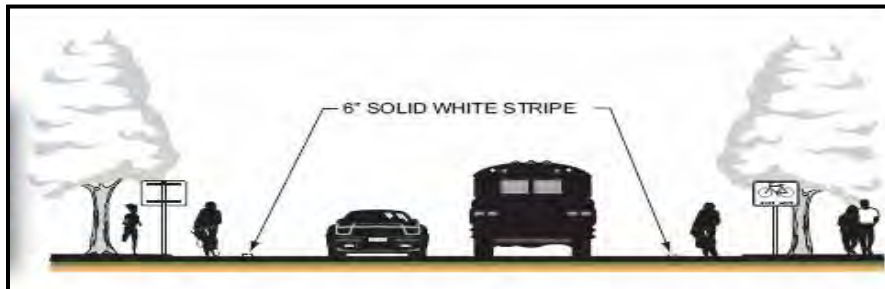
BICYCLE AND PEDESTRIAN NETWORK

Bicycle facilities are generally classified into three categories as described below.

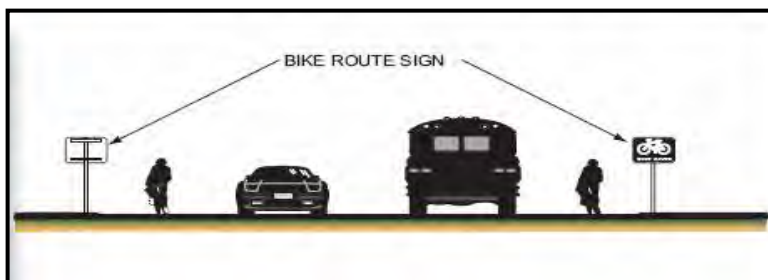
- Class I Bikeway (Bike Path) - provides a completely separate right-of-way and is designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian cross-flow minimized. An example cross-section is shown below.



- Class II Bikeway (Bike Lane) - provides a restricted right-of-way and is designated for the use of bicycles with a striped lane on a street or highway. Bicycle lanes are generally five feet wide. Vehicle parking and vehicle/pedestrian cross-flow are permitted. An example cross-section is shown below.



- Class III Bikeway (Bike Route) - provides for a right-of-way designated by signs or pavement markings for shared use with pedestrians or motor vehicles. A graphical depiction of how this facility might operate is shown below.





There are limited bicycle facilities within the Old Town Tustin area, limited to only a single Class I facility on Newport Avenue as shown on Figure 1.

However; there are extensive pedestrian facilities in Old Town Tustin, which are also documented on Figure 1. The majority of the intersections have designated crosswalks on more than one leg of the intersection. Additionally, there are six intersections within the study with bulb outs which reduce pedestrian crossing distance and time.

One issue related to pedestrian travel is the spacing of pedestrian crossings. We observed several instances in which persons would cross outside of designated crossings, particularly on Main Street near the Tustin Plaza. One occurrence of this behavior is shown in the photo below.





We also assessed the overall pedestrian experience based on the following criteria:

- Sidewalk Conditions- This refers to whether the sidewalks are in a state of good repair. Sidewalks which are broken or cracked can sometimes deter travel, particularly for those who are mobility impaired such as those in wheel chairs, persons using walkers, and strollers
- Shading- Persons are more inclined to walk in areas where there is shade present, particularly in Western Riverside County with its relatively warm weather and limited rainfall as compared to other locations
- Grade- Persons are more inclined to walk in areas which are relatively flat or have limited grade changes
- Amenities Offered- All other factors being equal, persons are more inclined to walk in interesting environments with shopping, retail, restaurants, and other similar uses
- Buffers- A more walkable environment is one in which there is some degree of separation between the pedestrian and the motorist

The application of these criteria is provided in Table 1 below.

| TABLE 1 - EXISTING PEDESTRIAN FACILITIES | |
|---|--|
| Criteria | Evaluation |
| Sidewalk Conditions | Where present, sidewalks tend to be in good condition. There are several locations; however, where visible damage is present due to the growth of adjacent trees. |
| Shading | There are shade trees present within the commercial core are of Old Town Tustin. Shading is sparser along the major roadways such as Newport Avenue and Main Street. |
| Grade | The grade changes within the Corridor are fairly modest. |
| Amenities Offered | Old Town Tustin is a pleasant walking environment in the commercial core area. There are a variety of ground floor uses including shops and restaurants. Outside of this core area, the environment is more auto-oriented with either the backs of buildings or parking lots framing the pedestrian environment. |



| TABLE 1 - EXISTING PEDESTRIAN FACILITIES | |
|---|--|
| Criteria | Evaluation |
| Buffers | The majority of the sidewalks are located adjacent to the roadway with limited buffers. There are instances in which on-street parking provides a buffer but only along selected roadways. |

Source: Fehr & Peers, 2014

TRANSIT NETWORK

The Orange County Transportation Authority (OCTA) provides bus service within Orange County including Tustin. The following routes serve Old Town Tustin:

- Route 60
- Route 64
- Route 71
- Route 79
- Route 167

These routes primarily serve stops on First Street and Newport Avenue, though there are several bus stops on Centennial Way proximate to City Hall. Figure 2 provides a map of the bus routes with boarding and alighting volumes, as provided by OCTA.

As shown on Figure 2, the most heavily utilized bus stops are located near the intersection of First Street and Newport Avenue with additional transit patrons accessing transit near City. There are no bus stops currently within the core area of Old Town Tustin.

COLLISIONS

We obtained data on traffic collisions from the Statewide Integrated Traffic Records System (SWITRS) database which summarized collision by location for each roadway and intersection within the study area. The majority of the collisions occurred on El Camino Real, First Street,



Newport Avenue, and Main Street. The highest collision locations were at the major intersections where these roadways connected to each other including:

- Newport Avenue/El Camino Real- 8 collisions
- Newport Avenue/First Street- 5 collisions
- Newport Avenue/Main Street- 5 collisions

The location and number of collisions is shown on Figure 3.

EXISTING TRAFFIC VOLUMES

Figure 4 documents existing traffic volumes as recorded by the City of Tustin during a citywide traffic count effort conducted in 2012. A map of all of the traffic counts collected by the City of Tustin is provided in Appendix A.

Some of the primary observations noted from this data are as follows:

- Traffic volumes are highest on Newport Avenue, ranging from 23,000 to 28,400 vehicles per day
- Volumes on First Street are much lower at 17,000 per day
- Main Street traffic volumes are 10,000 per day
- Volumes on El Camino Real range from 5,000 to 8,000 vehicles per day

PARKING CONDITIONS

Parking data for Old Town Tustin area was extracted from the *Old Town Tustin Parking Study* (KOA Corporation, 2007). The study evaluated parking conditions in the Old Town area, which includes identification and documentation of parking supply, parking demand, parking utilization, and parking regulations/management practices. The parking study also identifies strategies that may better utilize existing or expanded parking facilities, defines appropriate parking usage codes for new developments in Old Town, and makes parking improvement recommendations.

PARKING SUPPLY

The parking study includes a parking supply inventory in the Old Town Area resulting in:

- 401 On-Street Spaces



- 154 Public Parking Lot Spaces
- 1,545 Private Parking Lot Spaces
- **2,100 Total Parking Spaces**

The overall on-site parking supply for Old Town results in a rate of 3.36 spaces per 1,000 square feet of floor area, which is generally lower than the amount of parking traditionally required on private property sites for retail or office uses in other communities. However, when public parking and on-street parking are combined, the rate increases to 4.31 spaces per 1,000 square feet of floor area, which is slightly higher than other communities. The available parking spaces are shown on Figure 5.

PARKING DEMAND

The parking study summarizes parking demand and occupancy based on counts collected during two-hour intervals from 9:00 a.m. to 11:00 p.m. on several days from January through March of 2007. Additional counts were collected for the Farmer's Market (Wednesday) and Jamestown Flea Market (Sunday).

Weekday Demand

Weekday peak parking demand occurs at 1:00 p.m. with an overall occupancy of 42%. With a peak occupancy of 23%, the weekend parking demand was lower than weekday. The peak parking demand was primarily driven by lunchtime patrons. In particular, on-street parking along El Camino Real between Second Street and Main, C Street south of main, and Third Street between C Street and El Camino Real was at 90% occupancy during lunch time and at 50% to 60% occupancy during the remaining times throughout the day. Most public parking lots had occupancy rates between 10% and 25% during the peak hour. Occupancy rates at private lots varied, with a weekday average rate of 33%. Parking occupancy for specific facilities is shown on Figure 6 for weekdays.

Weekend Demand

During the weekend peak period, the parking along El Camino Real was on average 50% occupied between Second and Third Street. Main Street averaged 20% occupancy while C Street south of Main Street averaged 60% occupancy during the peak period. High occupancy only occurred on these streets during the lunchtime peak period. Old Town parking supply is generally



underutilized during the day. Public parking lots had occupancy of 25% or less and most private lots had lower occupancy rate during the weekend compared to the weekday. Figure 7 provides parking demand during the weekend period.

Short-Duration Parking Demand

There are approximately 400 short-duration (less than 4 hours) parking spaces in Old Town which are significantly underutilized, with occupancy rates ranging between 10% to 35% during peak times.

Long-Duration Parking Demand

There are approximately 1,700 long-duration (4 hours or more, or no time limit) parking spaces in Old Town which are also significantly underutilized, with occupancy rates of approximately 50% during peak times.

PARKING DURATION SURVEY RESULTS

A license plate survey was conducted to determine the amount of time vehicles were parked for relevant parking lots and on-street parking areas. Only locations that experience high parking demand and where time limits may be in place due to high demand for short-duration parking were collected. The results of the survey show an average length of stay was about 1 hour on El Camino Real and at the 3rd/Prospect unpaved parking lot. Second and Third Street did experience a longer duration of 2½ hours. The parking duration surveys indicate that shorter time limits may be necessary in some areas, particularly along El Camino Real.

KEY FINDINGS FROM PARKING DATA COLLECTION

The *Old Town Tustin Parking Study* identified the following two key findings based on the parking assessment:

- There is a surplus of parking supply in the Old Town Area that is not being effectively utilized. It may be possible for the City to take advantage of the general parking surplus by allowing additional uses into the area without providing additional parking at the rates generally applied to individual uses outside of the Old Town Area.
- Parking in most desirable time-limit areas is becoming a “hot-spot” problem. The City may have to reevaluate parking management strategies in these areas to maintain an



attractive overall parking supply. This may include imposing additional time limits, establishing shorter time limits, and more regular enforcement of time limits.

PARKING RECOMMENDATIONS

The following key recommendations were identified in the parking study to improve parking conditions in the Old Town area.

Land Use/Tustin City Code Modifications

- Continue to encourage mixed-use developments in order to make better use of available parking for present and future uses.
- Review and revise the Tustin City Code to permit limited restaurant uses within existing multi-tenant buildings under special permit without the need for an increase in on-site parking requirements for such uses. The amendment process might also look at identifying specific criteria that can assess existing parking opportunities on such sites and available parking management strategies.
- Modify the Tustin City Code to enact new or relaxed parking requirements for Old Town. This includes specific rates for certain more common land uses and allowances for joint and shared parking without the need for special Planning Commission or City Council discretionary approvals.
- Review and revise any currently permitted in-lieu fees for parking to reflect the current costs of acquiring and constructing parking facilities. This may be necessary in both the Parking Overlay District and historical Overlay District. The modifications should also acknowledge that if pay parking is utilized as funding and/or implementation technique, any recommended in-lieu fee structure should reflect this as an off-set against any established fee structure.
- When commercial and professional properties are developed or converted to permitted uses, on-site parking requirements may be modified under any one or a combination of the following provisions:
 - Property that lies within a Vehicle Parking Assessment District or Business Improvement Area should be exempt from the on-site parking requirement, subject to the provisions of the Parking or Improvement District Ordinance. An in-lieu fee may be required.
 - On-site parking requirements may be waived upon presentation to the City of a long-term lease, running with and as a condition of the business license, for private off-site parking accommodations within 300 feet of the development.
 - All or a portion of the required number of parking spaces may be satisfied by depositing with the City an amount, to be used for public parking



accommodations within the area, equal to at least the value of 200 square feet of property within the project area, for each required parking space not otherwise provided by the project.

Parking Management Strategies

- Employ parking management strategies to better regulate and optimize the use of public and private parking facilities in Old Town.
- Review and revise, where necessary, time limits for curb-side and public parking in Old Town to achieve the optimum utilization of parking areas for business and non-residential uses, with the shortest time limits applied to the most valuable parking areas. Longer time periods should also be considered in secondary areas where such restrictions may induce long-term parkers to relocate into off-street parking facilities.
- Adjust parking enforcement to achieve compliance with time limit and to insure parking opportunities for customers.
- Review and develop policies for consideration of limited parking time limit exemption permits to allow continued use of some on-street parking for long-term use under special circumstances, provided that the number of permits can be managed with objective criteria. Consider a charge for such permits as a means to control the management, enforcement, and limit the number of permits issued.
- Work with and advise property owners to consider time limits in any private off-street parking facilities only at a point where utilization seems to be approaching capacity and problems are evident, except for overnight parking restrictions necessary for security and public health and safety considerations.

Public Parking Lots

- Work with the Stevens Square Association regarding the use of code enforcement and legal remedies, as necessary, to improve parking lot surface conditions, security and lighting within those portions of the C Street Parking Structure available for public parking.
- Continue to monitor whether new Old Town public parking directional signage is effective in directing motorists, particularly to the C Street structure public parking area. Consider undertaking focused interviews of shoppers to determine whether they know the location of public parking lots in Old Town. If determined necessary in the future, consider incremental installation of additional public parking directional signage in Old Town.
- Evaluate situations where existing public parking lots may have adequate available parking spaces to provide parking opportunities for non-residential uses proposed in future mixed use projects in close proximity to the lots in order to enhance overall parking supply.



We hope you find the information above helpful. If you have any questions, comments, or require additional information, please contact Chris Gray at c.gray@fehrandpeers.com.



Figure 1- Bicycle/Pedestrian Network

Mobility – Pedestrian and Bicycle Facilities

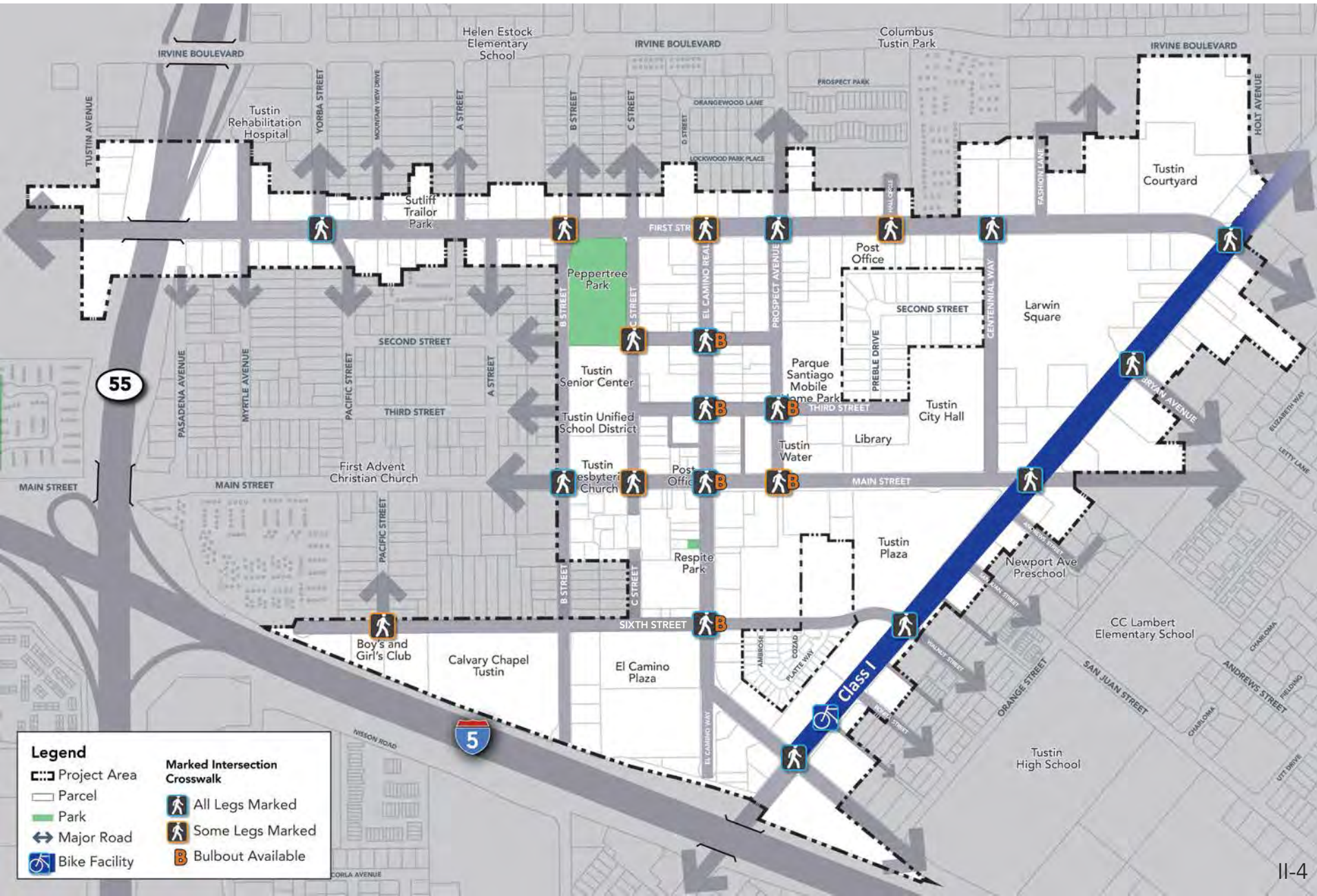




Figure 2- Transit Network

Mobility - Transit Routes and Daily Ridership

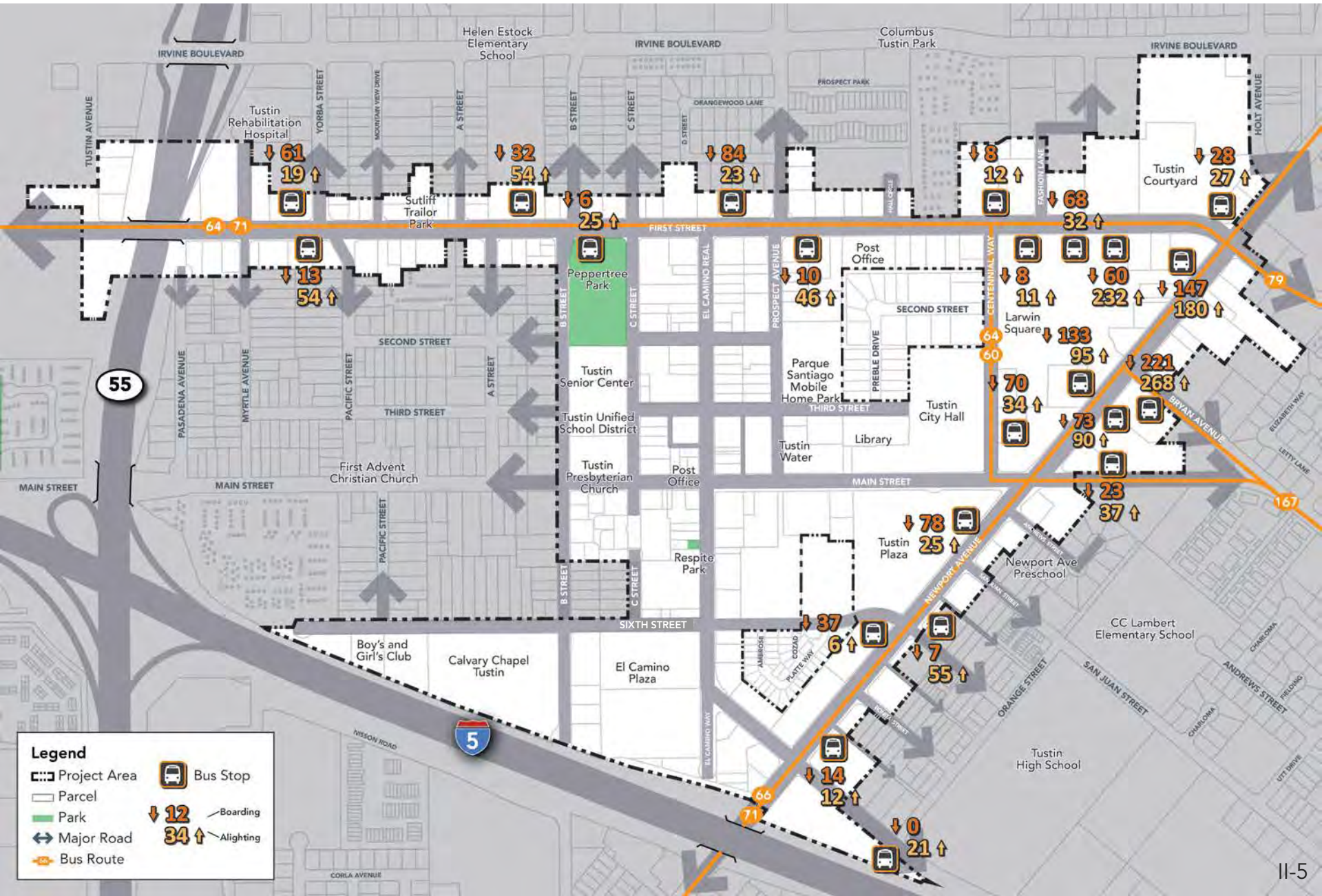
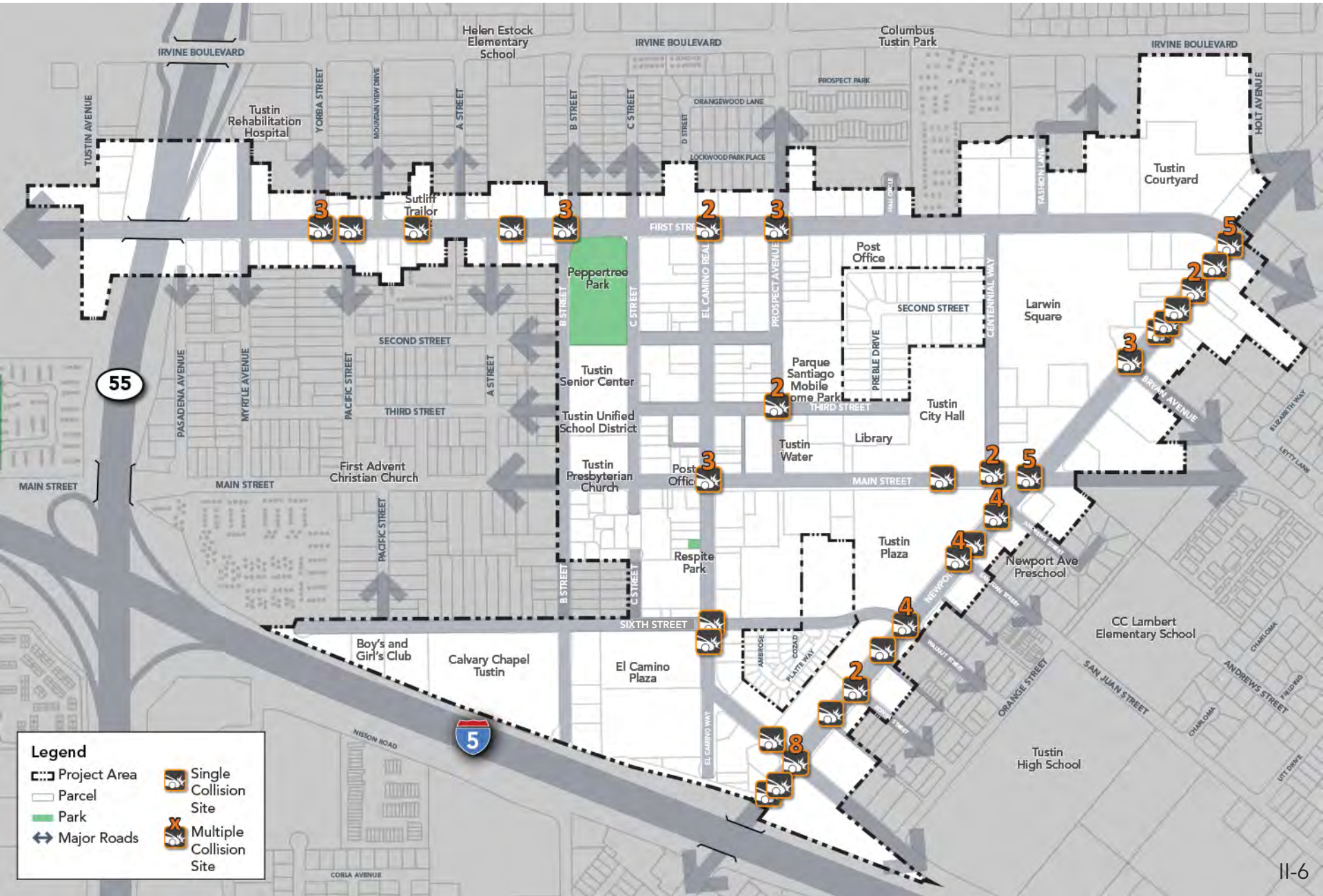




Figure 3- Collisions

Mobility – Automobile Collisions



Legend

- Project Area
- Parcel
- Park
- Major Roads
- Single Collision Site
- Multiple Collision Site



Figure 4- Roadway Volumes

Mobility – Traffic Volumes

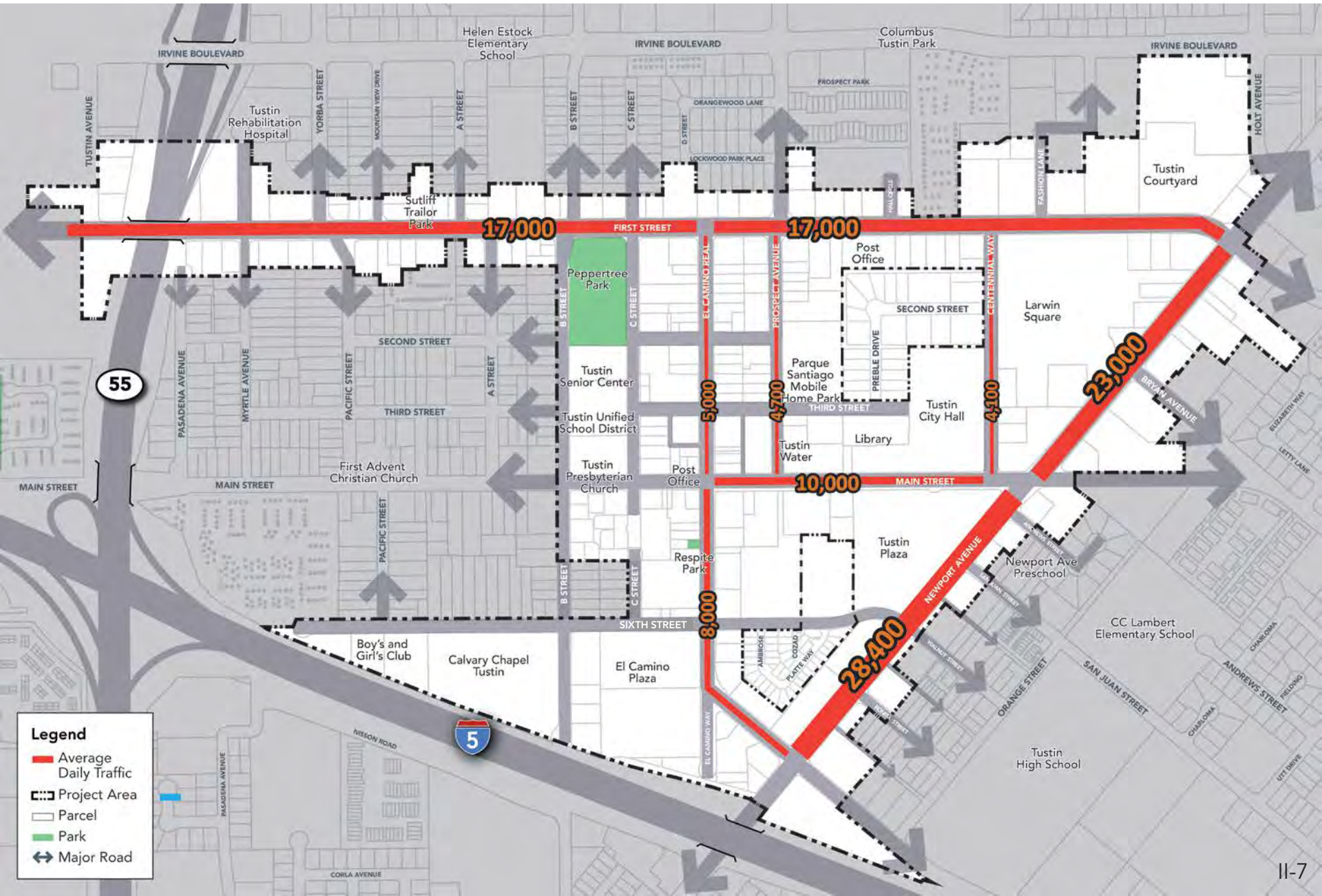




Figure 5- Parking Supply

Parking – On and Off Street Parking Supply

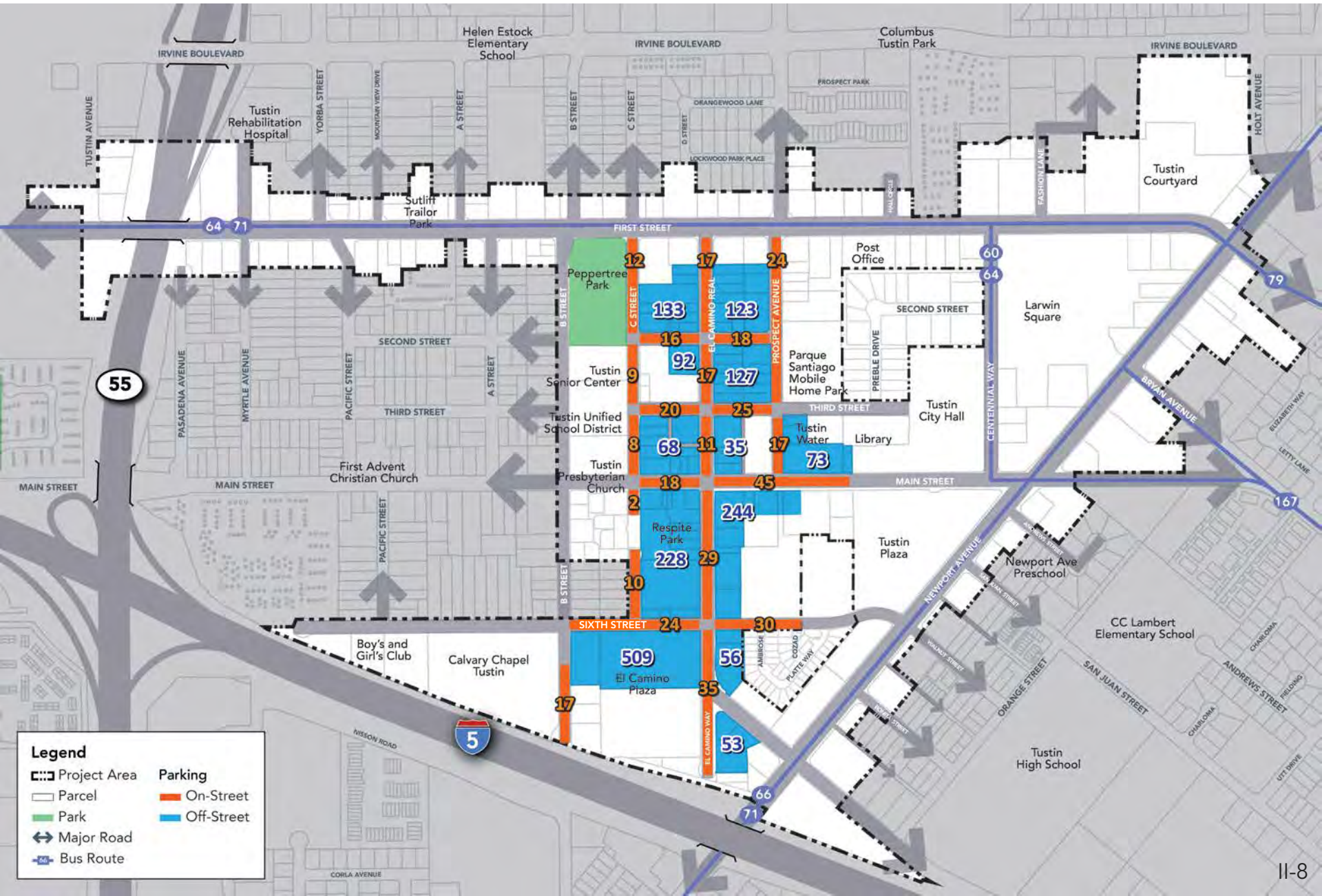




Figure 6- Weekday Parking Occupancy

Parking – Weekday Peak Hour Occupancy (1 pm)

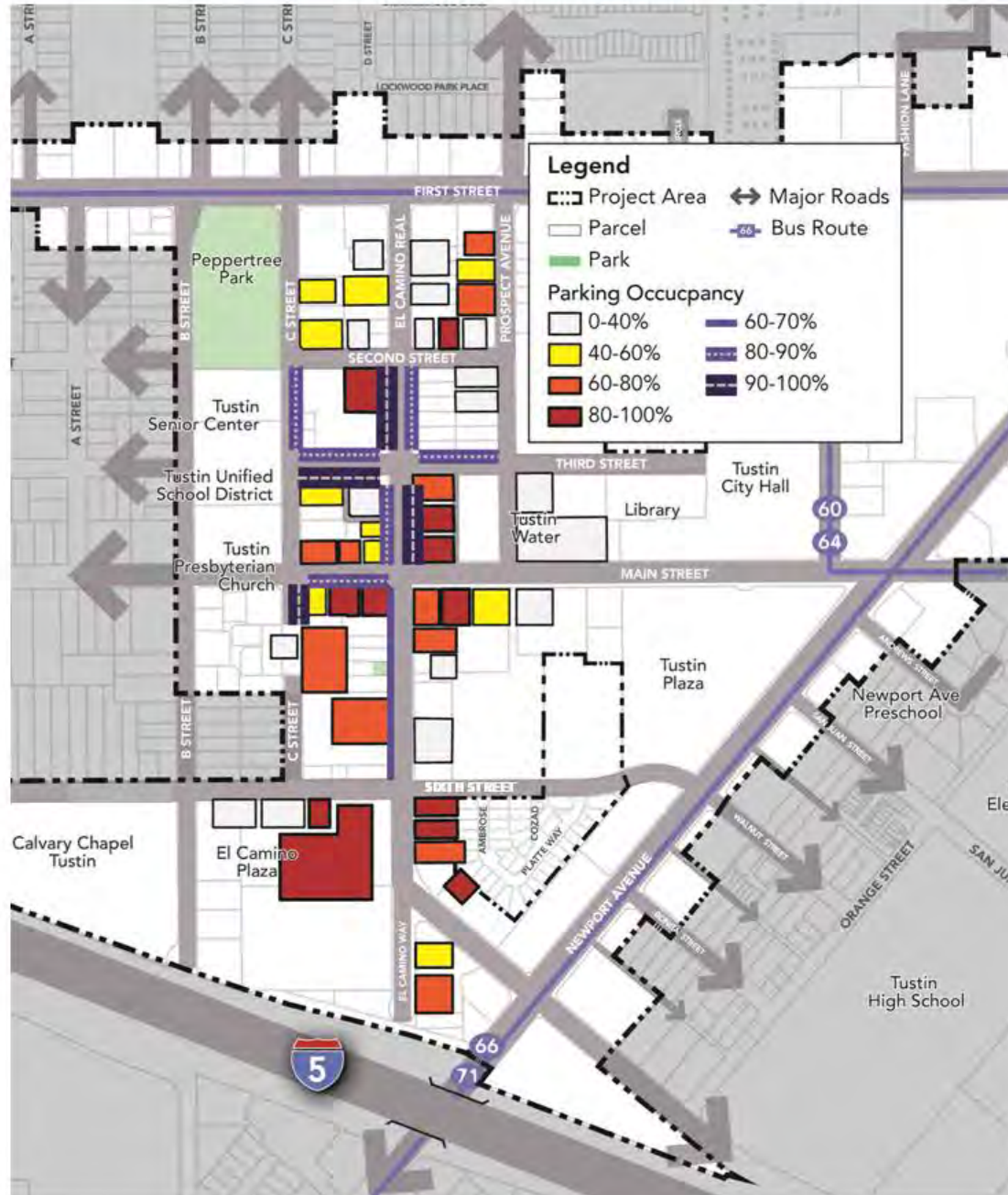
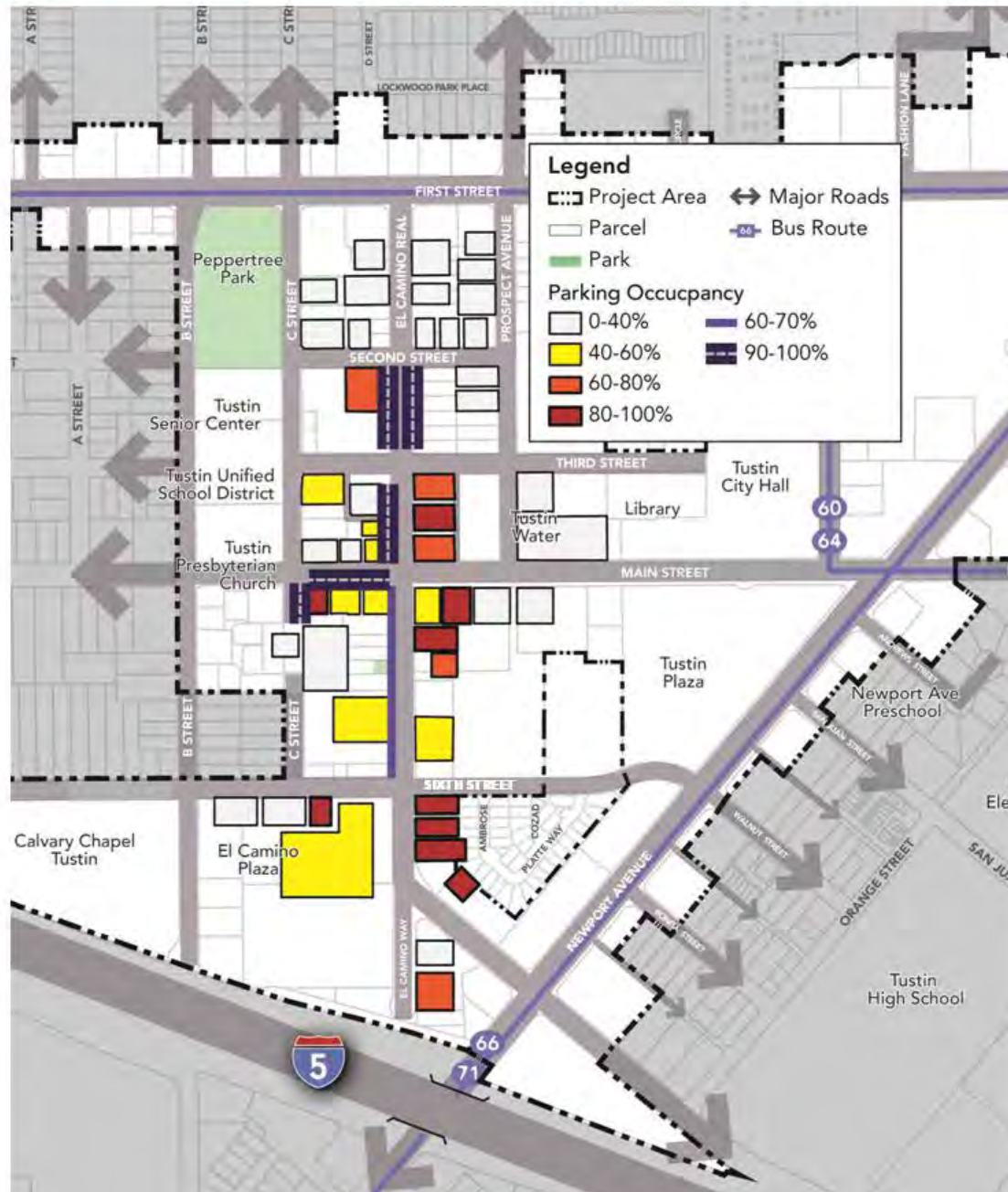




Figure 7- Weekend Parking Occupancy

Parking – Weekend Peak Hour Occupancy (12 pm)



INFRASTRUCTURE SUMMARY MEMORANDUM



Infrastructure Summary Memorandum

Tustin Downtown Specific Plan

MIG

12/9/14

The Old Tustin Downtown study area comprises some 185 acres and involves collector and arterial roadways, as well as several distinct districts all served by a dated, but reliable, infrastructure of domestic water, sanitary sewer, storm drain collection and conveyance and dry utilities for power, gas and telecommunication service.

Circulation Roadways

The Study Area is served by a traditional grid pattern of local streets inter connected by collector roads and one arterial roadway (Newport Avenue). All roads are in good condition and well maintained. Service levels appear normal and opportunities exist on First Street and Main Street for enhanced parkways and intersections for pedestrian use.

Storm Water Management

The Study Area is well served by a network of underground drainage pipes ranging in size from 18" diameter to 66" diameter at the downstream confluence point (Newport Avenue/I-5). Catch basins and other structures are well maintained by Orange County Flood Control District and appear adequate to continue serving the area.

Water Quality assurance features (BMP's and LID facilities) generally do not exist and the ultimate development of the area will require on-site facilities to address this as per the City's WQMP standards. Public streets will eventually need modular treatment wetland boxes or catch basin inserts to address street run-off.

Sanitary Sewer

The Study Area is served by a network of underground sewer collection lines operated by the Orange County Sanitation District. Sizes range from 6" diameter to 27" diameter at the downstream confluence (Newport Avenue/I-5). The system is in good condition and well maintained. Large diameter "trunk lines" cross the study area (Prospect-El Camino Real) offering ample capacity for future development.

Domestic Water

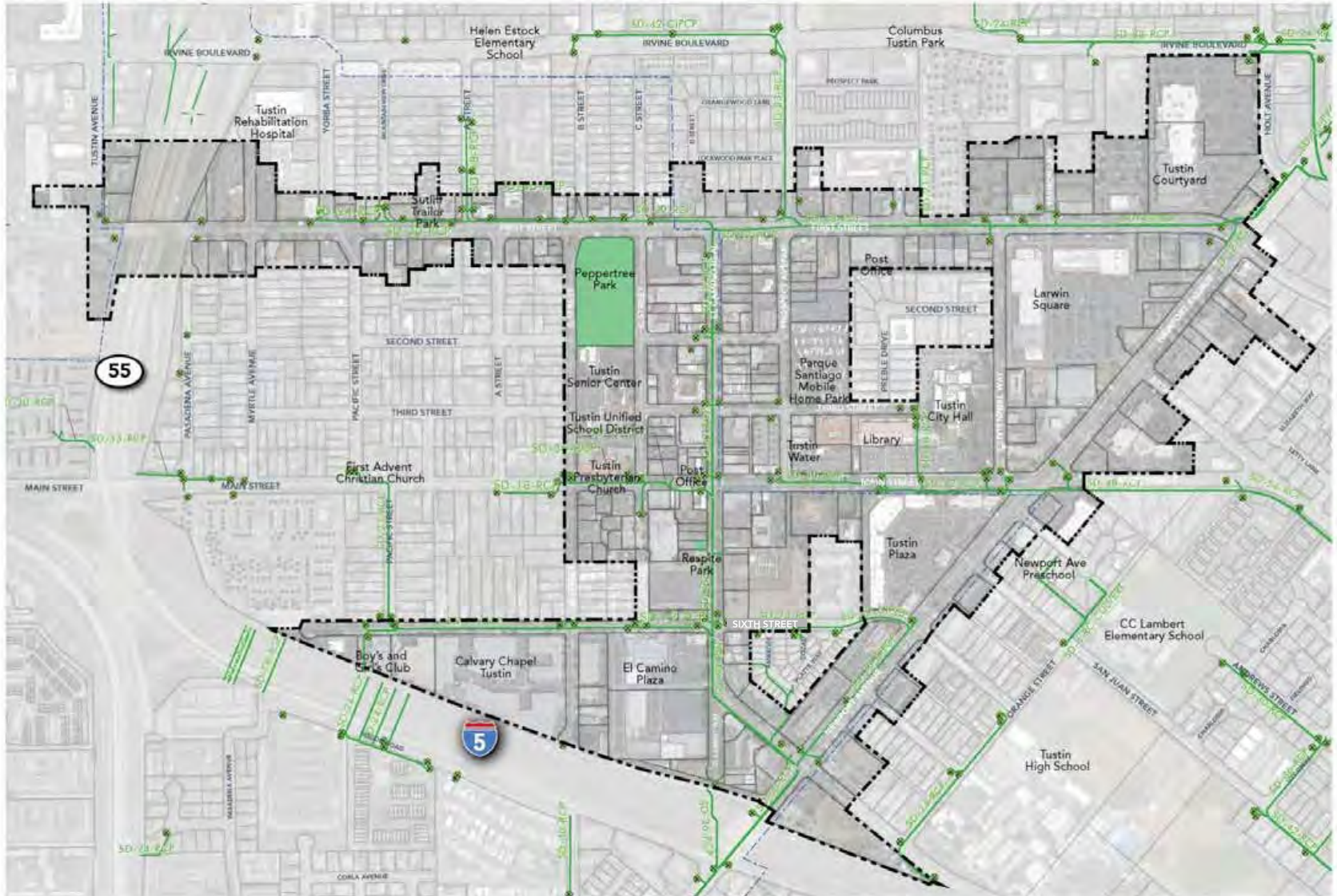
The Study Area has a network of domestic water mains operated by the City Water Department. Potable water is supplied by the Metropolitan Water District and groundwater pumped from the Santa Ana River Basin via 12 City operated wells. The system is currently adequate for both domestic water consumption and fire flow.

Power, Gas, Telecommunications

The Study Area is served by SCE (power), SCG (natural gas), AT&T for land line telecommunications and Cox Cable (broadband). Most systems are underground and are well maintained.

Diagrams depicting existing conditions for Tustin's storm drainage system, sanitary sewer system, and overhead power lines are included on the following pages.

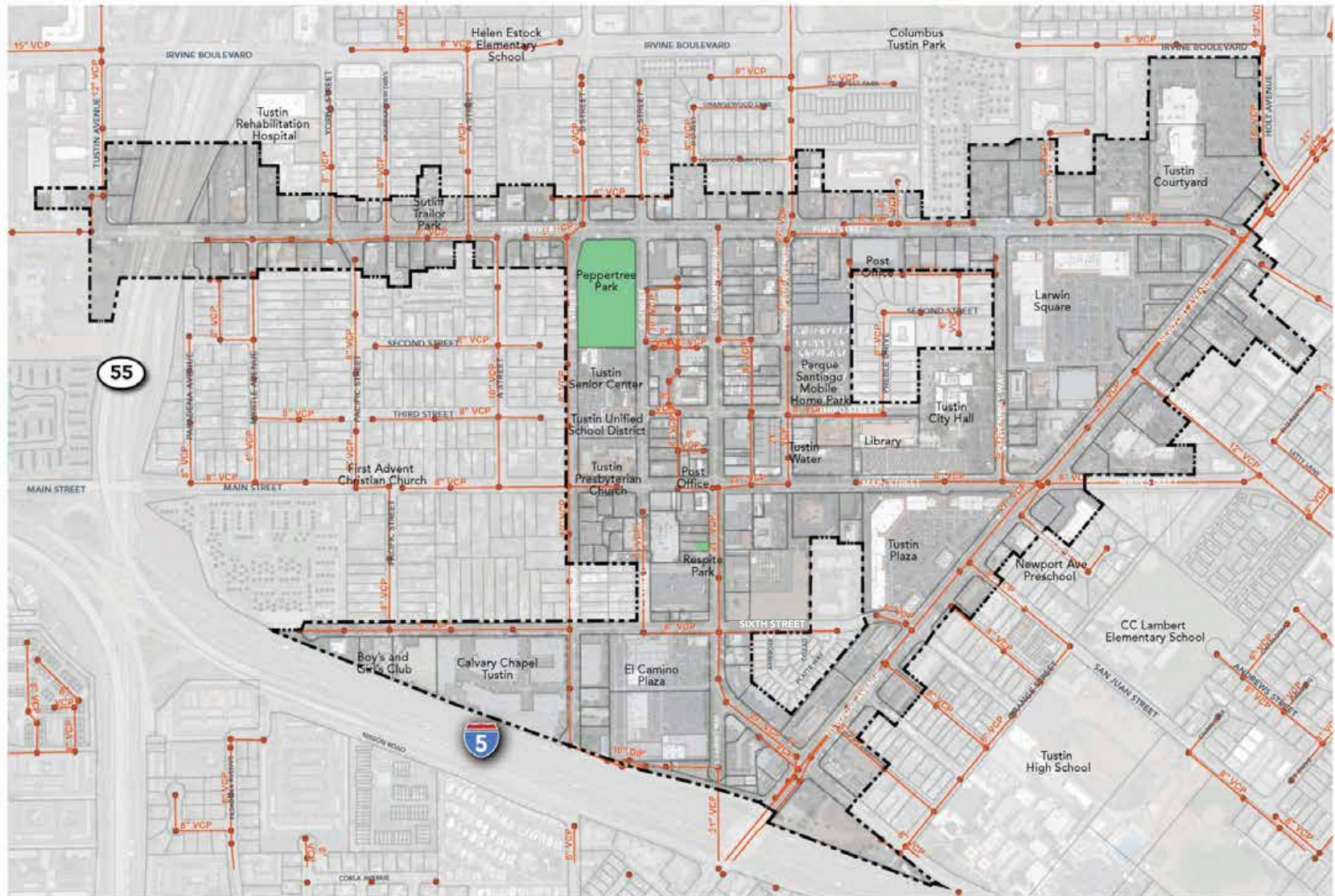
Infrastructure – Storm Drainage System



- Legend**
- Project Area
 - Parcel
 - Park
 - ↔ Major Roads
 - Existing Storm Drain Lines
 - Bus Route
 - Existing Catch Basins

Tustin Downtown Commercial Core Project Area

Infrastructure – Sanitary Sewer Systems

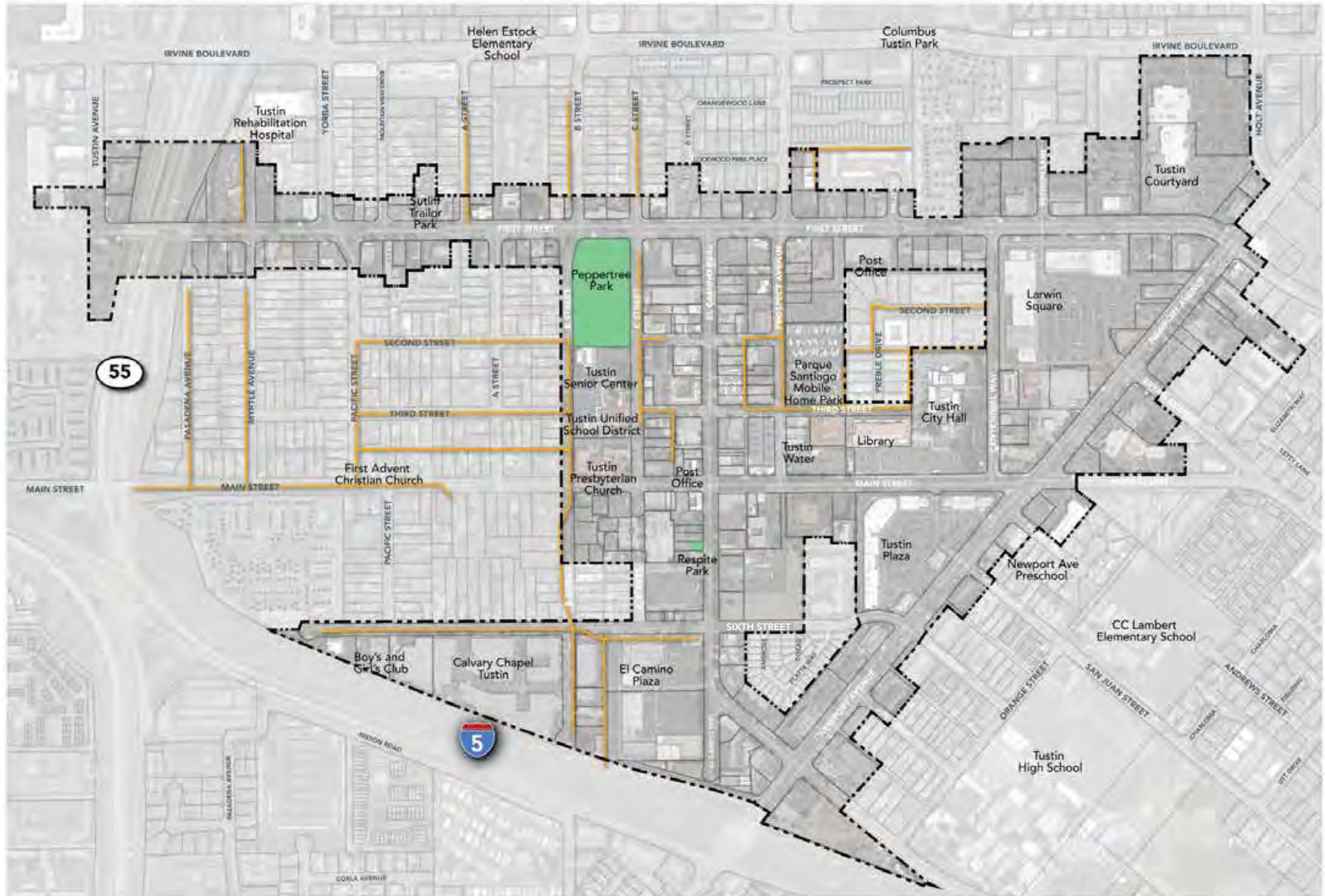


- Legend**
- Project Area
 - Parcel
 - Park
 - ↔ Major Roads
 - 🚌 Bus Route
 - Existing Sewer Lines
 - Existing Manholes

Tustin Downtown Commercial Core Project Area



Infrastructure – Overhead Power Lines



- Legend**
- Project Area
 - Parcel
 - Park
 - Major Roads
 - Existing Overhead Distribution Lines
 - 5 Bus Route

Tustin Downtown Commercial Core Project Area

ECONOMIC ANALYSIS MEMORANDUM **See Appendix E Economic Analysis**

EXISTING PARCEL ASSESSMENT

Appendix D – Existing Parcel Assessment

The following is a parcel-by-parcel assessment of the existing condition of the downtown commercial core. The data generated is based on a virtual “windshield survey” of the Study Area through the use of Google Street View. Data collected from this survey recorded the number of stories of existing buildings on the parcel and the type of uses observed.

Parcel data utilized for this assessment derived from PDF data of the City’s General Plan Land Use map. Building footprint data was created from aerial data provided through Google Maps. All square footage and acreage measurements were extrapolated from scaled drawings of the aforementioned data.



Legend
 - - - - - Project Area ↔ Freeway □ Parcel Identification Number
 □ Parcel

Tustin Downtown Commercial Core - Parcel Assessment Key



Existing Parcel Assessment for Tustin Downtown Commercial Core

Prepared by MIG, January 2015

| Parcel Number | Existing Land Use | General Plan Land Use | Parcel Square Feet | Parcel Acreage | Bldg Height (Stories) | Bldg Footprint Square Feet | Total Square Footage | Units |
|------------------------------|-------------------|--|--------------------|----------------|-----------------------|----------------------------|----------------------|-------|
| Private Realm Acreage | | | | | | | | |
| 001 | Office | CC - Community Commercial | 14,800 | 0.34 | 1 | N/A | N/A | N/A |
| 002 | Commercial | CC - Community Commercial | 30,525 | 0.70 | 2 | N/A | N/A | N/A |
| 003 | Office | CC - Community Commercial | 18,850 | 0.43 | 1 | N/A | N/A | N/A |
| 004 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 005 | Commercial | PCCB - Planned Community Commercial/Business | 14,100 | 0.32 | 1 | 8,726 | 8,726 | N/A |
| 006 | Commercial | PCCB - Planned Community Commercial/Business | 69,200 | 1.59 | 1 | 14,719 | 14,719 | N/A |
| 007 | Office | PCCB - Planned Community Commercial/Business | 29,000 | 0.67 | 1 | 14,276 | 14,276 | N/A |
| 008 | Public | PCCB - Planned Community Commercial/Business | 31,500 | 0.72 | 1 | 7,300 | 7,300 | N/A |
| 009 | Residential | PCCB - Planned Community Commercial/Business | 5,000 | 0.11 | 1 | 1,178 | N/A | 1 |
| 010 | Residential | PCCB - Planned Community Commercial/Business | 7,500 | 0.17 | 1 | 4,059 | N/A | 1 |
| 011 | Commercial | PCCB - Planned Community Commercial/Business | 5,000 | 0.11 | 1 | 2,300 | 2,300 | N/A |
| 012 | Commercial | PCCB - Planned Community Commercial/Business | 7,000 | 0.16 | 1 | 1,835 | 1,835 | N/A |
| 013 | Residential | PCCB - Planned Community Commercial/Business | 6,300 | 0.14 | 1 | 2,996 | N/A | 1 |
| 014 | Vacant | PCCB - Planned Community Commercial/Business | 11,900 | 0.27 | 1 | 1,480 | 1,480 | N/A |
| 015 | MHP | PCCB - Planned Community Commercial/Business | 35,000 | 0.80 | 1 | N/A | N/A | 25 |
| 016 | Commercial | PCCB - Planned Community Commercial/Business | 9,600 | 0.22 | 2 | 7,921 | 11,546 | N/A |
| 017 | Parking | PCCB - Planned Community Commercial/Business | 4,375 | 0.10 | 0 | 513 | - | N/A |
| 018 | Residential | PCCB - Planned Community Commercial/Business | 6,000 | 0.14 | 1 | 1,100 | N/A | 1 |
| 019 | Retail | PCCB - Planned Community Commercial/Business | 8,625 | 0.20 | 1 | 4,885 | 4,885 | N/A |
| 020 | Commercial | PCCB - Planned Community Commercial/Business | 26,100 | 0.60 | 1 | 7,446 | 7,446 | N/A |
| 021 | Vacant | PCCB - Planned Community Commercial/Business | 26,100 | 0.60 | 0 | - | - | N/A |
| 022 | Vacant | PCCB - Planned Community Commercial/Business | 9,000 | 0.21 | 1 | 3,408 | 3,408 | N/A |
| 023 | Office | PCCB - Planned Community Commercial/Business | 5,400 | 0.12 | 2 | 1,938 | 3,876 | N/A |
| 024 | Commercial | PCCB - Planned Community Commercial/Business | 13,225 | 0.30 | 2 | 1,755 | 3,510 | N/A |
| 025 | Commercial | PCCB - Planned Community Commercial/Business | 14,400 | 0.33 | 2 | 1,755 | 3,510 | N/A |
| 026 | Commercial | PCCB - Planned Community Commercial/Business | 5,750 | 0.13 | 2 | 2,230 | 4,460 | N/A |
| 027 | Office | PCCB - Planned Community Commercial/Business | 9,775 | 0.22 | 1 | 5,386 | 5,386 | N/A |
| 028 | Retail | PCCB - Planned Community Commercial/Business | 46,750 | 1.07 | 1 | 14,619 | 14,619 | N/A |
| 029 | Retail | PCCB - Planned Community Commercial/Business | 14,000 | 0.32 | 1 | 2,072 | 2,072 | N/A |
| 030 | Retail | PCCB - Planned Community Commercial/Business | 14,000 | 0.32 | 1 | 4,794 | 4,794 | N/A |
| 031 | Retail | PCCB - Planned Community Commercial/Business | 23,800 | 0.55 | 1 | 4,263 | 4,263 | N/A |
| 032 | Retail | PCCB - Planned Community Commercial/Business | 11,700 | 0.27 | 1 | 3,150 | 3,150 | N/A |
| 033 | Retail | PCCB - Planned Community Commercial/Business | 16,200 | 0.37 | 1 | 5,000 | 5,000 | N/A |
| 034 | Retail | PCCB - Planned Community Commercial/Business | 19,600 | 0.45 | 1 | 1,500 | 1,500 | N/A |
| 035 | Retail | PCCB - Planned Community Commercial/Business | 19,600 | 0.45 | 1 | 5,000 | 5,000 | N/A |
| 036 | Parking | PCCB - Planned Community Commercial/Business | 11,900 | 0.27 | 0 | - | - | N/A |
| 037 | Retail | PCCB - Planned Community Commercial/Business | 16,800 | 0.39 | 1 | 3,000 | 3,000 | N/A |
| 038 | Commercial | PCCB - Planned Community Commercial/Business | 10,800 | 0.25 | 1 | 3,000 | 3,000 | N/A |
| 039 | Office | PCCB - Planned Community Commercial/Business | 56,550 | 1.30 | 2 | 20,250 | 40,500 | N/A |
| 040 | Parking | PCCB - Planned Community Commercial/Business | 20,900 | 0.48 | 0 | - | - | N/A |
| 041 | Parking | PCCB - Planned Community Commercial/Business | 12,500 | 0.29 | 0 | - | - | N/A |
| 042 | Office | PCCB - Planned Community Commercial/Business | 52,725 | 1.21 | 2 | 11,000 | 22,000 | N/A |
| 043 | Retail | PCCB - Planned Community Commercial/Business | 44,000 | 1.01 | 1 | 9,600 | 9,600 | N/A |
| 044 | Retail | PCCB - Planned Community Commercial/Business | 109,500 | 2.51 | 1 | 14,400 | 14,400 | N/A |
| 045 | Retail | PCCB - Planned Community Commercial/Business | 192,500 | 4.42 | 1 | 71,000 | 71,000 | N/A |
| 046 | Retail | PCCB - Planned Community Commercial/Business | 218,700 | 5.02 | 1 | 35,000 | 35,000 | N/A |
| 047 | Retail | PCCB - Planned Community Commercial/Business | 12,000 | 0.28 | 1 | 5,525 | 5,525 | N/A |
| 048 | Retail | PCCB - Planned Community Commercial/Business | 14,950 | 0.34 | 1 | 6,300 | 6,300 | N/A |
| 049 | Retail | PCCB - Planned Community Commercial/Business | 22,200 | 0.51 | 1 | 6,900 | 6,900 | N/A |
| 050 | Office | PCCB - Planned Community Commercial/Business | 14,875 | 0.34 | 1 | 3,564 | 3,564 | N/A |
| 051 | Commercial | PCCB - Planned Community Commercial/Business | 18,525 | 0.43 | 1 | 7,011 | 7,011 | N/A |
| 052 | Office | PCCB - Planned Community Commercial/Business | 15,200 | 0.35 | 2 | 10,944 | 21,888 | N/A |
| 053 | Institutional | PCCB - Planned Community Commercial/Business | 6,500 | 0.15 | 1 | 2,030 | 2,030 | N/A |
| 054 | Office | PCCB - Planned Community Commercial/Business | 21,000 | 0.48 | 2 | 7,674 | 15,348 | N/A |
| 055 | Retail | PCCB - Planned Community Commercial/Business | 18,125 | 0.42 | 1 | 5,217 | 5,217 | N/A |
| 056 | Retail | PCCB - Planned Community Commercial/Business | 16,700 | 0.38 | 1 | 2,760 | 2,760 | N/A |
| 057 | Commercial | PCCB - Planned Community Commercial/Business | 21,600 | 0.50 | 2 | 6,189 | 12,378 | N/A |
| 058 | Residential | PCCB - Planned Community Commercial/Business | 18,000 | 0.41 | 2 | 8,142 | N/A | 14 |
| 059 | Office | PCCB - Planned Community Commercial/Business | 8,450 | 0.19 | 2 | 3,009 | 6,018 | N/A |
| 060 | Vacant | PCCB - Planned Community Commercial/Business | 10,500 | 0.24 | 1 | 3,700 | 3,700 | N/A |
| 061 | Office | PCCB - Planned Community Commercial/Business | 21,000 | 0.48 | 2 | 6,185 | 12,370 | N/A |
| 062 | Office | PCCB - Planned Community Commercial/Business | 14,000 | 0.32 | 1 | 3,363 | 3,363 | N/A |
| 063 | Residential | PCCB - Planned Community Commercial/Business | 7,000 | 0.16 | 1 | 2,000 | N/A | 1 |
| 064 | Residential | PCCB - Planned Community Commercial/Business | 11,200 | 0.26 | 2 | 1,520 | N/A | 4 |
| 065 | Residential | PCCB - Planned Community Commercial/Business | 9,450 | 0.22 | 1 | 2,684 | N/A | 1 |
| 066 | Office | PCCB - Planned Community Commercial/Business | 6,000 | 0.14 | 1 | 3,652 | 3,652 | N/A |
| 067 | Office | PCCB - Planned Community Commercial/Business | 2,625 | 0.06 | 2 | 1,500 | 3,000 | N/A |
| 068 | Office | PCCB - Planned Community Commercial/Business | 4,500 | 0.10 | 2 | 2,000 | 4,000 | N/A |
| 069 | Office | PCCB - Planned Community Commercial/Business | 6,525 | 0.15 | 2 | 2,443 | 4,886 | N/A |
| 070 | Open Space | PI - Public and Institutional | 165,000 | 3.79 | 1 | 7,058 | 7,058 | N/A |
| 071 | Commercial | PCCB - Planned Community Commercial/Business | 43,850 | 1.01 | 2 | 13,759 | 19,982 | N/A |
| 072 | Retail | PCCB - Planned Community Commercial/Business | 18,900 | 0.43 | 1 | 6,786 | 6,786 | N/A |
| 073 | Retail | PCCB - Planned Community Commercial/Business | 20,925 | 0.48 | 1 | 1,500 | 1,500 | N/A |
| 074 | Institutional | PCCB - Planned Community Commercial/Business | 16,800 | 0.39 | 1 | 4,350 | 4,350 | N/A |
| 075 | Retail | PCCB - Planned Community Commercial/Business | 18,200 | 0.42 | 1 | 5,600 | 5,600 | N/A |
| 076 | Retail | PCCB - Planned Community Commercial/Business | 23,650 | 0.54 | 1 | 10,000 | 10,000 | N/A |

| Parcel Number | Existing Land Use | General Plan Land Use | Parcel Square Feet | Parcel Acreage | Bldg Height (Stories) | Bldg Footprint Square Feet | Total Square Footage | Units |
|---------------|-------------------|--|--------------------|----------------|-----------------------|----------------------------|----------------------|-------|
| 077 | Parking | PI - Public and Institutional | 23,100 | 0.53 | 0 | - | - | N/A |
| 078 | Public | PI - Public and Institutional | 43,200 | 0.99 | 1 | 25,300 | 25,300 | N/A |
| 079 | Commercial | PCCB - Planned Community Commercial/Business | 13,600 | 0.31 | 2 | 6,400 | 12,800 | N/A |
| 080 | Commercial | PCCB - Planned Community Commercial/Business | 13,600 | 0.31 | 1 | 5,500 | 5,500 | N/A |
| 081 | Commercial | PCCB - Planned Community Commercial/Business | 16,000 | 0.37 | 1 | 8,000 | 8,000 | N/A |
| 082 | Retail | PCCB - Planned Community Commercial/Business | 12,750 | 0.29 | 1 | 5,200 | 5,200 | N/A |
| 083 | Retail | PCCB - Planned Community Commercial/Business | 14,400 | 0.33 | 1 | 4,900 | 4,900 | N/A |
| 084 | Office | PCCB - Planned Community Commercial/Business | 5,400 | 0.12 | 2 | 2,600 | 5,200 | N/A |
| 085 | Retail | PCCB - Planned Community Commercial/Business | 502,700 | 11.54 | 1 | 150,800 | 150,800 | N/A |
| 086 | Commercial | PCCB - Planned Community Commercial/Business | 21,275 | 0.49 | 2 | 6,000 | 12,000 | N/A |
| 087 | Commercial | PCCB - Planned Community Commercial/Business | 18,500 | 0.42 | 2 | 4,900 | 9,800 | N/A |
| 088 | Retail | PCCB - Planned Community Commercial/Business | 35,900 | 0.82 | 1 | 8,400 | 8,400 | N/A |
| 089 | Retail | PCCB - Planned Community Commercial/Business | 14,000 | 0.32 | 1 | 4,200 | 4,200 | N/A |
| 090 | Retail | PCCB - Planned Community Commercial/Business | 14,950 | 0.34 | 1 | 5,500 | 5,500 | N/A |
| 091 | Retail | PCCB - Planned Community Commercial/Business | 14,400 | 0.33 | 1 | 6,600 | 6,600 | N/A |
| 092 | Retail | PCCB - Planned Community Commercial/Business | 43,000 | 0.99 | 1 | 30,600 | 30,600 | N/A |
| 093 | Office | PCCB - Planned Community Commercial/Business | 19,500 | 0.45 | 3 | 13,200 | 39,600 | N/A |
| 094 | Office | PCCB - Planned Community Commercial/Business | 12,325 | 0.28 | 2 | 3,600 | 7,200 | N/A |
| 095 | Office | PCCB - Planned Community Commercial/Business | 14,500 | 0.33 | 2 | 4,200 | 8,400 | N/A |
| 096 | Retail | PCCB - Planned Community Commercial/Business | 68,600 | 1.57 | 1 | 14,200 | 14,200 | N/A |
| 097 | Retail | OTC - Old Town Commercial | 306,500 | 7.04 | 1 | 110,550 | 110,550 | N/A |
| 098 | Institutional | OTC - Old Town Commercial | 50,750 | 1.17 | 2 | 11,600 | 23,200 | N/A |
| 099 | Commercial | OTC - Old Town Commercial | 65,250 | 1.50 | 2 | 12,750 | 25,500 | N/A |
| 100 | Commercial | OTC - Old Town Commercial | 18,750 | 0.43 | 1 | 3,000 | 3,000 | N/A |
| 101 | Commercial | OTC - Old Town Commercial | 7,800 | 0.18 | 1 | 500 | 500 | N/A |
| 102 | Retail | PCCB - Planned Community Commercial/Business | 146,200 | 3.36 | 1 | 6,251 | 6,251 | N/A |
| 103 | Retail | CC - Community Commercial | 61,875 | 1.42 | 1 | 17,400 | 17,400 | N/A |
| 104 | Retail | CC - Community Commercial | 11,900 | 0.27 | 1 | 1,250 | 1,250 | N/A |
| 105 | Retail | CC - Community Commercial | 28,900 | 0.66 | 1 | 9,100 | 9,100 | N/A |
| 106 | Parking | CC - Community Commercial | 6,000 | 0.14 | 0 | - | - | N/A |
| 107 | Commercial | CC - Community Commercial | 26,100 | 0.60 | 1 | 10,400 | 10,400 | N/A |
| 108 | Parking | CC - Community Commercial | 6,000 | 0.14 | 0 | - | - | N/A |
| 109 | Commercial | CC - Community Commercial | 25,200 | 0.58 | 1 | 9,600 | 9,600 | N/A |
| 110 | Commercial | CC - Community Commercial | 22,500 | 0.52 | 2 | 7,500 | 15,000 | N/A |
| 111 | Office | CC - Community Commercial | 11,200 | 0.26 | 2 | 3,300 | 6,600 | N/A |
| 112 | Retail | CC - Community Commercial | 18,750 | 0.43 | 1 | 12,700 | 12,700 | N/A |
| 113 | Parking | PCCB - Planned Community Commercial/Business | 16,200 | 0.37 | 0 | - | - | N/A |
| 114 | Retail | PCCB - Planned Community Commercial/Business | 48,275 | 1.11 | 1 | 19,600 | 19,600 | N/A |
| 115 | Retail | PCCB - Planned Community Commercial/Business | 21,275 | 0.49 | 1 | 6,000 | 6,000 | N/A |
| 116 | Retail | PCCB - Planned Community Commercial/Business | 95,250 | 2.19 | 1 | 31,100 | 31,100 | N/A |
| 117 | Office | PCCB - Planned Community Commercial/Business | 62,000 | 1.42 | 2 | 13,000 | 26,000 | N/A |
| 118 | Retail | CC - Community Commercial | 34,100 | 0.78 | 1 | 12,500 | 12,500 | N/A |
| 119 | Commercial | CC - Community Commercial | 10,400 | 0.24 | 1 | 4,500 | 4,500 | N/A |
| 120 | Office | CC - Community Commercial | 54,000 | 1.24 | 1 | 19,350 | 19,350 | N/A |
| 121 | Retail | CC - Community Commercial | 9,500 | 0.22 | 1 | 2,700 | 2,700 | N/A |
| 122 | Office | CC - Community Commercial | 76,750 | 1.76 | 1 | 28,150 | 28,150 | N/A |
| 123 | Retail | CC - Community Commercial | 18,900 | 0.43 | 1 | 2,800 | 2,800 | N/A |
| 124 | Institutional | PI - Public and Institutional | 32,250 | 0.74 | 1 | 4,922 | 4,922 | N/A |
| 125 | Institutional | PI - Public and Institutional | 30,525 | 0.70 | 1 | 17,385 | 22,135 | N/A |
| 126 | Industrial | I - Industrial | 58,500 | 1.34 | 2 | 38,553 | 77,106 | N/A |
| 127 | Industrial | I - Industrial | 282,625 | 6.49 | 1 | 161,333 | 161,333 | N/A |
| 128 | Commercial | I - Industrial / OTC - Old Town Commercial | 39,150 | 0.90 | 1 | 23,000 | 23,000 | N/A |
| 129 | Office | OTC - Old Town Commercial | 14,500 | 0.33 | 1 | 6,298 | 6,298 | N/A |
| 130 | Office | OTC - Old Town Commercial | 15,000 | 0.34 | 2 | 4,100 | 8,200 | N/A |
| 131 | Office | OTC - Old Town Commercial | 21,700 | 0.50 | 2 | 4,120 | 8,240 | N/A |
| 132 | Retail | OTC - Old Town Commercial | 149,350 | 3.43 | 1 | 49,284 | 49,284 | N/A |
| 133 | Retail | OTC - Old Town Commercial | 175,000 | 4.02 | 1 | 63,456 | 63,456 | N/A |
| 134 | Parking | OTC - Old Town Commercial | 5,250 | 0.12 | 0 | - | - | N/A |
| 135 | Office | OTC - Old Town Commercial | 15,200 | 0.35 | 2 | 8,687 | 17,374 | N/A |
| 136 | Commercial | OTC - Old Town Commercial | 3,300 | 0.08 | 1 | - | - | N/A |
| 137 | Commercial | OTC - Old Town Commercial | 8,500 | 0.20 | 1 | 2,475 | 2,475 | N/A |
| 138 | Commercial | OTC - Old Town Commercial | 34,800 | 0.80 | 1 | 16,386 | 16,386 | N/A |
| 139 | Office | OTC - Old Town Commercial | 10,800 | 0.25 | 2 | 5,750 | 11,500 | N/A |
| 140 | Commercial | OTC - Old Town Commercial | 27,000 | 0.62 | 1 | 8,400 | 8,400 | N/A |
| 141 | Retail | OTC - Old Town Commercial | 16,425 | 0.38 | 1 | 3,200 | 3,200 | N/A |
| 142 | Retail | OTC - Old Town Commercial | 13,300 | 0.31 | 1 | 3,400 | 3,400 | N/A |
| 143 | Retail | OTC - Old Town Commercial | 9,800 | 0.22 | 1 | 4,200 | 4,200 | N/A |
| 144 | Residential | OTC - Old Town Commercial | 5,000 | 0.11 | 1 | 1,110 | N/A | 2 |
| 145 | Parking | OTC - Old Town Commercial | 2,475 | 0.06 | 0 | - | - | N/A |
| 146 | Retail | OTC - Old Town Commercial | 6,525 | 0.15 | 1 | 7,000 | 7,000 | N/A |
| 147 | Vacant | OTC - Old Town Commercial | 18,850 | 0.43 | 0 | - | - | N/A |
| 148 | Open Space | OTC - Old Town Commercial | 124,800 | 2.87 | 0 | 450 | - | N/A |
| 149 | Retail | OTC - Old Town Commercial | 23,125 | 0.53 | 1 | 7,700 | 7,700 | N/A |
| 150 | Commercial | OTC - Old Town Commercial | 75,000 | 1.72 | 1 | 24,700 | 24,700 | N/A |
| 151 | Commercial | PO - Professional Office | 7,125 | 0.16 | 2 | 2,945 | 5,890 | N/A |
| 152 | Commercial | PO - Professional Office | 7,125 | 0.16 | 2 | 3,074 | 6,148 | N/A |
| 153 | Residential | HDR - High Density Residential | 8,400 | 0.19 | 2 | 4,294 | N/A | 1 |
| 154 | Parking | OTC - Old Town Commercial | 39,000 | 0.90 | 1.5 | 37,700 | 56,550 | N/A |
| 155 | Residential | OTC - Old Town Commercial | 8,250 | 0.19 | 1 | 1,426 | N/A | 1 |

| Parcel Number | Existing Land Use | General Plan Land Use | Parcel Square Feet | Parcel Acreage | Bldg Height (Stories) | Bldg Footprint Square Feet | Total Square Footage | Units |
|---------------|-------------------|--|--------------------|----------------|-----------------------|----------------------------|----------------------|-------|
| 156 | Retail | OTC - Old Town Commercial | 3,750 | 0.09 | 1 | 3,750 | 3,750 | N/A |
| 157 | Commercial | PO - Professional Office | 13,800 | 0.32 | 2 | 8,132 | 16,264 | N/A |
| 158 | Office | PO - Professional Office | 1,800 | 0.04 | 2 | - | - | N/A |
| 159 | Office | PO - Professional Office | 6,650 | 0.15 | 2 | 3,294 | 6,588 | N/A |
| 160 | Parking | PO - Professional Office | 11,900 | 0.27 | 0 | - | - | N/A |
| 161 | Open Space | OTC - Old Town Commercial | 6,750 | 0.15 | 0 | - | - | N/A |
| 162 | Retail | OTC - Old Town Commercial | 14,000 | 0.32 | 1 | 8,600 | 8,600 | N/A |
| 163 | Office | OTC - Old Town Commercial | 43,175 | 0.99 | 2 | 16,600 | 33,200 | N/A |
| 164 | Institutional | OTC - Old Town Commercial | 52,875 | 1.21 | 1 | 12,000 | 12,000 | N/A |
| 165 | Parking | OTC - Old Town Commercial | 13,800 | 0.32 | 0 | 3,400 | - | N/A |
| 166 | Open Space | OTC - Old Town Commercial | 15,525 | 0.36 | 0 | - | - | N/A |
| 167 | Retail | OTC - Old Town Commercial | 6,900 | 0.16 | 1 | 3,700 | 3,700 | N/A |
| 168 | Retail | OTC - Old Town Commercial | 26,825 | 0.62 | 1 | 10,750 | 10,750 | N/A |
| 169 | Residential | OTC - Old Town Commercial | 7,250 | 0.17 | 1 | 1,848 | N/A | 1 |
| 170 | Commercial | OTC - Old Town Commercial | 5,250 | 0.12 | 1 | 1,756 | 1,756 | N/A |
| 171 | Vacant | OTC - Old Town Commercial | 16,450 | 0.38 | 1 | 1,476 | 1,476 | N/A |
| 172 | Retail | OTC - Old Town Commercial | 8,000 | 0.18 | 2 | 8,000 | 16,000 | N/A |
| 173 | Retail | OTC - Old Town Commercial | 2,500 | 0.06 | 1 | 1,600 | 1,600 | N/A |
| 174 | Retail | OTC - Old Town Commercial | 2,500 | 0.06 | 1 | 2,400 | 2,400 | N/A |
| 175 | Retail | OTC - Old Town Commercial | 11,500 | 0.26 | 1 | 8,800 | 8,800 | N/A |
| 176 | Office | PO - Professional Office | 14,300 | 0.33 | 2 | 8,100 | 16,200 | N/A |
| 177 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 178 | Commercial | PO - Professional Office | 8,000 | 0.18 | 2 | 3,366 | 6,732 | N/A |
| 179 | Open Space | PO - Professional Office | 8,625 | 0.20 | 0 | - | - | N/A |
| 180 | Office | PO - Professional Office | 7,125 | 0.16 | 2 | 3,705 | 7,410 | N/A |
| 181 | Office | PO - Professional Office | 1,000 | 0.02 | 2 | - | - | N/A |
| 182 | Office | PO - Professional Office | 7,000 | 0.16 | 2 | 3,932 | 7,864 | N/A |
| 183 | Parking | PO - Professional Office | 11,375 | 0.26 | 0 | - | - | N/A |
| 184 | Institutional | PI - Public and Institutional | 60,000 | 1.38 | 3 | 31,727 | 45,528 | N/A |
| 185 | Commercial | OTC - Old Town Commercial | 12,800 | 0.29 | 2 | 4,800 | 9,600 | N/A |
| 186 | Vacant | OTC - Old Town Commercial | 6,750 | 0.15 | 0 | 5,000 | - | N/A |
| 187 | Parking | OTC - Old Town Commercial | 3,400 | 0.08 | 0 | 3,600 | - | N/A |
| 188 | Retail | OTC - Old Town Commercial | 4,845 | 0.11 | 2 | 2,250 | 4,500 | N/A |
| 189 | Commercial | OTC - Old Town Commercial | 7,150 | 0.16 | 2 | 7,400 | 14,800 | N/A |
| 190 | Mixed Use | OTC - Old Town Commercial | 42,000 | 0.96 | 3 | 27,000 | 12,000 | 12 |
| 191 | Public | PI - Public and Institutional | 45,000 | 1.03 | 1 | 2,550 | 2,550 | N/A |
| 192 | Public | PI - Public and Institutional | 6,300 | 0.14 | 1 | 1,900 | 1,900 | N/A |
| 193 | Office | PI - Public and Institutional | 285,450 | 6.55 | 2 | 89,800 | 127,000 | N/A |
| 194 | Public | PI - Public and Institutional | 55,275 | 1.27 | 1 | 35,000 | 35,000 | N/A |
| 195 | Residential | CC - Community Commercial | 26,100 | 0.60 | 1 | 20,500 | N/A | 15 |
| 196 | Public | PI - Public and Institutional | 11,400 | 0.26 | 1 | 1,250 | 1,250 | N/A |
| 197 | Parking | CC - Community Commercial | 6,000 | 0.14 | 0 | - | - | N/A |
| 198 | Retail | OTC - Old Town Commercial | 6,000 | 0.14 | 1 | 3,150 | 3,150 | N/A |
| 199 | Retail | OTC - Old Town Commercial | 2,363 | 0.05 | 2 | 1,300 | 2,600 | N/A |
| 200 | Retail | OTC - Old Town Commercial | 2,363 | 0.05 | 2 | 2,100 | 4,200 | N/A |
| 201 | Retail | OTC - Old Town Commercial | 20,925 | 0.48 | 1 | 6,800 | 6,800 | N/A |
| 202 | Office | OTC - Old Town Commercial | 18,200 | 0.42 | 2 | 9,100 | 18,200 | N/A |
| 203 | Residential | OTC - Old Town Commercial | 7,250 | 0.17 | 1 | 2,400 | N/A | 1 |
| 204 | Residential | OTC - Old Town Commercial | 7,000 | 0.16 | 1 | 1,800 | N/A | 1 |
| 205 | Commercial | OTC - Old Town Commercial | 7,000 | 0.16 | 1 | 2,750 | 2,750 | N/A |
| 206 | Residential | OTC - Old Town Commercial | 7,500 | 0.17 | 1 | 2,600 | N/A | 1 |
| 207 | Retail | OTC - Old Town Commercial | 3,800 | 0.09 | 1 | 2,200 | 2,200 | N/A |
| 208 | Institutional | PI - Public and Institutional | 84,000 | 1.93 | 1 | 24,518 | 24,518 | N/A |
| 209 | Institutional | PI - Public and Institutional | 54,000 | 1.24 | 1 | 11,760 | 11,760 | N/A |
| 210 | Commercial | OTC - Old Town Commercial | 4,400 | 0.10 | 1 | 3,200 | 3,200 | N/A |
| 211 | Commercial | OTC - Old Town Commercial | 3,000 | 0.07 | 1 | 2,500 | 2,500 | N/A |
| 212 | Commercial | OTC - Old Town Commercial | 60,850 | 1.40 | 2 | 16,600 | 33,200 | N/A |
| 213 | Retail | OTC - Old Town Commercial | 7,500 | 0.17 | 2 | 6,000 | 12,000 | N/A |
| 214 | Parking | OTC - Old Town Commercial | 14,250 | 0.33 | 0 | - | - | N/A |
| 215 | Vacant | OTC - Old Town Commercial | 6,500 | 0.15 | 0 | - | - | N/A |
| 216 | Vacant | OTC - Old Town Commercial | 6,500 | 0.15 | 0 | - | - | N/A |
| 217 | Vacant | OTC - Old Town Commercial | 6,500 | 0.15 | 0 | - | - | N/A |
| 218 | Vacant | OTC - Old Town Commercial | 6,500 | 0.15 | 0 | - | - | N/A |
| 219 | Office | OTC - Old Town Commercial | 6,500 | 0.15 | 1 | 3,600 | 3,600 | N/A |
| 220 | Vacant | OTC - Old Town Commercial | 6,500 | 0.15 | 0 | - | - | N/A |
| 221 | Office | OTC - Old Town Commercial | 13,775 | 0.32 | 1 | 4,800 | 4,800 | N/A |
| 222 | Residential | OTC - Old Town Commercial | 5,500 | 0.13 | 1 | 2,200 | N/A | 1 |
| 223 | Residential | OTC - Old Town Commercial | 5,800 | 0.13 | 1 | 2,350 | N/A | 1 |
| 224 | Vacant | OTC - Old Town Commercial | 5,800 | 0.13 | 0 | - | - | N/A |
| 225 | Vacant | OTC - Old Town Commercial | 5,800 | 0.13 | 0 | - | - | N/A |
| 226 | MHP | MHP - Mobile Home Park | 124,500 | 2.86 | 1 | 45,000 | N/A | 45 |
| 227 | Parking | PI - Public and Institutional | 38,250 | 0.88 | 0 | - | - | N/A |
| 228 | Parking | PI - Public and Institutional | 6,500 | 0.15 | 0 | - | - | N/A |
| 229 | Parking | PI - Public and Institutional | 6,000 | 0.14 | 0 | - | - | N/A |
| 230 | Parking | PI - Public and Institutional | 6,300 | 0.14 | 0 | - | - | N/A |
| 231 | Residential | PCCB - Planned Community Commercial/Business | 7,700 | 0.18 | 2 | 3,500 | N/A | 4 |
| 232 | Office | PCCB - Planned Community Commercial/Business | 6,000 | 0.14 | 1 | 2,500 | 2,500 | N/A |
| 233 | Commercial | OTC - Old Town Commercial | 11,400 | 0.26 | 1 | 3,625 | 3,625 | N/A |
| 234 | Office | OTC - Old Town Commercial | 26,000 | 0.60 | 2 | 10,000 | 20,000 | N/A |

| Parcel Number | Existing Land Use | General Plan Land Use | Parcel Square Feet | Parcel Acreage | Bldg Height (Stories) | Bldg Footprint Square Feet | Total Square Footage | Units |
|-----------------------------|-------------------|--|--------------------|----------------|-----------------------|----------------------------|----------------------|------------|
| 235 | Retail | OTC - Old Town Commercial | 4,500 | 0.10 | 2 | 3,500 | 7,000 | N/A |
| 236 | Commercial | OTC - Old Town Commercial | 5,400 | 0.12 | 1 | 2,500 | 2,500 | N/A |
| 237 | Office | OTC - Old Town Commercial | 10,000 | 0.23 | 1 | 3,400 | 3,400 | N/A |
| 238 | Parking | OTC - Old Town Commercial | 8,000 | 0.18 | 0 | - | - | N/A |
| 239 | Retail | OTC - Old Town Commercial | 8,000 | 0.18 | 2 | 4,000 | 8,000 | N/A |
| 240 | Retail | OTC - Old Town Commercial | 8,000 | 0.18 | 2 | 3,200 | 6,400 | N/A |
| 241 | Residential | PCCB - Planned Community Commercial/Business | 8,000 | 0.18 | 1 | 2,875 | N/A | 1 |
| 242 | Office | PCCB - Planned Community Commercial/Business | 6,250 | 0.14 | 2 | 2,516 | 5,032 | N/A |
| 243 | Office | OTC - Old Town Commercial | 28,500 | 0.65 | 3 | 16,200 | 48,600 | N/A |
| 244 | Office | OTC - Old Town Commercial | 6,750 | 0.15 | 3 | 2,986 | 8,958 | N/A |
| 245 | Commercial | OTC - Old Town Commercial | 8,700 | 0.20 | 3 | 3,102 | 9,306 | N/A |
| 246 | Office | OTC - Old Town Commercial | 13,300 | 0.31 | 2 | 5,262 | 10,524 | N/A |
| 247 | Office | OTC - Old Town Commercial | 6,500 | 0.15 | 1 | 1,666 | 1,666 | N/A |
| 248 | Commercial | OTC - Old Town Commercial | 4,500 | 0.10 | 1 | 3,195 | 3,195 | N/A |
| 249 | Parking | OTC - Old Town Commercial | 2,000 | 0.05 | 0 | - | - | N/A |
| 250 | Office | CC - Community Commercial | 35,700 | 0.82 | N/A | N/A | N/A | N/A |
| 251 | Vacant | CC - Community Commercial | 56,550 | 1.30 | N/A | N/A | N/A | N/A |
| Subtotal | | | 7,155,945 | 164 | | | 2,584,997 | 136 |
| Public Realm Acreage | | | | | | | | |
| Newport Ave | | | 528,975 | 12.14 | | | | |
| First Street | | | 785,250 | 18.03 | | | | |
| Main Street | | | 209,200 | 4.80 | | | | |
| Sixth Street | | | 197,400 | 4.53 | | | | |
| Centennial Way | | | 78,000 | 1.79 | | | | |
| Third Street | | | 92,950 | 2.13 | | | | |
| B Street | | | 150,200 | 3.45 | | | | |
| C Street | | | 105,425 | 2.42 | | | | |
| El Camino Real | | | 210,650 | 4.84 | | | | |
| Prospect Ave | | | 84,925 | 1.95 | | | | |
| Second Street | | | 37,700 | 0.87 | | | | |
| Subtotal | | | 2,480,675 | 57 | | | | |
| Grand Total | | | 9,636,620 | 221 | | | | |

| Existing Land Use | | | | | | | | |
|--------------------------|--|--|------------------|------------|--|--|------------------|------------|
| Retail | | | 2,981,345 | 68 | | | 941,912 | |
| Commercial | | | 902,900 | 21 | | | 413,450 | |
| Office | | | 1,178,125 | 27 | | | 681,781 | |
| Residential | | | 174,200 | 4 | | | N/A | 54 |
| Industrial | | | 341,125 | 8 | | | 238,439 | |
| Public | | | 192,675 | 4 | | | 73,300 | |
| Institutional | | | 387,700 | 9 | | | 150,443 | |
| Mobile Home Park | | | 159,500 | 4 | | | N/A | 70 |
| Open Space | | | 320,700 | 7 | | | 7,058 | |
| Parking | | | 275,475 | 6 | | | 56,550 | |
| Mixed Use | | | 42,000 | 1 | | | 12,000 | 12 |
| Vacant | | | 200,200 | 5 | | | 10,064 | |
| Total | | | 7,155,945 | 164 | | | 2,584,997 | 136 |

- NOTES:
1. Parcel 004 is actually a part of Highway 55
 2. Parcel 177 is an unused parcel number
 3. Data for Building Stories and Existing Land Use were generated from by a "windshield survey" of Google Streetview imagery per parcel
 4. Data for parcel square footages are extrapolated from a PDF of the City of Tustin General Land Use Map
 5. Data for building footprints and square footages are extrapolated from aerial imagery from Google Maps 2014

KEY PLANNING DOCUMENTS

Appendix E – Key Planning Documents

- **Tustin General Plan**

http://www.tustinca.org/departments/commdev/documents/CoT_General_Plan-2008.pdf

- **Cultural Resources District Residential Design Guidelines**

<http://www.tustinca.org/departments/commdev/ProjectsInProgress/documents/01202012150801V9XU1J3X/DraftResidentialDesignGuidelines.pdf>

- **Cultural Resources District Commercial Design Guidelines**

http://tustinca.org/departments/commdev/documents/planningandzoning/CRD_CommercialDesignGuidelines%28Nov2014%29Final.pdf

- **City of Tustin Historic Resources Survey 2003**

<http://www.tustinca.org/departments/commdev/documents/planningandzoning/BuildingInformation.pdf>

- **First Street Specific Plan**

http://www.tustinca.org/departments/commdev/documents/planningandzoning/firststreet_specificplan.pdf

- **The Neighborhoods of Tustin Town Center – A New Beginning**

<http://www.tustinca.org/departments/redev/documents/finalstrategicguidefordevelopment.pdf>

- **Visions of Old Town Tustin**

<http://www.tustinca.org/departments/commdev/documents/planningandzoning/VisionsOfOldTown.pdf>



C. SUMMARY OF COMMUNITY WORKSHOPS



MOORE IACOFANO GOLTSMAN, INC.

Date: November 4, 2014
To: Amy Stonich and Dana Ogdon, City of Tustin
From: Rick Barrett, Project Manager, MIG, Inc.
Re: Summary of Community Workshop #1, held October 1, 2014, for the Tustin Downtown Commercial Core Plan

INTRODUCTION

This memo summarizes input received during the first community workshop for the Tustin Downtown Commercial Core Plan (DCCP). The DCCP will establish a vision, goals, plan framework, and implementation strategies for future change in Downtown Tustin. Building on the Tustin General Plan, the DCCP will establish policies, zoning and design guidelines for Downtown. The DCCP planning process includes:

- Analyzing background information to help formulate planning issues and opportunities
- Developing a community-based vision that underlies the DCCP
- Preparing a planning framework with preliminary concepts
- Refining the DCCP and performing environmental review per CEQA (California Environmental Quality Act) guidelines

There are several opportunities for community engagement throughout the planning process. The DCCP project includes three community workshops, plus stakeholder interviews, Technical Advisory Committee meetings, public meetings and hearings, email updates, and press releases. The combined community input will shape the vision for Downtown Tustin and help refine more detailed aspects of the plan.

Community Workshop #1 took place on October 1, 2014 in the Clifton C. Miller Community Center. Approximately 80 people attended the workshop, which was held to introduce the project and get preliminary public input on land use, mobility and character for Downtown Tustin. The workshop began with a presentation on ideas and opportunities for Downtown. Workshop attendees then participated in small-group break-out discussions at separate tables; a total of eight groups each generated ideas about Downtown. These discussions were facilitated by City staff and consultant team members, and participants were encouraged to convey their input on flip charts and annotated plan maps. Afterward, each table reported a summary of their discussion to all participants. In addition to the small-group discussions, the participants were invited to provide more detailed input on comment cards, which posed several questions about Downtown. The following section summarizes public input and includes photographs of workshop participants. After this section, input from the break-out session is shown, including an overall summary from the report-back, plus photographs of the flip chart summaries and marked-up plans.

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SUMMARY OF WORKSHOP FEEDBACK FROM COMMENT CARDS, WORKSTATIONS AND REPORT BACK

Overall the workshop was well attended and resulted in a number of excellent suggestions for creating positive change in Old Town Tustin and within the study area. Key items that surfaced repeatedly included creating more vibrancy in the study area through new retail and residential, enhance the look and feel of the downtown streets and sidewalks with new landscaping, lighting, public art, seating areas, etc., calm the traffic movements through the study area, include bike lanes, and consider new buildings on vacant and underutilized parcels upwards of 3 to 4 stories. The following are specific comments organized around five key questions that were asked of the public.

What does a successful downtown mean to you?

- Community, economy, culture
- Diversity, sustainability, innovation, community, global
- Thriving energy with events, unique restaurants and retail shops for all ages
- Charm and character – the Old Town feel where we know each others' names
- Easy and safe access with wide, walkable sidewalks and night lighting
- A vibrant place with activity for the public – boutiques, cafes and restaurants with outdoor seating, public art
- Pleasing, well-planned appearance – uniformity, plants and trees, lack of clutter
- A 24-hour environment with higher-density housing, office, ground-floor shops
- A place where people want to establish their business and become a part of the community

What is the appropriate mix of uses in downtown (e.g. restaurants, retail, office, etc.)?

- Anything that brings people downtown
- Mixed-use buildings with restaurants and retail in the core at El Camino Real (ECR) and Main Street – no residential or offices on street level
- Those currently allowed, if aesthetically compatible with Old Town charm
- Minimal residential and not so much office
- All uses, but ground floor should be small scale
- Mostly mixed-use, but also include a hotel or inn, plus a park in the middle
- Healthy supermarket like Mother's Market
- Consider farm-to-table alternative restaurants
- Attract some flagship retail but also unique retail

What are the things you like most about downtown (e.g. events, amenities, architecture, etc.)?

- The community feel and small-town vibe – tranquil, quaint and historic
- Shops and restaurants
- Events (Farmer’s Market, Tiller Days, Art Walk, Chili Cook-off, music festivals, light shows)
- Architecture, such as historic Craftsman buildings
- Independent business owners and unique businesses

What are the opportunities for change, if any, for downtown (e.g. specific development opportunities, new businesses, additional programs or activities)?

Special development opportunities:

- El Camino Plaza (Newport and Main)
- Farmer’s Market site
- Vacant parcel adjacent to Armstrong Nursery
- Vacant lot behind Jack in the Box – consider design competitions

New businesses:

- More businesses should stay open later
- Brew houses, wine bars, coffee shops
- Modernize the shops and restaurants (healthy lifestyle and gastropubs); minimize fast food or big chains
- New buildings should have Old Town “look” and blend with historical facades
- Encourage more development similar to Prospect Village

Programs and activities:

- More exciting events for ages 20-40
- Include settings for more music and art

Streetscape and aesthetic improvements:

- More crosswalks with paving enhancements, including mid-block crossings and scramble crossing at Main Street and ECR
- Main Street between Newport and Prospect: pedestrian-friendly divided street with traffic-calming
- Take out parking and add dining space (e.g., El Camino Café)
- Better sidewalk maintenance
- Hanging flower baskets; eliminate concrete planters on every corner of ECR
- Christmas lighting in December on Main Street and ECR
- Phased replacement of Ficus trees
- Include drought tolerant plant material

Other opportunities for change:

- Outdoor dining
- More strategically-located parking decks
- Include bike lanes
- Need more residential in the study area including low cost housing
- Wider sidewalk and promenades where feasible
- Consider removal of angled parking and widening of sidewalk

What other visions, ideas or thoughts do you have for downtown Tustin?

Land Use:

- Allowing flexibility in building height including 3 and 4 stories
- Convince owners of large vacant lots to get with it – we've been talking about the same ideas for these properties for over 25 years
- Separate parking requirements so small parcels can support retail development
- Green homes, buildings land use to promote healthier lifestyles and more sustainable communities

Mobility and parking:

- Pedestrian friendly (e.g., narrower streets and wider sidewalks)
- Restrict large trucks from ECR between 1st and 6th Streets
- Trolleys that bring visitors from hotels / parking to downtown
- Turn one or more large empty lots into public parking
- Parking garage at gateways

Programs and activities:

- Live music in designated areas
- Periodic street closures for events
- Farmers Market on weekends
- Showcase history – e.g., fountain area with historic information, plus historic markers
- Interactive games such as large chess pieces
- Include wi-fi in downtown area

Streetscape and aesthetic improvements:

- Main Street – Tustin Plaza with blank wall on street side (opportunity)
- Landscaped median on Main Street between Newport and Prospect
- Expand sidewalks, add planters and retail carts
- Sustainable and green
- More parks and plazas for events
- Consider fountains in smaller outdoor plazas and spaces
- Possibly include dog park within study area
- Consider ECR lighting and art theme (bells) that reflects history of El Camino Real







SMALL GROUP BREAK-OUT SESSION SUMMARY (FOLLOWING PAGES)

Report-back Summary of Break-out Session

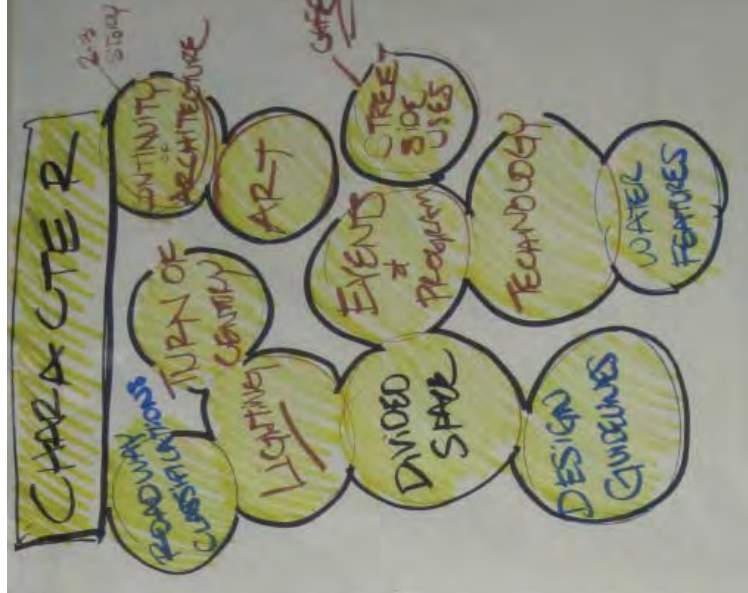
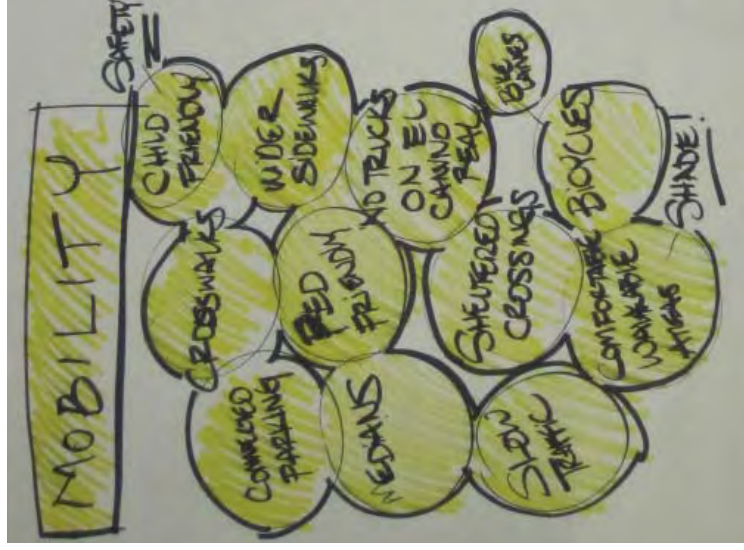


Table 1: Flip Chart Summary

A photograph of a flip chart with handwritten text. The text is organized into seven numbered items. Item 1 is 'PED/BIKE MOBILITY' with '#1' written above it and 'ROCKS!' written to the right. Below 'MOBILITY' is the phrase 'CROSSWALKS/BIKE LANES'. Item 2 is '2 & 3 STORY BLDGS MIXED USE'. Item 3 is 'PARKING DECKS'. Item 4 is 'HOUSING'. Item 5 is 'FLAGSHIP RETAIL + UNIQUE SHOPPING'. Item 6 is 'GREEN BLDGS'. Item 7 is 'PARKS & PLAZAS FOR EVENTS'.

| Item | Text | Priority/Notes |
|------|--|----------------|
| 1. | PED/BIKE MOBILITY CROSSWALKS/BIKE LANES | #1 ROCKS! |
| 2. | 2 & 3 STORY BLDGS MIXED USE | |
| 3. | PARKING DECKS | |
| 4. | HOUSING | |
| 5. | FLAGSHIP RETAIL + UNIQUE SHOPPING | |
| 6. | GREEN BLDGS | |
| 7. | PARKS & PLAZAS FOR EVENTS | |

Table 1: Plan Mark-up



Table 1: Plan Mark-up Enlargement



Table 2: Flip Chart Summary

#2

MIXED USE / Residential

Restaurants - Umami
Retail - farm to table
Historic based

Foodie Elusive
Home stores
Scaps boutique

Bicycles - transitions buffer

Public spaces - Parks fountains

Interactive games - giant chess

Street Artists . Dog Parks

Farmers Market on street weekends

MUSIC food

Museums theaters

Microbreweries . yes . Bars . No

Trees parklets shade

Table 2: Plan Mark-up



Table 2: Plan Mark-up Enlargement



Table 2: Plan Mark-up Enlargement

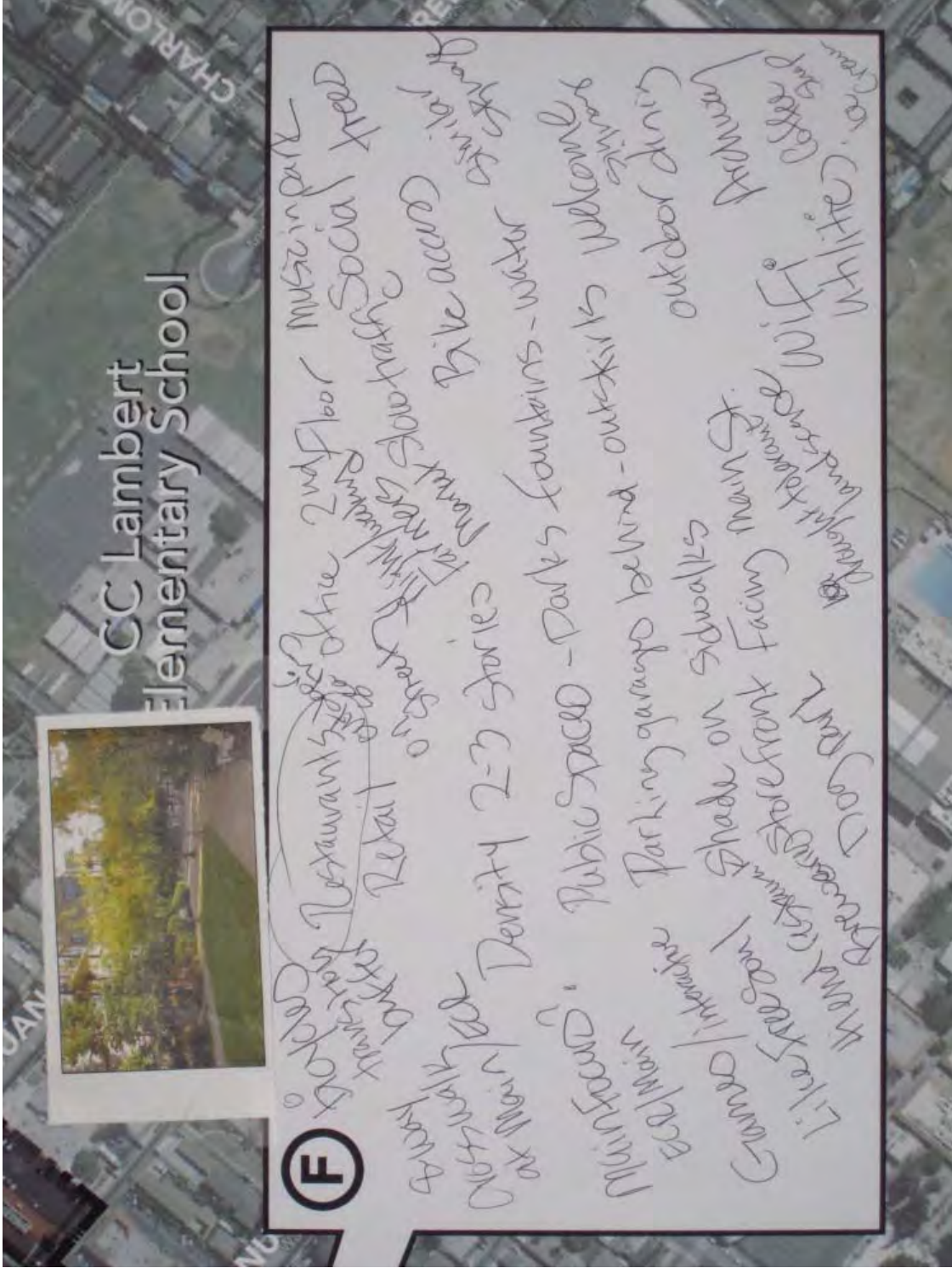


Table 3: Flip Chart Summary

#3

Land Use:

- Mixed use
- retail — office
- restaurants — residential
- places to hang out
- parks
- mixed use office

Character:

- Victorian — compatible
- similar to houses on Main St
- craftsman style
- bricks bldg
- ~~contemporary~~ contemporary
- urban bldg
- bigger sidewalk
- narrower street
- no Victorian
- craftsman
- ~~up to 3 stories bldg~~ up to 3 stories bldg
- 4 stories mixed use
- X Max height

slow down main

#3

Mobility:

- add extra capacity in parking structure
- Median @ Main Street
- light up crosswalk
- bike lanes ECR/Main
- Public access to parking structure
- remove angle parking & replace by bigger sidewalk
- benches & seating area
- ECR Bells theme
- date way @ ECR / Newspaper street
- more farmers market to street
- ~~DR~~ Drought tolerant plants / trees
- remove ficus trees / love ficus trees
- more patrol pepper tree park
- clean up
- add parallel parking

Table 3: Plan Mark-up

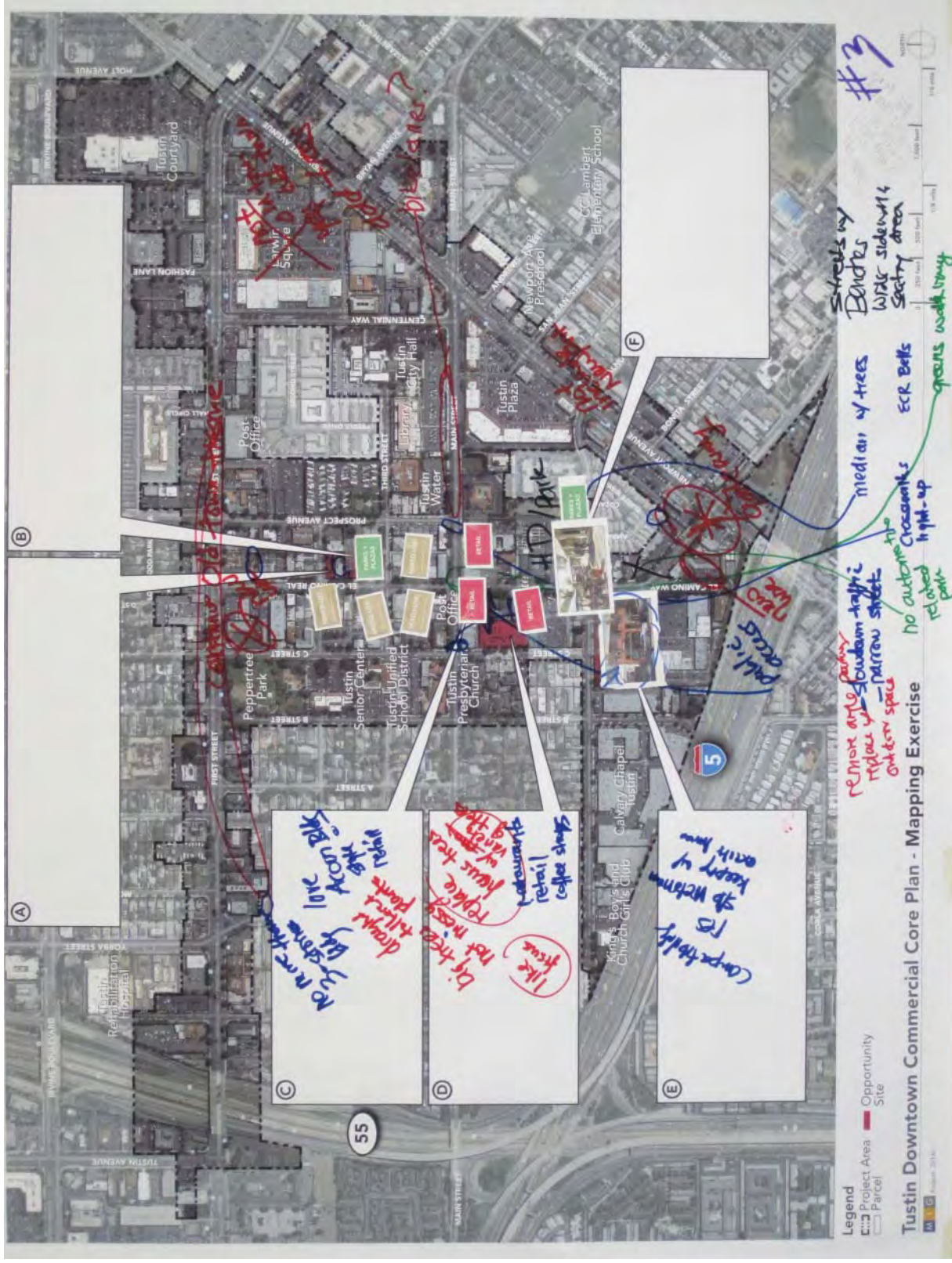


Table 3: Plan Mark-up Enlargement



Table 4: Flip Chart Summary

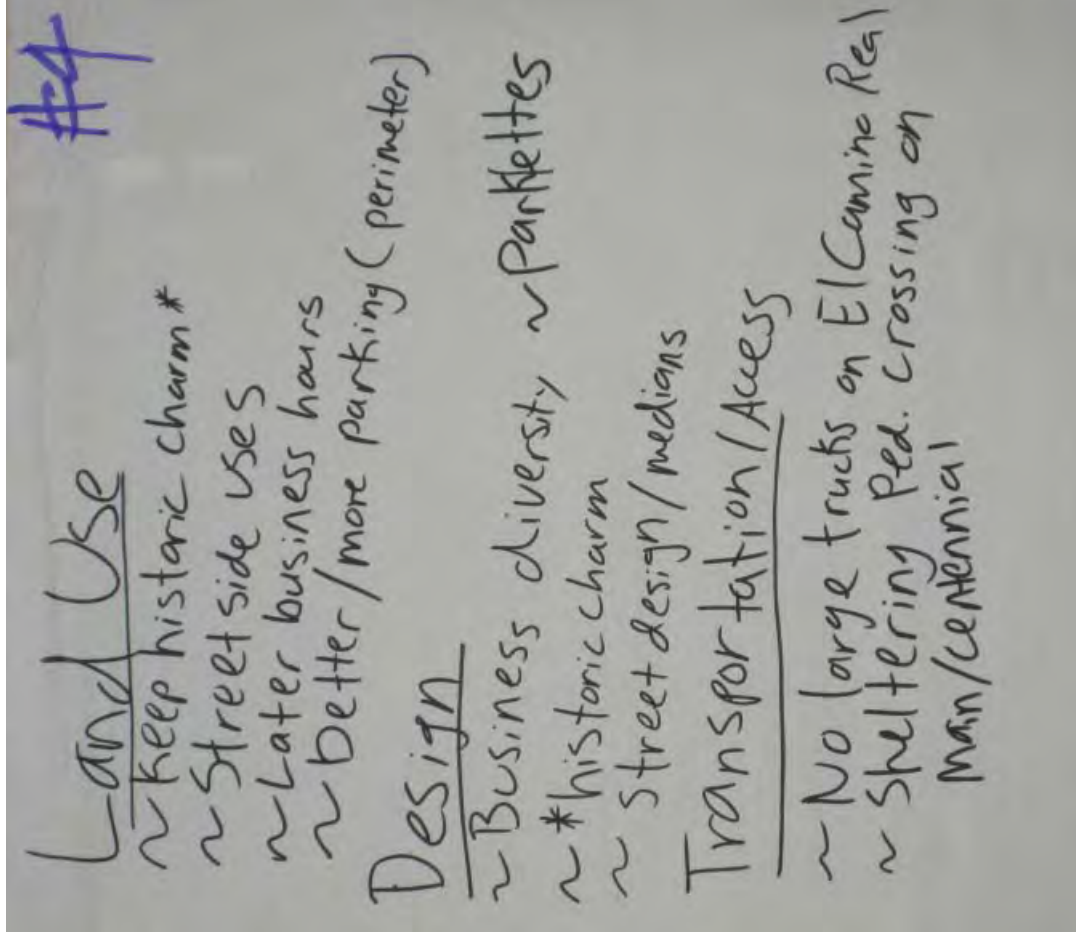


Table 4: Plan Mark-up



Table 4: Plan Mark-up Enlargement



Table 4: Plan Mark-up Enlargement



Table 5: Flip Chart Summary

#5

LAND USE

- RESTAURANTS
- RETAIL
- MIXED RESIDENTIAL
- PUBLIC PLACE

DESIGN

- TURN OF THE CENTURY
- RETAIN OLD HISTORIC VIBE

TELL THE STORY

#5

MOBILITY

- BIKE LANES AROUND PERIMETER
- COLOR CODED/UNIQUE CROSSWAHS
- PARKING NOT CONNECTED

Table 5: Plan Mark-up Enlargement

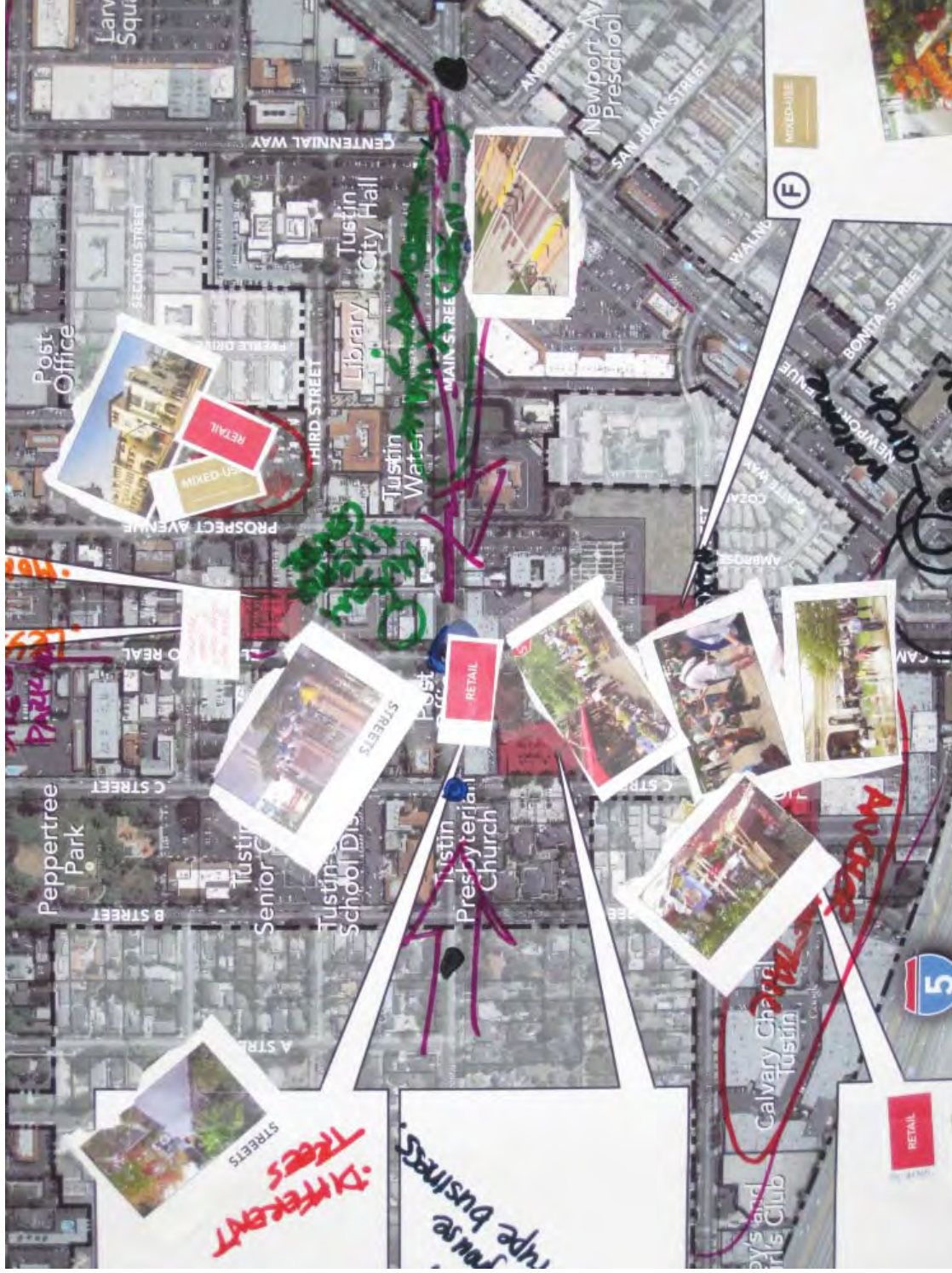


Table 6: Flip Chart Summary

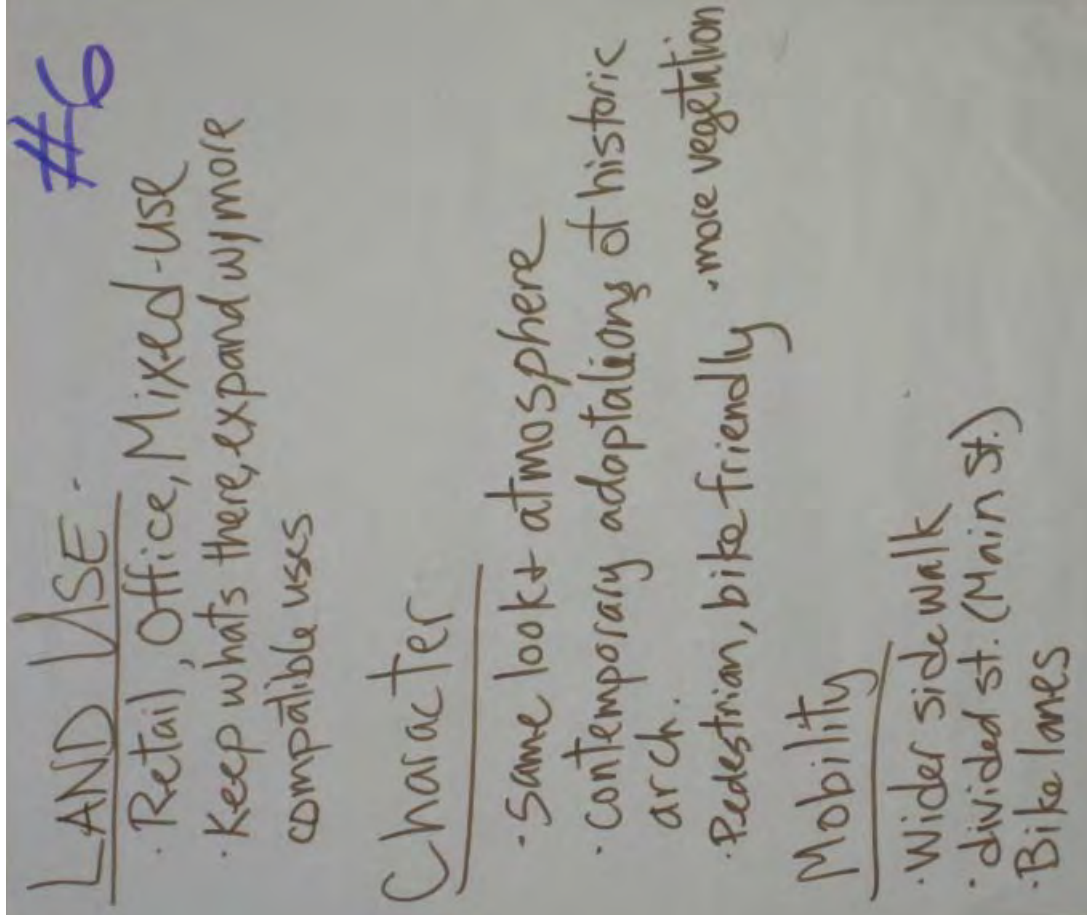


Table 6: Plan Mark-up



Table 6: Plan Mark-up Enlargement

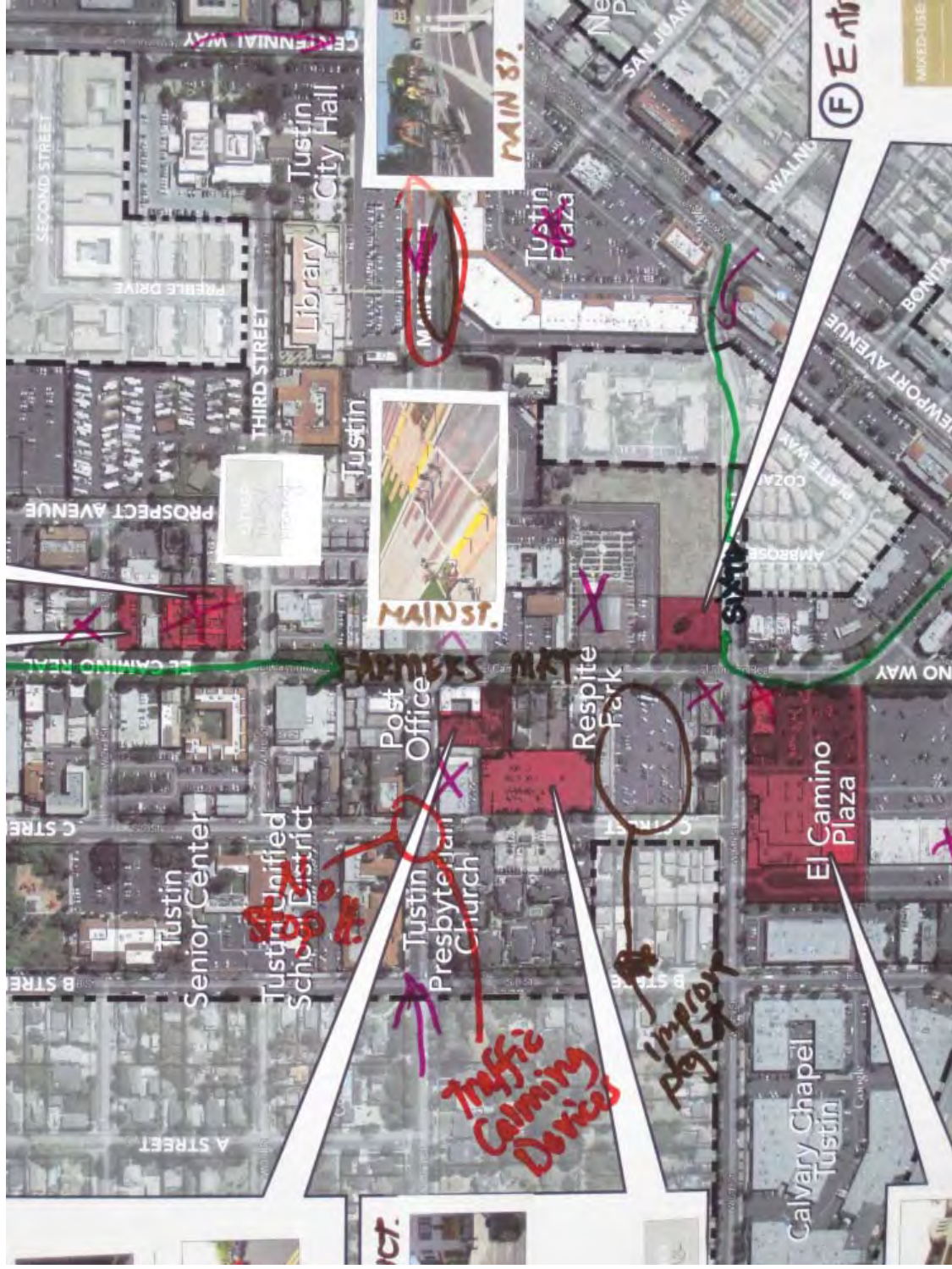


Table 7: Flip Chart Summary

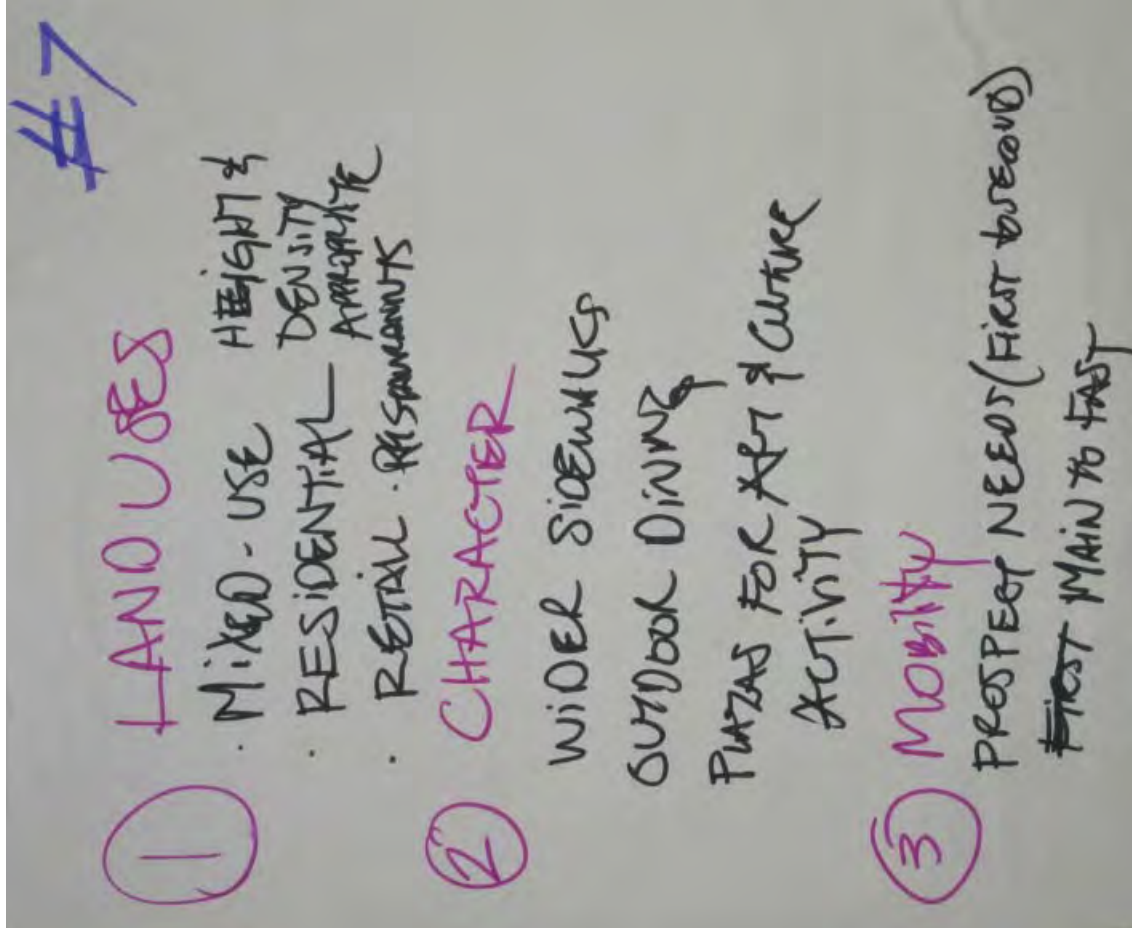


Table 7: Plan Mark-up



Table 7: Plan Mark-up Enlargement



Table 8: Flip Chart Summary

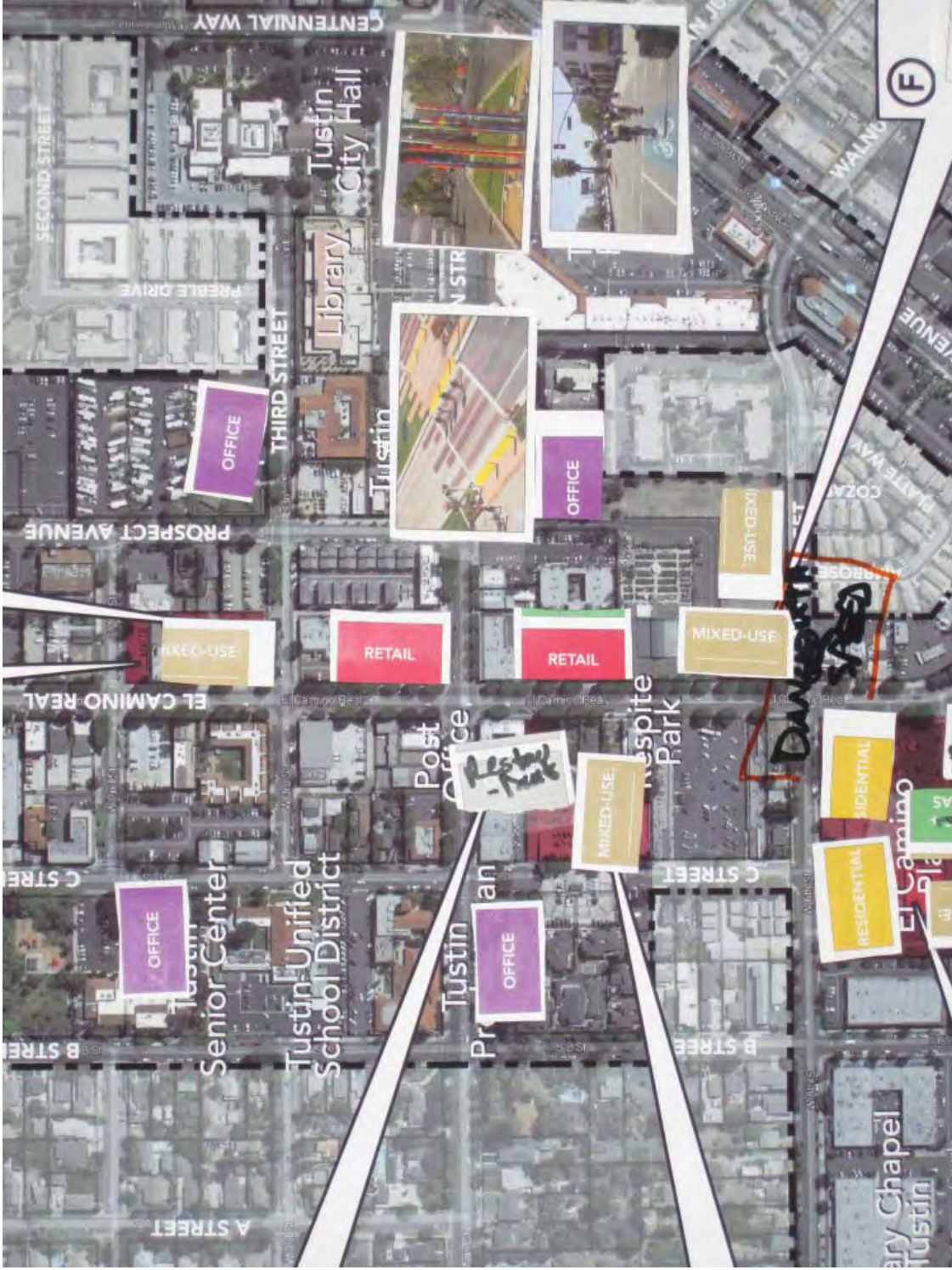
#8
1) MIXED USE, OFFICES
2ND LEVELS & SURROUND-
ING PERIMETER,
MORE RESTAURANTS &
RESIDENTIAL **LIVE!**
ALLEY ACTIVITY - MUSIC!
2) 2-3 STORY BLDGS
ON EL CAMINO & MAIN
~~TRAILER~~ OUTSIDE AREAS

#8
3) MOBILITY - BIKE LANES
ON MAIN STREET
- MORE EVENTS
WHERE WE BLOCK OFF
THE STREETS
- PLAZAS IN PUBLIC
AREAS IN SURROUNDINGS
CORE BY RESIDENTIAL AREA
- PARKING - NOT A CONCERN

Table 8: Plan Mark-up



Table 8: Plan Mark-up Enlargement





MOORE IACOFANO GOLTSMAN, INC.

Date: January 22, 2015
To: Dana Ogdon and Amy Stonich, City of Tustin
From: Rick Barrett, Project Manager, MIG, Inc.
Re: Summary of Community Workshop #2, held December 4, 2014, for the Tustin Downtown Commercial Core Plan

INTRODUCTION

This memo summarizes input received during the second community workshop for the Tustin Downtown Commercial Core Plan (DCCP). The DCCP will establish a vision, goals, plan framework, and implementation strategies for future change in Downtown Tustin. Building on the Tustin General Plan, the DCCP will establish policies, zoning and design guidelines for Downtown. The DCCP planning process includes:

- Analyzing background information to help formulate planning issues and opportunities
- Developing a community-based vision that underlies the DCCP
- Preparing a planning framework with preliminary concepts
- Refining the DCCP and performing environmental review per CEQA (California Environmental Quality Act) guidelines

There are several opportunities for community engagement throughout the planning process. The DCCP project includes three community workshops, plus stakeholder interviews, Technical Advisory Committee meetings, public meetings and hearings, email updates, and press releases. The combined community input will shape the vision for Downtown Tustin and help refine more detailed aspects of the plan.

Community Workshop #2 took place on December 4, 2014 in the Clifton C. Miller Community Center. Approximately 90 people attended the workshop, which was held to present the vision and goals for Downtown, preliminary strategies and recommendations for urban design, catalytic projects, streets, open spaces and infrastructure, and to gather community feedback on these ideas. The workshop began with a presentation on the preliminary ideas for Downtown, followed by a brief question and answer (Q & A) session. Workshop attendees were then encouraged to explore these ideas at several stations, where they could provide comments directly on posters and associated flip charts. There were three stations: 1) Introduction, Vision and Goals; 2) Streets, Open Spaces and Infrastructure; and 3) Urban Design and Catalytic Development. Attendees could also provide feedback on comment cards, which posed questions related to the three stations. The following section summarizes public input from this workshop. It is followed by selected photographs of representative poster graphics showing comments added by attendees.

SUMMARY OF WORKSHOP FEEDBACK

Community Workshop #2 was well attended and the arrangement of three comment stations with large posters allowed the many participants to explore the concepts presented on the posters. Comment cards, Post-It notes and flip charts allowed people to provide comment in a variety of ways. In addition, the brief Q & A following the PowerPoint allowed participants to discuss questions in a group format. Key items that were repeated in a number of comments and discussion points included creating more vibrancy downtown, shifting the Farmer's Market to a different location and time (and include other activities), redesign of Main Street between Newport Avenue and El Camino Real to be more pedestrian and bicycle friendly, focus on transformation of vacant and underutilized lots, maintain charm of and historicism of Old Town, and introduction of a greater variety of uses in the study area.

What are your thoughts on the overall vision and direction for Downtown Tustin?

- Good so far; things are going in the right direction
- Exciting to imagine Downtown with evening activity and entertainment – like the “Tustin Nights” idea
- Like the emphasis on walking and bicycling
- Have consistent look and architecture

What are your ideas and comments related to Streets, Open Spaces and Infrastructure for Downtown Tustin?

Streets and connectivity:

- Need safer crosswalks; like the crosswalk from library lot to shopping center
- Like the example of the colorful and visible crosswalk
- El Camino Real (ECR) could be a pedestrian mall between Second and Sixth
- Like narrower travel lanes
- Like proposed median on Main Street
- Be careful about downsizing Main Street to gain street parking
- Love the Main Street gateway sign!
- Don't like gateway idea – looks tacky
- Concern about potential traffic problems with development; need traffic-calming
- Consider connection with Red Hill Avenue, including wayfinding
- Bike lanes are good, but prefer off-street biking
- Bike lanes for Main and El Camino Real may need to differ from First and Newport
- Need more north-south bike connections and regional bike connectivity
- Consider transit connections including Amtrak
- Bus stops need improved (and artistic) shelters for protection

Parking:

- Parking is perceived as problematic, even if it is adequate
- Parking lots and parking flexibility are important
- Existing diagonal parking is hard to back out of, with fast traffic
- Improve City parking structure
- "Public parking structure for traffic from other towns when we become awesome!"
- Concern about parking issues with new residential development

Open space and infrastructure:

- Wide sidewalks
- Outdoor dining spaces
- More green/trees
- Ficus trees:
 - Too large; overwhelm storefronts
 - Roots damage paving and pipes
- Like the idea of small parks/parklets, plazas and gathering areas
- A full park is not necessary, but need places for active children (small playgrounds, fountains, interactive elements throughout downtown)
- Like idea of Mrs. B's as a multifunctional outdoor space, not a building
- Undergrounding utilities?

What are your ideas and comments related to Urban Design and Catalytic Development for Downtown Tustin?

Urban / architectural design:

- Maintain historic character; new buildings should not be too modern (Old Town feel with contemporary twist)
- New condos may look monolithic – preserve eclectic, historic feel
- Don't overwhelm 1- and 2-story residential uses – have sensitive, compatible design with standards
- Building height:
 - 2-3 stories [general consensus]
 - 3 stories max on ECR, Main, Second, Third
 - 2-2½ stories on ECR between Main and First
 - 4 stories only if well designed and not used everywhere
- Like set back top level
- Glass and wood store fronts
- Need more buildings like Acorn Naturalists, to echo nearby Craftsman homes
- Sustainability: solar/clean energy, building materials, composting/recycling

Catalytic development:

- "Wonderful! Let's do it!"
- Encourage owners of vacant parcels to develop their areas
- Retail should face ECR
- Farmers Market lot with 3-story mixed-use is good
- Don't lose Farmers Market to gain more density
- Redevelop Larwin Square similar to the Camp in Costa Mesa
- Concern about proposed residential next to I-5 at catalytic Site E
- Site F: too little retail – this could have small shops / restaurants

Please provide other comments, thoughts and suggestions for the Downtown Commercial Core Plan.

Land uses / commercial needs:

- Make Downtown a destination, with ECR as pedestrian mall with retail
- More restaurants and cafes open at night
- Attract restaurants from Irvine
- Farm-to-table dining
- Wine bars
- Bed + breakfast-type lodging
- Small grocer (e.g., Trader Joe's or Fresh and Easy)
- No large chain stores
- Don't marginalize small retail/restaurants and price them out
- Jamestown Village is wasted space – reconsider this use
- Don't overdo residential development
- Include community gardens with residential

Farmers Market:

- Like idea of evening market; also explore weekend market
- Like idea of closing off street for market
- Make it like Pike's Place or Anaheim Packing District
- Have music, too

Events:

- Like idea of street closures for events
- Start with monthly events or street fairs, and explore weekly (food trucks, craft fair, etc.)
- Encourage local schools to use Downtown for events

Marketing / Branding

- May need special district or entity to promote Downtown
- Develop mobile app of Old Town restaurants and parking
- Have signage on connecting streets; keep current median signs





Two to four stories works . . .



30' Foot
 20' Foot
 10' Foot
 5' Foot
 10' Foot
 20' Foot
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 80' Foot
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 970' Foot
 980' Foot
 990' Foot
 1000' Foot

This seems too tall and
 may not fit in with the
 historic feel of old town
 Tustin

Former Market-Sit
 would be ideally attractive
 as a 3 story mixed use
 Building for Retail use
 First floor is the 2nd & 3rd
 Floor for offices & residential.
 Beyond a ~~retail~~ 3 story
 Block would be too overtopping
 old Buiky.

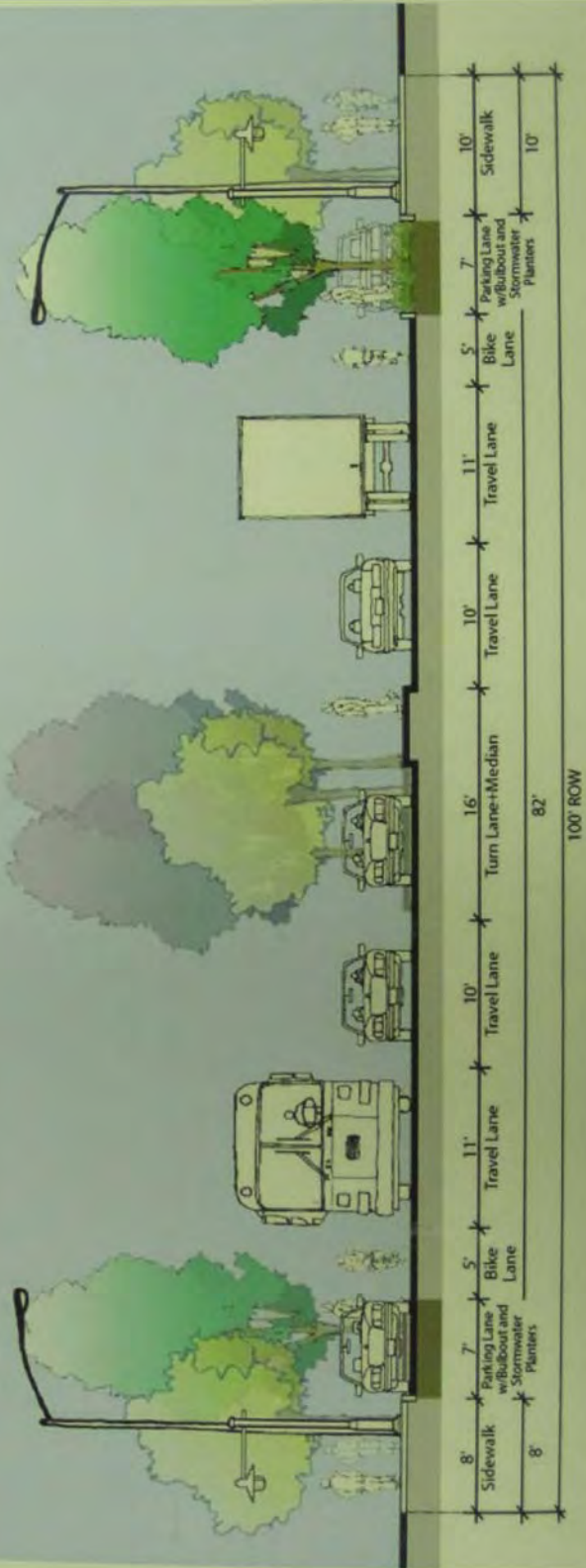
3 RE Story Retail-Restaurant
 Mixed use would
 be ideal. Overlaid
 would be ~~overlapping~~
 development. Have to
 provide noise level for
 living tenants.

First Street – proposed

Bike LANES ON
Both sides of
FIRST STREET
GREAT IDEA!

Put the bike
paths off
the street

Yes,
BIKE PATH
OFF STREET
FOR FAMILYS









Like Reconnecting C street
 - No one uses parking because
 there is no major destination to
 go to

yes

ment Concept

16 Catalytic Site C



Date: February 1, 2016
To: Dana Ogdon, City of Tustin
From: Richard D. Barrett, Project Manager, MIG, Inc.
Re: Summary of Community Workshop #3, held January 28, 2016, for the Tustin Downtown Commercial Core Plan

This memo summarizes input received during the third community workshop for the Tustin Downtown Commercial Core Plan (DCCP). The project team presented a PowerPoint program updating the status of the draft DCCP document, including key recommendations regarding proposed development standards, design guidelines, and implementation. The community input that follows is from:

- Group discussion and questions that occurred after the presentation
- Written comments provided by individual participants on comment cards

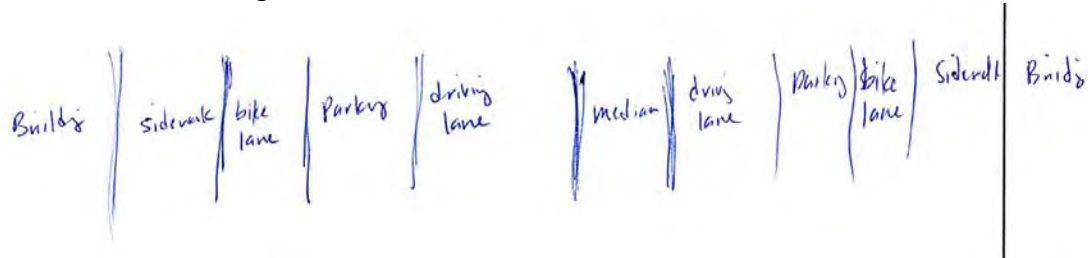
Community Input – Group Discussion and Questions

- How to incentivize development
- How do guidelines....???
- How is parking handled, including with older population?
- Improve parking and infrastructure
- Requirements for application and duration
- Golden opportunity
 - Live in historic homes
 - Allow bed & breakfast establishments
- Allow protected bicycle lanes on First Street
- No parklets on El Camino Real – parking is too valuable
- Application process today
- Parking – limited in specific areas
- Consider removing some planters: EB – identify 3-4 locations in Old Town area
- Extend Old Town lighting to perimeter streets (First and Newport)

Community Input – Comment Cards (transcribed in order received)

- Card #1
 - Please don't put the bike lanes right next to the street. Bike deaths have increased throughout the years. No one will ride their bikes if it's against the streets, you are just wasting space.
 - When do you think the entire project will be completed?
 - Exciting changes, looking forward to seeing it get implemented!

- Card #2
 - I like the idea of making the area more pedestrian & bicycle friendly, but suggestion of reducing the number of lanes from 2 lanes in each direction (along Newport and 1st Street) down to 1 lane in each direction may result in too much traffic in the area and discourage people from using Newport and 1st Street, and may cause people to avoid the area and negatively affect the commercial viability of the area.
 - With regard to the bicycle comment during the question and answer period, can't the design be revised as follows?



- Card #3
 - Many people didn't receive email notifications of the workshop & have indicated that email is the best way to keep up to date on upcoming events/meetings. Thank you!!
- Card #4
 - Need to study the whole proposal – online?
 - Still no ideas/incentives for existing property owners on El Camino
- Card #5
 - The consultants who presented stood too far from mic to be properly amplified thus turning sound up had little effect. They should have instructed all speakers to use mic & identify themselves.
 - That not being done, they should have at least repeated each question. Because they did little of either of these, numerous "private" conversations took place & I felt very excluded. I've been looking forward to this meeting for weeks & was very disappointed!
 - I was looking for more info/feedback & updates tonight but couldn't hear. I don't think this was a proper way to conduct a public forum!
- Card #6
 - Parking – Increase the parking areas to accommodate this plan. Currently, there are three or four large vacant lots and only one "large" parking structure (behind Rutabegorz Restaurant). Finding a parking spot during peak hours in Old Town Monday through Friday is difficult – involving circling around the block & searching more often than not, especially on Market day (Wednesdays) and during the lunch hour. Many limited (20-minute) parking spots on Main & El Camino compound the problem. I invite you to experience this firsthand. And the ramp to access & egress the elevated parking lot is not convenient for older/handicapped people. This problem of minimal parking must be addressed!

- Thank you for improving the Old Town area; we are looking forward to this project starting!
- Card #7
 - I would love to see a rooftop restaurant in Old Town – possibly seating first floor indoors then rooftop seating on second floor facing El Camino (Google image search: “rooftop restaurant”)



D. CATALYTIC SITES STUDY

The following is a study of catalytic sites.

Catalytic Site A: El Camino Real and Third Street

Catalytic Site A is located at the northeast corner of El Camino Real and Third Street in the Old Town Tustin Development Area (DA4). The large, nearly 26,000-square-foot parcel is currently used as a mid-day weekly farmers market. The vacant, high-profile corner is primed to support three or four stories of **mixed-use infill development** with character-defining architecture (see Figure 3-4: Catalytic Site A Development Concept – Ground Floor; and Figure 3-5: Catalytic Site A Development Concept – Roof). Setbacks allow for pedestrian activity zones to accommodate outdoor dining, café seating or other pedestrian amenities (see Figure 3-6: El Camino Real and Third Street Photosimulation).

Proposed Development Concept Highlights

- West block: Ground-floor retail on El Camino Real with two floors of upper level housing; parking courts; and bike storage
- East block: Two side-by-side, mixed-use buildings on Third Street with ground-floor retail and two floors of residential above; parking tucked behind buildings
- Pedestrian zone setbacks
- Access to parking provided from Prospect Avenue and an alley off Third Street

Catalytic Site B: El Camino Real and Main Street

Catalytic Site B is located at the southwest corner of El Camino Real and Main Street in the Old Town Tustin Development Area (DA4). Development of this 16,450-square-foot site will help knit together Old Town Tustin’s urban fabric. The development concept includes a **three-story mixed-use development with residential units over retail shopfronts and podium parking** in an L-shaped configuration framing an existing two-story commercial building (office over retail) on the corner of Main Street and El Camino Real (see Figure 3-7: Catalytic Site B Development Concept). Over the long term, development at this site could potentially interface with adjacent Catalytic Site C development through a shared green alley and access to an adjacent community park.

Proposed Development Concept Highlights

- Ground-floor retail along Main Street and El Camino Real

- Two upper floors of residential
- Podium parking
- Vehicular alleys provide direct access to parking via Main Street and El Camino Real

Catalytic Site C: C Street South of Main

Catalytic Site C is located just south of Main Street between C Street and El Camino Real in the Old Town Tustin Development Area (DA4). The 39,000-square-foot parcel currently houses an under-parked and poorly-signed public parking structure. The structure is accessible only via dead-end C Street, and does not provide connectivity to businesses and pedestrian traffic on El Camino Real. The development concept provides **three-story townhome infill development fronting C Street**; improves access by reconnecting C Street between Main and 6th streets; and creates pedestrian connections to El Camino Real (see Figure 3-8: Catalytic Site C Development Concept). This concept also includes a three-story commercial office development along Main Street and a new community park on El Camino Real as an alternative to the mixed-use residential development offered in Figure 3-7. Catalytic Site C has the potential to create synergy with future development to the north.

Proposed Development Concept Highlights

- Three floors of townhome residential development
- Three-story commercial office development
- Community park
- New structured parking tucked toward the interior block
- Reconnected C Street
- Green alleys or landscaped pedestrian paths link housing, open space, parking, El Camino Real and C Street

Catalytic Site D: El Camino Real and Sixth Street

Catalytic Site D is located at the southern end of El Camino Real, abutting Interstate 5 in the South of Sixth Development Area (DA6). This 324,350-square-foot site offers some of the greatest transformative potential in the Specific Plan area. Its size, configuration and proximity to Interstate 5 present opportunities for impactful new development with a broad range of uses. El Camino Plaza, an older semi-vacant, underperforming shopping center, is currently located on the site. The site's freeway-adjacent edge can accommodate tall structures and regional uses. The parcel aligns with Downtown's most widely used Downtown gateway at Newport Avenue and El Camino Real, making the corner of El Camino Real and Sixth Street a strategic focal point. Existing uses in the area include a widely-acclaimed Asian bakery on the corner of El Camino Real and Sixth Street, a fine dining restaurant housed in the historic Tustin Garage, and a live entertainment theater. The development concept includes **high-density residential development** and **mixed-use infill development and/or redevelopment** to complement existing successful uses and energize the area. Structured parking maximizes space for housing, common green space, and commercial uses (see Figure 3-9: Catalytic Site D Development Concept; and Figure 3-10: El Camino Real and Sixth Street Photosimulation).

Proposed Development Concept Highlights

- Two- to three-story apartment/condominium with open space and parking; massing steps down and decreases in scale closer to Sixth Street
- Ground-floor retail with one to two levels of commercial/office space above
- Five- to six-story residential towers
- System of pedestrian alleys and local streets
- Community park
- Parking structure

Catalytic Site E: Sixth Street East

Catalytic Site E is located on the northeast corner of El Camino Real and Sixth Street in the Old Town Tustin Development Area (DA4). The corridor-facing edges of the parcel provide prime opportunities for ground-floor retail activation. The owners of the 143,650-square-foot parcel currently lease the northern portion of the site to Armstrong Nursery. The remainder of the site is currently vacant. The development concept includes **mixed-use infill development with residential units over retail shopfronts**. Setbacks allow for pedestrian activity zones to accommodate outdoor dining, café seating or other pedestrian amenities (see Figure 3-11: Catalytic Site E Development Concept).

Proposed Development Concept Highlights

- Ground-floor retail with two floors of upper level office and/or residential use
- Two side-by-side mixed-use buildings on Sixth Street with ground-floor retail and one or two floors of residential above
- Parking tucked behind buildings with access provided via service roads
- Pedestrian activity zone setbacks
- Two- to three-story townhomes

Catalytic Site F: Newport Avenue and First Street

Catalytic Site F is located at the northeastern gateway to Downtown in the First Street East Development Area (DA3). This 664,725-square-foot parcel encompasses the corner of Newport Avenue and First Street, west to Centennial Way. The site is predominantly composed of expansive surface parking and the outdated Larwin Square shopping center, which includes a grocery store, Big 5 and other large-format retail. This is the largest opportunity site in the Downtown area, and presents unique possibilities to accommodate viable, higher-density development projects. The development concept includes **mixed-use infill redevelopment** that helps satisfy the need for additional Downtown housing and also offers a more pleasant, walkable retail experience than the current configuration. High-density residential use along Centennial Way complements existing residential to the west (see Figure 3-12: Catalytic Site F Development Concept).

Proposed Development Concept Highlights

- Three- to four-story residential development along Centennial Way
- Three- to four-story mixed-use development with ground-floor retail and either commercial/office or residential uses above
- Public open space
- Parking/green infrastructure

Figure 3-4: Catalytic Site A Development Concept - Ground Floor



Figure 3-5: Catalytic Site A Development Concept - Roof

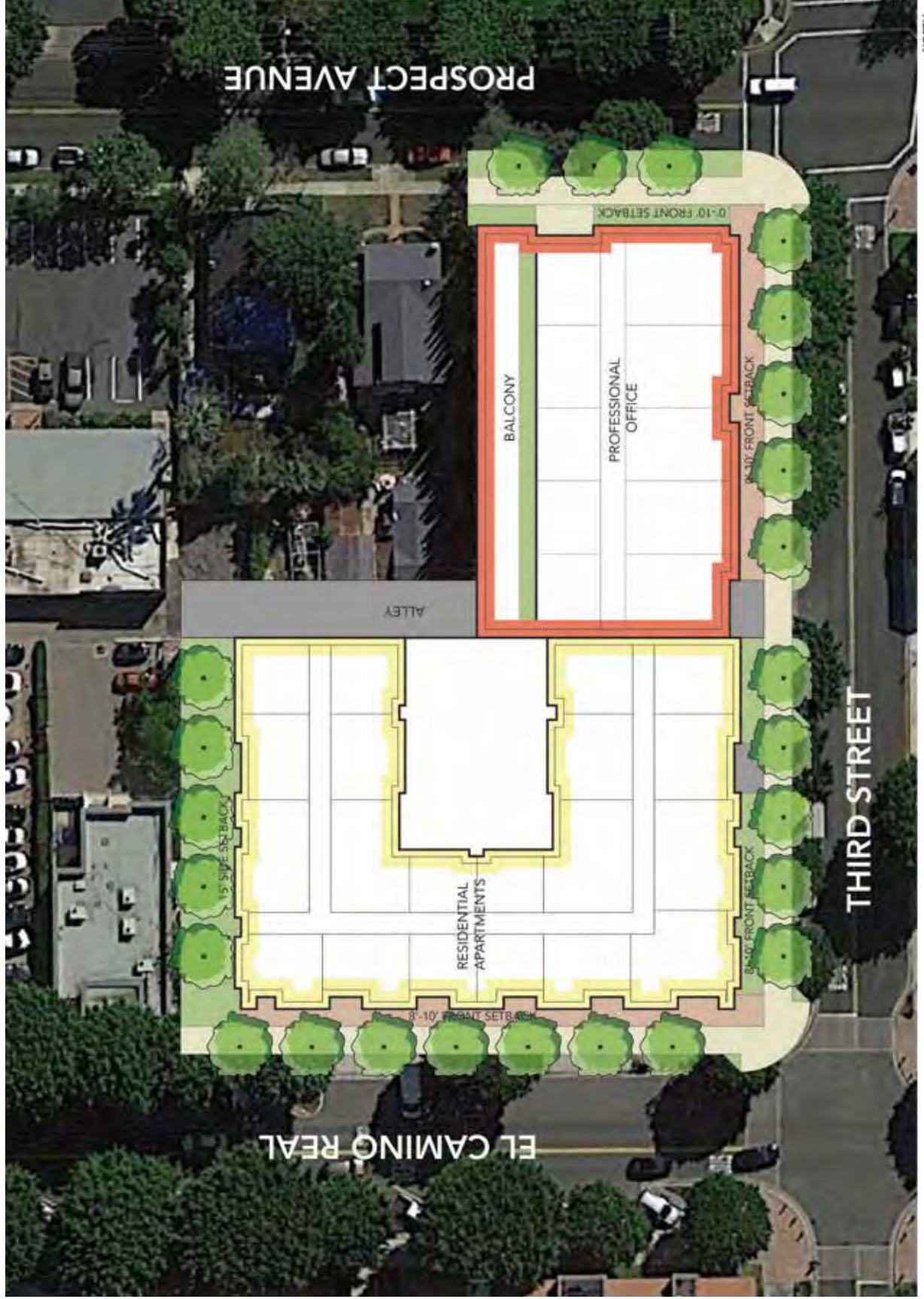


Figure 3-7: Catalytic Site B Development Concept

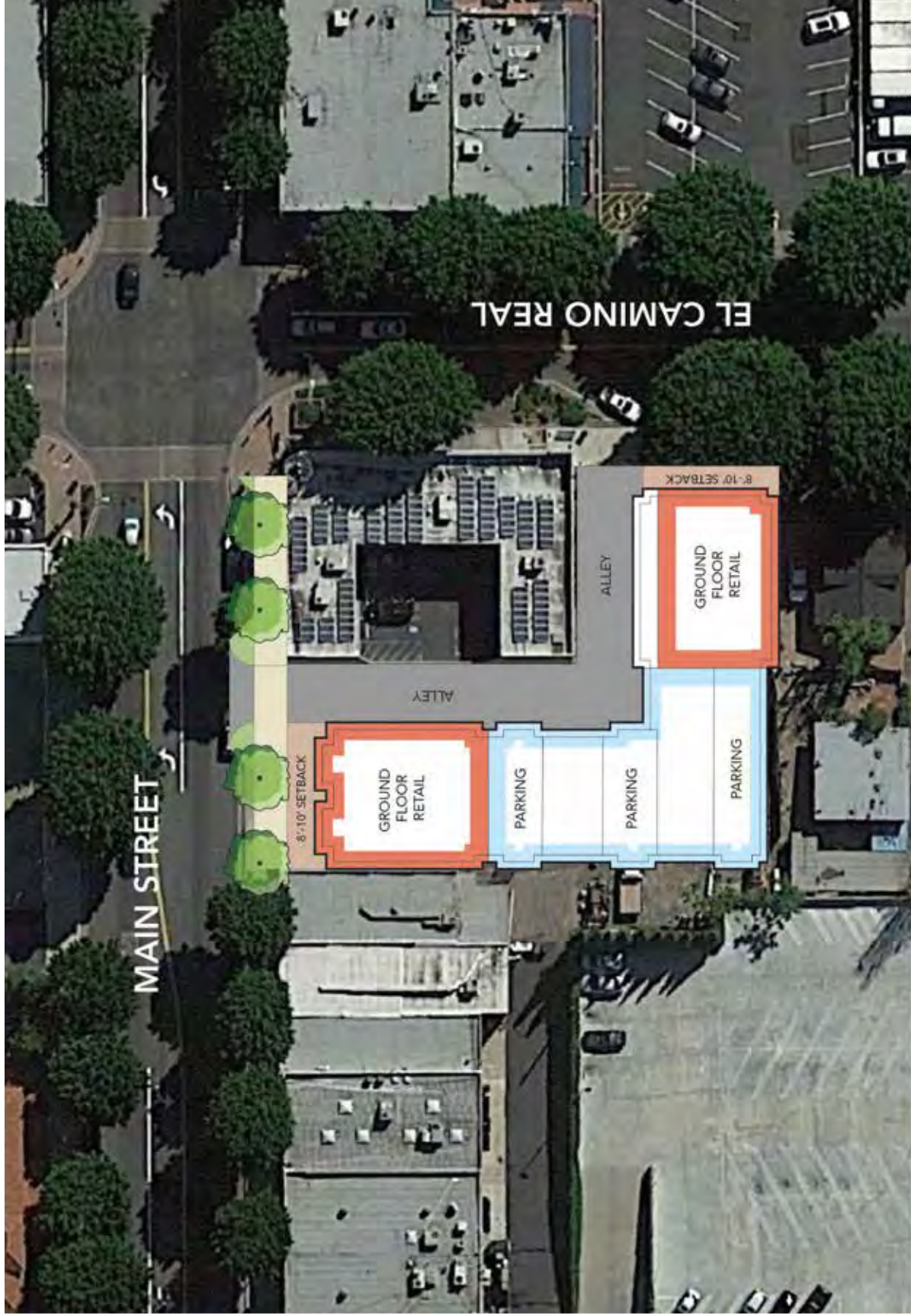


Figure 3-8: Catalytic Site C Development Concept



Figure 3-9: Catalytic Site D Development Concept



Figure 3-11: Catalytic Site E Development Concept



Figure 3-12: Catalytic Site F Development Concept





E. ECONOMIC ANALYSIS



Downtown Tustin Commercial Core Project

Economic Analysis Memorandum

Prepared for
The City of Tustin
MIG

Prepared by
MR+E

11/4/14
R—12/30/14

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Section I Executive Summary

This report presents a review of existing economic conditions and a forecast of future demand for real estate in support of the Downtown Tustin Commercial Core Project. There are two interrelated but distinct features of the research program that have been specified for this effort; the first is **a review of the existing social and economic conditions in the general vicinity of downtown Tustin**, and the second is **a forecast of market demand for real estate within the boundaries specified for the Downtown Tustin Commercial Core Project**. The existing conditions section is descriptive in nature and supplies empirical information to illustrate the social and economic features of the downtown area in general. The market demand analysis is projective in nature and supplies forecasts of likely future demand. The key findings of the report are as follows.

Existing Conditions

The Downtown Tustin Commercial Core Project area is made up primarily of commercial land uses with only a limited number of residential units. As a result, the most appropriate geographic unit that can be used to illustrate the social and economic conditions of the plan area and its surroundings is a designated Market Area of Influence that is coterminous with a census tract that contains the Downtown Tustin Commercial Core Project.

The population of the Market Area of Influence is older and is made up of a higher percentage of non-family households than Tustin as a whole. In terms of race and ethnicity, the population of the Market Area of Influence is comprised of a larger percentage of non-Hispanic whites than the city's total population.

The Market Area of Influence represents a mature and built-out portion of Tustin. The residents of the neighborhoods surrounding the downtown area are somewhat older and less affluent than the population of Tustin as a whole. In addition, the numbers of multi-family housing units are present at a higher rate than the city as a whole, accounting for 6.4% of the city's total stock of attached housing units. In general, the Market Area of Influence is characterized by older, denser housing that has experienced lower sales prices than elsewhere in Orange County.

Forecast of Demand

Using employment and population growth forecasts as a baseline for establishing oncoming demand for real estate, it is possible to anticipate the following:

Commercial

- From 2015 to 2020, it can be expected that there will be employment-driven demand for over 216,000 sq. ft. of commercial space in the Downtown Tustin Commercial Core Project area.

MR+E

- On an average annual basis, from 2015 to 2020, there will be employment-driven demand for over 43,000 sq. ft. of commercial space in the Downtown Tustin Commercial Core Project area.
- Considering a more distant time frame, from 2021 to 2035, it is possible to anticipate total employment-driven demand for nearly 790,000 additional square feet of new commercial space in the Downtown Tustin Commercial Core Project area.

Multi-family residential

- The existing markets in both Orange County and Tustin are extremely robust with low vacancy rates and increasing rents.
- Depending on the level of population growth that occurs in Tustin, the Downtown Tustin Commercial Core Project area can anticipate market demand for as many as 259 multi-family dwelling units over the next five years.

Section II Introduction

This report has been prepared in support of the Downtown Tustin Commercial Core Project. The specific purpose of this analysis is to provide background on the economic conditions in Tustin, with a particular focus on the downtown area. Forecasts of future demand for real estate by type of commercial activity will also be provided.

The downtown area is characterized by a moderately dense mix of retail and commercial uses in what was established as Tustin's original commercial core. Main Street serves as the primary east-west spine of the downtown, with El Camino Real and Prospect Street functioning as north-south connectors between 1st Street and 6th Street. There are several prominent restaurants located in the downtown core as well as recently developed live-work spaces and small-scale commercial offices. The margins of the Greater Downtown district, which extend beyond the designated Downtown Tustin Commercial Core Project area, include Newport Avenue and 1st Street, which are more auto-oriented commercial corridors. Interstate 5 (the Golden State Freeway) and State Route 55 (the Costa Mesa Freeway) serve to effectively isolate the downtown area from the rest of the urban fabric of Tustin to the south and Santa Ana to the east.

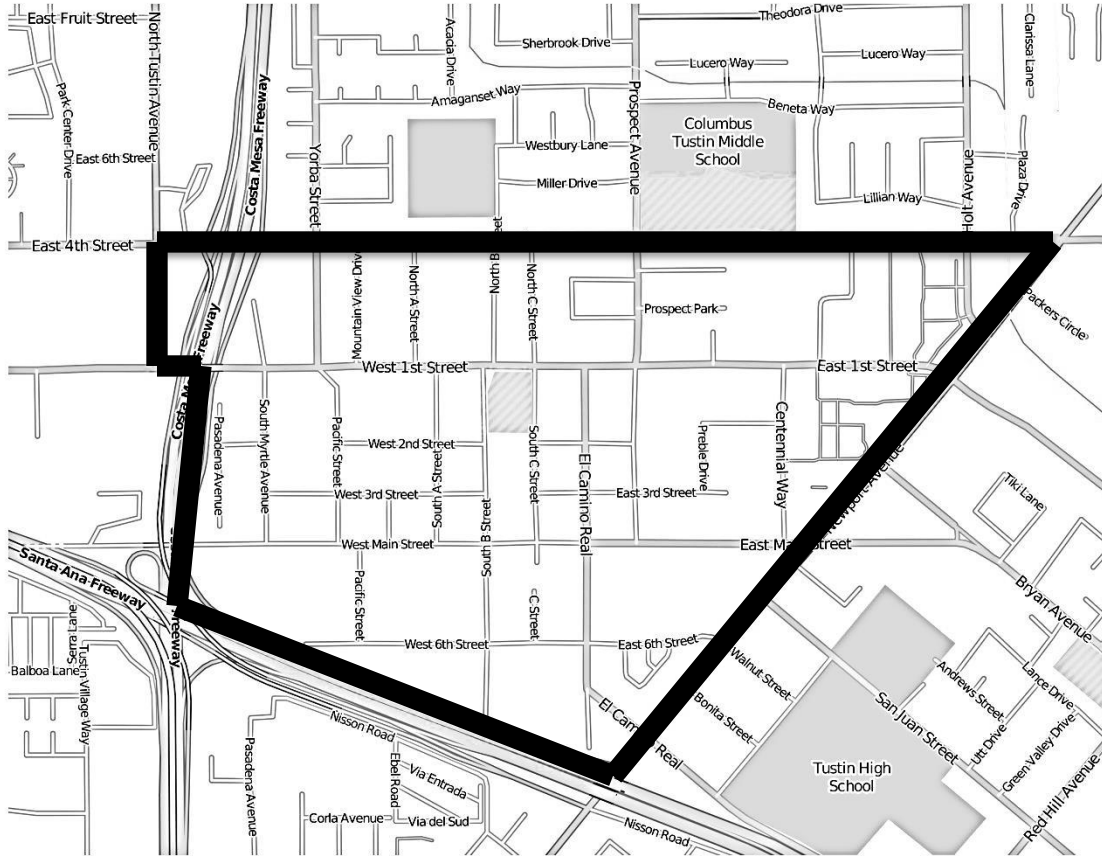
In general, there is a perception that the Downtown Tustin Commercial Core, which represents a specifically delineated subsection of the larger downtown area, offers the opportunity to create a dense, walkable urban neighborhood that could serve as a new setting for residential and commercial activities that are not currently available within the city. The block pattern and parcelization of the downtown area could lend itself to the creation of a small, downtown-type environment that would be distinctive from other commercial nodes within Tustin, and which could serve an unmet market niche for this part of Orange County.

Definition of Study Area

Information in this report is provided at varying levels of geography tied to the availability of data. The most reliable source of data for subdistricts in cities is available at the Census Tract level. Familiar political jurisdictions, such as Tustin, Orange County, and the State of California, are provided to give context for the information provided. In order to describe the existing social and economic conditions of the downtown area, a Market Area of Influence has been defined, using Census Tract 755.05. This area of influence is used as a proxy to illustrate the conditions in the downtown area and its immediate surrounding neighborhoods. This was done to provide credible data on the social and economic conditions that influence conditions of the plan area itself. Note that the Market Area of Influence includes residential sections of neighborhoods that have been excluded from the defined boundaries of the project area. Data for most economic conditions, other than geocoded address data, will be discussed at the level of the

Figure 1

Market Area of Influence



Note: Market Area of Influence is coterminous with Census Tract 755.05

Market Area of Influence when presenting information scaled to the level of the downtown core as a general area. The boundaries of Tract 755.05 serve as the basis for the Market Area of Influence. The boundaries of the Market Area of Influence are shown on Figure 1.

Topics Covered

Section III, the existing conditions analysis, provides information on the following topic areas:

- Population
- Households
- Housing
- Employment and incomes

Section IV provides a forecast of the oncoming demand for the following broad categories of land uses:

- Office/employment
- Retail, including food and beverage services
- Multi-family residential

Forecasts will be provided in terms of expected demand for square feet or dwelling units within the Downtown Commercial Core. Demand for civic and public spaces has not emerged as a factor driving the planning agenda in the plan area, and as a result, recommendations for improvements to the public realm will be discussed in an implementation strategy that has been specified as a later stage of the planning process.

Data for the Market Area of Influence will be presented in terms of a comparative index to Orange County as a whole in order to identify the relative concentration of any particular variable and its attributes within the Market Area of Influence. This index value is presented using percentages. An index value of 100% shows that the attribute occurs within the Market Area of Influence at the same rate that it occurs in the county as a whole. Index values under 100% indicate an underrepresentation of the attribute being examined; values over 100% indicate an overrepresentation of the attribute.

Section III Existing Conditions

Population

Table 1 lists the population rank of Orange County cities. According to the California Department of Finance, Tustin, with a population of 75,540, is the 14th largest city in Orange County and represents approximately 2.5% of the county's total population of over 3 million in 2013.

Growth

Since 2000, Tustin has experienced a higher rate of growth than either Orange County or the State of California. Sections of North Tustin have opened for development over the last decade, and the redevelopment of the Tustin Naval Air Station has provided new land development and increased densification. Table 2 compares the rate of population growth for California, Orange County, and Tustin, indexed in 2000. The California Department of Finance estimates indicate that Tustin has experienced a population growth of just over 15% over the last thirteen years. This is in comparison to the growth rate of approximately 7% for Orange County and 12% for the State of California as a whole over the same time period.

Population data is reported at the level of the Market Area of Influence. This was done in order to provide information on the immediate neighborhood adjacent to the Downtown Commercial Core. Note that the boundaries of the Downtown Tustin Commercial Core Project Area include only a limited number of residential dwelling units.

Age

Tustin's population is generally younger than Orange County's. As shown in Table 3, Tustin has a median age of 33 years, in comparison to Orange County at 36.2 years. Looking more specifically at the Market Area of Influence, it is home to a significant concentration of individuals over 40. The median age for the Market Area of Influence was reported at 37.3 years of age.

The 2010 census reported just fewer than 3,600 people within the Market Area of Influence. This compares to the total population of just over 75,700 in the entire city of Tustin. Again, note that 2010 census data varies from the California Department of Finance annual estimates.

Table 1
Orange County Cities by Population
2010

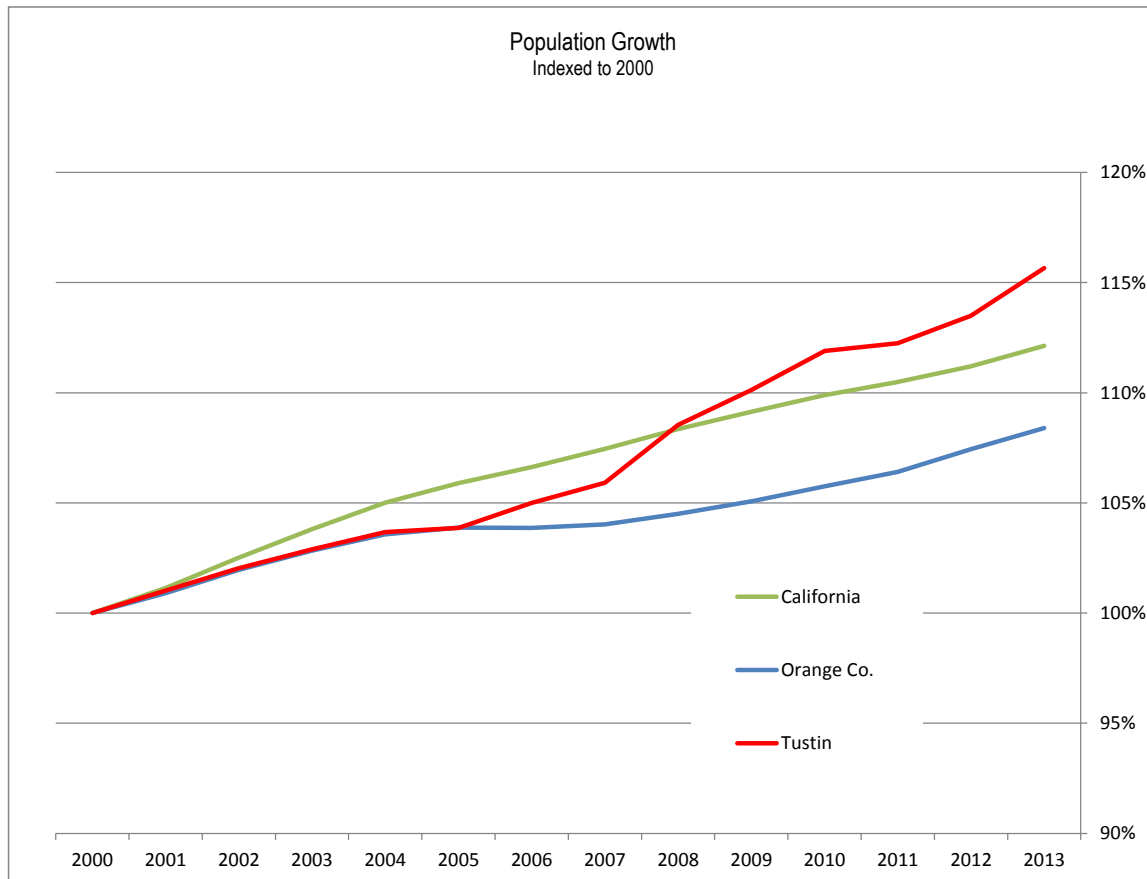
| County Rank | City | Population | Percent of County |
|-------------|------------------------|---------------|-------------------|
| 1 | Anaheim | 336,265 | 11.2% |
| 2 | Santa Ana | 324,647 | 10.8% |
| 3 | Irvine | 212,375 | 7.1% |
| 4 | Huntington Beach | 189,992 | 6.3% |
| 5 | Garden Grove | 170,794 | 5.7% |
| 6 | Orange | 136,386 | 4.5% |
| 7 | Fullerton | 135,222 | 4.5% |
| 8 | Costa Mesa | 109,960 | 3.7% |
| 9 | Mission Viejo | 93,174 | 3.1% |
| 10 | Westminster | 89,701 | 3.0% |
| 11 | Newport Beach | 85,186 | 2.8% |
| 12 | Buena Park | 80,520 | 2.7% |
| 13 | Lake Forest | 77,395 | 2.6% |
| 14 | Tustin | 75,540 | 2.5% |
| 15 | Yorba Linda | 64,234 | 2.1% |
| 16 | San Clemente | 63,522 | 2.1% |
| 17 | Laguna Niguel | 62,979 | 2.1% |
| 18 | La Habra | 60,223 | 2.0% |
| 19 | Fountain Valley | 55,313 | 1.8% |
| 20 | Placentia | 50,598 | 1.7% |
| 21 | Rancho Santa Margarita | 47,853 | 1.6% |
| 22 | Aliso Viejo | 47,816 | 1.6% |
| 23 | Cypress | 47,802 | 1.6% |
| 24 | Brea | 39,182 | 1.3% |
| 25 | Stanton | 38,186 | 1.3% |
| 26 | San Juan Capistrano | 34,593 | 1.1% |
| 27 | Dana Point | 33,351 | 1.1% |
| 28 | Laguna Hills | 30,270 | 1.0% |
| 29 | Seal Beach | 24,168 | 0.8% |
| 30 | Laguna Beach | 22,723 | 0.8% |
| 31 | Laguna Woods | 16,273 | 0.5% |
| 32 | La Palma | 15,568 | 0.5% |
| 33 | Los Alamitos | 11,449 | 0.4% |
| 34 | Villa Park | 5,812 | 0.2% |
| | Balance Of County | 121,160 | 4.0% |
| | Total | 3,010,232 | |

Source: US Census

Table 2

Population Growth
California Department of Finance Annual Estimates

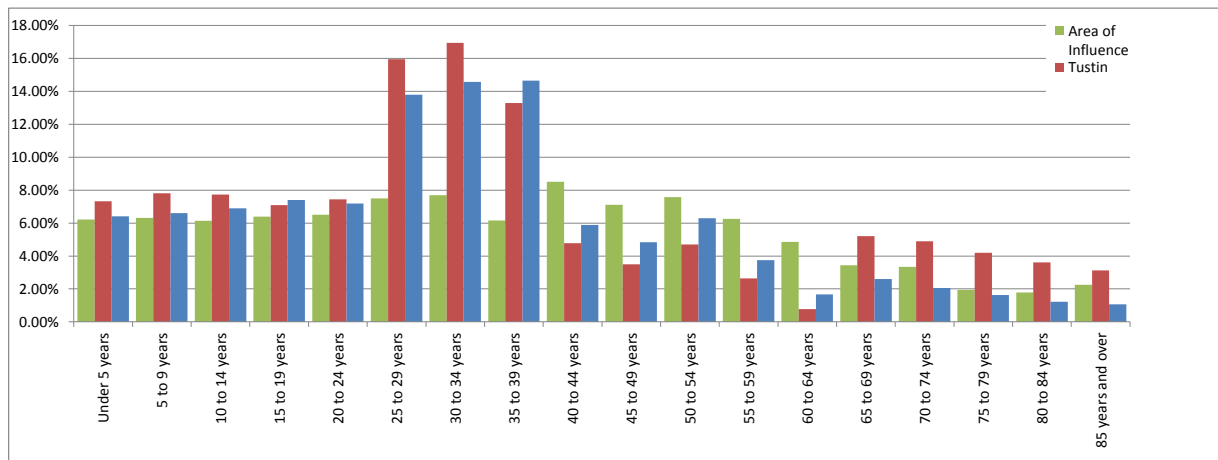
| Year | California | Orange Co. | Tustin |
|------|------------|------------|--------|
| 2013 | 37,984,138 | 3,085,269 | 78,071 |
| 2012 | 37,668,804 | 3,057,875 | 76,618 |
| 2011 | 37,427,946 | 3,028,846 | 75,772 |
| 2010 | 37,223,900 | 3,010,232 | 75,540 |
| 2009 | 36,966,713 | 2,990,805 | 74,340 |
| 2008 | 36,704,375 | 2,974,321 | 73,270 |
| 2007 | 36,399,676 | 2,960,659 | 71,493 |
| 2006 | 36,116,202 | 2,956,334 | 70,880 |
| 2005 | 35,869,173 | 2,956,847 | 70,116 |
| 2004 | 35,570,847 | 2,948,135 | 69,985 |
| 2003 | 35,163,609 | 2,927,118 | 69,455 |
| 2002 | 34,725,516 | 2,902,207 | 68,875 |
| 2001 | 34,256,789 | 2,871,926 | 68,189 |
| 2000 | 33,873,086 | 2,846,289 | 67,504 |



Source: CA DoF E-8 and MR+E

Table 3
Population by Age
Tustin
2012 ACS

| Year | Tract 755.05 | | Orange | | Percentage | | |
|-------------------|-------------------|--------|-----------|-------------------|------------|--------|--------|
| | Area of Influence | Tustin | County | Area of Influence | Tustin | County | |
| Under 5 years | 224 | 5,540 | 193,834 | 6.22% | 7.32% | 6.41% | |
| 5 to 9 years | 227 | 5,915 | 199,596 | 6.31% | 7.81% | 6.61% | |
| 10 to 14 years | 221 | 5,855 | 208,315 | 6.14% | 7.73% | 6.89% | |
| 15 to 19 years | 230 | 5,373 | 223,503 | 6.39% | 7.10% | 7.40% | |
| 20 to 24 years | 234 | 5,634 | 217,265 | 6.50% | 7.44% | 7.19% | |
| 25 to 29 years | 270 | 12,085 | 417,039 | 7.50% | 15.96% | 13.80% | |
| 30 to 34 years | 277 | 12,827 | 440,647 | 7.70% | 16.94% | 14.58% | |
| 35 to 39 years | 222 | 10,062 | 443,053 | 6.17% | 13.29% | 14.66% | |
| 40 to 44 years | 306 | 3,615 | 178,193 | 8.50% | 4.77% | 5.90% | |
| 45 to 49 years | 256 | 2,654 | 146,123 | 7.11% | 3.51% | 4.84% | |
| 50 to 54 years | 273 | 3,566 | 190,359 | 7.59% | 4.71% | 6.30% | |
| 55 to 59 years | 225 | 2,000 | 113,465 | 6.25% | 2.64% | 3.75% | |
| 60 to 64 years | 175 | 586 | 50,448 | 4.86% | 0.77% | 1.67% | |
| 65 to 69 years | 124 | 3,940 | 78,495 | 3.45% | 5.20% | 2.60% | |
| 70 to 74 years | 120 | 3,700 | 62,103 | 3.33% | 4.89% | 2.06% | |
| 75 to 79 years | 70 | 3,178 | 49,003 | 1.94% | 4.20% | 1.62% | |
| 80 to 84 years | 64 | 2,736 | 36,793 | 1.78% | 3.61% | 1.22% | |
| 85 years and over | 81 | 2,369 | 32,192 | 2.25% | 3.13% | 1.07% | |
| Median age | 37.3 | 33.0 | 36.2 | | | | 91.16% |
| Total | 3,599 | 75,712 | 3,021,840 | | | | 4.75% |



Source: US Census and MR+E

Race and ethnicity

Data for race and ethnicity from the 2010 census is shown in Table 4. A large proportion of the Market Area of Influence and the city's population is comprised of individuals who identify themselves as Hispanic. This group represents 41.07% (Market Area of Influence) and 39.53% (Tustin) respectively, compared to 33.59% for Orange County. The Non-Hispanic White population is the largest group in the Market Area of Influence at just under 42% of the total population.

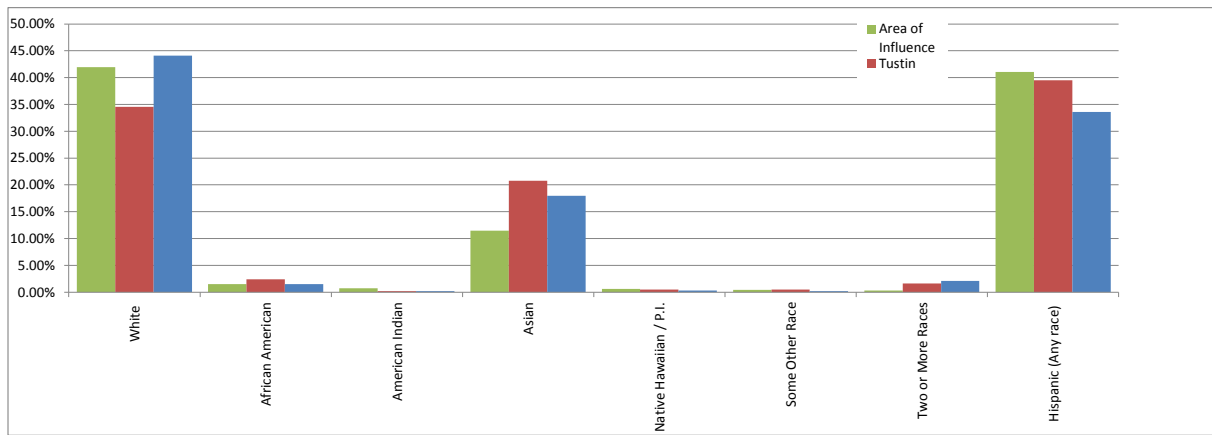
Just under 30% of the Market Area of Influence population reports being foreign-born. This compares to a rate of 35% for Tustin and 30% for Orange County. Foreign-born individuals live in the Market Area of Influence at 89% of the rate that they are present in the city. In terms of birthplace for the foreign-born population, the largest group reports Latin American origins. However, the proportion of Latin American individuals within the Market Area of Influence occurs at approximately the same rate as within the city. Information on linguistic isolation is also presented, with individuals that reported speaking English poorly accounting for approximately 19% of the total population, age five and over, within the Market Area of Influence. The majority of linguistically isolated individuals reported Spanish to be the primary language spoken at home. This information is summarized in Table 5.

Households

The Market Area of Influence contains 1,352 households, with approximately 57% labeled family households. The average household size is 2.51 persons, which is smaller than the city and county averages of 3.04 and 3.01 respectively. Forty-nine percent of family households in the Market Area of Influence have related children under 18 years of age. Table 6 provides detailed information on the size of households and family structures for the Market Area of Influence, Tustin, and Orange County.

Table 4
Race and Ethnicity
Tustin
2012 ACS

| Race | Tract 755.05 | | | Percentage | | | Area of Influence Index to Tustin |
|------------------------|-------------------|--------|------------------|-------------------|--------|--------|--------------------------------------|
| | Area of Influence | Tustin | Orange County | Area of Influence | Tustin | County | |
| White | 1,509 | 26,145 | 1,332,316 | 41.93% | 34.53% | 44.09% | 121.4% |
| African American | 55 | 1,813 | 45,438 | 1.53% | 2.39% | 1.50% | 63.8% |
| American Indian | 26 | 146 | 6,676 | 0.72% | 0.19% | 0.22% | 374.6% |
| Asian | 413 | 15,715 | 542,857 | 11.48% | 20.76% | 17.96% | 55.3% |
| Native Hawaiian / P.I. | 21 | 360 | 8,823 | 0.58% | 0.48% | 0.29% | 122.7% |
| Some Other Race | 15 | 370 | 6,629 | 0.42% | 0.49% | 0.22% | 85.3% |
| Two or More Races | 12 | 1,234 | 64,088 | 0.33% | 1.63% | 2.12% | 20.5% |
| Hispanic (Any race) | 1,478 | 29,929 | 1,015,013 | 41.07% | 39.53% | 33.59% | 103.9% |
| Median age | 37.3 | 33.0 | 36.2 | | | | 113.03% |
| Total | 3,599 | 75,712 | 3,021,840 | | | | 4.75% |



Source: US Census and MR+E

Table 5
Nativity and Language
Tustin
2012 ACS

| Number | Tract 755.05 Area of Influence | Tustin | Orange County | Area of Influence Indexed to Tustin |
|--|-----------------------------------|--------|------------------|---|
| PLACE OF BIRTH | | | | |
| Total population | 3,441 | 75,712 | 3,021,840 | 100.00% |
| Native | 2,380 | 49,481 | 2,099,537 | 105.83% |
| Born in United States | 2,340 | 48,373 | 2,069,565 | 106.44% |
| State of residence (CA) | 1,781 | 37,406 | 1,525,534 | 104.76% |
| Different state | 559 | 10,967 | 544,031 | 112.15% |
| Puerto Rico or abroad to American parent(s) | 40 | 1,108 | 29,972 | 79.43% |
| Foreign born | 1,061 | 26,231 | 922,303 | 89.00% |
| U.S. CITIZENSHIP STATUS | | | | |
| Foreign-born population | 1,061 | 26,231 | 922,303 | 89.00% |
| Naturalized U.S. citizen | 478 | 12,402 | 453,671 | 84.80% |
| Not a U.S. citizen | 583 | 13,829 | 468,632 | 92.76% |
| WORLD REGION OF BIRTH OF FOREIGN BORN | | | | |
| Foreign-born population | 1,061 | 26,231 | 922,303 | 89.00% |
| Europe | 26 | 1,352 | 51,798 | 42.31% |
| Asia | 356 | 10,627 | 402,727 | 73.71% |
| Africa | 0 | 474 | 13,680 | 0.00% |
| Oceania | 10 | 103 | 4,548 | 213.62% |
| Latin America | 669 | 13,452 | 435,919 | 109.43% |
| Canada | 0 | 223 | 13,631 | 0.00% |
| LANGUAGE SPOKEN AT HOME | | | | |
| Population 5 years and over | 3,259 | 70,172 | 2,828,006 | 102.19% |
| English only | 1,651 | 32,619 | 1,549,184 | 111.37% |
| Language other than English | 1,608 | 37,553 | 1,278,822 | 94.22% |
| Speak English less than "very well" | 637 | 16,022 | 602,409 | 87.48% |
| Spanish | 1,281 | 23,305 | 746,945 | 120.94% |
| Speak English less than "very well" | 473 | 10,629 | 362,900 | 97.91% |
| Other Indo-European languages | 32 | 3,690 | 119,597 | 19.08% |
| Speak English less than "very well" | 0 | 1,128 | 32,621 | 0.00% |
| Asian and Pacific Islander languages | 295 | 9,954 | 388,723 | 65.21% |
| Speak English less than "very well" | 164 | 4,092 | 199,773 | 88.18% |
| Other languages | 0 | 604 | 23,557 | 0.00% |
| Speak English less than "very well" | 0 | 173 | 7,115 | 0.00% |

Source: US Census and MR+E

Table 6
Housing Attributes
Tustin
2010 Census

| Number | Area of Influence | | | |
|--|-----------------------------------|--------|------------------|----------------------|
| | Tract 755.05 Area of Influence | Tustin | Orange County | Percent of Tustin |
| Total households | 1,352 | 24,717 | 990,266 | 5.47% |
| Family households (families) | 779 | 17,668 | 707,372 | 4.41% |
| With own children under 18 years | 384 | 9,717 | 336,989 | 3.95% |
| Married-couple family | 579 | 12,702 | 537,365 | 4.56% |
| With own children under 18 years | 263 | 6,851 | 255,772 | 3.84% |
| Male householder, no wife present, family | 72 | 1,610 | 54,016 | 4.47% |
| With own children under 18 years | 30 | 822 | 22,707 | 3.65% |
| Female householder, no husband present, family | 128 | 3,356 | 115,991 | 3.81% |
| With own children under 18 years | 91 | 2,044 | 58,510 | 4.45% |
| Nonfamily households | 573 | 7,049 | 282,894 | 8.13% |
| Householder living alone | 473 | 5,493 | 216,051 | 8.61% |
| 65 years and over | 171 | 1,669 | 80,038 | 10.25% |
| Average household size | 2.51 | 3.04 | 3.01 | 82.57% |
| Average family size | 3.34 | 3.56 | 3.53 | 93.82% |
| Occupied housing units ¹ | 1,352 | 25,315 | 995,368 | 5.34% |
| Owner-occupied | 623 | 12,453 | 565,956 | 5.00% |
| Renter-occupied | 729 | 12,862 | 429,412 | 5.67% |

| Percent | Area of Influence | | | |
|--|-----------------------------------|--------|------------------|----------------------|
| | Tract 755.05 Area of Influence | Tustin | Orange County | Indexed to Tustin |
| Family households (families) | 57.6% | 71.5% | 71.4% | 80.61% |
| With own children under 18 years | 28.40% | 39.31% | 34.03% | 72.25% |
| Married-couple family | 42.83% | 51.39% | 54.26% | 83.33% |
| With own children under 18 years | 19.45% | 27.72% | 25.83% | 70.18% |
| Male householder, no wife present, family | 5.33% | 6.51% | 5.45% | 81.76% |
| With own children under 18 years | 2.22% | 3.33% | 2.29% | 66.72% |
| Female householder, no husband present, family | 9.47% | 13.58% | 11.71% | 69.73% |
| With own children under 18 years | 6.73% | 8.27% | 5.91% | 81.39% |
| Nonfamily households | 42.38% | 28.52% | 28.57% | 148.61% |
| Householder living alone | 34.99% | 22.22% | 21.82% | 157.42% |
| 65 years and over | 12.65% | 6.75% | 8.08% | 187.31% |
| Occupied housing units ¹ | | | | |
| Owner-occupied | 46.1% | 49.2% | 56.9% | 93.67% |
| Renter-occupied | 53.9% | 50.8% | 43.1% | 106.13% |

1) 2012 ACS

Source: US Census

Housing

There are 1,456 total housing units located within the Market Area of Influence. This represents approximately 5.5% of Tustin's total housing stock. In terms of the units per structure, the Market Area of Influence is bimodal in nature, made up of approximately 36% single-family detached units and approximately 29% buildings with ten or more units in each structure. This represents an overrepresentation of large apartment building-based units within the Market Area of Influence.

Occupancy

Table 7 provides additional information on the attributes of dwelling units and information on housing overcrowding. Ninety-four units are reported as overcrowded, which is defined as units with more than one occupant per room. This accounts for approximately 6.4% of the total Market Area of Influence housing stock, and is lower than what was experienced throughout Tustin. Overcrowding is often a symptom of high housing costs relative to the regional market. Figure 2 provides data for the median sales prices for single-family homes in California, Orange County and zip code 92780, which covers portions of Tustin, including the Market Area of Influence.

Value

As of June 2014, the median sales price for single-family homes in zip code 92780 was \$550,000, compared with the countywide median price of \$649,000 and the statewide median of \$386,000. Tustin, like the rest of California, experienced a peak in sales prices in late 2006. However, the onset of the recession in 2007 and the financial crisis in 2008 caused housing prices to significantly decline through spring 2010. Throughout this entire time period, housing prices in Tustin were lower than the county and higher than state averages. That differential began to reduce with declines in the overall housing market. In general, prices have trended concurrently with state and county price levels, with Tustin area housing consistently priced below Orange County averages in the last decade.

Age of units

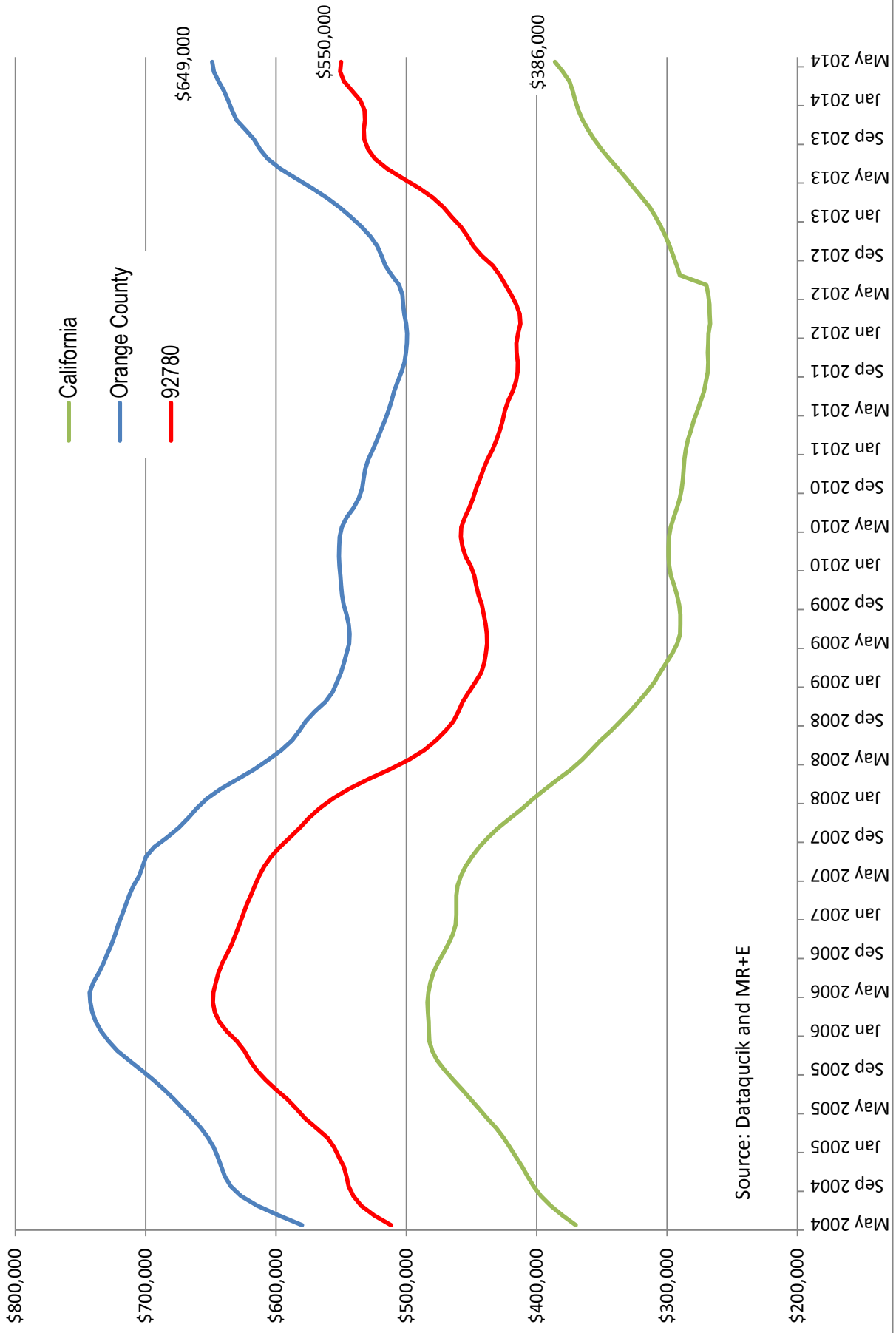
Over 20% of the housing stock in the Market Area of Influence was built prior to 1950. The presence of pre-1950s housing is a distinctive feature in the neighborhoods that surround the general downtown area. The prevalence of this older housing stock compares to 2.7% of housing units in Tustin as a whole. Table 8 compares the age of housing stock at the city and county level to the Market Area of Influence.

Table 7
Housing Attributes
Tustin
2012 ACS

| Number | Tract 755.05 Area of Influence | Tustin | Orange County | Area of Influence Indexed to Tustin |
|------------------------|-----------------------------------|--------|------------------|---|
| Units | | | | |
| Total housing units | 1,456 | 26,117 | 1,049,031 | 5.57% |
| Occupied housing units | 1,352 | 24,717 | 990,266 | 5.47% |
| Vacant housing units | 104 | 1,400 | 58,765 | 7.43% |
| Units in structure | | | | |
| 1-unit, detached | 532 | 9,263 | 533,706 | 5.74% |
| 1-unit, attached | 85 | 3,298 | 127,498 | 2.58% |
| 2 units | 69 | 454 | 18,759 | 15.20% |
| 3 or 4 units | 249 | 3,427 | 73,881 | 7.27% |
| 5 to 9 units | 88 | 2,506 | 69,021 | 3.51% |
| 10 to 19 units | 136 | 2,351 | 61,640 | 5.78% |
| 20 or more units | 274 | 3,977 | 133,447 | 6.89% |
| Mobile home | 12 | 830 | 30,327 | 1.45% |
| Boat, RV, van, etc. | 11 | 11 | 752 | 100% |
| Occupants per room | | | | |
| 1.00 or less | 1,258 | 22,072 | 897,853 | 5.70% |
| 1.01 to 1.50 | 43 | 1,934 | 57,680 | 2.22% |
| 1.51 or more | 51 | 711 | 34,733 | 7.17% |
| Percent | Tract 755.05 Area of Influence | Tustin | Orange County | Area of Influence Indexed to Tustin |
| Units in structure | | | | |
| 1-unit, detached | 36.54% | 35.47% | 50.88% | 103.02% |
| 1-unit, attached | 5.84% | 12.63% | 12.15% | 46.23% |
| 2 units | 4.74% | 1.74% | 1.79% | 272.62% |
| 3 or 4 units | 17.10% | 13.12% | 7.04% | 130.33% |
| 5 to 9 units | 6.04% | 9.60% | 6.58% | 62.99% |
| 10 to 19 units | 9.34% | 9.00% | 5.88% | 103.76% |
| 20 or more units | 18.82% | 15.23% | 12.72% | 123.58% |
| Mobile home | 0.82% | 3.18% | 2.89% | 25.93% |
| Boat, RV, van, etc. | 0.76% | 0.04% | 0.07% | 1793.75% |
| Occupants per room | | | | |
| 1.00 or less | 86.40% | 84.51% | 85.59% | 102.24% |
| 1.01 to 1.50 | 2.95% | 7.41% | 5.50% | 39.88% |
| 1.51 or more | 3.50% | 2.72% | 3.31% | 128.67% |

Source: US Census ACS and MR+E

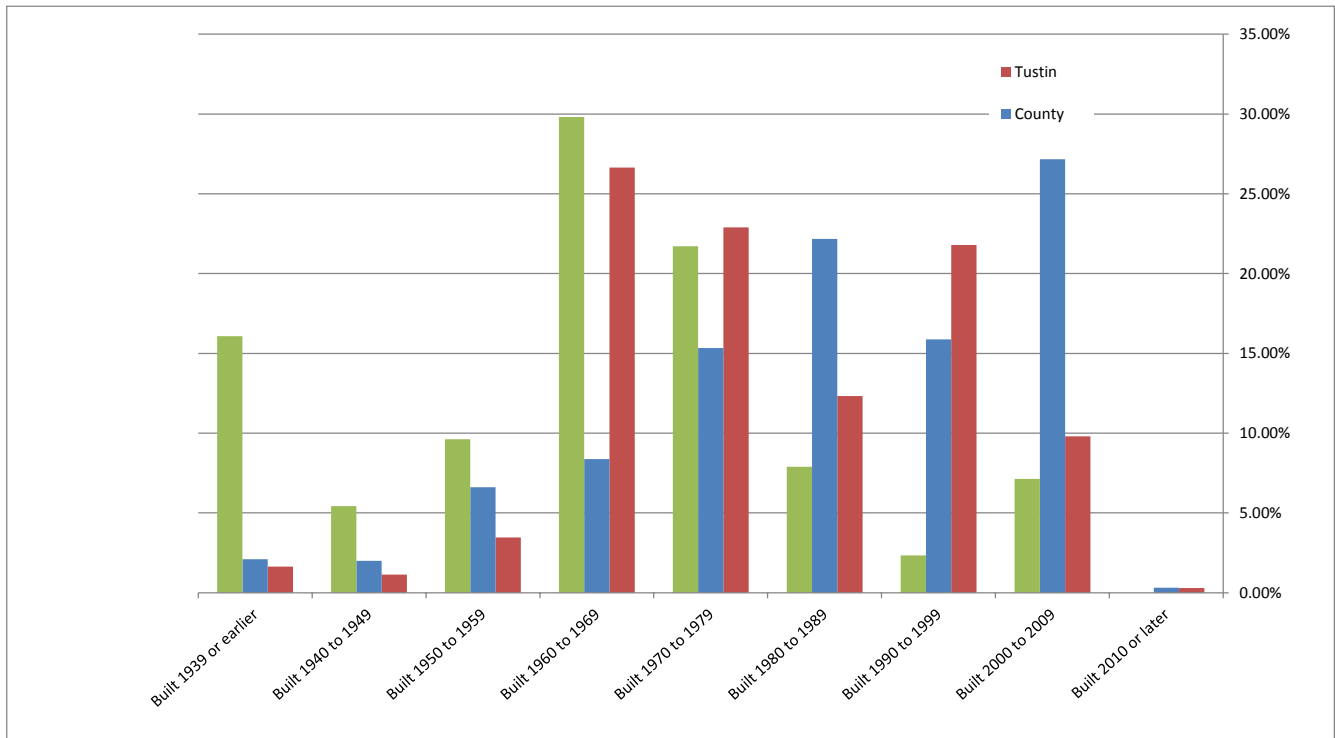
Figure 2
 Median Sales Price, Single Family Homes



Source: Dataquik and MR+E

Table 8
Age of Dwelling Units
Tustin
2012 ACS

| Year | Tract 755.05 | | Orange | | Percentage | | |
|-----------------------|-------------------|--------|---------|-------------------|------------|--------|--|
| | Area of Influence | Tustin | County | Area of Influence | Tustin | County | |
| Built 2010 or later | 0 | 80 | 2,595 | 0.00% | 0.31% | 0.32% | |
| Built 2000 to 2009 | 104 | 2,558 | 217,084 | 7.14% | 9.79% | 27.16% | |
| Built 1990 to 1999 | 34 | 5,691 | 126,975 | 2.34% | 21.79% | 15.88% | |
| Built 1980 to 1989 | 115 | 3,220 | 177,294 | 7.90% | 12.33% | 22.18% | |
| Built 1970 to 1979 | 316 | 5,980 | 122,637 | 21.70% | 22.90% | 15.34% | |
| Built 1960 to 1969 | 434 | 6,960 | 67,000 | 29.81% | 26.65% | 8.38% | |
| Built 1950 to 1959 | 140 | 905 | 52,923 | 9.62% | 3.47% | 6.62% | |
| Built 1940 to 1949 | 79 | 296 | 16,050 | 5.43% | 1.13% | 2.01% | |
| Built 1939 or earlier | 234 | 427 | 16,802 | 16.07% | 1.63% | 2.10% | |
| Total | 1,456 | 26,117 | 799,360 | | | | |



Source: US Census ACS and MR+E

Income and Employment

Income

In 2012, the median household income in the Market Area of Influence was reported at \$62,900, compared with \$74,011 for the city and \$75,566 for Orange County. Although the absolute number of very low income households (with income under \$15,000) is small—61 households—they are present at a higher rate than the city as a whole. Table 9 provides the data on the comparative distribution between the Market Area of Influence, city, and county.

Employment

The distribution of occupational categories and industry of employment is presented in Table 10. It indicates that 1,958 people who live within the Market Area of Influence are part of the labor force and are presently employed. The largest occupational category is management at 34.7%; however, this rate is lower than the rate for Tustin or Orange County. Service, construction, and production activity occupations are overrepresented in the Market Area of Influence in relation to Tustin.

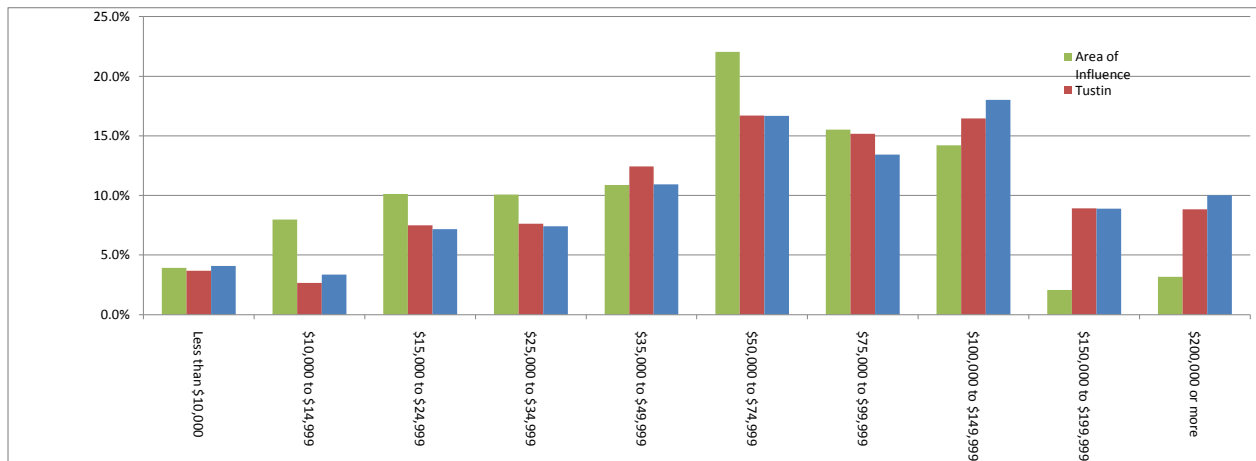
The largest employment industry classification group for the Market Area of Influence is educational health services and social services, which account for 21.8% of the Market Area of Influence employment. The second largest classification group is made up of the professional scientific management and administrative industries, which account for 18.4%. Both of these sectors are overrepresented in comparison to Tustin.

Summary and Conclusions

The Market Area of Influence represents a mature and built-out portion of Tustin. The residents of the neighborhoods surrounding the downtown area are somewhat older and less affluent than the population of Tustin as a whole. The Market Area of Influence is characterized by older, denser housing that has experienced lower sales prices than elsewhere in Orange County. From the residential perspective, the Market Area of Influence presents itself as a reserve of attainably priced housing within Tustin. Regional demographic trends suggest an increasing demand for higher density market rate apartment development both in the Market Area of Influence itself and in the broader Tustin market.

Table 9
Household Incomes
Tustin
2012 ACS

| | Tract 755.05 Area of Influence | Tustin | Orange County | Tract 755.05 Area of Influence | Tustin | Orange County | Index |
|---------------------------------------|-----------------------------------|-----------|------------------|-----------------------------------|--------|------------------|---------|
| Total households | 1,352 | 24,717 | 990,266 | | | | |
| Less than \$10,000 | 53 | 912 | 40,527 | 3.9% | 3.7% | 4.1% | 106.24% |
| \$10,000 to \$14,999 | 108 | 658 | 33,302 | 8.0% | 2.7% | 3.4% | 300.07% |
| \$15,000 to \$24,999 | 137 | 1,852 | 71,092 | 10.1% | 7.5% | 7.2% | 135.24% |
| \$25,000 to \$34,999 | 136 | 1,888 | 73,346 | 10.1% | 7.6% | 7.4% | 131.69% |
| \$35,000 to \$49,999 | 147 | 3,075 | 108,107 | 10.9% | 12.4% | 10.9% | 87.40% |
| \$50,000 to \$74,999 | 298 | 4,129 | 165,063 | 22.0% | 16.7% | 16.7% | 131.94% |
| \$75,000 to \$99,999 | 210 | 3,747 | 132,919 | 15.5% | 15.2% | 13.4% | 102.46% |
| \$100,000 to \$149,999 | 192 | 4,068 | 178,533 | 14.2% | 16.5% | 18.0% | 86.29% |
| \$150,000 to \$199,999 | 28 | 2,203 | 88,066 | 2.1% | 8.9% | 8.9% | 23.24% |
| \$200,000 or more | 43 | 2,185 | 99,311 | 3.2% | 8.8% | 10.0% | 35.98% |
| Median household income (dollars) | \$62,900 | \$ 74,011 | \$ 75,566 | | | | 84.99% |
| Mean household income (dollars) | \$68,515 | \$ 93,573 | \$101,361 | | | | 73.22% |
| Households with earnings | 1,171 | 22,067 | 831,059 | | 89% | 84% | 106.4% |
| Mean earnings (dollars) | \$68,481 | \$ 92,793 | \$ 100,715 | | | | 92% |
| With Social Security | 283 | 4,203 | 236,483 | | 17% | 24% | 71.2% |
| Mean Social Security income (dollars) | \$11,060 | \$ 17,410 | \$ 17,540 | | | | 99% |
| With retirement income | 157 | 2,619 | 137,066 | | 11% | 14% | 76.6% |
| Mean retirement income (dollars) | \$22,394 | \$ 25,294 | \$ 28,761 | | | | 88% |



Source: US Census ACS and MR+E

Table 10
Occupation and Industry
2012

| | Tract 755.05 | | Orange County | | Percentage | | Index |
|--|-------------------|--------|---------------|-------------------|------------|--------|---------|
| | Area of Influence | Tustin | Orange County | Area of Influence | Tustin | County | |
| OCCUPATION | | | | | | | |
| Civilian employed population 16 years and over | 1,958 | 38,195 | 1,448,768 | 34.7% | 40.4% | 39.7% | 85.90% |
| Management, business, science, and arts occupations | 679 | 15,420 | 574,798 | 19.9% | 16.5% | 16.7% | 120.32% |
| Service occupations | 389 | 6,307 | 241,224 | 24.6% | 26.2% | 26.7% | 94.12% |
| Sales and office occupations | 482 | 9,990 | 387,522 | 7.6% | 6.5% | 6.9% | 117.39% |
| Natural resources, construction, and maintenance | 149 | 2,476 | 100,085 | 13.2% | 10.5% | 10.0% | 126.25% |
| Production, transportation, and material moving | 259 | 4,002 | 145,139 | | | | |
| INDUSTRY | | | | | | | |
| Civilian employed population 16 years and over | 1,958 | 38,195 | 1,448,768 | | | | |
| Agriculture, forestry, fishing and hunting, and mining | 0 | 181 | 7,262 | 0.0% | 0.5% | 0.5% | 0.00% |
| Construction | 115 | 2,177 | 85,395 | 5.9% | 5.7% | 5.9% | 103.05% |
| Manufacturing | 245 | 5,247 | 194,076 | 12.5% | 13.7% | 13.4% | 91.09% |
| Wholesale trade | 43 | 1,054 | 54,385 | 2.2% | 2.8% | 3.8% | 79.58% |
| Retail trade | 164 | 4,754 | 162,108 | 8.4% | 12.4% | 11.2% | 67.29% |
| Transportation and warehousing, and utilities | 77 | 1,281 | 49,044 | 3.9% | 3.4% | 3.4% | 117.26% |
| Information | 29 | 633 | 31,110 | 1.5% | 1.7% | 2.1% | 89.37% |
| Finance and insurance, and real estate and rental and leasing | 117 | 3,884 | 125,016 | 6.0% | 10.2% | 8.6% | 58.76% |
| Professional, scientific, and management, and administrative | 361 | 5,524 | 201,029 | 18.4% | 14.5% | 13.9% | 127.48% |
| Educational services, and health care and social assistance | 426 | 6,793 | 270,510 | 21.8% | 17.8% | 18.7% | 122.33% |
| Arts, entertainment, and recreation, and accommodation and food services | 161 | 3,796 | 146,127 | 8.2% | 9.9% | 10.1% | 82.74% |
| Other services, except public administration | 140 | 1,774 | 78,545 | 7.2% | 4.6% | 5.4% | 153.95% |
| Public administration | 80 | 1,097 | 44,161 | 4.1% | 2.9% | 3.0% | 142.26% |

Source ACS

Section IV Forecast of Demand

There are two principal factors that drive absorption of real estate; these are 1) the supply of current available space in the market and 2) demand generated by growth. Supply is usually expressed in terms of vacancy rates and current market rents. Generally speaking, vacancy rates need to be below a frictional level, and rents need to be higher than replacement costs in order to create a market environment suitable for speculative development. In terms of demand, circumstances in the regional economy, such as long-term changes in the employment market and population growth, support the development of new space to accommodate new business activity and households. This section examines the existing supply and forecasts future demand for commercial and multi-family residential development.

Supply Conditions

There are three primary land uses within the Downtown Tustin Commercial Core: residential (which is limited and comprised of multi-family units—the majority of residential units are located within the Market Area of Influence), office, and retail (which includes food and beverage). This program mix is consistent with the plan area's function as the older historic commercial core of Tustin. In addition to these uses, there are several prominent vacant parcels within the project area that are used for interim events, such as a weekly farmers markets or temporary surface parking. The ultimate disposition of these vacant lots will be strongly influenced by the demand for new commercial real estate within the plan area.

Office

Demand for office space is tied to broader trends in employment in the regional market. As the unemployment rate decreases in Orange County and the economy begins to rebound, demand for general office space can be anticipated to increase. There have been several important changes to the office market since the onset of the 2007 recession. Technology has facilitated a dispersal of office-type employment and occupations. There has been an observed rise in home occupation live-work space and other nontraditional workspaces that had previously been the source of office space occupancy.

Today, traditional office space is being used in a much more efficient manner, with tighter floor plans than in the past. Prior to the recession, it was common to allocate 250 square feet of gross building area per employee in an office setting. As office employment begins to rebound, users are occupying as little as 185 square feet per permanent employee due to the adoption of new technology and strategies that allow for space sharing for multiple users in one location, as well as the widespread acceptance of creative office space layouts and floor plans. These broad trends have resulted in significant surpluses in existing office space across major markets throughout the United States and

in Southern California.¹ It is expected that this trend will continue to place downward pressure on the demand for office space even as the economy begins to recover from the effects of the 2007 recession and 2008 financial crisis.²

The high vacancy rates are reflected in the Orange County data provided in Table 12. The Tustin area is currently reporting a relatively low vacancy rate of 8.2%; however, the average asking lease rate of \$1.85 per square foot is below replacement costs and is among the lowest in Orange County. Looking at the broader market areas, including Central Orange County, which includes Tustin, vacancy rates are closer to 13%, with average leasing rates at \$1.79 per square foot for the 2nd quarter of 2014. Based on data provided by LoopNet, the average asking rental rate per square foot per year for office properties in Tustin, as of October 14, was \$19.20. This represented a decrease of 0.6%, compared with the prior three months. County-wide, average rental rates were 0.6% higher at \$21.87 per square foot per year for office properties currently for lease.³ In the context of the national market for office space, which has experienced growth through the 3rd quarter of 2014, lease rates in Orange County are below the national average, and, as a market, Orange County is not seen as one of the leading sites for new office construction or lease rate appreciation.⁴

Currently achieved rental rates are unlikely to support future investment in office space on a speculative basis. At present, Orange County has a surplus of over 14 million square feet of available office space. Future demand is likely to come from build to suit office development tied to the needs of the specific employer; it may be undesirable to accommodate these types of developments in the downtown area along Main Street and El Camino Real, due to general community development objectives articulated by the City of Tustin. Given the combination of high vacancy rates in the Central Orange County market, along with low leasing rates in the immediate market area, large scale office projects may be difficult to implement in the absence of the absorption of the existing available stock of vacant space. Opportunistic smaller scale office development that would be included as accessory space in live-work units or as a component of a retail or mixed-use development represent the best opportunity to accommodate oncoming office demand within the greater downtown Tustin area.

¹ Heschmyer, Mark. "Changing Office Trends Hold Major Implications for Future Office Demand." *National Commercial Real Estate News*. Costar Real Estate, 13 Mar. 2013. Web.

² "Office Space per Worker Shrinks to 150 Sf." *Building Design and Construction Network*, 3 Aug. 2013. Web.

³ "Tustin, CA Market Trends." *Tustin, CA Market Trends*. LoopNet, 31 Oct. 2014. Web. 8 Dec. 2014.

⁴ CBRE Global Research and Consulting. "US Office MarketView." *CBRE Market Views*. CBRE, 3rd Quarter 2014. Web.

Table 11
Office Market Orange County
Q2 2014

| | Bldg. Count | SF Rentable Area | Total Vacant | Total Vac. Rate | Net Absorption | Avg Asking Lease Rate | SF Under Construction |
|------------------------|----------------|---------------------|-----------------|--------------------|-------------------|--------------------------------|--------------------------|
| Tustin | 31 | 1,726,224 | 141,074 | 8.20% | 14,045 | \$1.85 | 0 |
| Central Orange County* | 279 | 23,565,323 | 3,227,174 | 13.70% | -77,574 | \$1.79 | 0 |
| North Orange County | 172 | 14,218,645 | 2,115,516 | 14.90% | -344,942 | \$1.92 | 0 |
| West Orange County | 85 | 5,626,800 | 703,634 | 12.50% | -26,607 | \$2.07 | 70,000 |
| Greater Airport Area | 449 | 43,592,009 | 5,825,280 | 13.40% | 299,715 | \$2.09 | 843,541 |
| South Orange County | 329 | 22,483,230 | 2,534,136 | 11.30% | -4,575 | \$2.08 | 0 |
| Orange County Totals | 1,314 | 109,486,007 | 14,405,740 | 13.20% | -153,983 | \$2.00 | 913,541 |

* Includes Tustin

Source: Lee Group and MR+E

Table 12

Taxable Sales by Major Category
2012

| | California | | Orange County | | Tustin | | Variance | |
|---|---------------------|---------------|---------------------|---------------|---------------------|---------------|----------|---------------------|
| | Sales (x\$1,000) | Per Capita | Sales (x\$1,000) | Per Capita | Sales (x\$1,000) | Per Capita | to State | Tustin to County |
| 441 Motor Vehicle and Parts Dealers | 61,547,848 | 1,625 | 6,551,466 | 2,142 | 474,101 | 6,188 | 280.8% | 188.8% |
| 442 Furniture and Home Furnishings Stores | 9,937,187 | 262 | 965,018 | 316 | 115,242 | 1,504 | 473.2% | 376.6% |
| 444 Bldg. Matrl. and Garden Equip. and Supplies | 27,438,083 | 724 | 2,351,574 | 769 | 70,845 | 925 | 27.6% | 20.2% |
| 445 Food and Beverage Stores | 24,511,714 | 647 | 2,056,803 | 673 | 87,379 | 1,140 | 76.2% | 69.6% |
| 447 Gasoline Stations | 58,006,168 | 1,532 | 5,063,762 | 1,656 | 142,931 | 1,866 | 21.8% | 12.7% |
| 448 Clothing and Clothing Accessories Stores | 32,357,516 | 854 | 3,510,757 | 1,148 | 107,726 | 1,406 | 64.6% | 22.5% |
| 452 General Merchandise Stores | 49,996,451 | 1,320 | 5,026,911 | 1,644 | 279,384 | 3,646 | 176.2% | 121.8% |
| 722 Food Services and Drinking Places | 59,037,320 | 1,559 | 5,853,267 | 1,914 | 179,279 | 2,340 | 50.1% | 22.2% |
| Other Groups | 58,540,535 | 1,546 | 18,355,788 | 6,003 | 455,543 | 5,946 | 284.6% | -1.0% |
| | 381,372,823 | 10,070 | 20,016,668 | 6,546 | 1,912,430 | 24,961 | 147.9% | 281.3% |

Source: CA State Board of Equalization

Retail including food and beverage

Tustin is a net importer of taxable retail sales. This means that on a per capita basis, Tustin generates more than its per capita share of retail sales across all categories when compared to the state and county. The strongest categories in terms of this variance are furniture and home furnishing stores, along with general merchandise stores. Many of these activities tend to take place in large format retail outlets that are found within Tustin at locations such as Tustin Marketplace. Areas in which Tustin as a whole is underperforming on an average per capita basis include building materials, garden equipment and supplies, clothing and accessory stores, and more importantly for the commercial core, food service and drinking establishments. This means that there is uncaptured spending from Tustin residents that would be available to support new food and beverage options in the downtown area. This represents an opportunity in this category for new commercial activity that is complimentary to the existing set of retail uses in the Downtown Tustin Commercial Core Project area. Table 13 shows data for taxable sales by major category for an area defined by the City of Tustin and Hinderliter de Llamas (HdL) as “Old Town Tustin” that includes the Downtown Tustin Commercial Core Project area.

Table 14 provides comparable data for retail sales within the Old Town Tustin area. Unlike the rest of Tustin, eating and drinking locales are currently the largest category of retail sales for Old Town Tustin. Again, this is a specific feature of the Downtown Tustin Commercial Core Project area that can be leveraged to support pedestrian scale activities.

Retail uses in historic commercial centers throughout California are increasingly focusing on providing consumers with a destination retail encounter that is heavily focused on experience consumption. This strategy is based on providing a mix of food and beverage opportunities along with cultural activities and discretionary retail outlets. A new downtown mix is different from the traditional department store anchored vision driven by general merchandise and the consumption of daily goods that had been the hallmark of suburban downtowns prior to the 1960s. The transition occurred in a number of communities of this scale focused on employee-driven consumption and convenience for retail and lunch service. This level of retail development was highly dependent on the ability of the downtown to attract and retain well-paid office employees. Beginning in the 1990s and accelerating in the 2000s, a strategy emerged that was more dependent on attracting convenience retail for downtown residents and community members looking for an urban experience. This shifted the retail mix away from daily needs consumption to more discretionary consumption mixed with entertainment and experience-based retail. This category is likely to be most successful, due to an increase in the in-town residential population within the Market Area of Influence. Eating and drinking sites located within the Old Town Tustin area account for nearly a third of Tustin's total sales in this category. This is a particularly strong base for the development of an experience-oriented retail environment.

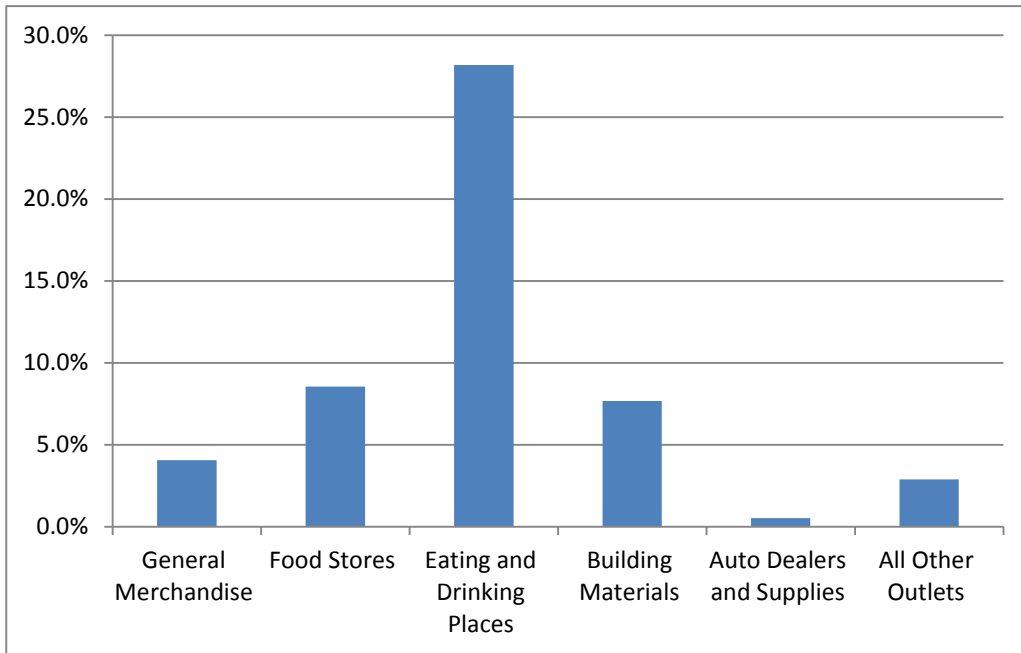
Table 13
Retail Sales
Old Town Tustin

| | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|----------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Apparel Stores | 3,787 | 4,715 | 4,780 | 4,976 | 3,720 | 2,677 | 2,817 | 3,066 | 3,496 | 3,590 |
| General Merchandise | 14,337 | 18,797 | 19,648 | 18,619 | 14,623 | 5,699 | 12,305 | 11,521 | 11,001 | 11,365 |
| Food Stores | 3,598 | 4,864 | 4,795 | 4,893 | 6,248 | 7,025 | 6,730 | 7,445 | 7,926 | 7,473 |
| Eating and Drinking Places | 25,871 | 35,637 | 36,662 | 41,585 | 42,301 | 40,397 | 39,483 | 43,120 | 48,189 | 50,514 |
| Building Materials | 3,115 | 4,889 | 5,350 | 5,185 | 4,591 | 4,165 | 4,245 | 4,794 | 5,103 | 5,444 |
| Auto Dealers and Supplies | 1,792 | 2,488 | 2,338 | 2,330 | 2,184 | 2,300 | 2,306 | 2,773 | 3,108 | 2,509 |
| Other Retail Stores | 39,982 | 48,319 | 41,288 | 42,366 | 42,876 | 33,435 | 34,037 | 37,675 | 42,428 | 42,756 |
| All Other Outlets | 16,649 | 16,124 | 15,866 | 13,721 | 11,281 | 10,541 | 10,723 | 8,990 | 9,463 | 9,593 |
| | \$109,131 | \$135,833 | \$130,727 | \$133,675 | \$127,824 | \$106,239 | \$112,646 | \$119,384 | \$130,714 | \$133,244 |

Source: City of Tustin and HdL

Table 14
Retail Sales
Old Town as a Percent of Tustin

| | |
|----------------------------|-------|
| General Merchandise | 4.1% |
| Food Stores | 8.6% |
| Eating and Drinking Places | 28.2% |
| Building Materials | 7.7% |
| Auto Dealers and Supplies | 0.5% |
| All Other Outlets | 2.9% |
| Total | 7.0% |



Source ME+E, HdL and State Board of Equalization

Multi-family residential

Beginning in 2014, the apartment market in Orange County began to add units at a significant rate. Apartment demand has been more than 8% higher than pre-recession levels. For sale home prices in the county have increased over the past few years, effectively removing the single-family housing market as a significant alternative to the apartment rental market.

Investor demand for local apartment assets has also been an important factor in the production of new apartment projects in the region. Low interest rates in other investment vehicles and the relative ease in altering rents to maintain occupancy make apartments attractive to high net worth individuals entering the commercial real estate market for the first time. Some of these buyers are pulling capital out of the volatile equity markets and placing proceeds into apartments, supplying capital to support new apartment development. Other investors are redeploying equity from existing assets into residential development to expand their portfolios.

These macroeconomic conditions have led to significant new investments in multi-family unit development. Through the third quarter of 2104, developers have completed 2,900 rentals in the county, including 2,600 market-rate units. The largest single project was the 1,750-unit Los Olivos project in Irvine. Note the recent trends in this sector:

- Nearly 6,700 units are under construction throughout the county, representing 2.9% of existing stock. The largest project under construction is Irvine Company's Park Place, which includes 980 units. Amalfi, in Tustin, will add 530 rentals upon completion.
- In the third quarter, more than 11,500 units were planned in the county, up 27% from the same period last year. South Irvine and East Anaheim/Orange have the largest number of units coming online.

Looking specifically at the pricing trends in Tustin, an analysis of apartment rentals on a dollar per square foot basis shows that Tustin zip code 92780 has had lower rental rates than the city as a whole. Residential rental rates in 92780, as of July 2014, were reported at \$1.66 per square foot. Comparatively, Orange County rates were \$1.70, and the statewide average was \$1.40. Figure 3 shows these relationships. Table 15 provides data on the relative rents and vacancy rates in Orange County by submarket.

Figure 3
 Median Rents per \$/Sq. Ft.

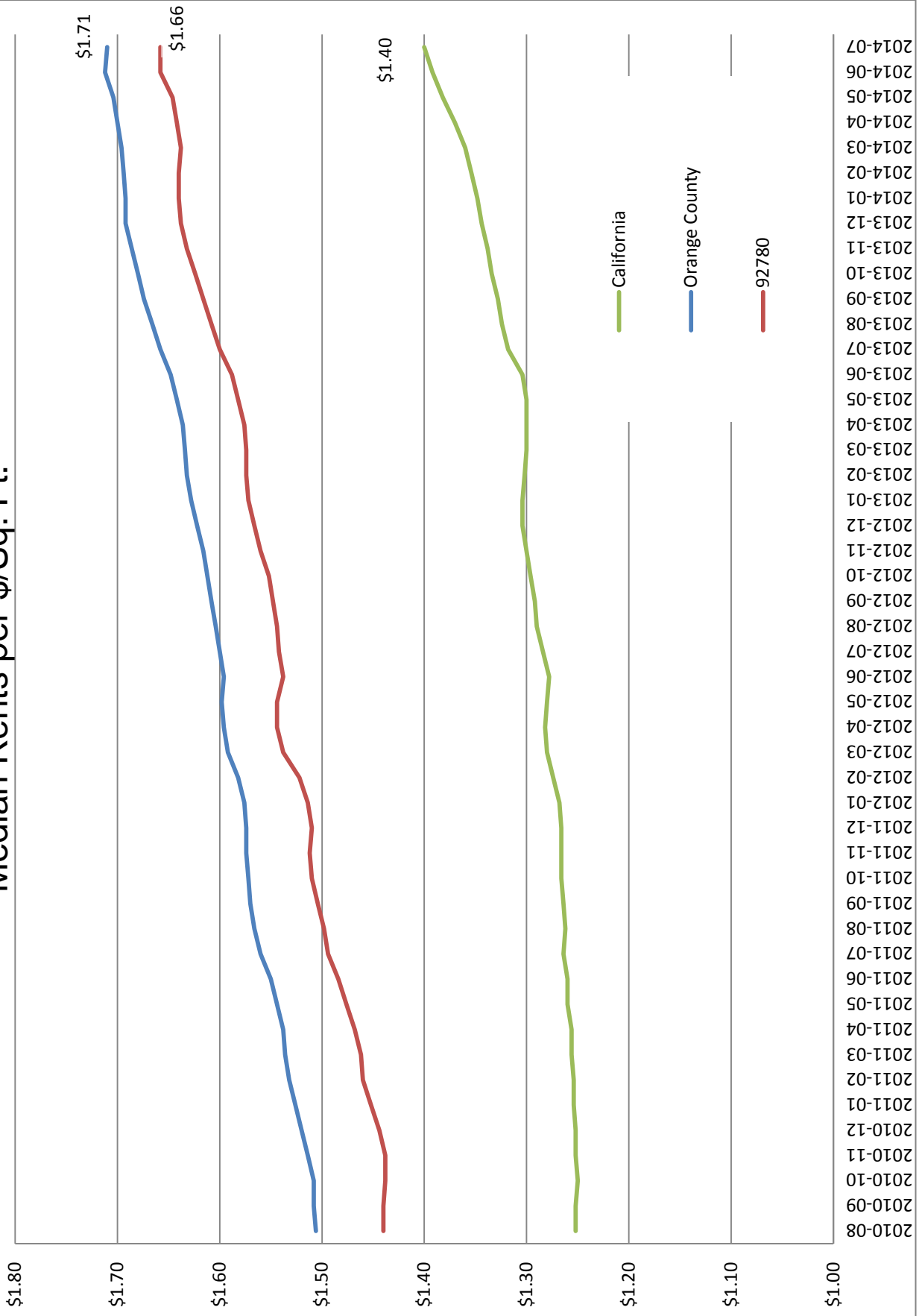


Table 15
 Apartment Vacancy Rates and Rents By Submarket
 Orange County
 3rd Quarter 2014

| Rank | Submarket | Vacancy Rate | Annual | | Annual Rent Change |
|------|---------------------------|-----------------|-----------------------|---------|-----------------------|
| | | | Basis Point Change | Rent | |
| 1 | West Irvine | 1.90% | -270 | \$1,973 | 2.60% |
| 2 | North Irvine | 2.20% | -290 | \$2,019 | 2.00% |
| 3 | Garden Grove/ Westminster | 2.50% | -140 | \$1,400 | 4.70% |
| 4 | Buena Park/ Cypress | 2.50% | 10 | \$1,424 | 2.50% |
| 5 | Santa Ana | 2.50% | -70 | \$1,578 | 5.20% |
| 6 | West Anaheim | 2.60% | -30 | \$1,323 | 3.00% |
| 7 | Newport Beach | 2.60% | -180 | \$2,234 | 0.30% |
| 8 | Tustin/West Santa Ana | 2.70% | -60 | \$1,542 | 4.50% |
| 9 | Huntington Beach | 2.70% | -80 | \$1,662 | 7.20% |
| 10 | Costa Mesa | 2.80% | -130 | \$1,717 | 3.20% |

Source: Marcus and Milchamp

Forecast of Demand

Non-residential demand

Focusing more narrowly on the employment base of the Downtown Tustin Commercial Core Project area, it becomes apparent that the plan area is the location for a significant share of Tustin's total professional service industry employment and food services employment. Using geocoded address ranges, it is possible to understand levels of employment by economic sector within the Downtown Tustin Commercial Core Project area and compare these levels to Tustin as a whole. Table 16 shows employment by sector for both levels of geography. The Downtown Tustin Commercial Core Project area currently accounts for 14.9% of the total employment in Tustin. The leading sectors include: Health Care and Social Assistance, Professional, Scientific, and Technical Services and Food Services. Health care and professional services are sectors that utilize office space, whereas restaurants and food service occupy retail space. In terms of representation as a percent of total employment, establishments in the Downtown Tustin Commercial Core Project area account for over 20% of total food service employment in Tustin. Other strongly represented sectors include health care, management, and financial services—all of which use office space.

Demand for commercial spaces, office and related production space in particular, is driven largely by employment growth. As a community or region adds jobs, existing vacant inventory is absorbed, and demand is created for new occupiable spaces. As part of its Regional Transportation Plan (RTP), the Southern California Association of Governments (SCAG) prepares long-term forecasts of employment growth at the municipal level. The employment forecasts are created using large scale macroeconomic inputs, such as changes in the national economy, expected regional growth rates, and long-term employment trends. These forecasts are calibrated with the long-term labor demand forecasts from the California Employment Development Department (EDD). The most recent RTP forecasts for total employment growth in Tustin are shown below.

City Wide Employment Forecast
Tustin Total

| | 2008 Employment | 2020 Employment | 2035 Employment |
|-------------------|--------------------|--------------------|--------------------|
| RTP Forecast | 42,100 | 51,900 | 66,800 |
| Net Growth | | 9,800 | 14,900 |
| Percentage Growth | | 23.3% | 28.7% |
| Annual Average | | 817 | 993 |

Source: SCAG RTP

This forecast can be further allocated to the Downtown Tustin Commercial Core Project area on the basis of its current composition of employment. Using the existing economic structure of Tustin, the following employment growth can be anticipated to occur within the boundaries of the Downtown Tustin Commercial Core Project area.

Allocation of Forecast to Downtown Tustin Commercial Core

| | | New Jobs 2015– 2020 | New Jobs 2021– 2035 | Total New Jobs |
|--------------|-------|------------------------|------------------------|-------------------|
| Total Tustin | | 4,083 | 14,900 | 18,983 |
| Total Core | 14.9% | 608 | 2,220 | 2,829 |

Source: SCAG RTP and
MR+E

These forecasts of employment were compared with the demand for occupiable space on a per employee basis. The details of this analysis are shown on Table 17. Using these growth forecasts as a baseline for establishing oncoming demand for commercial real estate, it is possible to anticipate the following:

- From 2015 to 2020, it can be expected that there will be employment-driven demand for over 216,000 sq. ft. of commercial space in the Downtown Tustin Commercial Core Project area
- Of the total demand from 2015 to 2020, over 85,000 sq. ft. of commercial space will be comprised of demand from the retail and food service sectors.

MR+E

- On an average annual basis, from 2015 to 2020, there will be employment-driven demand for over 43,000 sq. ft. of commercial space in the Downtown Tustin Commercial Core Project area.
- Considering a more distant time frame, from 2021 to 2035, it is possible to anticipate total employment-driven demand for nearly 790,000 sq. ft. of new commercial space in the Downtown Tustin Commercial Core Project area.
- Taken together, employment-driven demand can be anticipated to create a market for just over 1 million sq. ft. of total new demand for commercial space within the Downtown Tustin Commercial Core Project area.

Table 16
Employment in Downtown Tustin Commercial Core Project Area
2014

| | Commercial Core | | City of Tustin | | Core as percent of City |
|--|-----------------|-------------|----------------|-------------|----------------------------|
| | Jobs | Percent | Jobs | Percent | |
| Agriculture, Forestry, Fishing and Hunting | 0 | 0.0% | 9 | 0.03% | 0.00% |
| Mining, Quarrying, and Oil and Gas Extraction | 0 | 0.0% | 7 | 0.02% | 0.00% |
| Utilities | 0 | 0.0% | 7 | 0.02% | 0.00% |
| Construction | 129 | 2.5% | 956 | 2.8% | 13.50% |
| Manufacturing | 89 | 1.7% | 3,094 | 9.0% | 2.88% |
| Wholesale Trade | 100 | 2.0% | 2,301 | 6.7% | 4.35% |
| Retail Trade | 586 | 11.4% | 5,403 | 15.7% | 10.85% |
| Transportation and Warehousing | 0 | 0.0% | 426 | 1.2% | 0.00% |
| Information | 118 | 2.3% | 1,377 | 4.0% | 8.57% |
| Finance and Insurance | 610 | 11.9% | 1,984 | 5.8% | 30.75% |
| Real Estate and Rental and Leasing | 207 | 4.0% | 1,213 | 3.5% | 17.07% |
| Professional, Scientific, and Technical Services | 945 | 18.5% | 4,239 | 12.3% | 22.29% |
| Management of Companies and Enterprises | 123 | 2.4% | 357 | 1.0% | 34.45% |
| Administration & Support, Waste Management | 337 | 6.6% | 3,065 | 8.9% | 10.99% |
| Educational Services | 16 | 0.3% | 2,293 | 6.7% | 0.70% |
| Health Care and Social Assistance | 976 | 19.1% | 2,604 | 7.6% | 37.48% |
| Arts, Entertainment, and Recreation | 28 | 0.5% | 219 | 0.6% | 12.77% |
| Food Services and Accommodations | 629 | 12.3% | 2,999 | 8.7% | 20.98% |
| Other Services (excluding Public Administration) | 227 | 4.4% | 1,428 | 4.2% | 15.90% |
| Public Administration | 0 | 0.0% | 383 | 1.1% | 0.00% |
| Total | 5,120 | 100% | 34,364 | 100% | 14.90% |

Source: Info USA and MR+E

Table 17
Forecast of Non Residential Demand
Downtown Commercial Core

| Sector | Allocation | New jobs | | Sq. Ft. GBA per Job | Net new demand (sq. ft) | |
|---|------------|--------------|--------------|------------------------|-------------------------|------------------|
| | | 2015 to 2020 | 2021 to 2035 | | 2015 to 2020 | 2021 to 2035 |
| Retail | 11.4% | 70 | 254 | 325 | 22,631 | 82,582 |
| Accommodation and Food Service | 12.3% | 75 | 273 | 840 | 62,786 | 229,104 |
| Other Services | 70.0% | 426 | 1,554 | 180 | 76,661 | 279,733 |
| Manufacturing / Industrial / Construction | 6.2% | 38 | 138 | 1,440 | 54,415 | 198,560 |
| Total Growth | | 608 | 2,219 | | 216,493 | 789,978 |
| Average Annual Growth | | 122 | 148 | | 43,299 | 52,665 |
| | | | | | | 1,006,471 |
| | | | | | | 40,259 |

Source: MR+E

Multi-family residential demand

Residential demand is driven by population growth. Generally speaking, this growth in demand occurs at a regional level and is then distributed on the basis of cost and the availability of developable land. Zoning and land use policy can have a significant effect on the number of dwelling units that are produced in a given location. Looking at long-term regional population growth, the California Department of Finance anticipates that Orange County's population will increase by 19,377 people on an annual average basis out to 2025.⁵ Assuming Tustin keeps its pro rata share of this growth, this would mean a population growth of 484 people per year. However, Tustin has grown at a faster rate than the county as a whole since 2005, largely due to the availability of development sites and disinfection in existing parts of the city.

As with employment, the SCAG RTP also provides forecasts of population growth that are calibrated with both macroeconomic factors. These forecasts indicate that Tustin will have a population of 82,900 by 2035. This translates to an average annual growth of 219 persons, based on the most recent DOF estimate for Tustin's population of 78,071 for 2013.

Given an average household size of 3.01 persons for the county's total population, this would produce an estimated demand for between 73 and 161 new households in Tustin per year. Using the existing split of 46% renter occupied dwelling units in the city, this would produce a demand for between 33 and 74 new rental units citywide per year.

Allocating the distribution of this demand geographically becomes complicated by land use policy. Existing land use classifications may limit or direct new housing development based on zoning and entitlements, and this, along with land prices, can have a determinative effect on the eventual site of development for new units. Currently, the Market Area of Influence accounts for 6.4% of Tustin's multi-family units. This distribution is partly an artifact of the land use controls and historical development patterns that have occurred in the area. As the land use controls and zoning are modified via the Downtown Tustin Commercial Core Project process, it is possible to anticipate that this capture rate could be induced upwards significantly. Using a planning parameter of a low capture rate of 30% of the city's total future demand for multi-family units and a high rate of 70%, it is possible to forecast captured demand for between 10 and 52 dwelling units in the Downtown Tustin Commercial Core Project area on an annual basis. The factors for this forecast of demand are shown on the table below.

⁵ State of California, Department of Finance, Report P-1 (Total Population): State and County Population Projections, 2010-2060. Sacramento, CA, December 2014.

Components of Multi-family Residential Demand

| | Unit | Rate | Low (SCAG) | High (DOF) |
|-------------------------------------|------------|-------|------------|------------|
| Average Annual Population Growth | People | | 219 | 484 |
| Number of Households (County Ave.) | Households | 3.01 | 73 | 161 |
| Percent Renter Occupied (City Ave.) | Units | 46.0% | 33 | 74 |
| Market Capture (Existing) | Units | 6.4% | 2 | 5 |
| Market Capture (Potential-Low) | Units | 30.0% | 10 | 22 |
| Market Capture (Potential-High) | Units | 70.0% | 23 | 52 |

Source: SCAG, DOF, and MR+E

The absorption of units tends to occur in a discontinuous pattern as projects are developed; new residents who are forming households in the region react to an increase in supply by relocating to available inventory. That is to say that absorption tends to occur on a per project or development basis rather than as a continuous annual flow. A translation of unit demand out to 2020, based on both the DOF and SCAG population forecasts is show below.

| | | Low (SCAG) | High (DOF) |
|----------------|-------|------------|------------|
| Demand to 2020 | | | |
| Low Capture | Units | 50 | 111 |
| High Capture | Units | 117 | 259 |

Source: SCAG, DOF, and MR+E

The implication of this forecast is that demand for multi-family residential units in the Downtown Tustin Commercial Core Project area can be estimated to range from between 50 and 259 additional units between the present and 2020. The amount of units actually absorbed will depend on the ability of the market area to produce units. That is to say that population growth and new household formation will occur based on the availability of housing inventory. If significant development sites are not entitled for multi-family residential uses, then the demand will be deflected away from the plan area.

It is also important to note that the economics of new multi-family residential development favor larger scale projects. Development financing requires that maximization of density and, therefore, rent revenues amortized over capital costs and land costs. Generally, projects with more than 125 units and a development intensity of a 3:1 floor to area

ratio tend to be the preferred scale in the context of new multi-family projects. Smaller projects are possible, but typically, they tend to be sited on individual parcels and as a component of mixed-use projects.

Summary and Conclusions

At present, there is an excess supply of office space and retail space in the regional market. Current vacancy rates are above a frictional level associated with full occupancy, and lease rates are currently below replacement costs. For these two classes of real estate to generate new development opportunities within the Downtown Commercial Core Project area, the existing vacancy will need to be absorbed by the market, and lease rates will need to increase. The economies of Tustin and Orange County are in the process of recovering from a prolonged recession. As the regional economy begins to improve, and as job generation reaches its historically experienced levels that have been forecasted through macroeconomic models, it is likely that there will be increased demand for these two property classes.

In terms of the multi-family residential market, it is currently favorable for new development. Vacancy rates are extremely tight within this property class, and rents have been increasing at a stable rate throughout the market. It is likely in the initial years of the Downtown Tustin Commercial Core Project that market support for new multi-family residential development will emerge. Housing and housing-led mixed-use developments will need to be accommodated within the specific plan in order to meet these development opportunities.



F. CULTURAL RESOURCES DISTRICT COMMERCIAL DESIGN GUIDELINES



Cultural Resources District Commercial Design Guidelines Community Development Department City of Tustin





Tustin's Buildings Featured on the Cover



| | Name | Address | Architectural Style | Year Constructed |
|----|--|----------------------------|-----------------------|------------------|
| 1. | Tustin Hardware Bldg. - Mrs. B's Consignments | 115 West Main Street | Western Falsefront | 1921 |
| 2. | Stevens House - Offices | 228 West Main Street | Victorian Queen Anne | 1887 |
| 3. | Artz Building - Rutabegorz | 150 & 158 West Main Street | Neo Classical Revival | 1914 |
| 4. | Brush Strokes | 138 West Main Street | Neo Classical Revival | 1914 |
| 5. | McCoy Sheet Metal Building - Old Town Flooring | 160 East Main Street | Western Falsefront | 1880 |
| 6. | Office/Retail | 155 El Camino Real | Craftsman Adaptation | 2003 |
| 7. | Knights of Pythias Building | 397-399 El Camino Real | Neo Classical | 1925 |
| 8. | McCharles House | 335 South C Street | Victorian Queen Anne | 1899 |
| 9. | Gary's Rack | 148 West Main Street | Neo Classical Revival | 1914 |



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A Letter from the Planning Commission

November 2014

Dear Old Town Tustin Commercial/Non-Residential Property Owners and Business Owners,

The “Old Town” area of Tustin is one of the cherished “jewels” of our City, as prioritized by our City Council. As a part of the City’s continuing effort to record and encourage the preservation of the rich historic past, these Design Guidelines have been created to complement the approved Residential Design Guidelines for the Cultural Resources District and historic properties outside of the district.

These guidelines provide an important context for the other preservation efforts lead by the City which include:

- 1988 – the City designated “Old Town Tustin” as a local historic district.
- 1990 & 2003 – surveys of all historic buildings within the City were completed.
- 1991 – Certified Local Government status to establish a plan that meets State and federal standards.
- 1991 & 2011 – Cultural Resources District Residential Design Guidelines were adopted and then updated.
- 2007 – The City’s historic preservation responsibilities were assigned to the Planning Commission to streamline City committees and processes.

The Design Guidelines are a guide for non-residential property preservation and development within the overlay district and at historic sites throughout the City. The document provides a wealth of information on architectural styles, preservation, rehabilitation, and more. As such, it also provides enhancement or an appendix for other City codes for features such as:

- Business identification signs to help preserve and enhance the character of Old Town Tustin.
- Tips for energy efficiency to promote sustainability in your project or property.
- Ideas for landscaping on private property and the public right of way, and suggestions for improving the overall street environments.
- Improvements in building materials and advancements in materials that will economically help to preserve and rehabilitate your historic building.
- Photos and graphics that help explain improvements that can be made to properties.
- Resources and website-links to make it easier to find additional information.

It is our hope that the Commercial Design Guidelines will serve as a tool for the continued preservation of these architectural “jewels” in our City. Thank you for the opportunity to serve our “Old Town” in this capacity.

Sincerely,

The Planning Commission


Wisam Altowaiji


Steve Kodak


Austin Lombard


Ryder Smith


Jeff Thompson





Acknowledgements

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Chapter I

Introduction



I. Introduction



A. Background

The City Council has declared as a matter of public policy that, “the recognition, preservation, protection and use of culturally significant structures, natural features, sites and neighborhoods within the City of Tustin is required in the interest of the health, safety, prosperity, social and cultural enrichment and general welfare of City residents” (Source: Tustin City Code Section 9252a).

To ensure the maintenance, preservation, and enhancement of Tustin’s Old Town commercial district and the existing single family zoning within the area, the City Council approved Ordinance No. 1001 on June 20, 1988, adopting the Cultural Resources Overlay District. The City has since fostered two programs, the Mills Act and Historic Register Plaque Designation Programs, to incentivize and promote preservation and rehabilitation of its historic buildings, but Tustin’s Mills Act Program only applies to certain residential properties. Additional information regarding the Historic Register Plaque Designation Program can be found in the Planning Division Forms section of the City’s website at <http://www.tustinca.org/departments/commdev/forms/planning/PlaqueNominationForm.pdf>.

In recognition of its efforts in historic preservation, the City received the designation of a “Certified Local Government” (CLG) in 1991. The CLG Program was established by the National Historic Preservation Act to provide financial and technical assistance for the preservation of significant cultural resources. The CLG program is designed to encourage direct participation of local governments in the identification, registration, and preservation of historic properties. A local government may become a CLG only after developing and implementing a local historic preservation commission and a program that meets federal and State standards.



Figure 1 – Location of Cultural Resources District (CRD) within the City of Tustin.



To participate in the CLG program, local governments must comply with the following five (5) minimum responsibilities of a CLG, which include:

More information about the CLG Program and the benefits to the City are available online at: www.nps.gov/history/hps/clg/index.htm.

- Enforcing appropriate state and local legislation for the designation and protection of historic properties;
- Establishing an adequate and qualified historic preservation review committee by local law;
- Maintaining a system for the survey and inventory of historic properties;
- Providing for adequate public participation in the local historic preservation program, including the process of reviewing and recommending properties for nomination to the National Register of Historic Places; and
- Satisfactorily performing the responsibilities delegated by the state.

The benefits of being a CLG include:

- Eligibility for federal grants from the Historic Preservation Fund administered by the California Office of Historic Preservation;
- Direct participation in the nomination of historic properties to the National Register of Historic Places;
- Opportunity for enhanced responsibilities to review and comment on development projects in compliance with federal environmental regulations, thereby expediting the review time;



- Special technical assistance and training for local preservation commission members and staff from the State Office of Historic Preservation; and
- Potential for participation in the review of building rehabilitation plans for federal investment tax credits.

The City has since fostered the Historic Register Plaque Designation Program, to promote the preservation and rehabilitation of its historic structures.

More information about the Historic Register Plaque Designation Program and information on federal tax credits can be found in Appendices F and G, respectively.



B. Purpose and Intent

The primary purpose and intent of these Commercial Design Guidelines (the "Guidelines") is to promote the City's goals to preserve, protect, safeguard, and enhance the existing character of historic or culturally significant structures within the Cultural Resources District, in addition to historic properties outside of the District, and to improve the District's contribution to the City's economic base.

The Commercial Design Guidelines for the Cultural Resources District is a compilation of guidelines that are to be used in designing and evaluating proposed commercial improvements in Old Town Tustin and on other historic properties citywide. The Guidelines should be used to determine whether new building alterations, additions, new infill buildings, signs, and other improvements are appropriate for the commercial district within Old Town Tustin.

These Guidelines are intended to be flexible in nature in order to respond to changes in the use of commercial properties, in addition to opportunities for adaption and reuse of existing structures. These Guidelines were developed to protect Old Town Tustin and the features that contribute to the area's unique identity and character, and to provide flexibility to complement the District's distinctive architecture, character, and streetscape.

The Commercial Design Guidelines for the Cultural Resources District should be used by property owners and developers and their architects, designers and contractors to better understand the City's goals for the preservation of historically significant neighborhoods and structures and basic design principles for achieving quality infill development compatible with the character of the Cultural Resources District.



This document illustrates options, solutions, and techniques to achieve the following design goals for Old Town Tustin:

- Renovate existing buildings and introduce new buildings in a way that preserves and promotes Old Town Tustin's pedestrian character with buildings that engage, frame, and activate the street
- Ensure that new buildings fit into the existing context and promote Tustin's architectural and cultural traditions, by relating well to the public realm and neighboring buildings
- Design buildings holistically by considering building placement, building volume, attached architectural elements, openings, fixtures, utility placement, signage, and landscape
- Incorporate passive and active sustainable building design principles that encourage energy efficiency, improve indoor air quality, and encourage resource conservation

The Guidelines are intended to serve as a “yardstick” against which proposed projects may be measured. The Guidelines are not intended to be strict development standards as are found in the Zoning Ordinance. It is recognized that not all design principles or criteria may be workable or appropriate for each project, but all applicable projects are encouraged to follow the Guidelines to the greatest extent possible. Therefore, they may be interpreted by the City with some flexibility when applied to specific projects.



C. Applicability, Design Review, and Certificate of Appropriateness

1. Applicability

These Commercial Design Guidelines apply to all non-residential building projects within the City of Tustin Cultural Resources District (Figure 2) and to any non-residential cultural resources outside the District. Property owners and other interested parties should contact the City of Tustin's Community Development Department

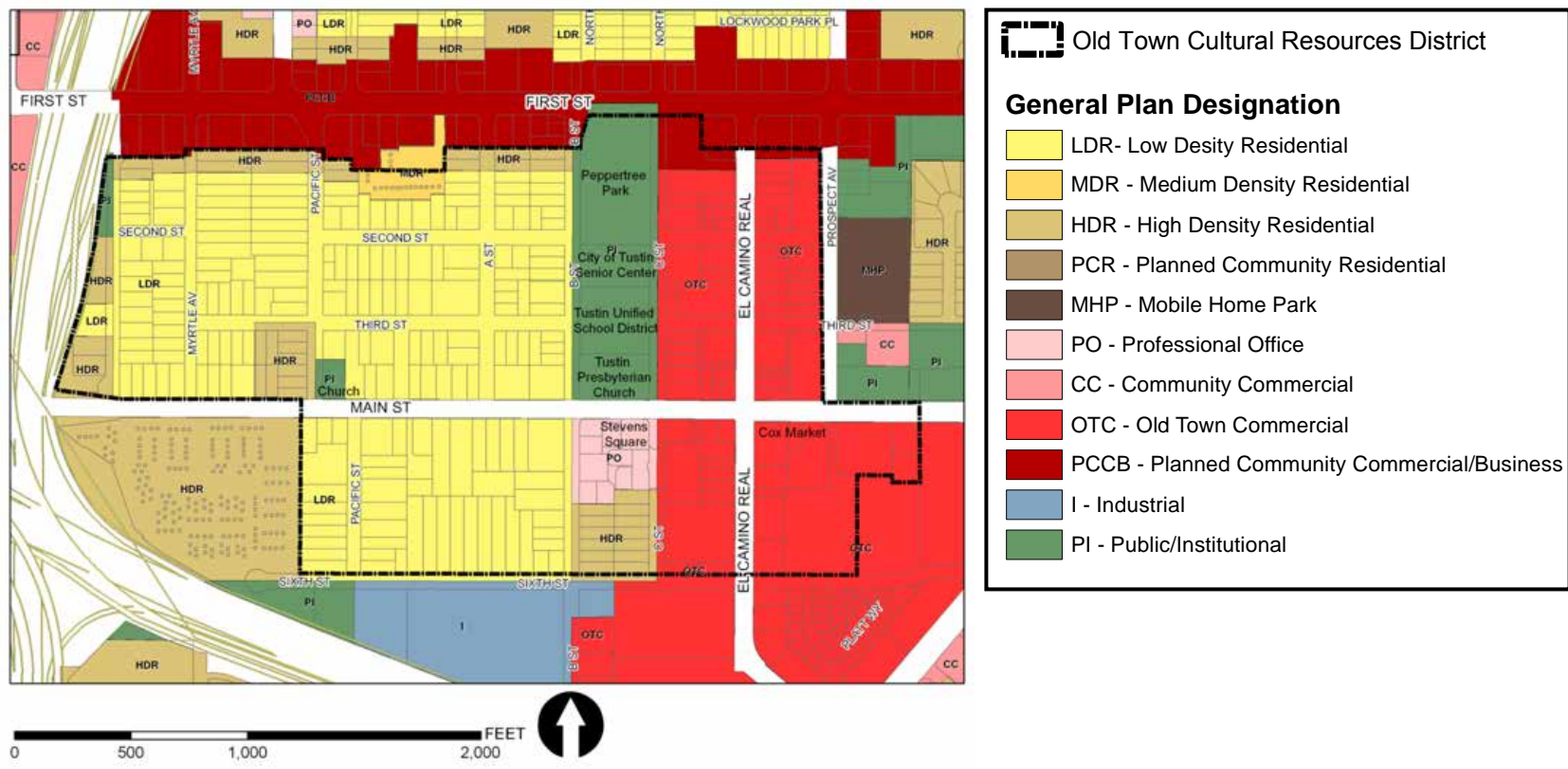


Figure 2 – Old Town Cultural Resources District Boundaries.



to verify if a particular property is located within the Cultural Resources District or is a designated cultural resource outside the District. Depending upon the extent of the improvements, a Design Review and/or Certificate of Appropriateness may be required.

2. Design Review

Project design is required to be approved prior to the issuance of a building permit through a Design Review process. Design Review is required for any project involving new structures, major exterior alteration or enlargement of an existing structure, and/or buildings needing to be relocated.

Applicants for a Design Review are encouraged to schedule a preliminary review meeting with Community Development Department staff to discuss the proposed project prior to having plans drawn or buying materials. Staff will be able to answer questions about the review and approval process and explain how the Guidelines will be applied to a particular project (See Appendices D and E for more information).

As part of the Design Review process and in addition to the proposal and submittal requirements for a building permit, the applicant may need to provide the following at the request of the Community Development Department: color and material samples of the proposed finishes, color elevations, and photographs of the existing building (if applicable).

To obtain submittal requirements for a building permit, please see the documents section of the Building Division website at <http://www.tustinca.org/departments/commdev/building/index.html>.



Reviewing projects for approval, the Director, Planning Commission, and City Council, as applicable, will consult these Design Guidelines, along with other codes and policies of the City, in determining the appropriateness and compatibility of the proposed project.

The Community Development Department will consider the items below when reviewing a proposed project. The Guidelines in the following chapters discuss each of these items and highlight the most appropriate treatments in the Cultural Resources Overlay District, depending on the architectural style and form of the building.

- Height, bulk and area of existing buildings
- Setbacks and site planning
- Exterior materials and colors
- Type and pitch of roofs
- Size and spacing of windows, doors and other openings
- Landscaping and parking area/garage
- Location, height and standards of exterior lighting
- Location and screening of mechanical equipment
- Chimneys, roof structures, flagpoles, awnings, antennae and satellite dishes
- Physical relationship of proposed structures to existing structures in the neighborhood
- Appearance and design relationship of proposed structures to existing structures and possible future structures in the neighborhood and public thoroughfares
- Design Guidelines and criteria as adopted by the City Council



3. Certificate of Appropriateness

A Certificate of Appropriateness is a type of development permit that applies specifically to structures within the Cultural Resources District or a designated cultural resource outside the District. Though projects involving most historic resources outside of the Cultural Resources District do not require a Certificate of Appropriateness, the property owner and/or architect are encouraged to use the Commercial Design Guidelines as a reference when proposing changes to a historic building outside of the District.

A Certificate of Appropriateness is necessary prior to, or concurrent with, a building permit for all permitted structures in the Cultural Resources District. Obtaining a Certificate of Appropriateness is necessary to ensure the goals of the District are implemented. As stated in Tustin City Code Section 9252f, a Certificate of Appropriateness shall be required prior to:

- Alteration of the exterior features of a building or site within a designated Cultural Resource District, or alteration of a Designated Cultural Resource, or construction of improvements within a designated Cultural Resources District requiring a City building permit.
- Demolition or removal of any Designated Cultural Resource or of any improvements in a Cultural Resources District.

The Director of Community Development (or Designee) is authorized to do the following: 1) Approve, 2) Approve with conditions, or 3) Deny Certificates of Appropriateness for improvements requiring a City building permit, including demolition and relocation of structures. A Certificate of Appropriateness is

For a complete description of the City's approval process for a Certificates of Appropriateness and Design Review, please see Tustin City Code Sections 9252 and 9272, as well as Appendices D and E of this document.

Refer to Tustin City Code, Section 9252h and 9252i for the finding required for the approval of a Certificate of Appropriateness.

NOTE: Design Review and Certificate of Appropriateness may be processed concurrently.



granted for a finite amount of time; refer to Tustin City Code Section 9252 to ensure work is completed within the time frame allotted by the Certificate. There is an expedited “over the counter” Certificate of Appropriateness process for minor projects and for repairs needed due to damage from fire, wind, etc.

4. Exceptions

When a proposed project/improvement does not require a Certificate of Appropriateness (i.e. painting, some fences, landscaping), property owners may request that staff perform an advisory review of their project. Staff advisory review is provided to assist property owners in making improvements that will preserve and enhance the character of, and to avoid actions that may detract from, the Cultural Resources District.

Additionally, a Certificate of Appropriateness is NOT required for:

- Ordinary maintenance or repairs that do not involve a change in design, exterior material, or original appearances;
- Any construction, reconstruction, alteration, or removal of any feature which has been determined by the Building Official to be necessary to protect the public health or safety due to an unsafe or dangerous conditions.

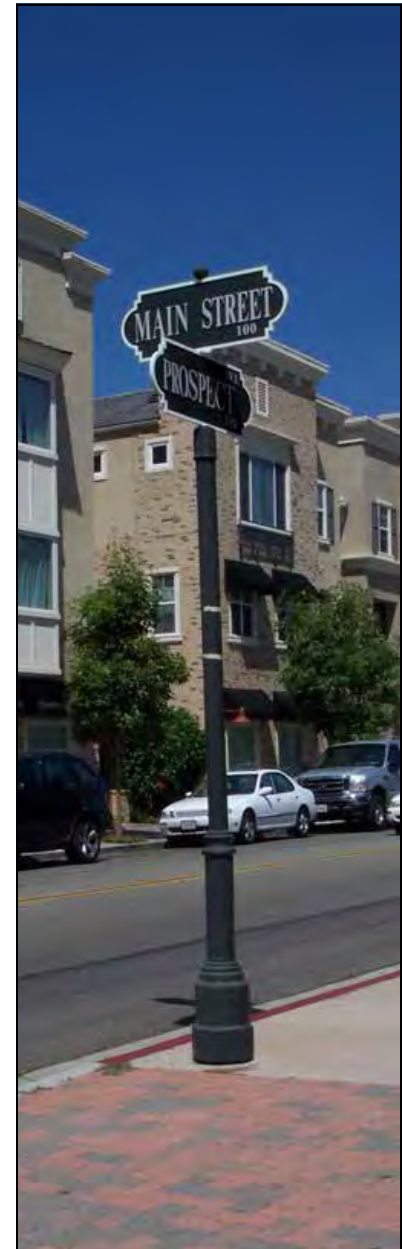
Although there is no separate application or fee for a Certificate of Appropriateness. Applicants will be required to provide information (plans, drawings, photos, sample materials, agreements, etc.) to support the required findings.

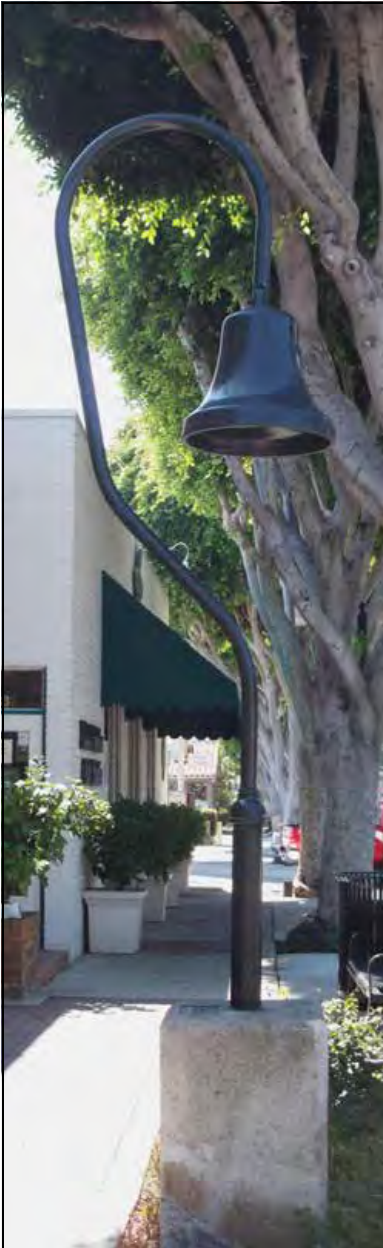


D. Organization and Contents

The Design Guidelines are organized into twelve sections:

- I. **Introduction**
- II. **Tustin History**
- III. **Tustin's Historic Commercial Buildings:** Information on the architectural building forms and styles found in the Cultural Resources District
- IV. **Tustin's Historic Commercial Design Guidelines Overview and Standards:** Introduces California's Historical Building Code and the Secretary of Interior's Standards for Preservation and Rehabilitation
- V. **Preservation and Rehabilitation Guidelines:** General rehabilitation principles and specific suggestions that should be observed when repairs or alterations are proposed for the exterior of a structure
- VI. **Incorporating Sustainability:** Includes ideas for making a building more sustainable through increased energy efficiency
- VII. **Adaptive Reuse:** Information on converting a historic building to a different use
- VIII. **Building Additions:** Guidelines for the most appropriate way to expand existing buildings while keeping them compatible with the character of existing structures





- IX. **New Infill Development:** Provides guidelines for the architectural design and site planning of new commercial buildings in the Cultural Resources District that are respectful of the existing character of the District
- X. **Parking:** General principles for parking lot siting and design
- XI. **Landscaping and the Street Environment:** Suggestions for street front landscape design including appropriate plant and accessory materials, as well as street furniture to help maintain the character of the Cultural Resources District
- XII. **Identification Signs:** General guidelines for signs on private property and in the public right-of-way in Old Town Tustin

The Appendices contain useful information for those using the Commercial Design Guidelines or contemplating a commercial or institutional project within the Cultural Resources District. The Appendices includes the following information:

- A. Glossary of Terms
- B. Materials and Color Charts
- C. Low Impact Development
- D. Step by Step City Approval Process
- E. Certificate of Appropriateness/Design Review Flow Chart
- F. Tustin's Historic Register Plaque Designation Program
- G. Federal Tax Incentives for Non-Residential Buildings
- H. Secretary of Interior's Standards for the Treatment of Historic Properties
- I. Landscape Planting Chart
- J. Helpful Books, Websites, and Codes
- K. Location Map for Significant Non-Residential Old Town Buildings



Chapter II

Tustin History



II. History



A. Summary History of Tustin

The City of Tustin (City), was originally established as a real estate venture by a Petaluma carriage maker, Columbus Tustin (Figure 3). In 1868, Tustin and his partner, Nelson O. Stafford, purchased 1,359 acres of the Rancho Santiago de Santa Ana where the Spanish land grant was being partitioned. Tustin took the eastern 839 acres of the total and moved to his property in 1870 to build his dream, Tustin City. He divided 100 acres into 300 square blocks, laid out the streets, and provided 50'x100' lots for sale—later giving lots to anyone who would build on them.

One of the City's earliest—and later prominent—citizens was C.E. Utt, who came to the City as a child with his parents in 1874. By his account, the “City” then consisted of “a small store and a blacksmith shop with a few settlers' shacks hidden around in the thickets of wild mustard” (Jordan 1988). The City of Tustin's slow growth in the 1870's was hampered by Santa Ana's successful bid for the terminus of the Southern Pacific Railroad, which enticed several Tustin businesses and residents to move there. Columbus Tustin died in 1883, bitterly disappointed at the minimal success of his dream city.

The land boom of the 1880s brought a second life to Tustin. A bank and a large hotel were established by the Tustin Improvement Association. From 1886 to 1895, horse-drawn streetcars, also known as horse cars, ran between the Hotel Tustin and Santa Ana (Figure 4). By 1888, the Southern Pacific Railroad had established a station in Tustin and started running two trains daily to Los Angeles.



Figure 3 – Portrait of Columbus Tustin (City Founder).

II. History



Figure 4 – A horse-drawn streetcar in Tustin.

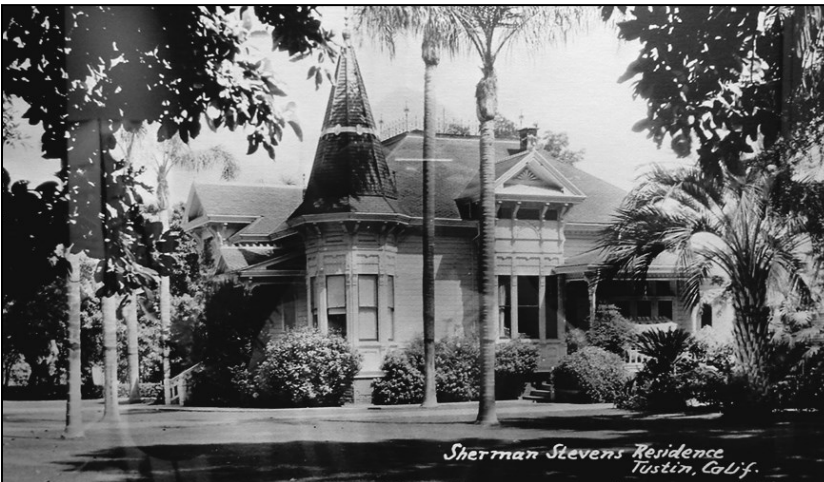


Figure 5 – The Stevens home still stands today at the corner of Main Street and B Street.

Several prominent pioneers, David Hewes and Sherman Stevens among them, came to town in this period, building Victorian houses which are still showpieces in town (Figure 5). Sherman Stevens, together with C.E. Utt and James Irvine, developed the first agricultural acreage on the Irvine Ranch and established the San Joaquin Fruit Company (site of the current Prospect Village Development). Utt established one of the City's earliest industries, the Utt Juice Company, and was one of Tustin's major developers. Hewes, who made his fortune in San Francisco before settling in Tustin, is renowned as the man who conceived the ceremony and donated the golden spike used to complete the first transcontinental railroad in 1869.

The successes of the 1880s were reversed by the Panic of 1893, which led to the demise of several businesses in town and closure of the bank in 1902. With the new century came a gradual rebuilding of the economy and the successful additions of the First National Bank of Tustin in 1911 (Figure 6), the Tustin Lumber Company, Tustin Garage, Tustin Hardware, Piepers Feed Store, the Utt Juice Company, and three large citrus association packing houses.

II. History



By 1927, the City was thriving, with a population of 900 persons who voted to incorporate, electing Byron Crawford as the first mayor. At the incorporation, the City's original boundaries included approximately 196 acres and were slightly larger than the area of the Cultural Resources Overlay District.

In 1942, the U.S. Navy built the largest wooden structures in the world to serve as a Lighter-Than-Air Base on nearby bean fields for service during World War II. Two large hangars—each longer than three football fields and as tall as an 18-story building—were built to house blimps used for patrolling the coast for submarines. The Lighter-Than-Air hangars have been listed on the National Register of Historic Places in 1978. To view a video reflecting the history of the Tustin hangars, please visit the City of Tustin website at <http://www.tustinca.org/videos/TheTustinHangars/TheTustinHangars.html>.

By the 1960s, Tustin's days as a small agricultural community ended. Rising land values and falling grove production induced orchardists to sell their land to developers. As a result of new development and annexations, the City's population increased from 2,000 in 1960 to 21,000 in 1970 and reached over 43,000 in 1987. According to the U. S. Census, the City of Tustin had a population of 75,540 in 2010 (Figure 7).

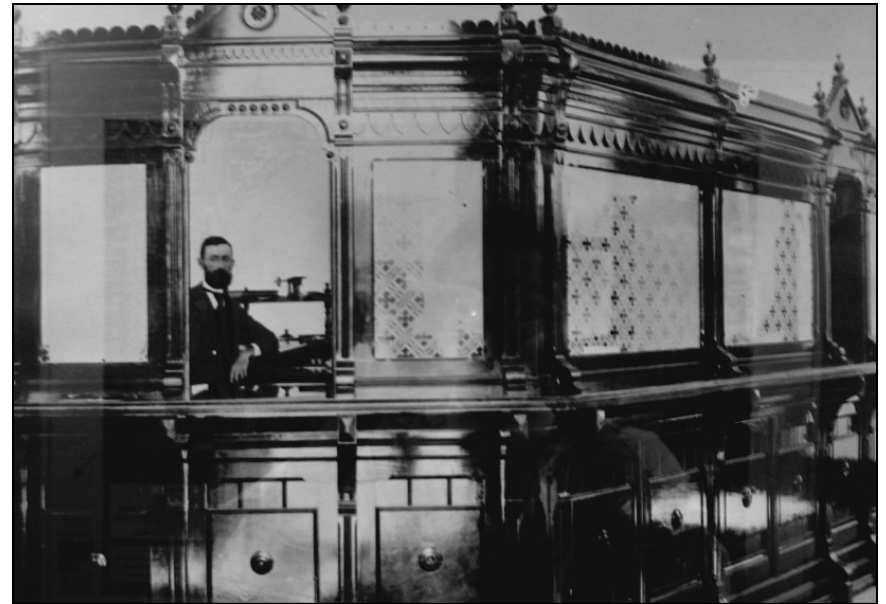
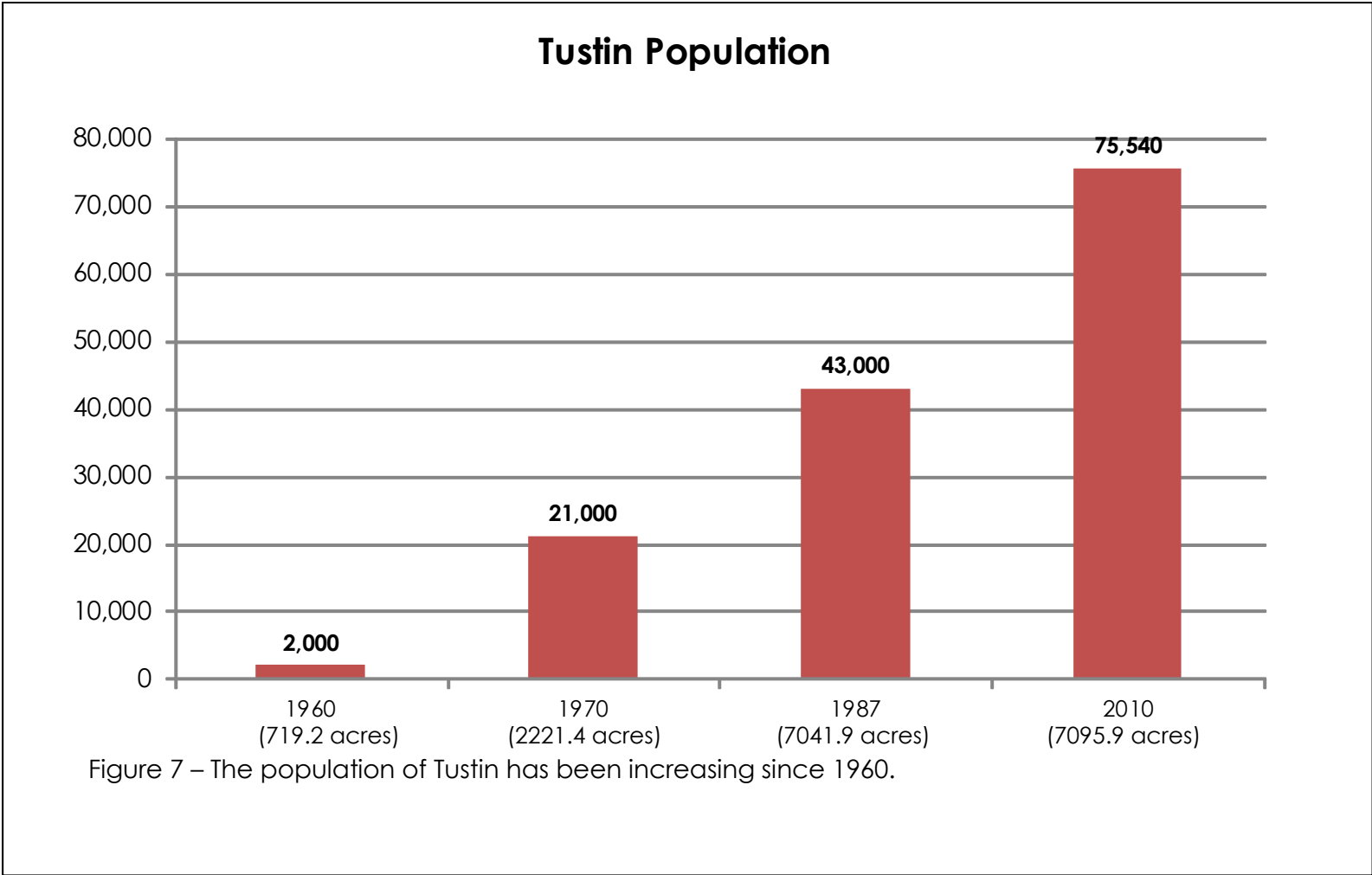


Figure 6 – The First National Bank of Tustin in 1911.



II. History



B. History of Old Town, with a Focus on the Commercial Core

Old Town is the traditional center of Tustin, and the City's original town site. First subdivided by Columbus Tustin, Old Town has become an enclave of turn-of-the-century and pre-war development largely separated from the rest of the City. This separation gives Old Town its strong identity, but also removes Old Town from the mainstream of community activity.

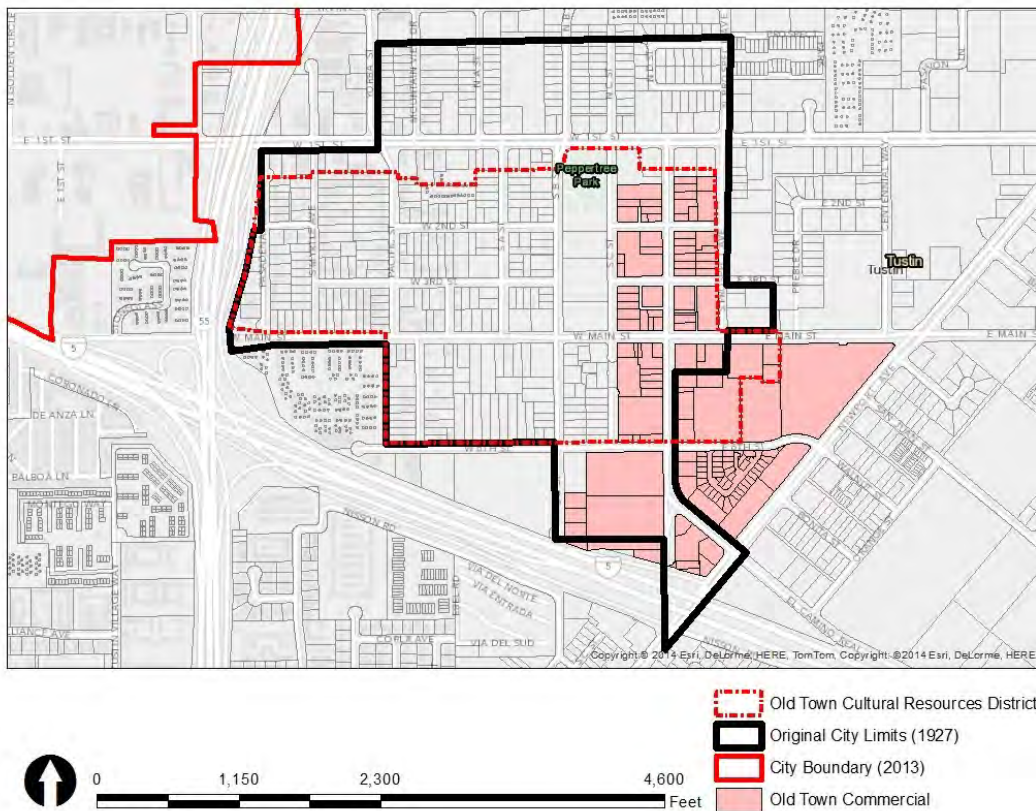


Figure 8 – City of Tustin Boundaries (1927) and (2013).



Old Town Tustin is roughly defined by the Santa Ana (I-5) Freeway to the south, Newport Avenue to the east, First Street to the north, and the Newport-Costa Mesa Freeway (SR-55) to the west. These thoroughfares provide strong boundaries for Old Town, and reinforce its sense of community.

Old Town is a mix of residential, retail commercial, office, light manufacturing, institutional, and public uses, with a small number of vacant parcels scattered throughout. The traditional center of town around the intersection of El Camino Real and Main Street is dominated by retail or office businesses, mostly in older, turn of the century buildings.

Major public and religious institutions line the west side of C Street, and include a church, Tustin Unified School district headquarters, Tustin Area Senior Center, and Pepper Tree Park. City Hall also is in Old Town at the east end of Third Street. This makes Old Town the center for Tustin's civic activities.

Commercial and office development in Old Town varies widely – from small specialty shops around El Camino Real and Main Street to large community shopping centers lining Newport Avenue and First Street along Old Town's edges. Office development is concentrated north of Third Street, and provides a wide range of business and professional services. Perhaps most interesting, though, is the concentration of performing arts businesses in Old Town. Two of Tustin's dance schools and a well known dinner theater are located within the core.



Chapter III

Tustin's Historic Commercial Buildings





A. Summary

The historic architectural building forms and styles found in Old Town Tustin give the area unique character. By understanding the architectural form and style of a building, informed decisions can be made when repairing, rehabilitating, expanding an existing structure, or when constructing a new building adjacent to an historic one.

By understanding how the character defining features of a particular commercial style combine to form a complete image, we can better understand how changing or removing individual characteristics can drastically change the character of the building and decrease its architectural value, and perhaps its monetary value as well.

To identify historic and cultural resources, the City updated the original 1990 Historical Resources Survey. The final report was completed in October 2002 and updated in March 2003. Over 400 sites were identified as possibly being of distinction or notable recognition and over 50 of these sites are non-residential uses. While these sites can be found at various locations throughout Tustin, the largest concentration of historic commercial buildings can be found in the Cultural Resources District. The survey in its entirety is available at the City of Tustin's Community Development Department and on the Community Development Department's page of the City's website under Planning and Zoning Division. These Design Guidelines are a companion to the Tustin Historical Resources Surveys. A map including many of these significant non-residential buildings is located in Appendix K for reference.

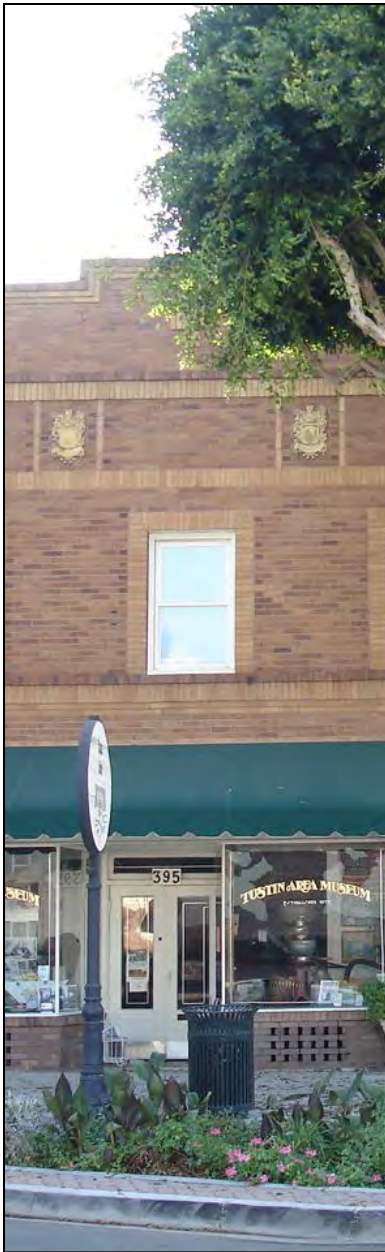
The Historical Resources Survey identified multiple historic architectural forms and styles.

Historic architectural building forms include:

- One-Part Block
- Two-Part Block
- Temple Front and Arcaded Block
- Framed Window Wall

Historic architectural building styles include:

- Western False Front
- Neo-Classical Commercial
- Victorian Commercial
- Spanish Colonial Revival
- Moderne



B. Building Anatomy

This section explains and illustrates different architectural components of a typical building. These components are recognized as storefront, display window, primary entrance, cornice, awning, pilaster, secondary entrance, window lintel, sill, corner post, and so on. Multiple sub-components can be identified within a component of a building. For instance, a window frame typically contains three parts, which are the window lintel, sash, and sill.

Building architectural components are organized into two groups, which are the storefront and upper façade. The storefront is located on the ground level and is usually used for retail or restaurants; its architectural style and color scheme should be pleasurable and complementary to the surrounding buildings. Having an attractive storefront design is important because it is where people first approach the building. The upper façade includes all the stories above the storefront in a building and is typically permitted for non-retail uses such as office and residential.

The definitions of typical building components are briefly explained below for better understanding. Furthermore, an illustration of a building is provided on page 39 to show the location of the components.

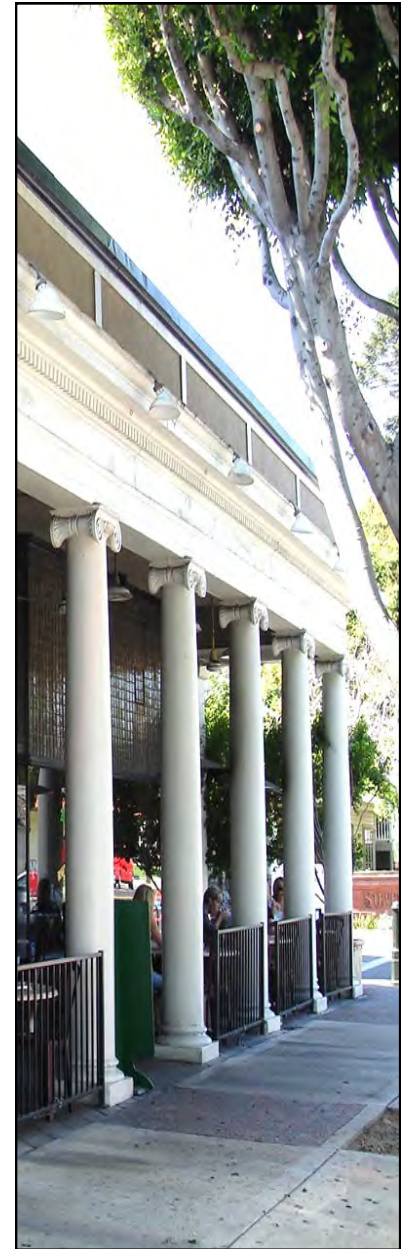
1. Building Anatomy of Storefront

- **Awning:** An awning is an overhang structure attached to the exterior wall of a building to provide covering.
- **Bulkhead or Kickplate:** A bulkhead or kickplate is an area between the ground and the display windows. Its function is to enhance the architecture of a building and support the upper display window.

III. Tustin's Historic Commercial Buildings



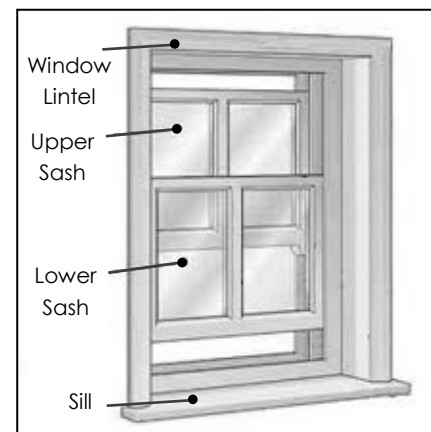
- **Primary Entrance:** The primary entrance is the main entrance into the building and is usually located in the front façade of the building. This particular entrance is typically larger than the secondary entrance. It should have attractive architectural features and be consistent with the building's architecture.
- **Secondary Entrance:** The secondary entrance is an entrance that provides another access to enter the building and is typically located near the primary entrance or on the rear or side of a building.
- **Display Windows:** These are the centerpieces of the storefront and take up a large amount of storefront façade to display goods and attract customers.
- **Pilaster:** A pilaster is a slightly projecting column that is applied on a face wall for decoration purpose.
- **Column:** A column is the vertical structure that supports and can be used as a type of decoration for a particular building. The styles of column vary from different architectural styles such as Greek, Rome, Gothic, and so forth.
- **Storefront Cornice:** A cornice is known as a “ledge” and is a horizontal decorative molding around the top edge of building. It is enhances the appearance of a building.
- **Transom Light:** A transom light is the upper window in a storefront area that brings natural light into the building space and helps to enhance the architecture of the building.





2. Building Anatomy of Upper Façade

- **Window Lintel:** Lintel is a type of structural member above a window, door, and fireplace. Its function is to esthetically support the load of the upper wall.
- **Sash:** Sashes are known as movable panels. Windows with sashes can be open horizontally and vertically.
- **Sill:** A sill is a horizontal structure located immediately below the window frame. It slants outward to divert water away from the inside of the building.
- **Upper Cornice:** The upper cornice has the same functionality as the storefront cornice. It is an architectural feature that is located at the top of the exterior wall.
- **Masonry Wall:** A masonry wall is typically the exterior skin of a building. Its common construction materials are brick, stone, and marble.





Building anatomy of a storefront.



C. Commercial Architectural Forms

1. One-Part Block

A single story structure typically housing retail and service businesses, this architectural form should not be confused with the one-story shop that is free standing and capped by a pitched roof. Rather, the one-part commercial block can be recognized by its overall box shape, decorated façade and urban overtones. The Western False Front architectural style, discussed in Section D of this chapter, is included in this category. The Blacksmith Shop at 245 South C Street is an example.



Blacksmith Shop at 245 South C Street.

2. Two-Part Block

These buildings were built to facilitate a variety of commercial functions and are the most common type of composition for small and moderate-sized commercial buildings in the country. Typically two to four stories, two-part commercial block structures are clearly separated horizontally between the first and subsequent floors, although the difference in design varies from harmonious to little or no visual relationship. The first floor is used for public spaces, such as retail shops, banking, or other service uses. Upper floors facilitate more private uses, such as offices, hotel rooms, or meeting spaces. The Knights of Pythias building at 397-399 El Camino Real is an example.



Knights of Pythias Building
397-399 El Camino Real.

3. Temple Front and Arcaded Block

Primarily designed for banks or large commercial buildings, arcaded block structures are recognized by their series of tall, evenly spaced openings that extend across a wide façade. This style is derived from the arcaded porches

III. Tustin's Historic Commercial Buildings



that were designed in Italy during the Renaissance. The arched opening is often replicated in buildings of different designs. The Neo-Classical style, discussed in the next section, is included in this category. The building at 158 West Main Street (Rutabegorz) is an example.

4. Framed Window Wall

This style has a large center section of windows that are framed by a wide and continuous border. Originally designed to give more attention to the façade composition of small and moderate commercial buildings, this style is most commonly associated with retail stores. The building (Gary's Rack) at 148 West Main Street is an example.

D. Commercial Architectural Styles

1. Western False Front (1870-1900)

This architectural style is the earliest commercial style found in the City of Tustin. These one (and less often two) story structures were often constructed of wood with a vertically extended front façade or "false front" which creates the illusion of another story. The style was popular in the West, after the California Gold Rush of 1849. This building type made a hastily built town look more like the impressive commercial buildings of the East Coast.



Rutabegorz 158 West Main Street.
This building is on the National Register of Historic Places.



Gary's Rack 148 West Main Street.

III. Tustin's Historic Commercial Buildings

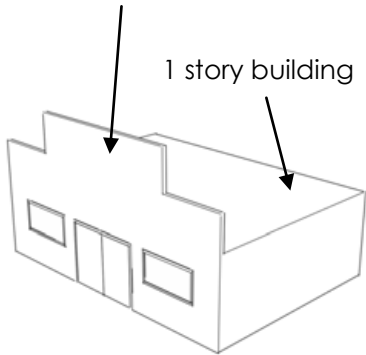


Character Defining Features:

- One story but looks like two story
- Wood siding or brick
- Flat roofline
- Few windows
- More ornamentation on the façade than the rest of the building
- Rectangular floor plan

Vertical roof extension

1 story building



Blacksmith Shop 245 South C Street exhibits a Western Falsefront architectural style.



2. Neo-Classical Commercial (1900-1925)

This period emphasized the simplicity and purity of Greek and Roman Classical Architecture. The style enjoyed great popularity for banks, libraries, and civic buildings throughout California. The facades are generally formal, incorporating full height columns with decorative capitals. Often classical porticos are used which add balance to the very formal symmetry of the style. The exterior materials included the use of concrete, plaster, stone, light cream colored brick, and sometimes decorative terra cotta. The Knights of Pythias Building at 397-399 El Camino Real is an example.



Knights of Pythias Building 397-399 El Camino Real.

Character Defining Features:

- 1, 2, and 3 stories
- Wood siding or brick
- Flat roofline
- Symmetrical windows
- Horizontal ornamentation
- Recessed entrances
- Large display windows along the first story
- Massive scale often housing several store fronts
- Keystones



Dedication plaque at 397 El Camino Real.

III. Tustin's Historic Commercial Buildings

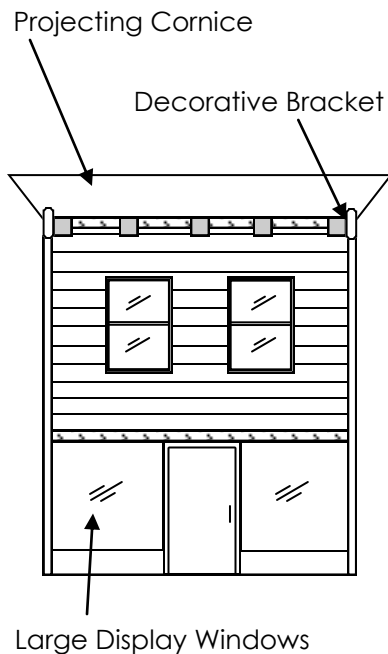


Character Defining Features:

- 1 or 2 stories
- Wood siding
- Flat roofline
- Symmetrical windows
- Central entrance flanked by large display windows
- Bracketed cornice
- Horizontal ornamentation

3. Victorian Commercial (1880-1930)

This style includes some of the earliest and most elaborate non-residential buildings in the city. One of the most prevalent subtypes during this time was Italianate. Buildings of this style typically have a flat roofline with projecting cornices as well as decorative modillions or brackets. The First Doctor's Office in Tustin, and later the Jabberwocky Dress Shop (now the Vintage Lady shop) at 434 El Camino Real is an example.



First Doctor's Office 434 El Camino Real.



4. Spanish Colonial Revival (1915-1930)

The Spanish Colonial Revival architectural style is based on the Spanish Colonial architecture associated with the Spanish colonization of the Americas. The style is characterized by the use of plaster or stucco finishes; clay tile, shed, or flat roofs, and terracotta or cast concrete ornaments. Other features may include small porches or balconies, arcades, double-hung windows, awnings, and iron trim. The Woodward Building at 333 El Camino Real is an example.

Character Defining Features:

- Plaster or stucco exterior
- Flat or clay tile roof
- Horizontal massing
- Rectangular, courtyard, L-plan
- Courtyards
- Asymmetrical shape



The Woodward Building located at 333 El Camino Real was originally constructed in 1928 and has a more recent addition.

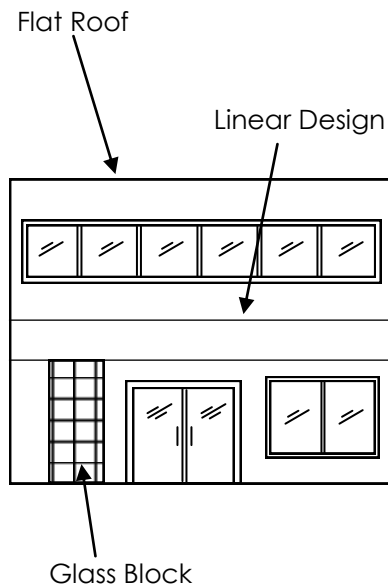
III. Tustin's Historic Commercial Buildings



Character Defining Features: 5. Moderne (1925-1935)

- Stucco exterior
- Flat or angled roof
- Horizontal emphasis
- Lacks ornamentation
- Smooth surfaces
- Glass block
- Linear building elements
- Use of stock windows

Moderne architecture originated in the United States. This style has two subtypes: Streamline Moderne and WPA Moderne. Characterized as the eclectic composition of "traditionalism and modernism" this style is often confused with Art Deco. Moderne buildings are stripped down forms with horizontal geometric based ornamentation. WPA Moderne buildings originated during the Great Depression as part of various government relief projects sponsored by the Public Works Administration (PWA) and the Works Progress Administration (WPA). Materials suitable for this style include concrete, metal, stucco, glass blocks, and brick.



The Tustin Unified School District Administration Building.



Chapter IV

Tustin's Historic Commercial Design Guidelines Overview and Standards





A. Summary

The Commercial Design Guidelines apply to improvements or alterations made to commercial buildings located in the Cultural Resources District as well as new infill commercial development. In addition, persons owning commercial buildings of historical significance (i.e. structures with identifiable historic architectural style) outside the Cultural Resources District are encouraged to review the appropriate guidelines before beginning exterior repairs or restoration work.

The Design Guidelines cover eight (8) categories, or types of projects, and the appropriate guidelines are found in the corresponding chapters:

- **Chapter V. Preservation and Rehabilitation:** Provides appropriate methods for repairing, restoring or remodeling the exterior of an existing building;
- **Chapter VI. Adaptive Reuse:** Information on using a historic building for a different use than it was originally built for;
- **Chapter VII. Building Additions:** Guidelines for the most appropriate way to expand existing buildings while keeping them compatible with the character of existing structures;
- **Chapter VIII. New Infill Development:** Provides guidelines for the architectural design and site planning of new commercial buildings in the Cultural Resources District that are respectful of the existing character of the District;
- **Chapter IX. Incorporating Sustainability:** Ideas for incorporating sustainability and energy efficiency into an historic building;



California Building Standards Code can be viewed at <http://www.bsc.ca.gov/codes.aspx> or at the City of Tustin Community Development Department.

The City of Tustin's amendments to the California Building Standards Code can be found at www.tustinca.org by clicking on Tustin City Code.

The California Historical Building Code can be found at www.dgs.ca.gov.

- **Chapter X. Parking:** General principles for parking lot siting and design, as well as parking exceptions;
- **Chapter XI. Landscaping and the Street Environment:** Suggestions for street front landscape design including appropriate plant and accessory materials, use of sidewalks, as well as outdoor seating and lighting that will help maintain the character of the Cultural Resources District, and;
- **Chapter XII. Identification Signs:** General guidelines for signs on private property and within the public right-of-way in the historic district.

B. California Historical Building Code

The City has adopted the California Historical Building Code (CHBC) (California Code of Regulations, Title 24, Part 8). The intent of the CHBC is to protect California's architectural heritage by recognizing unique construction challenges inherent in historic buildings and offering an alternative code that is performance oriented, rather than prescriptive. The CHBC provides alternative building regulations for rehabilitation, preservation, restoration, or relocation of structures or buildings included in the City's Historical Resources Survey. CHBC regulations are intended to facilitate restoration so as to preserve a historic structure's original or restored architectural elements and features. Contact the City's Building Official for specifics of using the CHBC in relation to a particular project. The California Historical Building Code can be found at www.dgs.ca.gov.



C. Secretary of the Interior's Standards for Rehabilitation

The Secretary of the Interior's Standards for Rehabilitation were originally established to determine the appropriateness of work to be done on properties qualifying for the federal Historic Preservation Fund grant-in-aid program. The standards have since been adopted by many state and local agencies for the review of historic preservation projects within locally designated historic and cultural resource areas. The intent of the Standards is to assist the long-term preservation of a property's architectural significance through the preservation of historic materials, construction types, sizes, and occupancy, and encompass the exterior and interior of the buildings. They also encompass related landscape features and the building's site and surrounding environment as well as attached, adjacent, or related new construction.

Additional information on the Secretary of the Interior's Standards and specific recommendations for various materials and treatments can be found in Appendix H and online at <http://www.nps.gov/history/hps/tps/tax/rhb/index.htm>

The *Secretary of the Interior's Standards for Rehabilitation* are reprinted here as they represent the broad philosophical basis for the more specific guidelines that follow. The Standards are not mandatory but are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility. The City encourages their consideration of the standards when a project is proposed that will alter the appearance of a commercial structure in the Cultural Resources District. The *Standards* are as follows:

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.



2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.



8. Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.





Chapter V

Preservation and Rehabilitation



V. Preservation and Rehabilitation



A. Intent

The City of Tustin's historic preservation and rehabilitation efforts are aimed at maintaining and protecting the original architectural features of a building that help identify its individual style or contribute to the overall character of Old Town. The guidelines should be utilized whenever repairs or alterations are contemplated to the exterior façade of a commercial building.

B. General Rehabilitation Principles

The following general principles provided by the Secretary of the Interior establish the basis for the detailed guidelines that follow:

- Before designs for alterations or rehabilitation are prepared, research should be done to determine the appearance of the building at its construction. Proposed changes to the building should retain or restore significant architectural features. In addition, a physical examination should be conducted to determine the architectural style of the building and if the significant historic fabric and character defining features have been altered and can be recovered, restored, or reconstructed. Resources available for additional information about a building or architectural theme include: the Tustin Community Development Department, the Tustin Area Museum, Tustin Preservation Conservancy, and Tustin Area Historical Society, as well as old photographs, books about the style that describe typical features, and information presented in this document.
- Rehabilitation efforts should retain and restore original elements of the building. If damage or deterioration is too severe, the element might be recreated using materials which match the design, color, texture and other important design features.

Additional information on the Secretary of the Interior's Standards and specific recommendations for various materials and treatments can be found in Appendix H and online at <http://www.nps.gov/history/hps/tps/tax/rhb/index.htm>



Principles of Rehabilitation for the Treatment of Historic Buildings:

- Identify, retain, & preserve
 - Protect & maintain
 - Repair
 - Replace
 - Design for missing historic features
 - Careful alterations/additions
 - Energy efficiency
 - Accessibility
 - Health & safety
- When replacement of an architectural feature is necessary, and original material cannot be used, proposed substitution material should incorporate the design, color and form which conveys the visual appearance of the original material.
 - When an entire piece of a building is missing (e.g. original decorative columns), research can help in understanding the functional and aesthetic aspects of the original style and form. Use old photos or building plans to determine what elements were included in the original design.
 - Rehabilitation efforts should not create or add a preconceived concept of history, but should reuse the existing or appropriate features.
 - When repairing or remodeling exterior wall surfaces the original exterior building materials should be retained. When necessary, replacement material should match the original materials. The use of mismatched materials is inappropriate and will invariably damage or destroy the architectural integrity of the building and could decrease its resale value.



C. Storefronts

The storefront is the most important architectural feature of many historic commercial buildings. The front of the building plays an important part in advertising goods or services. To catch the attention of customers many storefronts were altered overtime. Along the way these alterations may have completely changed or destroyed a building's original architectural form or style.

Traditional commercial design consists of three components:

1. Ground level oriented to pedestrians with large display windows and central building entrance;



Example of storefronts from street.

When Rehabilitating Existing Historic Storefronts:

- Identify the architectural style of the building
- Preserve the storefront's character and architectural style
- Use appropriate material and colors for the time period
- Refer to Appendix B for the recommended paint color and materials chart for each architectural style



For more information on replacement storefronts, please visit the Secretary of Interiors at www.nps.gov.

2. Horizontal band separating the ground level from the upper floors or roof ornamentation; and
3. If appropriate 2nd, 3rd, and 4th floors housing additional uses.

When rehabilitating existing historic storefronts the following guidelines should be followed:

1. Become familiar with the style of your building and the role of the store front in the overall design (see Chapter III - Tustin's Historic Commercial Design Guidelines Overview and Standards).
2. Preserve the storefront's character even though there may be a new use on the interior (see Chapter VI - Adaptive Reuse).
3. Avoid the use of materials that were unavailable when the storefront was constructed.
4. Choose paint colors based on the building's historical appearance. In general, do not paint surfaces that have never been painted. Depending on the time period multiple contrasting colors may be appropriate. Refer to Appendix B for the recommended paint color and materials chart for your building's architectural style.



If the original storefront cannot be salvaged. Follow the guidelines below for designing a replacement storefront:

1. Respect the scale and proportion of the existing building.
2. Select construction materials that are appropriate to the existing storefronts along the street.
3. Respect the horizontal separation between the storefront and the upper stories. A cornice or fascia board were traditionally used to visually separate the first and second floors of the building.
4. Maintain the historic relationship of the storefront to the façade of the building and the streetscape. Most storefront frames are generally composed of horizontal and vertical elements.
5. Differentiate the primary retail entrance from the secondary access to the upper floors. Entrances should be placed where there were entrances historically, especially when echoed by architectural detailing on the upper stories.
6. The storefront generally should be as transparent as possible along the first floor. The use of glass in doors, transoms, and display areas will allow for visibility into and out of the store. These openings, like entrances should be placed in their original locations.
7. Keep the treatment of secondary design elements such as graphics and awnings as simple as possible in order to avoid visual clutter to the building and streetscape.



When Repairing or

Replacing Windows:

- Ensure that the new glass matches the old glass in size, color, and reflective qualities
- Mirrored or tinted glass are not appropriate replacements for historic storefronts

Energy Efficiency Tip:

- Add caulking to windows and doors to stop drafts and air leaks.

D. Windows

Windows are typically the most prominent feature on a historic storefront. Window spacing and pattern gives balance and rhythm to the overall building design. Commercial buildings often have two types of windows. Fixed windows for the first floor and smaller scale operable windows on the second floor. Storefront windows along the first floor are typically large picture windows in narrow frames. In contrast, the second floor may have tall and narrow double hung windows.

Display windows are a central feature of historic commercial buildings. They play an important part in advertising for retail, restaurants, and service businesses. Fixed plate glass windows are the most common along the street level of a building. Display windows should have minimal opaque materials such as lettering or sale signs on them. In the early 20th century the use of a decorative transom became popular above display windows. Transoms also let additional light into the shop.



Many historic buildings have windows with wooden frames. However, metal frames are not uncommon. When possible repair or restore windows rather than replacing them. Retaining the historic windows will help to maintain the character and integrity of the building. Any replacement windows should be of the same material as the original windows.

Transom Windows

Display Windows

Kickplate



E. Entrances

There are typically two types of entrances to historic commercial buildings, retail entrances and an entrance to the upper floors. The retail entrance of the building should face the street on the first floor. Typically the retail entrance of a historic building is anchored by display windows to the right and left. The original character of the building should be maintained, if the original entrance was recessed it should remain. The entrance to the upper floors could also be on the street level, however, it should be less obvious. The entrance to the upper floors can be located near the retail entrance but should be in a less conspicuous spot.

The door is an important element that is seen closely by every customer or visitor. Historically, the storefront door was made up of a simple glass panels that would not compete with the merchandise in the window. The second entrance to the upper floors was often a solid wooden door, flush with the building.

When Repairing or Replacing a Door or Entrance:

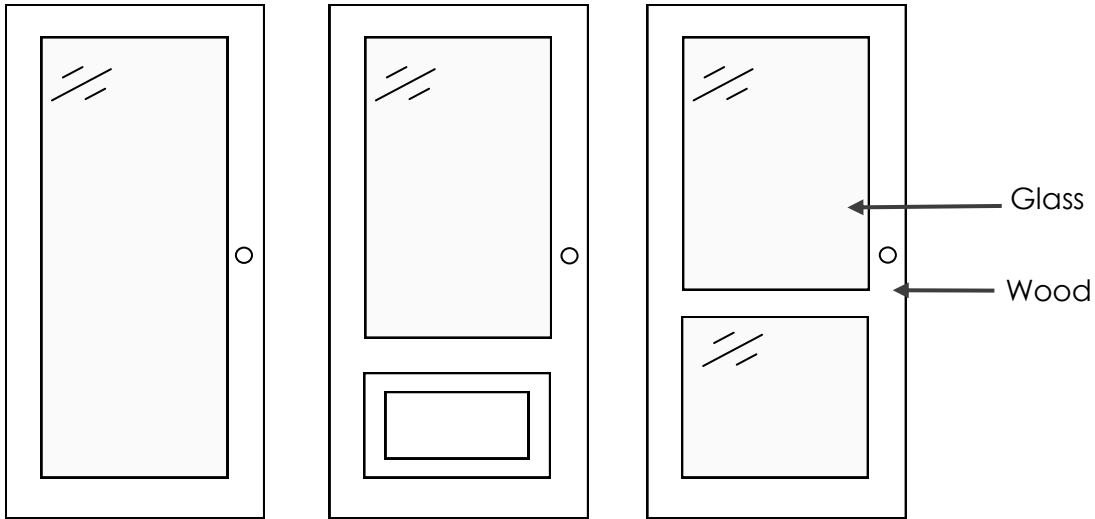
- The entrance should remain in its original location.
- An entrance may need to be modified to meet ADA regulations. Refer to the California Building Standards Code and the California Historical Building Code for more information.
- Retain original doors and door openings, including doors, casings, pediments, canopies, hardware, and trim.
- Use wood and glass doors; aluminum and screen doors should not be used.



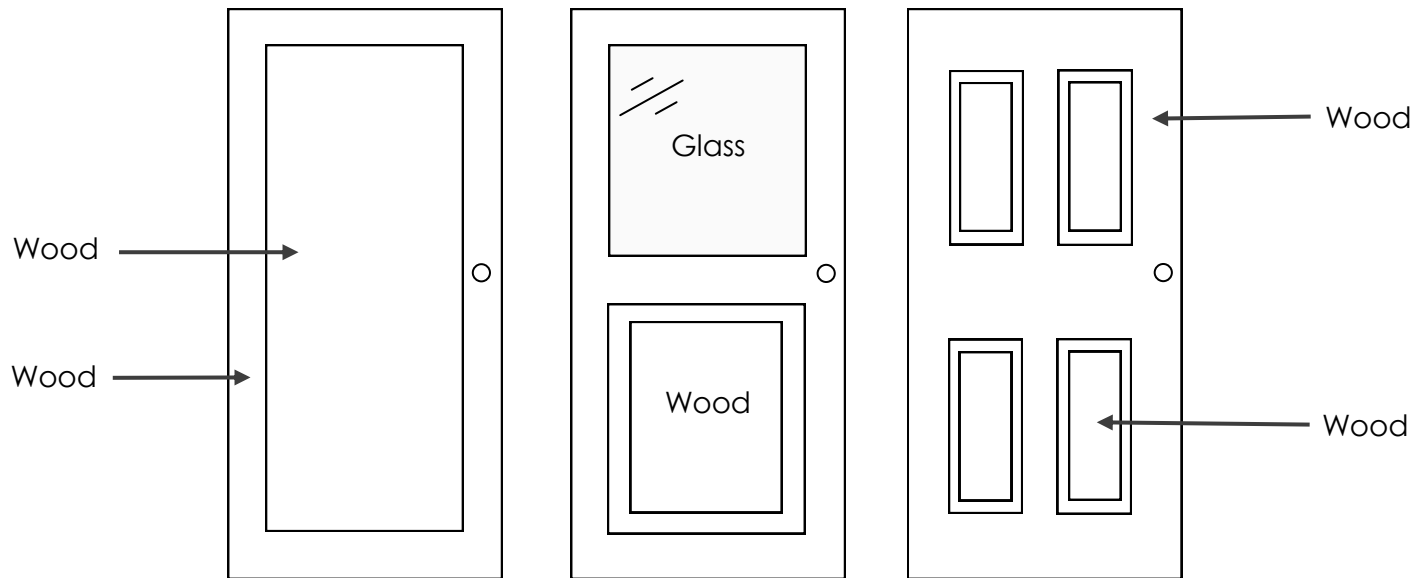
Entrance to Upper Floors

Retail Entrance

Recessed Entrance



Appropriate Retail Commercial Doors.

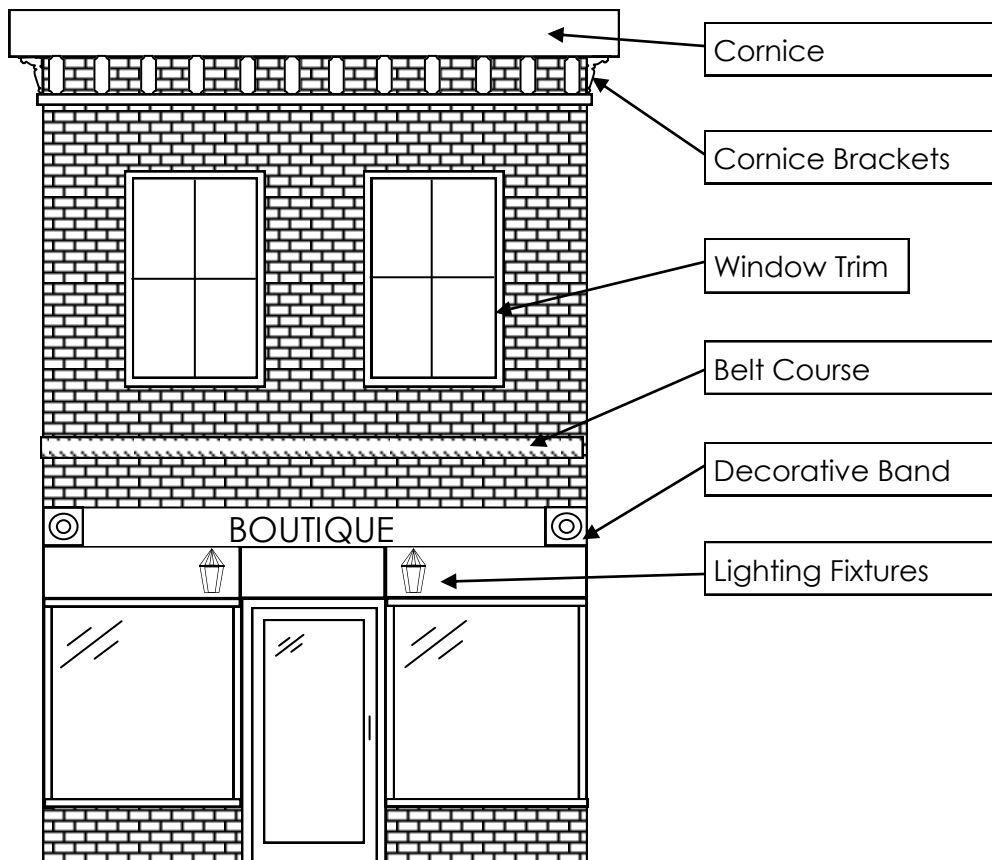


Appropriate Commercial Doors for entrance to the upper floors.



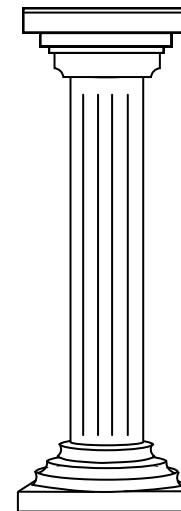
F. Decorative Elements

Decorative elements like wood trim, cornerstones, and cornices are details that define a building's architectural style. Maintain the original details by restoring them to their original condition by removing excess paint and patching cracks. Look at surrounding buildings for clues about what elements were original as oppose to those that may have been added over the years. Be careful not to confuse symbols of history like flags or eagles for actual architectural details.



When Repairing or Replacing Decorative Elements:

- Use ornamentation that was part of the original design based on photos or building plans.
- When repairs are not possible, replace details with ornaments that match the historic version in size, profile, and material.
- Be sure to treat the cause of the deterioration, such as water damage due to a leak.



Columns are another decorative element that may require restoration and preservation work.



When Repairing or Replacing Awnings:

- Assess the conditions of both the covering and hardware.
- Evaluate the connections between the hardware and the building, and the awning's operability.
- Hardware such as arms, rollers, and gearboxes may only need cleaning and lubrication.
- Try to obtain historic hardware replacement parts if possible.
- Damaged pieces of galvanized pipe frames can be bent back into shape or replaced very easily.

G. Awnings

Historically, there were three common types of awnings:

- **Basic:** This fixed style of awning became popular in the 19th century. Typically a frame constructed out of metal, timber, or iron plumbing pipe was draped with canvas. Sometimes embellishments were added like filigree tops and spear ends.
- **Operable:** These manufactured awnings have extension arms that are hinged where they join the façade. Early versions of the arms operated on a rope and pulley system. Today operable awnings most commonly operate using scissor arms or lateral-arms that are controlled by a crank and hinge at an elbow. This style of awning allows more flexibility for shading storefronts as they can be incrementally adjusted.
- **Roller:** This awning features a wood or metal cylinder that the canvas wraps around when the awning is retracted. When fully retracted only the



Appropriate awning types.

V. Preservation and Rehabilitation



valance is visible against the façade of the building. This type of awning operates using a crankshaft or a gearbox. Some modern models are operated by an electric motor.

All of the awning types discussed above serve the same purpose; to shade the storefront and patrons from sun and other harsh weather. There are a few important factors to consider when replacing or repairing awnings on a historic commercial structure:

- If awnings already exist on a historic building, they should be evaluated to determine whether they are appropriate to the age, style, and scale of the building.
- Backlit, dome, and aluminum awnings are usually inappropriate for historic buildings.
- If an existing awning is determined to be appropriate to the building, a program of repair and regular maintenance should be developed.
- Regular cleaning will lengthen the lifespan of the awning.
- Address sagging of the fabric immediately. Look for loose laces, a damaged seam, or another object on top putting weight on the fabric.
- Also look for small holes or tearing. If caught early enough these areas can be patched with a hot needle, special glues, or a patch kit. Significant damage may require removing the covering and sending it to a sewing shop.

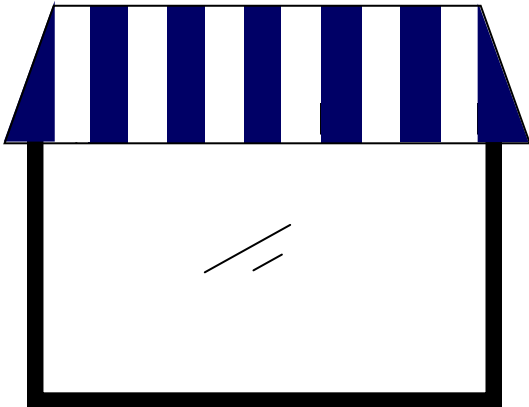


Awning on Knights of Pythias Building at 397-399 El Camino Real.

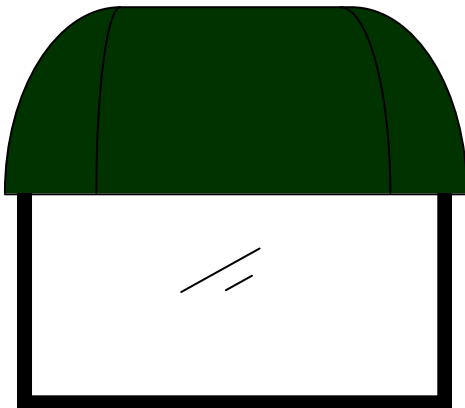


Energy Efficiency Tips:

- Awnings reduce glare and temperatures during warmer months.
- The ability to retract awnings during winter months allows sunlight into buildings providing additional heat.



Traditionally Shaped Awning



Dome Shaped Awning

It is appropriate to install a new awning:

- If the condition of a historically appropriate existing awning is beyond repair, it should be used as the basis for selecting a replacement.
- If a historic awning is missing, look for evidence of a previous awning by examining the building and looking at old photos.
- Even if an awning was not part of the original building it may still be possible to add one without altering or damaging distinctive features or materials of the historic building. A new awning should be compatible with the features and characteristics of the historic building, as well as with neighboring buildings, or the historic district.
- If the awning does not significantly obscure the visibility of significant architectural features and the building.

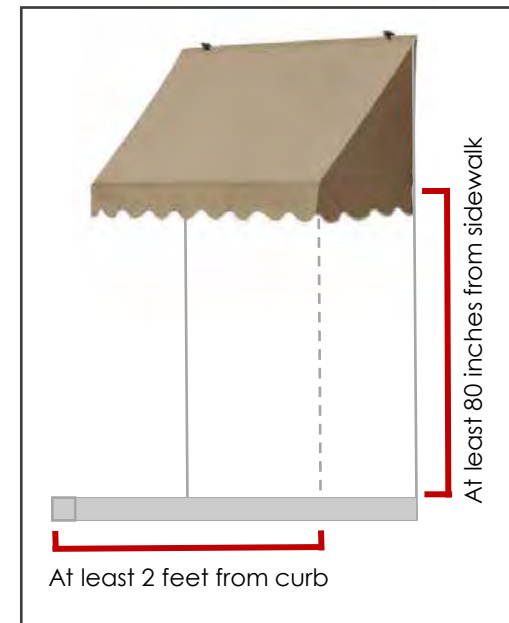
When selecting a new awning also consider:

- **Shape:** Traditionally, commercial awnings were triangular in section usually with a valance hanging down the outside edge. As a rule, the shape of the awning should mimic the shape of the window.
- **Scale, Massing, and Placement:** The design of a particular commercial building influenced the placement of its awnings. Storefronts with traditional glass transoms could have the awning installed above or below the transom. Awnings should only be wide enough to cover the window openings.

V. Preservation and Rehabilitation



- **Projection Over Right of Way:** If the awning will project over the public right-of-way, an encroachment permit must be obtained from the City, and the awning must be a minimum of eighty inches above the sidewalk and no closer than two feet from the curb face.
- **Material:** Over the years materials other than canvas have been used such as aluminum, acrylic fabric, vinyl, fiberglass or even plastic. Most of these options are not suitable for historic buildings. However, there are a few new fabrics that mimic canvas but stand up better to harsh weather elements like sun fading and wind wear. Solution-dyed acrylic and acrylic-coated polyester-cotton blended fabrics have canvas like properties and can be used to replicate historic awning coverings.
- **Awning Signage:** Awnings offer a space for identification such as the name of the business, address, and type of trade. The most common placement for a shop name is along the valance of the awning. The front valance provides a flat surface visible whether the awning is retracted or fully extended. However, any signs would need to comply with the City's sign standards and awning signage may not be appropriate in all cases.
- **Color:** Variety in awning color is an appropriate characteristic for awnings in a historic district. Both solid and stripe patterns were historically used. Awnings lend vibrancy to city streets and are part of the history of these historic environments.



Awning Projection over Right of Way.

V. Preservation and Rehabilitation



More information on appropriate materials and paint colors are given by architectural style in Appendix B.

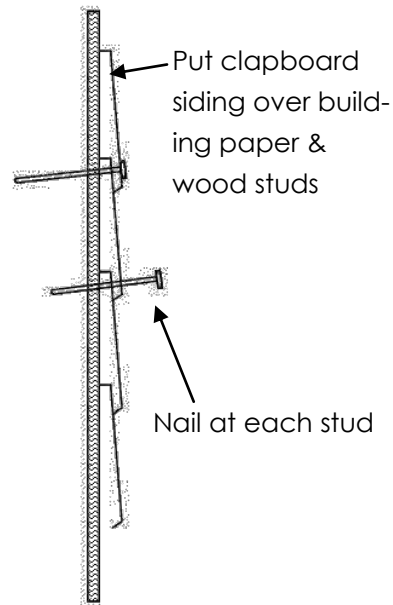


For a list of salvage yards that may have reusable materials available for your project, please visit <http://www.greenecoservices.com/salvage-yards-by-state-reusable-materials/>

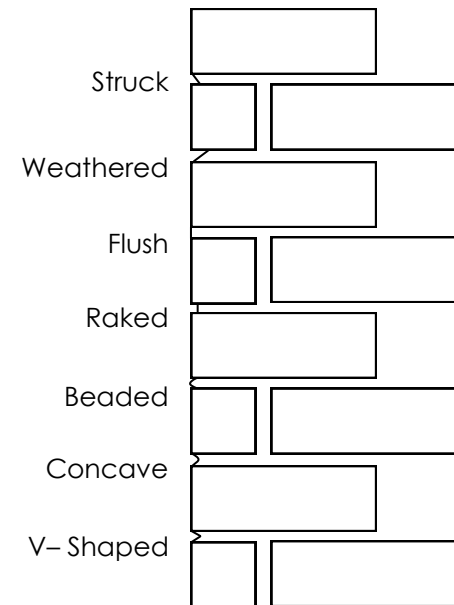
H. Building Materials

Retaining and preserving historic building materials and textures is important to maintaining the historic character of the building. Wood, metal, masonry, clay, and stucco should all be assessed when addressing the condition of a historic building. It may be appropriate to replace materials to halt deterioration; however, efforts should be made to repair the area first. Moisture, vandalism, insect attacks, and lack of maintenance can all contribute to the deterioration of a storefront. Be sure to treat the cause of the problem before repairing the affected area. Check a salvage yard for replacement materials before going through the expense of reproducing the original.

To replace wood siding:



When repairing masonry be sure to match the style of jointing:





I. Cleaning and Painting

Use the gentlest method possible to clean the exterior of a historic building. A common mistake is to over-clean, to try to create a new appearance. Harsh chemicals should be avoided. Layers of paint may need to be removed to restore crispness to the details of the building.

Different cleaning and repainting methods are appropriate for each material:

- **Metal:** To clean the surface and remove paint hand scrap and wire-brush or use low pressure blasting (for hard metals). The area should be repainted immediately after cleaning with a rust-inhibiting primer to prevent new corrosion.
- **Wood:** Generally it is not recommended to remove paint from wooden structures. Typically cleaning and then applying a fresh coat of paint works best. However, if a painted wood surface displays continuous patterns of deep cracks, peeling, or blistering where bare wood is visible, the old paint should be completely removed before repainting. Paint can be removed using thermal devices such as an electric heat plate with scraper for flat surfaces. Chemical methods may be appropriate, such as a solvent-based paint stripper, however, extreme caution should be used with these. All chemicals need to be rinsed off prior to repainting or the new paint will not adhere.

When Cleaning or Painting:

- Before any cleaning begins check Tustin City Code, at www.tustinca.org, to make sure you comply with environmental safety requirements.
- It is recommended to hire a professional when cleaning a historic building.
- Make a small test patch to determine the gentlest method before cleaning the entire surface.



- **Masonry:** Use water and a mild detergent with natural bristle brushes, and/or a non-harmful chemical solution, followed by a low-pressure water rinse. Abrasive techniques, such as wet or dry sandblasting should not be used on masonry surfaces. Replace any loose bricks and repaint the jointing as needed. If the brick was not painted when the building was originally built it is recommended to keep it in its original state.



The Sherman Stevens Residence located at 228 West Main Street is an example of a preserved historic building in Tustin.



J. Seismic Retrofit

In 1986, California enacted a law that required local governments to inventory unreinforced masonry (URM) buildings, and to establish a URM loss reduction program. Each local government was allowed to tailor their program to their own specifications. In 1991, the City of Tustin City Council adopted Ordinance No. 1059 to establish seismic retrofit standards, adopting mandatory strengthening programs for surveyed, at-risk buildings in the City. This program was completed around 2004. Since 2007, the California Existing Building Code replaced Ordinance No. 1059 to regulate all remaining unreinforced masonry buildings in the City. All submitted building plans proposing structural alteration of an unreinforced masonry building are reviewed during the plan check process for compliance with the adopted Code.

Reinforcing a historic building to meet new construction requirements can destroy much of a historic building's appearance and integrity. This is because the most expedient ways to reinforce a building according to such codes are to impose structural members and to fill irregularities or large openings, regardless of the placement of architectural detail. The results can be quite intrusive. However, structural reinforcement can be introduced sensitively. In such cases, its design, placement, patterning, and detailing respect the historic character of the building, even when the reinforcement itself is visible.



Poor example for seismic retrofitting a historic building.

V. Preservation and Rehabilitation



For more information on the seismic retrofit of historic buildings, visit <http://www.nps.gov/tps/how-to-preserve/briefs/41-seismic-retrofit.htm>

Three important preservation principles should be kept in mind when undertaking seismic retrofit projects:

- Historic materials should be preserved and retained to the greatest extent possible and not replaced wholesale in the process of seismic strengthening;
- New seismic retrofit systems, whether hidden or exposed, should respect the character and integrity of the historic building and be visually compatible with it in design; and,
- Seismic work should be "reversible" to the greatest extent possible to allow removal for future use of improved systems and traditional repair of remaining historic materials.



Limited intervention should correct obvious structural deficiencies, such as tying vulnerable elements together and repointing masonry. Upon plastering and painting, these reinforcements will not be visible. Photo: Courtesy of Historical Preservation Partners for Earthquake Response.



Chapter VI

Adaptive Reuse



VI. Adaptive Reuse



A. Intent

Adaptive reuse refers to the conversion of a building designed for a specific use to a different use. Over time a historic structure may become better suited for another use; often due to its location. As cities grow and evolve historic structures may need to change too. If the zoning or use of the property has changed it may be desirable to preserve the building and adapt the structure for the new use rather than to continue the nonconforming use or to tear the building down and start over. For instance, it is not uncommon to see historic homes converted into commercial offices for lawyers and doctors, or for use as retail shops or perhaps even restaurants and cafés.

B. Sustainability and Architectural Considerations

Even though the use of a building may have changed, it is often prudent to keep the original architectural style and character intact. Reusing a building not only preserves a piece of history, but it can also add character to the business or neighborhood. Preserving a historic structure is considered cultural sustainability, which is part of sustainable development. Reusing a building typically offers greater environmental savings than demolition and new construction. The preservation and rehabilitation guidelines found in Chapter V also apply to adaptive reuse buildings. Building additions associated with these buildings should follow the guidelines presented in Chapter VII (*Building Additions*).



The McCharles House located at 335 South C Street, was originally home to the McCharles Family. It was once converted into a nursery school and today is home to a Victorian tea room and restaurant.



The property located at 14841 Yorba Street was originally home to the Newcomb Family. It has since been converted for office use and been attached to a 2-story office building in back.



The Stevens House, located at 228 West Main Street, was originally home to Sherman Stevens and his wife Martha Snow. It is now the focal point of the Stevens Square commercial offices and is listed on the National Register of Historic Places.



The home located at 690 West First Street was originally constructed in 1925 and is an example of the Spanish Colonial Revival style that was popular in Tustin in the early 20th century. It is now used for professional offices.

C. Conversion of a Building to a New Use

Partner with the Community Development Department to determine which uses are appropriate for your location. Staff can also help you to determine what the next steps are for your project, including identifying all necessary City permit requirements. Keep in mind that your proposal may also need to receive Planning Commission approval prior to the start of any construction.

There are several important factors to consider when proposing an adaptive reuse project:

- **Accessibility:** Historic buildings usually need to be modified to meet current accessibility requirements, including entrance modifications, interior hallway and door widenings, and accessible restrooms. Accessible parking and paths of travel are also required.
- **Parking:** Often it is feasible to accommodate parking on the property in a rear or side yard area. When this is not feasible, other options are available in the Cultural Resources Overlay District. Please refer to the Parking section of these guidelines for more information.
- **Building and Zoning Code Requirements:** When a building is converted a new use, current building and zoning code requirements are applied to the modified use and structure. However, the California Historical Building Code provides alternatives, which are discussed in Chapter IV of these Guidelines.



Chapter VII

Building Additions





A. Intent

Additions to historically significant buildings or structures may be necessary to ensure their continued functionality. These are generally the most sensitive and difficult design issues to manage. When additions, including a second story or an accessory structure, are contemplated the sections below should be used to ensure that the appearance of a historically significant streetscape is preserved. This chapter will provide guidance to owners, architects, and developers on how to design a compatible new addition by meeting the Secretary of Interior's Standards for Rehabilitation (See Chapter IV—Commercial Design Guidelines).

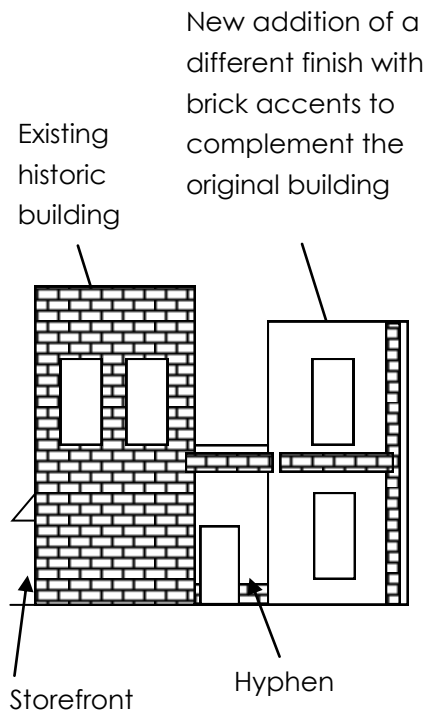
Modifications such as additions, seismic strengthening, new entrances and exits, and parking garages should be compatible with historically significant features, materials or finishes. By following basic principles, alterations can fit within the overall scale of the building and be compatible with its architectural style. Some of these principles include:

- Preserve significant historic and architectural features, details, and materials;
- Preserve the character and scale by maintaining existing proportions for the new addition; and,
- Avoid replicating the historically and architecturally significant features of the building, as this can create a false sense of history and architectural significance.

Building Additions Should:

- Preserve significant historic materials, features, and form.
- Be compatible; and
- Be differentiated from the historic building.

VII. Building Additions



Two historic building joined by a modern hyphen.

The Secretary of the Interior's Standards for Rehabilitation provide additional guidance:

- A new addition should be simple and unobtrusive in design, and should be distinguished from the historic building – a recessed connector (hyphen) can help to differentiate the new from the old.
- A rear or other secondary elevation is usually the best location for a new addition.
- The construction materials and the color of the new addition should be harmonious with the historic building materials.
- The new addition should be smaller than the original building– it should be subordinate in both size and design to the historic building.

B. Architectural Compatibility

While additions should complement a historic building, it is important to differentiate between the original building and the new addition in order to avoid creating a false sense of history or detracting from the architectural significance of the historic structure.

Refer to the Chapter III, Tustin's Historic Commercial Buildings, for a discussion of character defining features for each style.

A variety of design techniques can be effective ways to differentiate the new construction from the old, while respecting the architectural qualities and charm of the historic building. Ideas to get started include the following:



- Avoid designs that unify the two volumes into a single architectural whole. The new addition may include simplified architectural features that reflect, but do not duplicate, similar features on the historic building. This approach will not impair the existing building's historic character as long as the new structure is subordinate in size and clearly differentiated and distinguishable so that the identity of the historic structure is not lost in a new and larger composition. The historic building should be clearly identifiable and its physical integrity should not be compromised by the new addition.
- Incorporate a simple, recessed, small-scale hyphen to physically separate the old and the new volumes or set the addition back from the wall plane(s) of the historic building.
- Use building materials in the same color range or value as those of the historic building. The materials need not be the same as those on the historic building, but they should be harmonious; they should not be so different that they stand out or distract from the historic building.
- Base the size, rhythm and alignment of the new addition's window and door openings on those of the historic building.

Taller Buildings Should:

Be designed to appear proportionate to their historic neighbors from the pedestrian or street level. This can be accomplished by designing incremental transitions in height (steps) that are not visible from the street frontage.

C. Scale and Mass Compatibility

Each historic building has a scale and mass that is unique to its particular architectural style. For example, Western False Fronts are typically only one story but their façade makes it appear as if there are two floors to the building. The Western False Front style



Additions for Architecturally Significant Buildings Should:

Incorporate some design features of the original structures, such as:

- Door and window size, shape, and type;
- Exterior materials;
- Building proportions;
- Roof style, pitch, and material;
- Finished floor height;
- Color; and
- Trim and decoration.

emphasizes the vertical dimensions of its architectural elements. In contrast, the One Part Block architectural form is a smaller scale commercial building that accentuates horizontal alignment.

Each architectural type and style has unique qualities that help establish a sense of mass and scale. It is important to recognize and preserve the character defining qualities of the original building and incorporate these same ideas into any proposed building additions and new accessory buildings.

D. Height Variation

The roofline of buildings down a historic street should show variety in height. A building addition should be at a slightly smaller scale and height from the rest of the building but still compatible with the roofline of the street. The roofline is an important and easily recognizable architectural element that should be taken into consideration when planning an addition. The roof style, pitch, and materials of the addition should match the original building to maintain the architectural style and integrity.

E. Compatibility of Materials

The exterior appearance of additions should be compatible with the style, quality, dimension, texture, materials, and color of the existing structure. When using wood siding, it may be difficult to match the size of the original siding, as mill sizes and trends change over time. When an exact match is desired, special milling may be required. Otherwise, the next closest siding in terms of style, dimensions, material, and texture may be used. Different sizes of siding can create awkward connections of horizontal lines at intersections of the new and the old. To avoid this, additions to buildings with

VII. Building Additions



horizontal siding should use siding of the same width. At places where new and old siding meet, distinguish the old from the new siding to avoid creating a false sense of history. While the two siding materials should be complementary, an observer should be able to distinguish the original, historic building from the new addition.

Use the materials list found in Appendix B to find the most appropriate options for the architectural style of the building. The Community Development Department will review the materials selection during the design review process.

F. Rooftop Additions

Due to the size of the lot and configuration of the original building it may not be possible to add on to the building, a rooftop addition is another option to gain additional square footage. A rooftop addition should also be architecturally compatible with the rest of the building. If considering a rooftop addition consider the following:

- A rooftop addition is generally not appropriate, however, it may be acceptable for some architectural styles.
- A rooftop addition should be minimally visible.
- Generally, a rooftop addition should be set back at least one (1) full bay from the primary elevation of the building, as well as from the other elevations if the building is freestanding or highly visible.
- Generally, a rooftop addition is more likely to be compatible on a building that is adjacent to similarly-sized or taller buildings.



Restaurants with patio seating may have the appearance of a setback, but should come all the way up to the sidewalk maintaining the line of storefronts down the street.



Example of a rooftop addition on the 3rd floor of this building.



G. Adjoining Two Buildings

An alternative to adding onto a building is to combine it with an adjacent property. When connecting two historic buildings the storefronts should remain unchanged and separate in order to protect the integrity of the building and character of the street. The connection or expansion should be interior as long as it does not disrupt important architectural or structural features.



Old Town Flooring – McCoy's Sheet Metal Building at 160 East Main Street



H. Setbacks

Most properties in the commercial areas of the Cultural Resources District do not have any setbacks from the sidewalk or adjacent buildings. When adding onto a building the line of storefronts down the street should be maintained, usually this is right at the edge of the sidewalk. Restaurants with outdoor seating are an exception to this guideline, they may have a patio area in front of the entrance creating a setback from the building to the sidewalk (see Chapter XI, Section E for more information regarding outdoor restaurant seating).





Chapter VIII

New Infill Development



VIII. New Infill Development



A. Intent

New development within an existing and perhaps aging built environment is called infill. New infill development should respect the existing pattern, scale and character of the commercial area of Tustin's Cultural Resources District. Within this context, the most important issues related to infill development are architectural style and scale compatibility. The guidelines in this section are intended to preserve the pedestrian scale and historic character of the street while fostering a village like atmosphere.

B. Site Plan Considerations

Commercial buildings within Old Town should face the street and start at the sidewalk. Front building setbacks may be established at the property line except for corner properties requiring line of sight clearance. Rear yard setbacks should be established, however, if a building or development extends to the next street the rear setback line could be considered a frontage on that street. For more information see the Tustin City Code at www.tustinca.org. Buildings and plazas should maintain the line of facades along the sidewalk. A building should be oriented parallel to its lot lines. Primary pedestrian entrances should be placed along the street facing façade. Parking and alley ways should be unobtrusive along the side and/or rear of the property. Parking lot siting is discussed further in Chapter X.

C. Height, Mass, Scale, and Proportion Compatibility

- **Height** is the dimension from the ground to the top of the building. Historic buildings in Old Town vary in height but are mostly one and two story buildings.



Office and Retail
located at 155 El Camino Real.

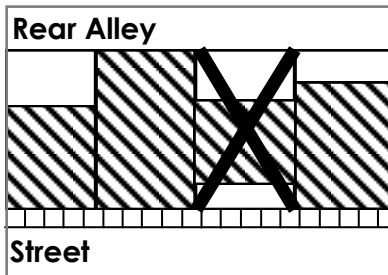


Paula E. Meyer & Associates APC
and Salon Avant-Garde located
at 170 El Camino Real.

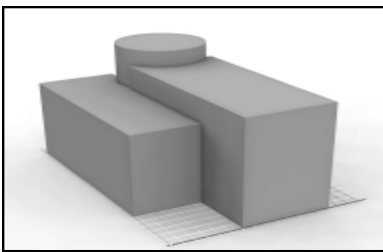


Rendering of development at 125
West Main Street.

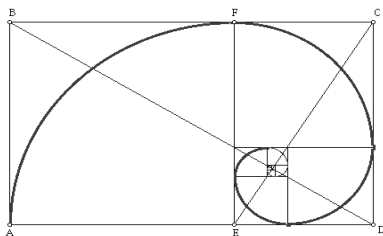
VIII. New Infill Development



Buildings should be sited parallel to lot lines.



Building Mass refers to the physical volume or bulk of a building.



Building Proportion refers to the comparative, proper, or harmonious relation of one part to another or to the whole with respect to magnitude, quantity or degree.

New development should be consistent with the rhythm of the street. Use the five percent rule to establish a suitable height for the façade of a new building; the proposed highest height should be within five percent of the average height of the existing nearby structures.

- **Mass** is a description of the building from a three dimensional perspective. Think of the buildings along the street as cubes, their volume or bulk should be equally comparable to existing buildings. Massive buildings will be overwhelming for Old Town just as a building that is too small will seem out of place.
- **Proportion** is the relationship between the actual dimensions of elements. It is usually given as a ratio and can be used to describe height, width, and massing in relation to one another. The proportion of the height to the width of windows, doors, and other openings should be consistent with the pattern established by existing adjacent structures. The same is true for decorative elements and signage. Buildings along the street should also be proportionate to one another.



A simple guide to follow for height is to step the building height up or down from adjacent buildings plus or minus 5% of the neighboring buildings' heights to create variation. This rule applies to adjacent buildings with the same number of floors.

VIII. New Infill Development



If a consistent ratio is not used for height and width the building will be out of proportion relative to the rest of the streetscape.

- **Scale** is the perception of the size of an object relative to other objects. The perception of scale is influenced by height and the proportion of building elements. If a building is too short or too tall it will affect the scale and overall impact the rhythm of the street.

D. Architectural Compatibility

- When designing a new building in Old Town, use traditional shapes and compatible materials with existing buildings, but do not try to replicate a specific building. Use similar windows and door patterns but give each building a unique style. It is possible that a compatible design scheme could be contemporary without any overt historical references. Quality contemporary designs and materials are encouraged, provided they are compatible within Old Town.



The building at 191 E. Main Street, located on the corner of Main Street and Prospect Avenue, is a successful example of infill development in Old Town.



Prospect Village in Old Town Tustin.



The commercial building located at 195 El Camino Real makes use of architecturally compatible materials.



The Woodward Building, located at 333 El Camino Real, was originally constructed in 1928 and has a more recent addition.



E. Sustainability

- Sustainable building practices are encouraged for new buildings in Old Town. Ideas for incorporating sustainability are given in Chapter IX.

F. Architectural Details and Design

■ Window Materials

- Windows and their frame materials, muntin and mullion patterns, finishes, and colors should be appropriate to a building's architecture.
- Recommended frame materials include factory-painted, extruded aluminum, hollow steel frame, and wood.
- Flush nail-on aluminum windows should not be used with stucco.
- Window glazing should be clear glass and should not be reflective (mirrored).
- Multi-paned windows should be composed of true-divided lights or dimensional surface applied muntins on the exterior side of the window. Simulated between-the-glass muntins are strongly discouraged.

■ Details

- Windows should be chosen that conform to traditional architectural styles or the intentions of contemporary designs with respect to material, dimension, and detail.

VIII. New Infill Development



■ Configuration and Placement

- Window configuration and placement should be consistent with the architecture of the building.

■ Building Materials and Details

- Materials should be used that have a long life and age well.
- At the ground floor, materials should be composed and detailed to enrich the pedestrian experience.
- Faux or fake materials are discouraged. New materials should reflect their own identity rather than imitate other materials.
- Synthetic materials are discouraged.
- Two or more materials may be combined on one façade, but should be located such that lighter materials are above heavier or more substantial materials. Vertical joints between different materials should occur only at inside corners.
- Building walls should be trimmed in wood, stone, cast stone, precast concrete, or concrete. Foam moldings are discouraged.
- Large areas of bright colors should be avoided, although strong accent colors may be appropriate.



The infill site at Prospect Village features quality building materials that will age well over time.



Armstrong Garden Centers at 505 El Camino Real is an excellent example good infill development through its use of building materials and design that appeals to pedestrians.

VIII. New Infill Development



G. Infill in Old Town Tustin



191 East Main Street
(Live-Work)



155 El Camino Real



170 El Camino Real

| Infill Sites | Address |
|--|------------------------|
| Prospect Village | 191 East Main Street |
| Office/Retail | 155 El Camino Real |
| Paula E. Meyer & Associates APC and Salon Avant-Garde | 170 El Camino Real |
| Commercial Building | 195 El Camino Real |
| Helm Chiropractic | 217 El Camino Real |
| Rengel + Co. Architects | 333/339 El Camino Real |
| Armstrong Garden Centers | 505 El Camino Real |
| Offices | 740 El Camino Real |



191 East Main Street
(Commercial Building)



195 El Camino Real



217 El Camino Real



333/339 El Camino Real



505 El Camino Real



740 El Camino Real



Chapter IX

Incorporating Sustainability





A. Intent

Historic buildings have always been inherently sustainable, mostly because they were constructed before our reliance on mechanical systems. It is possible to increase the energy efficiency of a historic commercial building without impairing the historic features of the building. A quality job with the right type and quantity of materials can increase the overall efficiency. The guidelines and energy efficiency tips listed below, will provide a framework for incorporating sustainability into your preservation project.

The first step is to assess the existing energy efficient characteristics of the building. It is recommended to hire a professional sustainability consultant to get this process started. There are five areas to consider when putting together your plan for increased efficiency: weatherization, heating and cooling systems, roofs, windows, and solar energy production.

B. Weatherization and Insulation

Weatherizing and insulating a building can help regulate the temperature inside. Often times weatherizing will help save money on energy by cutting down on the costs associated with heating and cooling. Adding caulking and weather stripping to doors and windows is a starting point to increasing the weatherization of a historic building. An additional option is to add insulation. However, insulation should be added using the least invasive method possible. Removing historic plaster and the interior details of a building are not recommended. Insulate the unfinished spaces such as storage areas, basements and crawls spaces first.



The ideas and tips provided in this section could also be incorporated into infill projects within Old Town. See Chapter VIII for more information on infill development.

The U.S. Green Building Council (USGBC) is a resource for sustainable building practices and directories of professionals, www.usgbc.org

Install new mechanical ductwork sensitively so that it does not change the character of the building. Leave the ductwork exposed and painted if concealing it would negatively impact historic details.



Energy Efficiency Tips:

- Place HVAC equipment where it will operate effectively and efficiently yet be minimally visible with little to no impact on the historic character of the building.
- In historic buildings where fixed glass windows are not present, windows may be opened for cooling and air circulation, which can reduce the need for HVAC usage.
- Even when installing a cool roof or green roof it is important to maintain and repair the character defining historic roofing materials if possible.
- For more information about Title 24 and California's Energy Efficiency Building Standards go to www.energy.ca.gov/.

C. Heating and Cooling Systems

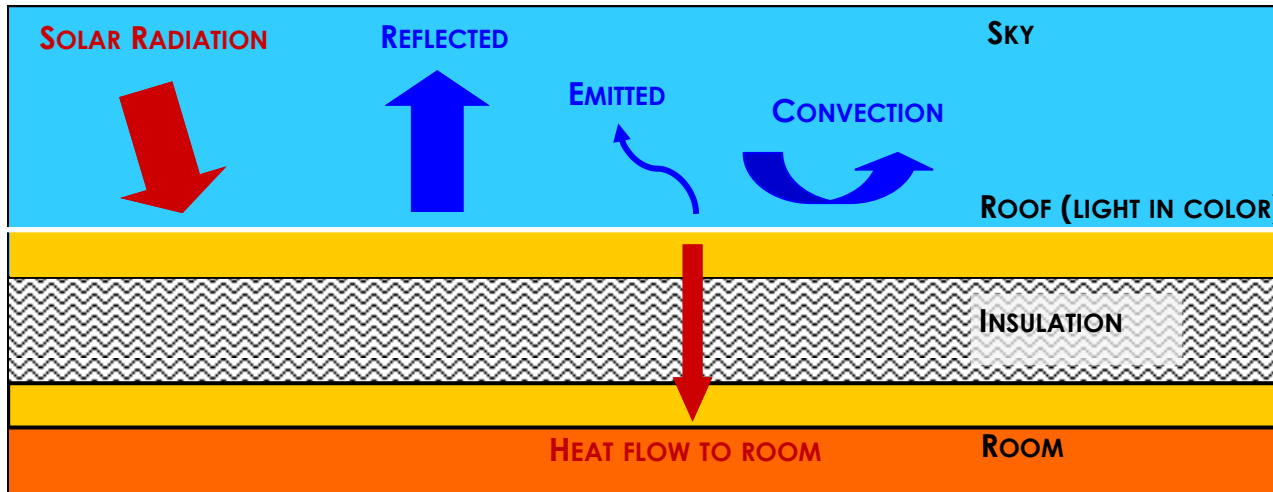
Replacing an existing Heating, Ventilating, and Air Conditioning (HVAC) system in an older building may not be necessary. The current system may be running efficiently, however, it is recommended to test the existing system before moving forward with potential expensive upgrades. Hiring a HVAC specialist will give you the most accurate analysis of the building's current system.

If it is determined that the HVAC system needs to be replaced it is best to consider an energy efficient system that takes into account whole building performance yet will retain the historic character of the building and site. New technology has created smaller systems that make it easier to replace old models. Adding ceiling fans, louvers, and vents are economical ways to increase air circulation and enhance the efficiency of the HVAC system.

D. Cool Roofs and Green Roofs

Installing a cool roof or green roof on a flat or low slope building is another way to add sustainability and efficiency to a historic structure. A cool roof uses materials that effectively reflect the sun's energy and will stay at or near ambient temperature by reflecting solar heat instead of absorbing it like typical roofing materials. A cool roof has a higher solar reflectance and higher thermal emission than a non-cool roof. Cool materials for low-slope roofs are mainly bright white in color, although non-white colors are starting to become available for sloped roof applications.

IX. Incorporating Sustainability



Demonstration of cool roof properties.

Benefits of a cool roof include:

- Savings on annual electricity bills by reducing summer air conditioning costs;
- Reducing roof maintenance and replacement expenses by extending roof life;
- Increasing indoor comfort by reduction of infrared conversion from visible light;
- Assisting in meeting California's Title 24 Energy Efficiency Building Standards.

A green roof is either partially or completely covered in vegetation on top of a man-made roofing structure. When installing a green roof it is important to make sure that the roof is water tight and can structurally support the added weight.



A green roof can simply be areas of vegetation or it can be used as additional outdoor space for building tenants or the community.





Energy Efficiency Tips:

- Installing automated day-lighting controls on interior lighting systems will help to minimize energy costs by taking advantage of natural light.
- Install low-profile solar systems on a historic building so that it is not visible or only minimally visible from the public right of way.

Benefits of a green roof include:

- Produces additional oxygen, absorption of heat, and absorption of carbon dioxide;
- Saves energy;
- Reduces storm water runoff while filtering the water and air;
- Provides a habitat for urban wildlife;
- Provides leisure and recreational space for building occupants and the local community in some cases;
- Insulates the building against external sound; and
- Provides in some cases a space to grow local produce.

There are two types of green roofs : **intensive** and **extensive**. Intensive green roofs are essentially elevated parks. They can sustain shrubs, trees, walkways and benches with their complex structural support, irrigation, drainage and root protection layers. Intensive green roofs are heavy, a lighter alternative is an extensive green roof. They support hearty native ground cover that require little maintenance. Extensive green roofs usually exist solely for their environmental benefits and don't function as accessible rooftop gardens.

Both a cool roof and a green roof provide ways to make a building more efficient by helping to regulate the heat lost or gained through the roof. Installations of either roof type on a historic building should not be visible from the public right of way. Select appropriate roofing materials and colors when putting a new roof on a historic building.



E. Day-Lighting and Windows

Updating the availability of day-lighting and windows of a building can also help to increase energy efficiency. Historically architects incorporated day-lighting into the design of a building through transoms and carefully placed windows that provided optimal natural light. Reopening or uncovering existing transoms is an easy way to increase light into a storefront. The same is true for windows, uncovering them will add ventilation and daylight into the space. Installing skylights can also add light into a space. It is important to make sure that the windows, transoms, and skylights are properly glazed and caulked (see Chapter V Section D. for more information about historic windows).

F. Solar Energy Production

Solar panels are another way to increase sustainability in a historic area. In some cases the electric company may offer a solar rooftop leasing program; where they bear the burden of installation and rent the rooftop from the property owner for a contracted period. Solar panels do not need to be placed on a building rooftop; freestanding panels or panels incorporated into covered parking are other options. When installing solar systems make sure they do not interfere with the historic character of the building. Also site panels where they will have minimal impact on the overall character of the street.



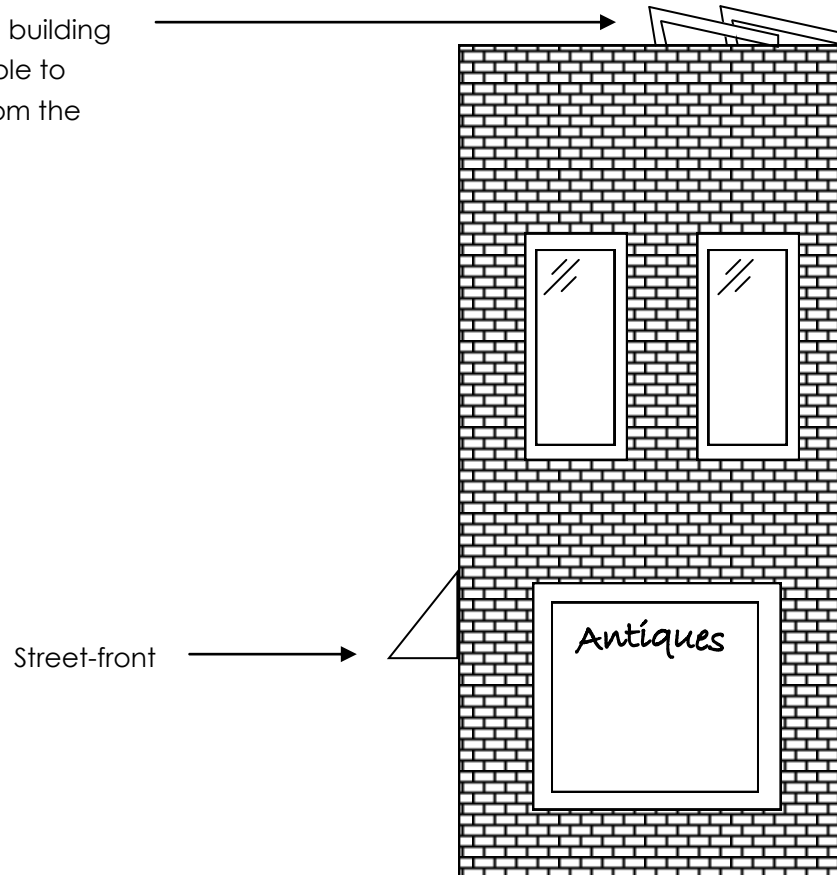
100 West Main Street
(solar panels not visible from public right of way).



Solar panels on roof of
100 West Main Street.



Solar panels located at the rear of the building will be less visible to pedestrians from the street-front.



Side view of a corner building with solar panels.



Chapter X

Parking





X. Parking

A. Intent

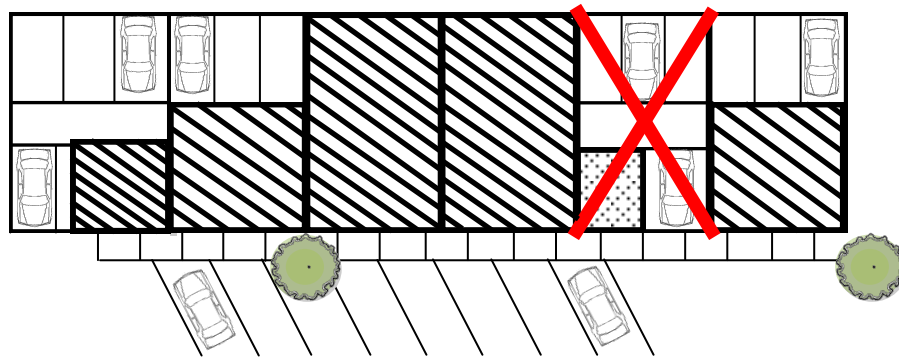
There are three common types of parking within the Old Town commercial area: curbside, surface, and parking structures. This section is intended to describe the different parking areas and to guide surface and parking structure design. The Tustin City Code stipulates parking requirements for Old Town. There are two special ordinances that give Old Town greater flexibility in regards to parking. The first relieves new and expanding existing restaurants from the need to provide additional parking. The second program allows businesses to satisfy the parking requirement by paying an annual fee to the City per parking space not provided. The fee covers maintenance of public street and lot spaces. For specific information related to parking go to www.tustin.ca.org, then click on Tustin City Code, Zoning, Parking.

For information about parking lot lighting see Chapter XI, Section I.

NOTE: Section 9236 of the Tustin City Code addresses Off Street Parking Requirements.

B. Surface Parking

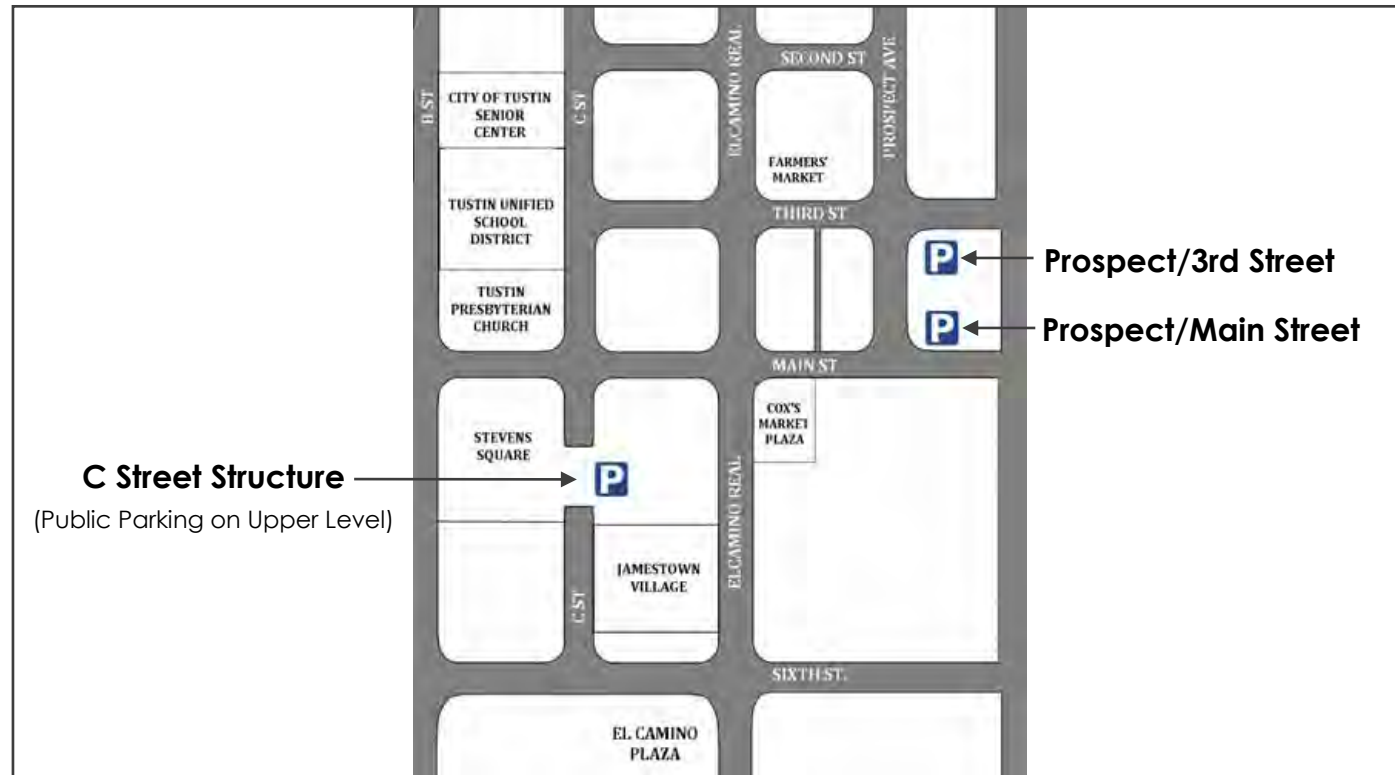
Surface lots are encouraged to be situated at the rear of a property. Placement of parking lots away from the storefront will help to maintain a pedestrian friendly street. Vehicular circulation through parking lots should be directed away from the fire lane (adjacent to the rear of stores) to the outer edge of the parking lot where there is less pedestrian traffic. Depending on the location of the property it maybe acceptable to site parking along the side of a property. Pedestrian walkways should link parking areas to sidewalks providing access to shops and restaurants.





C. Parking Structures

Parking structures are an efficient way to get the maximum amount of parking spaces in a compact area. Parking structures should be camouflaged from view, and the exposure of auto entry/exit areas should be minimized. Alleys and secondary streets are appropriate locations. The design of a parking structure should incorporate architectural elements from nearby buildings but should not replicate a specific historical style. All parking spaces should be clearly outlined. The parking structure should be designed in a manner that allows for easy access to the sidewalk. This can be accomplished by using design features such as walkways with enhanced paving, trellis/ arbor structures and/ or landscaping treatment.



Public Parking Locations.

X. Parking



D. Curbside Parking

Maintained by the City, curbside parking creates a buffer between traffic and pedestrians, and is available throughout Old Town. Although street parking is often convenient for business patrons, it only supplements and does not substitute for required off-street parking. Street signs, painted curbs and spaces designate appropriate areas for parking and loading zones.



C Street Parking Structure near Stevens Square.

E. Old Town Parking Study

In 2007, the Tustin City Council unanimously directed that a parking study be conducted for Old Town to determine whether Old Town parking issues could be addressed. Approved in February 2008, the Study found that Old Town Tustin's existing parking supply is not heavily utilized, and that there is significant available parking available (865 long-term and 230 short-term parking spaces). Short-term parking includes time limit parking of less than 4 hours in duration while long-term parking includes parking with a time limit of 4 hours or more, or those with no time limit. Also, the availability of public transit, flexible shared parking programs, provision of publicly owned parking spaces, and other parking alternatives may help to reduce the demand for costly on-site parking while helping to preserve historic buildings and fostering economic development of the area.



X. Parking



Old Town Public Parking located at 3rd Street and Prospect.

Parking Exceptions Criteria:

See Tustin City Code Section 9252j3d3

- The infill project must be relatively small.
- The project has building or site design enhancements that make it an outstanding addition to Old Town Tustin.
- The project provides some on-site parking, but is aesthetically superior to one that provided all required parking on-site.

The Study made numerous recommendations that the City consider implementing modified parking standards, and alternative methods of addressing parking requirements within Old Town Tustin that would promote business attraction and economic development in the area. In January 2010, the Tustin City Council adopted Ordinance No. 1373 implementing an innovative parking solution reducing restaurant parking requirements for Old Town Tustin and facilitating outdoor restaurant seating areas in the City, including Old Town Tustin.

F. Parking Ordinance

Ordinance No. 1373 allows new restaurants and restaurant expansions to replace previously existing, less parking-intensive retail, service and office uses, without being required to provide any additional parking spaces. The Ordinance also stipulates that outdoor seating areas no larger than fifty percent (50%) of the restaurant's interior seating floor area or 12 seats (whichever is greater) are permitted without requiring the provision of any additional parking spaces. Larger outdoor seating areas may also be proposed but are required to provide additional parking for the portion of outdoor seating area that exceeds the established threshold.

The Ordinance also allows restaurant outdoor seating areas within a City sidewalk or other public right-of-way through the issuance of a License by the City of Tustin. For many commercial properties, including those within Old Town Tustin, much of the built environment is constructed at street property lines, adjoining public sidewalks. Without the use of available City sidewalk areas, restaurants located within these commercial properties could not effectively utilize restaurant outdoor seating areas.

G. Parking Exceptions

On April 3, 2012, the City Council adopted Ordinance No. 1416, establishing a new parking exception option that allows all or a portion of an Old Town infill development

X. Parking



project's required on-site parking spaces to be met through the payment of an annual fee intended to compensate the City for the proportional use and maintenance of public parking spaces in the area. Certain criteria must be met (See margin), and Planning Commission approval and an agreement with the City are required. Those interested in utilizing this exception should contact the City's Community Development Department for more information. In meeting ADA parking requirements, businesses with on-site parking are required to maintain the appropriate number of ADA compliant parking spaces.

H. Joint Use Parking

With the approval of a Conditional Use Permit, parking facilities may be used jointly for nonresidential uses with different peak hours, subject to the following requirements:

- A parking study shall be prepared by a California licensed traffic engineer or civil engineer demonstrating that no substantial conflict will exist in the peak hours of parking demand for the uses for which joint use is proposed.
- The number of parking spaces credited against the requirements for the structures or uses involved shall not exceed the number of parking spaces reasonably anticipated to be available during different hours of operation.
- Parking spaces designated for joint use shall be located so that they will adequately serve the uses for which they are intended.
- A written and recorded agreement shall be prepared assuring the continued availability of the number of parking spaces designated for joint use and availability of reciprocal access easements.





Chapter XI

Landscaping and the Street Environment



XI. Landscaping and the Street Environment



A. Intent

Although most properties in Old Town are not required to have setbacks for landscaping, there are areas that could benefit from plantings. This chapter will discuss guidelines for landscaping on private property and in the public right of way. Ideas for maintaining and improving the overall street environment are also provided.

B. Landscape Design

Much like architecture, landscaping adds character and visual appeal to Tustin's historic district. Use the guidelines below to get started on a landscape design:

- Establish a colorful landscape edge at the base of buildings. Avoid asphalt edges at the base of structures as much as possible.
- Landscaping should result in a low profile image. Use hedges and/or low walls to screen service areas.
- Add canopy trees to existing landscapes, especially in parking areas.
- Limit the types of plant materials used in new developments by utilizing the suggested plant material palette in the streetscape section of these design guidelines.
- Include Bioswales and Bioretention areas along walkways, sidewalks, and the edges of parking lots. They help to retain water and create a natural barrier between pedestrians and street traffic. See Appendix C, for more information.
- Refer to the Tustin City Code for more information about water efficient landscapes.
- Landscaped areas are also a good place to incorporate monument signs, see Chapter XI for more information on signage in the Cultural Resources District.



A planter with flowers adds a pop of color along Main Street.



Bioretention planter with a monument sign provides a barrier between traffic and pedestrians along El Camino Real.

XI. Landscaping and the Street Environment



Sidewalk sale located within Jamestown Village in Old Town.



Example of a good sidewalk sale that is appealing and features pedestrian friendly design.



Example of a bad sidewalk sale that blocks pedestrian pathway.

C. Sidewalks and Walkways

Sidewalks throughout Old Town incorporate pavers and concrete. Walkways serve as a connection between the parking lot, sidewalk, and businesses. Parking areas, lots and structures, should be linked to sidewalks by similarly designed walkways. Add or widen walkways adjacent to the front, rear and side of buildings, whenever appropriate.

D. Sidewalk Sales

Architecture and outdoor space within Old Town is oriented toward the pedestrian experience. The streetscape is visually diverse and stimulating and should include activities that create a sense of vitality and excitement. Businesses are encouraged to move the sale of some goods out onto the sidewalk by filing for a Temporary Use Permit (TUP) with the City. In addition, the City may require encroachment permits for any merchandise and/or display items located in the right of way. Ideally, merchants could collaborate to create an annual or semi-annual sidewalk sale event for Old Town. All merchandise and display items must be removed daily.

With City approval, merchandise sold within the store can only be displayed in front of the store and may not block any entrances/exits to the building or the neighboring property. Approval is location-specific and based on sidewalk width, visibility, safety, and other factors. Items should be placed on a display stand constructed of wood with epoxy resin paint, stainless steel, galvanized metal, plastic, fiberglass, aluminum or steel with baked enamel finish. The stand should be at least seven (7) feet from the curb of the roadway or at a further distance from the roadway as determined by the City. This allows pedestrians to pass by. Curbside display of merchandise is not allowed because it reduces the amount of walking area available for pedestrians and creates an obstruction to passengers exiting their vehicles. The use of tents, canopies, and tables with chairs are not permitted in the public right-of-way. If serving food, one must comply with the regulations outlined by the County Health Care Agency.

XI. Landscaping and the Street Environment



E. Outdoor Restaurant Seating

Outdoor restaurant seating is encouraged for restaurants where appropriate. Sidewalk cafés create a space where residents and visitors can mix and mingle, creating a sense of community. The style of tables, chairs, and umbrellas should be compatible with the architecture of the building. They should not interfere with the public right-of-way and pedestrian circulation. Outdoor tables and seating can be located on private property or the adjacent public sidewalk with permission from the City.

A license agreement for outdoor seating may be required if seating extends into the public right-of-way per the Tustin City Code. A license would include conditions that would protect and indemnify the City, and ensure continued public access to a portion of the sidewalk, etc., but would be more attractive to a business owner since it would not require annual renewal, like an encroachment permit. Physical barriers (wrought iron or similar) required by State Alcoholic Beverage Control (ABC) when alcohol is served, could be permitted within the right-of-way. There are no additional parking requirements for a new or expanding restaurant offering outdoor seating. For more information see Tustin City Code Section 9277 at www.tustinca.org.

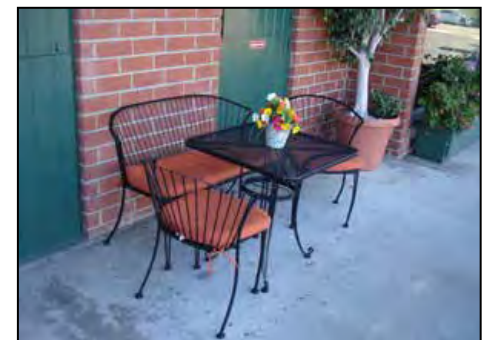
- 1. Courtyards and Forecourts:** Courtyards and forecourts should be designed to be inviting and provide occupants with a semi-public area that encourages activity. They should provide design elements such as patio seating, fountains, outdoor fireplaces and/or other similar amenities. Landscaping should be designed with planters accommodating deciduous trees and/or potted plants, and drought-tolerant species as appropriate. Paving materials should be consistent with the architectural character of the surrounding structure. Forecourts may be raised from the sidewalk with steps for entry; however, accommodations for ADA access to the court are required.



Forecourt at Free Soul Café offers outdoor seating.



Example of bad outdoor seating.



Example of good outdoor seating.

XI. Landscaping and the Street Environment



Detectable Barriers

Quality furniture

Umbrella

XI. Landscaping and the Street Environment



2. Barriers: Dining barriers (e.g. fences, gates, ropes, etc.) are intended to enhance the outdoor restaurant seating environment; it creates a transition between the dining area and sidewalk. Barrier materials must be in appropriate condition (without fading, dents, tears, rust, corrosion, etc.) in order to provide a pleasurable appearance to the public. Furthermore, outdoor dining barriers may be categorized by the following characteristics:



1) Leading edge for all dining areas

The leading edge of outdoor dining areas are required to have detectable barriers to enhance the visualization of impaired pedestrians.

2) Full perimeter of some dining areas

Outdoor dining areas extending more than three feet into the public right-of-way should have a full perimeter detectable barrier. The full perimeter includes leading and parallel ledge.

3) Full perimeter of all outdoor dining areas that serve alcohol beverages

Outdoor dining areas serving alcohol should be enclosed at all times, with only one opening to the sidewalk for access.

XI. Landscaping and the Street Environment



Rope rail barrier design used for an outdoor seating area.



Sectional fencing in the form of railing with a stanchion base of no more than 1/2 inch helps minimize the hazard of tripping for patrons and other pedestrians.

- **Barrier Design:** Outdoor dining area barriers should not negatively impact the surrounding area. A selection of styles and designs are described for allowable barriers; this section describes sectional fencing, rope or chain rails, freestanding, fabric inserts, and chain-link and other similar fencing. Barriers shall be detachable and portable and not be easily moved by pedestrians or patrons, without temporary or permanent attachment to buildings, sidewalks, or other infrastructures. Barriers must be maintained at appropriate measurements to maximize the effectiveness of pedestrian control and visual impairment devices.
- **Freestanding:** Any barrier (whether sectional fencing or rail-type) should be freestanding, without any permanent or temporary attachments to buildings, sidewalks or other structures.
- **Prohibited Barrier Styles:**
 - **Fabric Inserts:** Fabric inserts (whether natural or synthetic fabric) of any size are not permitted to be used as part of a barrier.
 - **Chain-link and Other Fencing:** The use of chain-link, cyclone fencing, chicken wire or similar appurtenances is strictly prohibited. Materials not specifically manufactured for fencing or pedestrian control (including, but not limited to filled buckets, food containers, tires, tree stumps, vehicle parts, pallets, etc.) and not expressly permitted elsewhere in these Design Guidelines, may not be used as components of a barrier.
- **Sectional Fencing:** Sectional fencing (generally defined as rigid-fence segments that can be placed together to create a unified fencing appearance) is a commonly used barrier for outdoor seating areas. Such fencing is portable, but cannot be easily shifted by patrons or pedestrians, as can less rigid forms of enclosures. Sectional fencing must be of metal (aluminum, steel, iron or similar) and painted or coated black.

XI. Landscaping and the Street Environment



- **Rope or Chain Rails:** Rope or chain-type barriers (generally defined as enclosures composed of a rope or chain suspended by vertical elements such as stanchions) are permitted only if they meet the following criteria:
 - **Rope/Chain Diameter:** The rope or chain must have a minimum diameter of 1 inch, in order to be detectable by the visually impaired.
 - **Posts:** Vertical support posts (stanchions, bollards, etc.) must be constructed of wood or metal (aluminum, steel, iron, or similar).
 - **Stanchion Base Must Not be a Tripping Hazard:** If a stanchion or other vertical supporting device is attached to a base, that base must be flat and must measure no more than one-half (1/2) of an inch above the sidewalk surface. Typically, stanchions have a minimum height of 36". No domed stanchion bases are permitted.
- 3. **Furniture and Fixtures:** Outdoor dining furniture is a prominent part of the streetscape when used in front of buildings. For this reason, it is important to ensure that these elements maintain the high standards applied to buildings and other improvements in Old Town Tustin. A wide range of furniture styles, colors, and materials are permitted. All furniture other than tables, chairs, and umbrellas are discouraged. This includes but is not limited to serving stations, bar counters, shelves, racks, sofas, televisions, trash receptacles, heaters, and torches. Furniture and fixtures must be freestanding and must not be secured to trees, lampposts, street signs, hydrants, or other street infrastructure at any time.

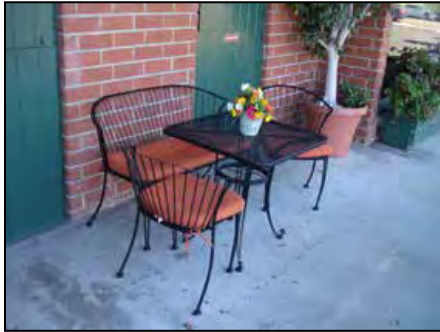


Barrier with fabric insert is prohibited.



Large rectangular tables can provide seating for large groups and this example matches building details appropriately.

XI. Landscaping and the Street Environment



Space-efficient bistro table offers more seating with minimal use of space.



These colored chairs not only offer patrons and pedestrians a place to sit, but it also adds a pop of color to the urban environment.

It is expected that furniture be in good visual appearance without any visible dents, tears, rust, corrosion, or chipped or peeling paint and that it be in a clean condition at all times. It is important that all furniture and fixtures be durable and of sturdy construction such that it does not blow over with normal winds.

■ **Tables:**

- **Color:** Tables may be colored or of a natural, unpainted material (i.e. wood, metal etc.). Tables are not permitted to be white plastic or and florescent or other striking bright or vivid color.
- **Size:** Restaurants should strive for space-efficient seating in layouts and furniture configuration. Square or rectangle tables may fit flush against a building's wall and can allow room for additional usable space for outdoor seating areas. They may also offer more flexibility because they may be combined to seat larger parties when compared to round tables. Smaller tables are preferred although optimal table size varies by each restaurant's outdoor seating layout.

■ **Chairs:**

- **Color:** Chairs may be colored or of a natural, unpainted material (i.e. wood, metal etc.). Chairs are not permitted to be white plastic or and florescent or other striking bright or vivid color.
- **Upholstery:** Upholstered chairs are permitted but may not be of any florescent or other striking bright or vivid color.
- **Matching:** All chairs used within a particular establishment's outdoor seating area must match each other by being of visually similar design, construction, and color.

XI. Landscaping and the Street Environment



■ Umbrellas:

- **Containment:** To ensure effective pedestrian flow, all parts of the umbrella (including the fabric and supporting ribs) must be contained entirely within the outdoor seating area.
- **Minimum Height:** Umbrellas must maintain a minimum height for sidewalk clearance. When extended, the umbrella must measure at least 80 inches above the surface of the outdoor seating area. This measurement must include not only the umbrella frame and panels, but any decorative borders such as fringes, tassels, or other such ornamentation as well.
- **Maximum Height:** In order to prevent undue visual obstruction of other businesses, no part of an umbrella used in an outdoor seating area should exceed a height of 120" (10 feet) above the level of the sidewalk.
- **Color:** Umbrella must blend appropriately with the surrounding built environment. As such, umbrella fabric is not permitted to be of any florescent or other striking bright or vivid color.
- **Size:** Due to the narrow measurements of many of Old Town's outdoor dining areas, restaurants using umbrellas should strive for space-efficient umbrella designs.
- **Shape:** Square or rectangular umbrellas are strongly recommended when compared to round or octagonal options.
- **Material:** Umbrella fabric must be of a material suitable for outdoor use, and must be of a canvas-type. No plastic fabrics, plastic/vinyl-laminated fabrics, or any type of rigid materials are permitted for use as umbrellas within in an outdoor seating area.



Rectangular shaped umbrellas offer a more efficient use of outdoor space.

XI. Landscaping and the Street Environment



Sidewalk covering should remain uncovered and provide continuity with right of way.



Patterned pavers may be used when appropriate.



Signage is allowed outside the business with a City Permit.

- **Sidewalk Coverings:** The floor of outdoor seating areas should be uncovered sidewalk material as to provide continuity with the adjacent public right-of-way. Floor coverings may not be used within outdoor dining areas.
 - **Flooring:** Prohibited sidewalk coverings include carpet or similar fabric, canvas, wool, tile, linoleum, nylon, vinyl, or any covering that is intended to resemble turf.
 - **Platforms:** Raised decks, platforms, or other such surfaces are not permitted within outdoor dining areas within the public right-of-way.
- **Accessible Pathway:** In accordance with ADA requirements, and to maintain an unobstructed pedestrian space, outdoor seating areas may not be located in the pedestrian walkway. For this reason, outdoor seating configurations must allow for at least 48 inches of unobstructed pedestrian space, space of at least 60 inches by 60 inches (60" x 60") every 200 feet for turning, and must be clear of obstructions caused by trees, tree wells, posts, hydrants, or any part of an outdoor dining area.
- **Signage:** Signage is only permitted within the outside dining area with a valid City permit.
- **Setback from Other Businesses:** Restaurants needs to be mindful of adjoining businesses when using outdoor dining areas, ensuring that neighboring businesses remain visible to pedestrians and motorists. A restaurant may be required to adjust the layout of the outdoor seating area, dimensions, or distance from the property line to ensure that this visibility is maintained.

XI. Landscaping and the Street Environment



F. Fences and Walls

Fences and walls can be used to separate spaces, create a barrier between vehicles and pedestrians, and even disguise a trash receptacle. Low walls are appropriate for preserving the character of this historic district. Stucco and brick in neutral colors are recommended materials for walls and fences. Walls should not exceed three (3) feet in height and should be of an appropriate scale so as to not negatively impact the historic character of the street or overwhelming pedestrians.

G. Planters

Planters may be used in conjunction with, or in place of, other barriers. Planters should be provided for added visual interest and to create a more attractive and welcoming atmosphere. Planters should not exceed a height of thirty-six (36) inches, and plants should not exceed a height of 8 feet above ground level. Planters with decayed plant material should be removed.

H. Trash Enclosures

Dumpsters should be camouflaged from public view. Site trash areas away from the street along the back of a property or alleyway. Follow the guidelines provided in Section F of this chapter to create a wall or enclosure for a trash receptacle.

I. Street Furniture

Elements found in the public right-of-way, such as lighting fixtures, planters, benches, trash receptacles, etc., are collectively called street furniture. The design of street furniture throughout Old Town can be made to relate to each other while leaving enough flexibility shops and commercial centers to maintain their individual identities. Street furniture throughout Old Town should enhance the character of the street. Durable materials like metal and cast iron recommended; all elements should be tied together through the use of consistent color scheme.



A modest wall and shrubs create a small gathering space at the corner of



A low wall can provide a planter for signage like this one on First Street.



A planter may serve as a barrier and create aesthetic appeal.

XI. Landscaping and the Street Environment



Street furniture such as a bench provides character to the street.



Bank of gas meters should not be visible from street and sidewalk.

J. Utility Placement

Public utilities should be located in such a way that they do not interfere with the intended use of buildings or their landscape. When possible, utility access and services should be located in an alley, if present. When an alley is not present, utilities should be placed in inconspicuous locations such as those on the side or rear of a lot, or otherwise screen from view. In cases where the utility must be located along the street, these utilities must be located directly next to buildings or walls, when possible, and screened from view using landscaping. In the event that equipment may generate noise for an unpleasant odor, utility equipment must be located in such a way as to not negatively impact adjacent properties.



Utility equipment screened by landscaping

XI. Landscaping and the Street Environment



K. Lighting

Lighting is an important element for a streetscape. An appropriate fixture style combined with the right amount of light will enhance the character of Old Town. Effective lighting provides safety, security, and visibility for shoppers, business owners, and vehicles. Adding lighting to a historic building should be done so that it does not impact the historic character of the façade. Lighting on a building can be used to highlight architectural details. Fixtures should be compatible with the architectural style of building. Light filtering through storefront windows also helps to indirectly illuminate the sidewalk.

Street lighting should emphasize the pedestrian experience and highlight major focal points of the street. The purpose of parking lot and walkway lighting is to provide a sense of security and safety, however, these lights should be directed downward to minimize light and glare impacts on neighboring properties. A hood or light shield may be necessary to redirect bright light. Seasonal lighting is encouraged for storefronts and parking lot trees during the holiday season as a way to promote a festive commercial district, but lighting may only be installed for a limited time (Tustin City Code Section 9403e).

L. Bike Lanes and Racks

Adding a bike lane and racks in Old Town could attract bicyclists to the area and could increase the customer base for Old Town businesses. Bike lanes can help to create a barrier between pedestrians and traffic. They also offer an alternative mode of transportation for local residents. Newport Avenue, adjacent to Main Street, is designated as a Class I bike lane in the City's Master Bikeway Plan, this would be a good linkage to the bike lanes throughout the rest of the City (The Master Bikeway Plan can be found in the Circulation Element of the Tustin General Plan). Bike racks should also be made available throughout Old Town. Bike racks are not only functional but can also be used to add character to the street.

Light types:

- Pole /freestanding lights
- Spotlights
- Up-lighting
- Wall-mounted sconces
- Parking lights
- Landscape lighting



Energy Efficiency Tip:

Use low-voltage LED or CFL bulbs to conserve energy whenever possible.



Artistic bike rack used to promote the City or Neighborhood.

XI. Landscaping and the Street Environment

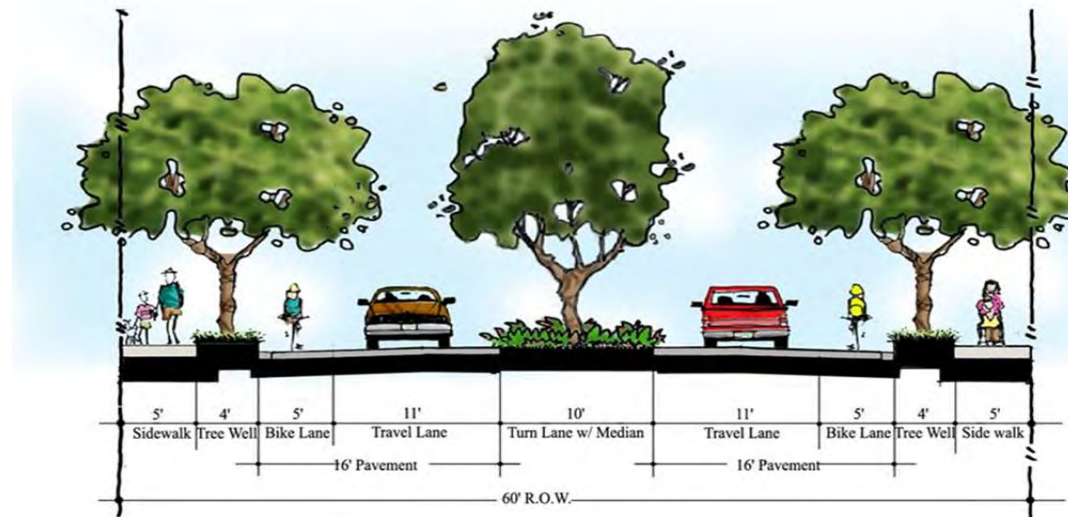


M. Complete Streets

Complete streets refers to a planning practice that provides alternatives to address traffic congestion, making places safer and more livable, reducing environmental impacts, and a host of other benefits. Streetscapes should reflect a unified, complete design that balances a wide variety of functions, including: safe pedestrian travel, use as public space, bicycle, transit, and vehicle movement, parking and loading requirements, ease of maintenance, stormwater management, and emergency access. Complete streets work for all existing and future users, not just those using a motor vehicle, and should enable safe access for drivers, transit users, pedestrians, and bicyclists.

Complete streets practices seek to address concerns including:

- Lack of sidewalks or crosswalks
- Vehicle lanes too narrow to share with bicyclists
- Little or no space for waiting transit riders
- Poor accommodation for persons with disabilities



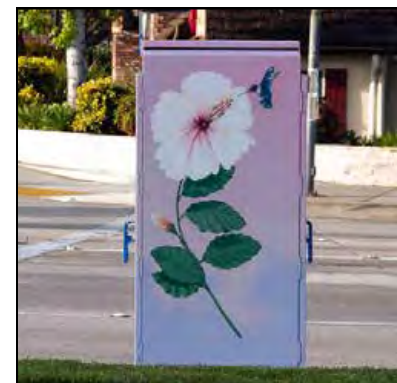
XI. Landscaping and the Street Environment



N. Public Art

Public art reflects the community, history, and culture of a neighborhood. Approval for art installations can be obtained through the Community Department. Be sure to develop a theme for each piece to give the streets a sense of identity. When incorporating public art along the street keep the following in mind:

- Public art is a pedestrian amenity and should be presented in an area suited for pedestrian viewing. The piece should be placed as a focal element in a park or plaza, or situated along a pedestrian path to be discovered by the traveler.
- Public art can be incorporated into standard street elements for example bike racks, light standards, benches, utility boxes, etc.
- Public art can provide information (maps/signs) or educational information (history/culture). All installations do not need to have an educational mission; art can be playful.
- Public art should be accessible to persons with disabilities and placement should not compromise the public right-of-way.







Chapter XII

Identification Signs



XII. Identification Signs



A. Intent

Signs play an important role in defining the character of a historic commercial district. Signs are a marketing tool for businesses; they promote, inform, and advertise. The proper type and placement of a sign is important to the integrity of the storefront. The following guidelines for signs are provided to preserve and enhance the character of Old Town Tustin.

- A sign should express an easy to read, direct message: Keep it simple. The most important message the sign should convey is the name of the business.
- Signs can be more visually effective by selecting a common theme and font for signage and the address and will create a unifying and consistent brand image for a building or commercial center. This can be achieved through the use of a Master Sign Program.
- For the most part, signs in this Old Town should be oriented to pedestrians. As these signs are usually read from a distance of 15-20 feet, signs do not need to be large. Pedestrian-oriented signs may be applied directly to the face of the building. The shape of the sign can be a positive feature by adding to the overall character of the building or complex.
- Monument signs provide additional visibility to automobile drivers and pedestrians from a far. Refer to the Tustin Sign code for specifications and sign requirements.
- Window signs should not obscure the display area. To maximize visibility the color of the letters should contrast with the display background. Light colored letters with dark borders are effective.
- Per the Tustin City Code, temporary signs placed on the exterior of a window are discouraged. These signs tend to present a cluttered, unattractive appearance which will detract from Old Town's overall aesthetic impression.
- Buildings using rear parking lots should clearly identify their businesses with rear wall signage in addition to their primary street facing sign.
- Refer to the Tustin Sign Code for more information.



Encouraged



Discouraged



Discouraged

XII. Identification Signs



Signs should be architecturally compatible with surroundings.



Signs must be of good quality and remain in good condition.

B. General Sign Guidelines

Signs shall contain only that information necessary to identify the businesses or uses of the property on which the sign is located and be in compliance with district regulations. Identification of product, trade and service information is permitted and considered supplemental provided it is subordinate to business identification.

- **Architectural Compatibility:** Signs shall be compatible with, and bear a harmonious relationship to the visual image and architectural design of the buildings they identify in terms of materials, colors, and design motif. Although signs are a useful tool to reach customers, too many signs and/or signs of the wrong scale could negatively impact the historic character of the street and become overwhelming for potential shoppers. Signs must comply with the Tustin City Code.
- **Design and Quality:** Signs shall be consistent throughout the site by incorporating common design elements such as quality of materials, letter style, colors (not more than three (3) excluding black and white per individual sign), illumination, sign type or sign shape. It is important for signage to be simple, direct, and well-designed.
- **Location and Mounting:** Place signs in appropriate areas, including the sign band or fascia. It is best not to obscure display windows or the architectural details of a building. Signs shall relate to a human scale, and shall be directed toward pedestrians as well as motorists. The base and supporting structure of all signs shall be consistent with the size and scale of the advertising surface.
- **Sign Illumination:**
 - Electric signs shall be indirectly illuminated. Illumination shall be either from the interior of a sign, behind letters (back lighting), channel lighting illuminated from finished grade, or another indirect lighting source.
 - Letters and Logos may be internally lit but sign background shall be opaque.

XII. Identification Signs



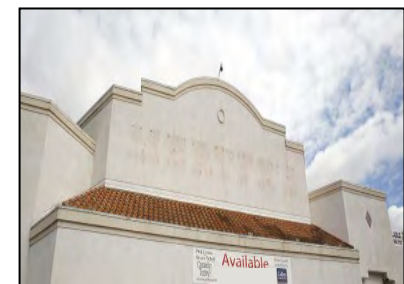
- Illumination shall be considered excessive and not permitted when it prevents the normal perception of buildings or structures beyond or in the vicinity of the sign or when it shines directly onto residential zones or in any public or private right-of-way.
- All illuminated signs shall be designed, placed or arranged to prevent glare upon the public right-of-way, adjacent properties, and traffic circulation areas of the subject property and shall not create a menace to traffic or a nuisance to adjacent property. External illumination should be aimed directly at the sign.
- Signs that are a nuisance, such as flashing signs or those that are too bright are not permitted.
- All neon signs will be subject to Planning Commission review.
- **Electrical Raceways and Conduits:**
 - Electrical raceways and conduits are required to be concealed from the view of the public.
 - Raceways should be mounted internally behind the finished exterior wall whenever possible. If not possible, the exposed surface of the raceway should be finished to match the background wall or integrated into the design of the sign.
 - Raceways should be as thin and narrow as possible and should not extend beyond the area of the sign.
 - Any additional conduit and junction boxes should also be concealed from view.
- **Sign Removal:** All areas where wall signs are removed and background discoloration or holes remain shall be appropriately patched and painted to match the building surface within thirty (30) days of removal of said sign.



Flashing signs are discouraged.



Lighting does not fit lettering properly. Neon signs are discouraged.



Business identification sign removed but not repainted.

XII. Identification Signs



A-Frame Sign



Awning Sign



Wall Sign

C. Sign Types

There are several types of signs that are appropriate and encouraged for historic buildings in the Cultural Resources District:

- **A-Frame Signs:** A temporary sign; it is allowed in the Cultural Resources District. A-Frame signs are used to promote sales and often used by restaurants as menu boards or to advertise their specials. They add to the character of a pedestrian friendly historic area. A-Frame signs may not obstruct the pedestrian walkway and if placed in the right-of-way, must maintain at least 48 inches for accessibility.
- **Awning Signs:** Most often consist of a business's logo and name in a single color. The valance portion is commonly used to display the company's name, address, or type of business. Minimum clearance of 80 inches above the sidewalk is required.
- **Fascia Signs:** Placed on the fascia or horizontal band between the storefront and the second floor. This part of the building is also called the "signboard."
- **Freestanding Monument Signs:** Are most appropriate for the commercial centers within the Cultural Resources District. These signs provide space to list all of the tenants within a commercial center.
- **Hanging or Projecting Signs:** Perpendicular to the building façade these signs are highly visible to pedestrians and automobiles from a distance. Projecting signs can be double sided or back to back at a 45 degree angle. Minimum clearance of 80 inches above the walkway is required.
- **Painted Signs:** These economical signs often cover a large space on the front or side of a building. Historically they used multiple colors and often looked like art on the building.

XII. Identification Signs



- **Temporary Signs:** A sign not intended or designed for permanent display. Place temporary signs in a manner that is appropriate for the building scale and style. All banners must be professionally made and constructed of cloth, canvas, plastic, PVC, or similar material and banners shall be permitted for no more than thirty (30) consecutive days. See Tustin City Code Section 9403d for more information.
- **Wall or Flat Signs:** Lettering is mounted or painted flush against the building.
- **Window Signs:** Simple vinyl lettering applied from the interior of the storefront works best for these pedestrian scale signs. They should not cover visibility into the store. A business name and a few descriptive words are the most common types of window signs.

D. Preserving Historic Signs

If a building or business has changed hands, historic signs associated with former uses should remain on the building if possible. If the sign is integral to the building's design or physical fabric it should not be removed. If it is decided that the sign needs to be moved or altered there are a few options to consider. One option is to move the sign to a less visible portion of the building if it conflicts with the new use. Another is to relocate the sign to the interior of the building to keep it in its historic location, this would work well for a bar or restaurant. Additionally, the sign could be modified, however, this should only be done if it doesn't destroy any essential features. If the sign cannot stay with the building it could be preserved by donating it to the Tustin Area Historical Society Museum. Historic signs that are preserved do not count as business identification signs and do not reduce the area of signage allowed pursuant to the Tustin City Code.



Painted Sign/Preserved Sign



Projecting Sign



Window Sign





Appendix



Appendices

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Appendix A: Glossary of Terms



Adaptive Reuse:

Conversion of a building designed for a specific use to a wholly different new use (e.g. a residence converted to office space).

Aesthetics

The science and philosophy of beauty; if something is aesthetic, it is of beauty or artistic.

Arcade

An arched roof or covered passage way.

Arch

A curved structure supporting its weight over an open space such as a door or window.

Architrave

In the classical orders, the lowest member of the entablature; the beam that spans from column to column, resting directly on their capitals.

Astragal Head

A molding profile consisting of a half round surface surrounded by two flat surfaces.

Asymmetry

The lack or absence of symmetry in spatial arrangements.

Awning

A fixed cover, typically comprised of cloth over a metal armature, that is placed over windows or building openings as protection from the sun and rain.



Arcade

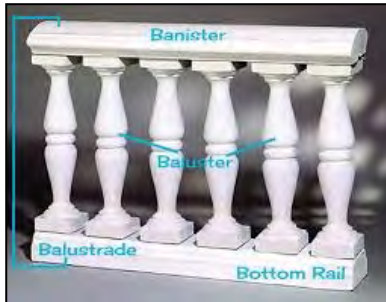


Asymmetry

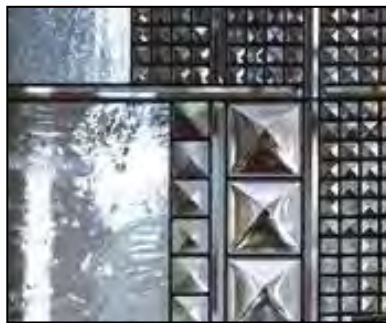


Awning

Appendix A: Glossary of Terms



Balustrade



Beveled Glass



Beveled Siding

Balance

Another important aspect of rhythm; balance can be described in terms of symmetrical and asymmetrical elements; an important feature of balance is that it is often achieved by matching differing elements which, when perceived in whole, display balance.

Baluster

The upright portion of the row of supports for a porch railing.

Balustrade

A series of balusters surmounted by a rail.

Bargeboard

A finishing board at the edge of a gable roof.

Bay

Any division of a building between vertical lines or planes, especially the entire space included between two adjacent supports.

Bay Window

A window projecting outward from the main wall of a building.

Beveled Glass

Glass with a decorative edge cut on a slope to give the pane a faceted appearance.

Beveled Siding

A type of wood cladding characterized by beveled overlapping boards with rabbeted edges.

Appendix A: Glossary of Terms



Belt Course

A continuous horizontal band, either plain or ornate, which projects from the surface of an exterior wall, separating two stories; ornate belt courses often resemble cornices.

Belvedere

A rooftop pavilion from which a vista can be enjoyed.

Board and Batten

Vertical siding composed of wide boards that do not overlap and narrow strips, or battens, nailed over the spaces between boards.

Bond

The general method of overlapping the joints of successive courses of bricks or stones, thereby binding them together to form a wall or other surface; different patterns may be formed by these joints (e.g. common bond, Flemish bond, English bond, herringbone bond).

Bowstring

A roof structural system composed of parallel trusses which resemble a bow with the string parallel to and nearest to the ground.

Bracket

A support element under overhangs; often more decorative than functional.

Canopy

A fixed, roof-like covering that extends from the building as protection from the sun and rain.

Cantilever

A projecting overhang or beam supported only at one end.



Board and Batten



Bracket



Canopy

Appendix A: Glossary of Terms



Casement Window

Capital

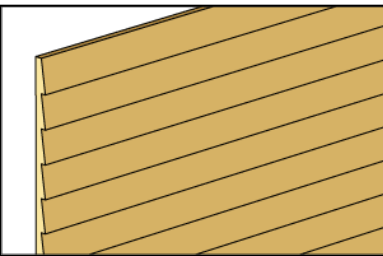
The upper part of a column, pilaster, or pier: the three most commonly used types are Corinthian, Doric, and Ionic.

Casement Window

A window that opens on hinges fixed to its vertical side.

Chamfer

A 90 degree corner cut to reduce it to 2-45 degree edges; a bias cut.



Clapboard

Clapboard

A long, thin board graduating in thickness with the thick overlapping the thin edges, also known as weatherboard.

Clerestory

An upward extension of a single storied space used to provide window for lighting and ventilation.

Colonnade

A row of columns supporting a roof structure.



Colonnade

Column

A vertical support, usually cylindrical, consisting of a base, shaft, and capital, either monolithic or built-up of drums the full diameter of the shaft.

Conge

A concave trim or molding.

Cool Roof

Roof consisting of materials that effectively reflect the sun's energy from the surface. Cool Roofs must also have high emissivity, allowing them to emit infrared energy.

Appendix A: Glossary of Terms



Coping

The capping or top course of a wall, sometimes protecting the wall from weather.

Corbel

A type of bracket found in some cornices of brick buildings; it is formed by extending successive courses of brick so that they stand out from the wall surface.

Corbelled Cap

A chimney cap built out from the chimney stack by projecting successive courses of brick beyond those below. If built back again toward the stack, the cap has a stepped profile on top and bottom.

Cornice

Any prominent, continuous, horizontally projecting feature surmounting a wall or other construction, or dividing it horizontally for compositional purposes.

Cornice Bracket

A decorative bracket used directly below the cornice along the top of a building.

Course

A continuous, usually horizontal range of bricks, tiles, or shingles, as in a wall or a roof.

Cultural Resources District

Contains sites, structures, buildings, landscapes, districts, and objects that are significant in history, prehistory, architecture, archaeology, engineering, and/or culture. In Tustin the Cultural Resources District is a zoning overlay district that applies to those properties as shown on the official Tustin Zoning Map and to cultural resource structures and sites as designated by resolution of the City Council and listed by address and filed with the Community Development Department within the Historic Resources Survey.



Coping



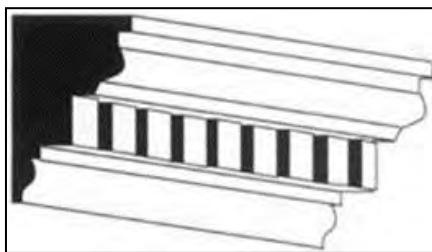
Corbel



Cupola



Curb Cuts



Dentil

Cupola

A lookout or similar small structure on the top of a building.

Curb Cuts

The elimination of a street curb to enable vehicles to cross sidewalks and enter driveways or parking lots.

Cultural Sustainability

The role served by culture in planning for sustainable development; the application of ideas of sustainability to cultural concerns.

Dentil

A small rectangular block molding used as a repeating ornament usually beneath a cornice.

Designated Cultural Resource

An improvement or natural feature that is established by the City Council upon application by any person to meet the following criteria:

1. It exemplifies or reflects special elements of the City's cultural, architectural, aesthetic, social, economic, political, artistic, engineering, and/or architectural heritage;
2. It is identified with persons, a business use or events significant in local, state, or national history;
3. It embodies distinctive characteristics of style, type, period, or method of construction or is a valuable example of the use of indigenous materials or craftsmanship;
4. It is representative of the notable work of a builder, designer, or architect;
5. Its unique location or singular physical characteristic represents an established

Appendix A: Glossary of Terms



and familiar visual feature of a neighborhood, community, or the City;

6. Its integrity as a natural environmental or feature strongly contributes to the well being of residents of the City or the well being of a neighborhood within the City;
7. It is a geographically definable area possessing a concentration or continuity of site, building, structures, or objects as unified by past event or aesthetically by plan or physical development.

Dormer

A vertically framed window which projects from a sloping roof and has a roof of its own.

Double Hung Window

A window with an upper and lower sash arranged so that each slides vertically past the other.

Eaves

The overhang at the lower edge of the roof which usually projects out over the walls.

Eclectic

A composition of elements from different styles.

Elevation

A two dimensional representation or drawings of an exterior face of a building in its entirety.

Emphasis

Describes the use of elements which call attention to themselves; emphasis is an important feature in creating balance when using dissimilar elements; canopies and balconies are examples of elements which, when emphasized properly, can assist in presenting a balanced look. Emphasis also can be found within strip developments or



Dormer

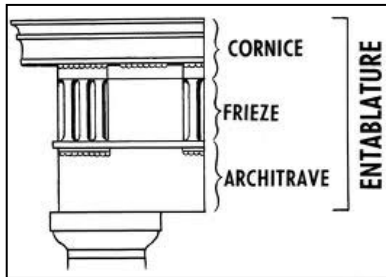


Double Hung Window



Elevation

Appendix A: Glossary of Terms



Entablature

malls by the location of a more massive or monumental building, such as a major department store. This emphasis provides a directional guide because it creates a point of reference for the uses. Emphasis can also be used as a directional element such as the emphasis at a store entrance or mall entrance.

Entablature

In classical architecture, the elaborated beam member carried by the columns; an entablature is horizontally divided into cornice (upper most portion), frieze (middle), and architrave (bottom); the proportions and detailing are different for each order, and strictly prescribed.



Façade

Façade

The exterior face of a building which is the architectural front, sometimes distinguished from other faces by elaboration of architectural or ornamental details.

Fanlight

Semi-circular window over a door or window with sash radiating like the ribs of an open fan.

Fascia

A flat strip or band with a small projection, often found near the roofline in a single story building.

Fenestration

The arrangement and design of windows in a building.

Flashing

Copper or other materials used to make weather-tight the joint between a chimney and a roof.



Fascia

Appendix A: Glossary of Terms



Fluting

The vertical channeling on the shaft of a column.

Focal Point

A building, object, or natural element in a street-scene that stands out and serves as a point of focus, catching and holding the viewer's attention.

Frieze

The middle horizontal member of a classical entablature, above the architrave and below the cornice.

Gable

The triangular part of an exterior wall, created by the angle of a pitched roof.

Gambrel Roof

A roof with a broken slope creating two pitches between eaves and ridges, often used on barns.

Garish

That which is gaudy, showy, flashing, dazzling or too bright to be aesthetically pleasing.

Glazed Brick

A brick which has been glazed and fired on one side.



Fluting



Garish

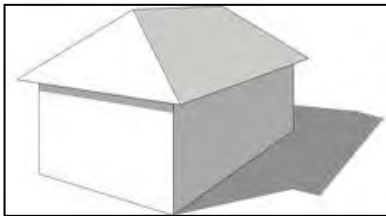


Glazed Brick

Appendix A: Glossary of Terms



Green Roof



Hip Roof



Infill

Green Roof

A green roof is partially or completely covered with vegetation and a growing medium, planted over a waterproofing membrane.

Hip Roof

A roof with four uniformly pitched sides.

Hyphen

A structural section that serves as a connecting link between the main portion of a building and another large building element or addition.

Historic District

A geographically defined area possessing a significant concentration or continuity of landmarks, improvements, or landscape features united by historic events or by physical development and which area has been designated as a historic landmark district; said district may have within its boundaries noncontributing buildings or other structures that, while not of such historic and/or architectural significance to be designated as landmarks, nevertheless contribute to the overall visual character or the district.

Icon

A pictograph or graphic representation of an object; used in signage to replace or supplement text.

Infill

A newly constructed building within an existing development area.

Joist

Any small timber laid horizontally to support a floor or ceiling.

Appendix A: Glossary of Terms



Keystone

A wedge-shaped stone piece at the apex of a masonry vault or arch, it is the final piece placed during construction and locks all the stones into position, allowing the arch to bear weight.

Light

A windowpane.

Lintel

The horizontal member above a door or window which supports the wall above the opening.

Loggia

A gallery behind an open arcade or colonnade.

Lot

A parcel of land, in single or joint ownership, and occupied or to be occupied by a main building and accessory building, or by a dwelling group and its accessory buildings, together with such open spaces and having its principal frontage on a street, road, highway, or waterway.

Mansard

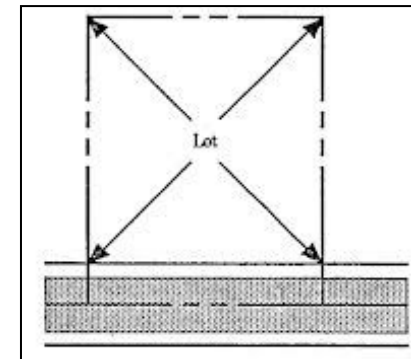
A roof with two slopes on each side, the lower slope being much steeper; frequently used to add an upper story.

Masonry

Wall construction of such material as stone, brick, and adobe.



Keystone



Lot



Masonry



Molding



Mullion



Muntin

Mass

Mass describes three dimensional forms, the simplest of which are cubes, boxes (or “rectangular solids”), cylinders, pyramids, and cones. Buildings are rarely one of these simple forms, but generally are composites of varying types of assets. This composition is generally described as the “massing” of forms in a building. Mass and massing are inevitably affected by their opposite, open space. The lack of mass, or creation of perceived open space, can significantly affect the character of a building.

Molding

A continuous decorative band that serves as an ornamental device on both the interior and exterior of buildings; moldings may also serve a functional purpose by obscuring the joint formed when two surfaces or materials meet.

Monochromatic

Painting with a single hue or color.

Monolithic

Exhibiting massive uniformity, singular.

Movement

The apparent directional emphasis of a building façade as indicated by its proportions. Static movement is based on square proportions, dynamic movement is based on rectangular proportions.

Mullions

The divisional pieces in a multi-paned window.

Muntin

A small, slender wood or metal member which separates the panes of glass in a window.

Appendix A: Glossary of Terms



Newel Post

The major upright support at the end of a stair railing or a guardrail at a landing.

National Historic Landmark

The highest designation of a historically significant site or building within the United States approved by the Secretary of Interior.

Non-Descript

Without distinctive architectural form or style; ordinary and without architectural character.

Palladian Window

A three-part window with a top-arched center window and long, narrow rectangular windows on either side.

Parapet

The part of a wall which rises above the edge of a roof.

Pattern

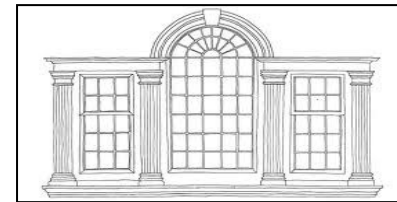
The pattern of material can also add texture and can be used to add character, scale and balance to a building. The lines of the many types of brick bonds are examples of how material can be placed in a pattern to create texture. The natural texture of rough wood shingles exhibit texture by the nature of the material and by the pattern in which the shingles are placed.

Pediment

A triangular piece of wall above the entablature, which fills in and supports the sloping roof.



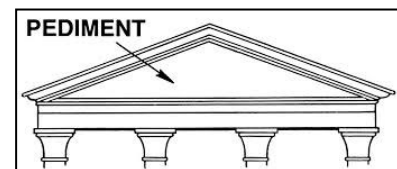
Newel Post



Palladian Window



Parapet

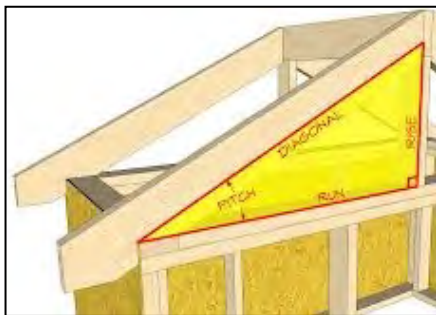


Pediment

Appendix A: Glossary of Terms



Pilaster



Pitch

Pier

A stout column or pillar.

Pilaster

A column attached to a wall or pier.

Pitch

The slope of a roof expressed in terms of ration of height to span (i.e. 2 to 1).

Porch

A covered entrance or semi-enclosed space projecting from the façade of a building; may be open sided or screened.

Portal

A doorway or entrance.

Porte Cochere

Carriage porch large enough to let a vehicle pass through.

Portico

A large porch, usually with a pedimented roof supported by columns.

Preservation

The act or process of applying measures necessary to sustain the existing form, integrity, and materials of an historic property. Work, including preliminary measures to protect and stabilize the property, generally focuses upon the ongoing maintenance

Appendix A: Glossary of Terms



and repair of historic materials and features rather than extensive replacement and new construction. New exterior additions are not within the scope of this treatment; however, the limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a preservation project.

Primary Building Façade

The particular façade of a building which faces the street to which the address of the building pertains.

Proportion

Proportion deals with the ratio of dimension between elements. Proportion can describe height to height ratios, width to width ratios, as well as ratios of massing. Landscaping can be used to establish a consistent rhythm along a streetscape which will disguise the lack of proportion in building size and placement.

Purlin

A horizontal structural member parallel to the ridge, supporting the rafters; can extend out from the gable.

Quoins

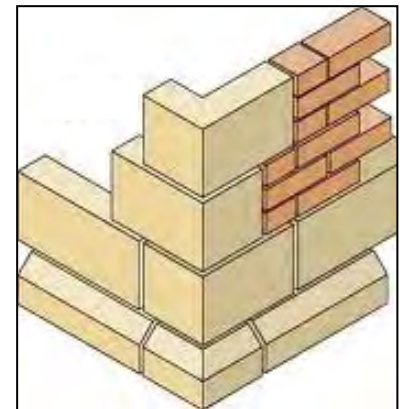
Heavy blocks, generally of stone (or simulated in wood), used at the corner of a building to reinforce masonry walls.

Rabbet

A deep notch formed in or near one edge of a board, framing timber, etc., so that something else can be fitted into it or so that a door or the like can be closed against it.

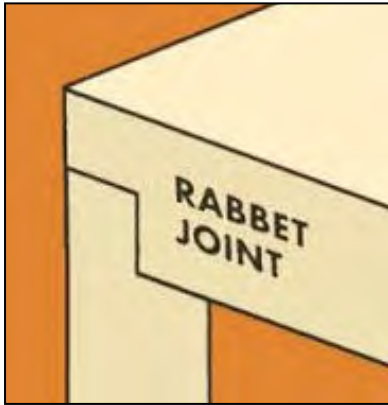


Primary Building Façade

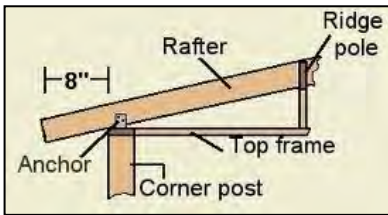


Quoins

Appendix A: Glossary of Terms



Rabbet



Rafter



Relief

Reconstruction

The act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location.

Recycling, Adaptive Reuse

The reuse of older structures that would have otherwise been demolished, often involving extensive restoration or rehabilitation of the interior and/or exterior to accommodate the new use.

Rafter

A sloping structural member of the roof that extends from the ridge to the eaves and is used to support the roof deck, shingles or other roof coverings.

Rehabilitation, Renovation

The modification of or changes to an existing building in order to extend its useful life or utility through repairs or alterations, while preserving the features of the building that contribute to its architectural, cultural or historical character.

Relief

Carving raised above a background plane, as in base relief.

Remodeling

Any change or alteration to a building which substantially alters its original state.

Appendix A: Glossary of Terms



Restoration

The act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period. The limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a restoration project.

Reveal

The vertical side section of a doorway or window frame.

Ridge

The highest line of a roof when sloping planes intersect.

Rustication

A method of forming stonework with recessed joints and smooth or roughly textured block faces.

Rhythm

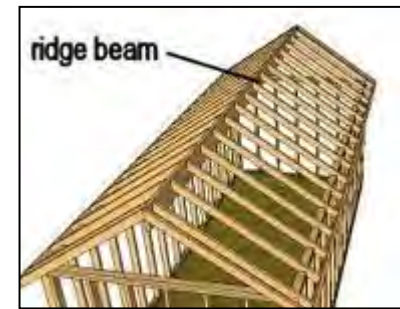
The regular or harmonious recurrence of lines, shapes, forms, element or color, usually within a proportional system.

Sash

The part of the window frame in which the glass is set.

Section

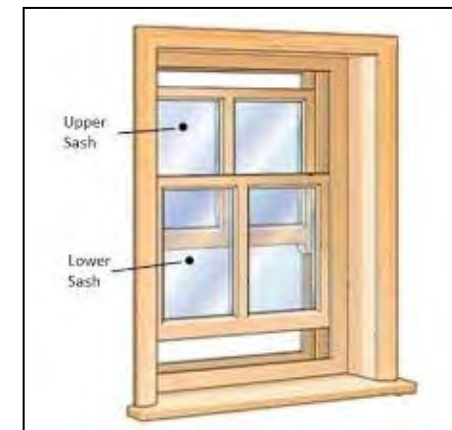
A representation of a building, divided into 2 parts by a vertical plane so as to exhibit the construction of the building.



Ridge

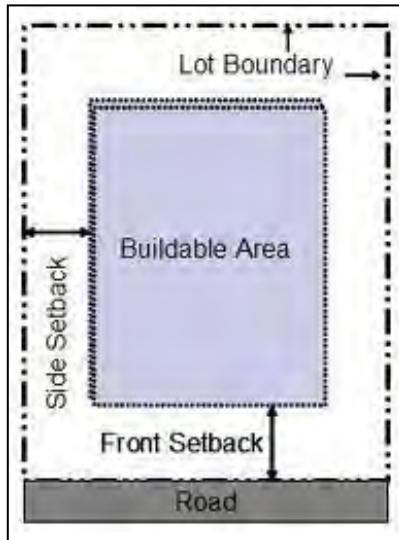


Rustication



Sash

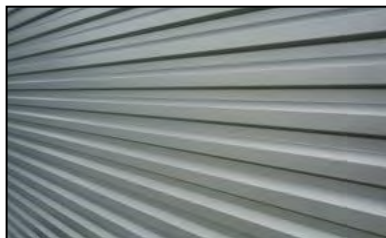
Appendix A: Glossary of Terms



Setback



Shake



Siding

Scale

Scale is the measurement of the relationship of one object to another object. The scale of a building can be described in terms of its relationship to a human being. All components of a building also have a relationship to each other and to the building as a whole, which is the “scale” of the components. Generally, the scale of the building components also relate to the scale of the entire building. The relationship of a building, or portions of a building, to a human being is called its relationship to “human scale.” The spectrum of relationships to humans scale ranges from intimate to monumental.

Setback

The minimum horizontal distance between the lot or property line and the nearest front, side, or rear line of the building (as the case may be), including terraces or any covered projection thereof, excluding steps.

Shake

Split wood shingles.

Shed Roof

A sloping, single-planed roof as seen on a lean-to.

Shiplap

A flush, overlapping joint, as a rabbet, between two boards joined edge to edge.

Siding

The finished covering on the exterior of a frame building (with the exception of masonry); the term cladding is often used to describe any exterior wall covering, including masonry.

Appendix A: Glossary of Terms



Significant Architectural Style

Refers to a historic building's style, which is important because it is from a distinguished architectural period.

Sill

The exterior horizontal member on which a window frame sits.

Slate

Thinly laminated rock, split for roofing, paving, etc.

Soffit

The finished underside of an eave.

Soldier Course

A continuous layer of masonry units one unit high in a wall with the longest dimension vertical and the largest face perpendicular to the wall.

Street Wall

The edges created by building and landscaping that enclose the street and create space.

Stringcourse

A narrow horizontal band extending across the façade of a building and in some instances encircling such decorative features as pillars or engaged columns; may be flush or projecting, and flat, molded, or richly carved.

Stucco

An exterior finish, usually textured, composed of Portland cement, lime, and sand, which are mixed with water.



Slate



Soldier Course



Stucco



Symmetry



Terra-cotta

Surface Materials

Can be used to create a texture for a building – from the roughness of stone or a ribbed metal screen to the smoothness of marble or glass. Some materials, such as wood, may be either rough (such as wood shingles or resawn lumber) or smooth (such as clapboard siding).

Sustainability

Efficient use of a resource so that the resource is not depleted or permanently damaged.

Symmetry

The balanced arrangements of equivalent elements about a common axis.

Terra-cotta

Earth colored baked clay products formed into molds and used ornamentally; also referred to as a roof tile color.

Texture

Texture refers to variations in the exterior façade and may be described in terms of roughness of the surface material, the patterns inherent in the material or the patterns in which the material is placed. Texture and lack of texture influence the mass, scale, and rhythm of a building. Texture also can add intimate scale to large buildings by the use of small detailed patterns, such as brick masonry.

Transom

The horizontal division or cross-bar in a window; a horizontal window opening above a door or window.

Appendix A: Glossary of Terms



Truss

A structure composed of a combination of members, usually in some triangular arrangement so as to constitute a rigid framework.



Truss

Turret

A little tower often at the corner of a building.



Turret

Veranda

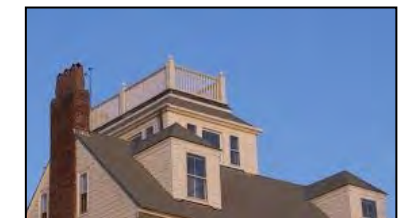
A roofed porch sometimes stretching on two sides of a building.



Veranda

Widow's Walk

A small roof deck with guardrail usually located at the peak of a roof from which wives of ship captains could catch a first glimpse of their husband's ship returning from sea.



Widow's Walk

Appendix B: Materials and Color Charts



Materials: The appropriate type of materials will be determined by the use of the structure (main structure, accessory structure, new infill, etc.), the type of work to be done (maintenance, repair, alterations, additions, new construction, etc.), the location of the work to be done (visible or not visible from public view), and the style of the building.

- **Existing Construction:** It is appropriate to use materials that match and/or complement the original building in terms of material, design, texture, and color. The use of authentic materials is encouraged, as appropriate, while the use of modern composite materials to mimic existing materials is discouraged.
- **Durability:** It is important that all materials be durable and of sturdy construction such that they have a long lifespan and age well.
- **Modern Materials:** For new additions, accessory structures, and infill development it may be more appropriate to use modern materials. The following tables provide guidance for appropriate and inappropriate materials depending on the style of the existing building. Any material not on the lists will be evaluated on a case by case basis for appropriateness in a particular project, with the final determination being made by the Community Development Director.
- **Additional Considerations:**
 - Drainage elements such as those used for gutters and downspouts should be made from galvanized steel, copper, or painted aluminum.
 - Materials used for lighting and signage should be in line with the architectural character of the building, be pedestrian-friendly, and in line with City sign guidelines.
 - Reflective materials should be avoided unless they will not cause a nuisance to adjacent properties.
 - Exposed wood should be finished in such a way that it extends longevity and reduces maintenance.
 - Synthetic materials are discouraged whenever possible.

Appendix B: Materials and Color Charts



Colors: The color pallet used for materials and finishes should exhibit design principles consistent with the architectural style of the building and its context.

- The color pallet for exterior paint and building materials should accentuate the architectural details of the structure and be consistent with its style.
- A variety of colors could be used to accent architectural elements of the building; one color for the body of the building, another for window and door trim, and possibly more depending on the style and details.
- It is not recommended to use too many colors because it will detract from the character of the street.
- Large areas of bright colors should be avoided, however strong accent colors can be used successfully.
- Awnings should be a solid color that is compatible with, yet contrasts, the body of the building.
- For signs and graphics, a contrasting color will help customers to easily identify a business.



Appendix B: Materials and Color Charts



| Architectural Detail | Material | Color |
|---------------------------------------|--|---|
| Sloping Roof (shallow to moderate) | Clay Barrel Tile | Red to Brown |
| Walls | Stucco | Off-White, Beige, Earth, and Natural Tones in a "flat finish" |
| | Wood | Horizontal Clapboard or Board and Rattan used in Horizontal Planes Dark Brown, Light Brown, or Neutral Shade |
| | Brick | Red to Brown, or Neutral Shade |
| Accents | Tile | Glazed or Unglazed |
| Awning | Canvas | Dark Green, Brick Red, Black, or Blue |
| Pavement | Interlocking Permeable Pavers or Poured Concrete | Natural |
| Fences/Gates | Wrought Iron | Painted Reddish Brown or Dark Green |

Appendix B: Materials and Color Charts



| Western Front | |
|--|---|
| Colors | Materials |
| Brown Red Black With White Trim | Wood or Sometimes a wood façade with a brick building |

| Neo-Classical Commercial | |
|--|--|
| Colors | Materials |
| White Brown Red Green Neutrals | Brick Plaster Natural Stone Cast Concrete Wood |

| Victorian Commercial | |
|--|--|
| Colors | Materials |
| Very colorful, almost anything goes: red, blue, brown, yellow, green, etc. With White or Black Trim | Wood Brick Cast Iron Wooden Shingles & Shakes Tin Slate |

| Spanish Colonial Revival | |
|--------------------------|---|
| Colors | Materials |
| White Neutrals | Plaster Stucco Concrete Clay Tile Cast Iron |

| Moderne | |
|----------------------------|---|
| Colors | Materials |
| White Brick Neutrals | Concrete Stucco Glass Block Brick Metal |

Appendix C: Low Impact Development



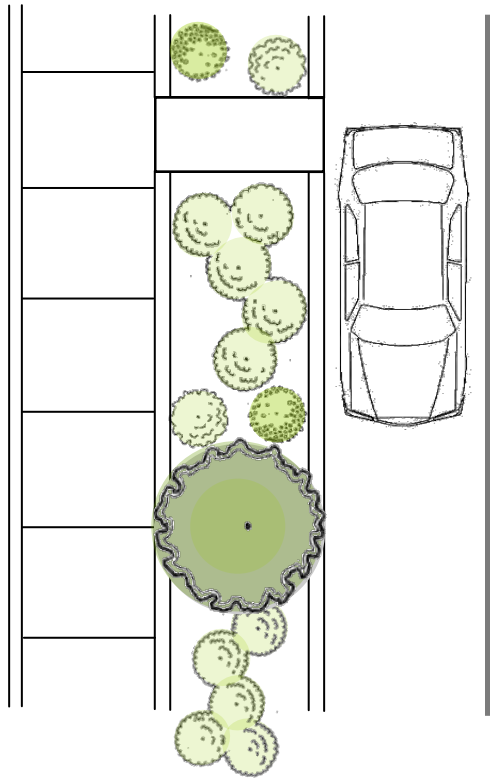
Conserving water on site allows for natural resources to be used for irrigation and it also prevents contaminated runoff from going to the ocean. Low Impact Development (LID) principles offer several solutions:

For more information about water efficient landscapes refer to Tustin City Code at www.tustin.ca.org, then click on City Code.

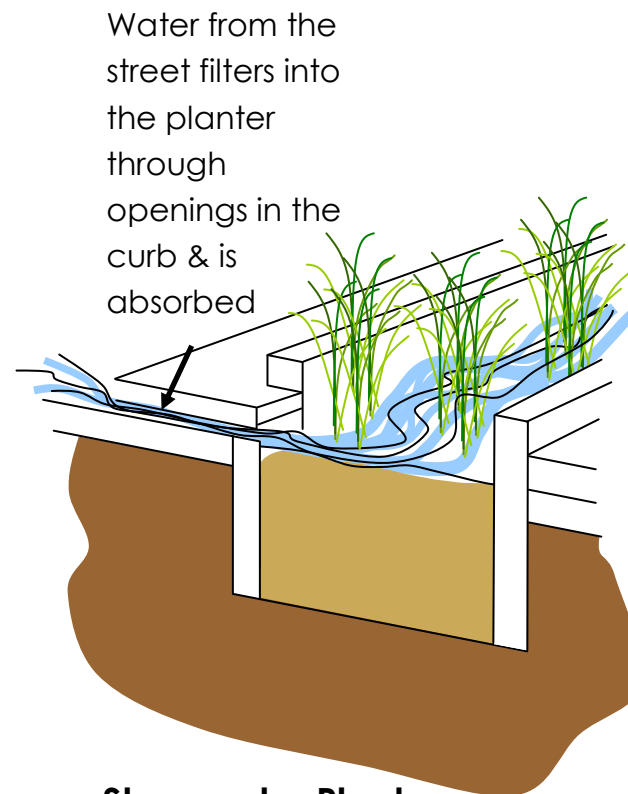
- **Bioswales:** linear, vegetated depressions that capture rainfall and run off from adjacent surfaces. Swales can reduce off-site street water discharge and remove pollutants along the way. In a swale, water is slowed by traveling through vegetation on a relatively flat grade. Because the vegetation receives much of its needed moisture through street water, the need for irrigation is greatly reduced.
- **Rain Gardens:** vegetated depressions in the landscape. They have flat bottoms and gently sloping sides. Rain gardens can be similar in appearance to swales, but their footprints may be any shape. Rain gardens hold water on the surface, like a pond, and have overflow outlets. The detained water is infiltrated through the topsoil and subsurface drain rock unless the volume of water is so large that some will overflow. Rain gardens can reduce or eliminate off-site street water discharge while increasing on-site recharge.
- **Pervious Pavements:** a system that slows or eliminates direct runoff by absorbing rainfall and allowing it to infiltrate into the soil. Care should be taken to avoid flows from landscaped areas reaching permeable paving. Pervious paving is, in certain situations, an alternative to standard paving. Conventional paving is designed to move street water off-site quickly. Permeable paving, alternatively, accepts the water where it falls, minimizing the need for management facilities downstream.
- **Stormwater Planters:** are typically above-grade or at-grade with solid walls and a flow-through bottom. They are contained within an impermeable liner and may or may not use an underdrain to direct treated runoff back to the collection system. At-grade street-adjacent planter boxes are systems designed to take street runoff and/or runoff from sidewalks and incorporate bioretention processes to treat stormwater.



- **Tree Box Filters:** are mini bioretention areas installed beneath trees that help to control runoff, especially when distributed throughout the site. Runoff is directed to the tree box, where it is cleaned by vegetation and soil before entering a catch basin. The runoff collected in the tree-boxes helps irrigate the trees.



Bioswale



Stormwater Planter

Appendix D: Step by Step City Approval Process



To obtain approval of your project it will be necessary to follow a few simple steps to ensure that your proposed project meets the City's applicable codes and that the exterior appearance of the completed project will be compatible with the architectural character of the Cultural Resources District.

Refer to the flow chart in Appendix E to see how the process works when a building permit is required.

1. Consideration of the Project Design Requirements - Early in the consideration of a potential project, you should carefully review the City's Zoning Ordinance and these Design Guidelines to obtain an understanding of what is allowed for the site or project under consideration.
2. Discuss Your Project with City Staff - Before you or your designer/architect complete all of your building plans you should first discuss your project with the Community Development Department staff to find out how the Design Guidelines affect your plans, what zoning requirements (setbacks, height, lot coverage, parking, etc.) need to be taken into consideration and what applications and fees are required. This is an informal meeting at the Department's public counter but it is advisable to call and arrange an appointment first.
3. Submit Application for a Building Permit: Certificate of Appropriateness and/or Design Review may be Required - The next step is to submit plans for Community Development Department staff review. Community Development Department staff will review the plans for compliance with the provisions of the California Building Standards Code as well as the Zoning Ordinance and Design Guidelines and will make a recommendation to the Director of the Department based on their findings. If your plans are not complete or do not meet the adopted design criteria or zoning regulations you may be asked to submit additional information or to redesign the project. If your plans are in compliance, staff will recommend approval.

Appendix D: Step by Step City Approval Process



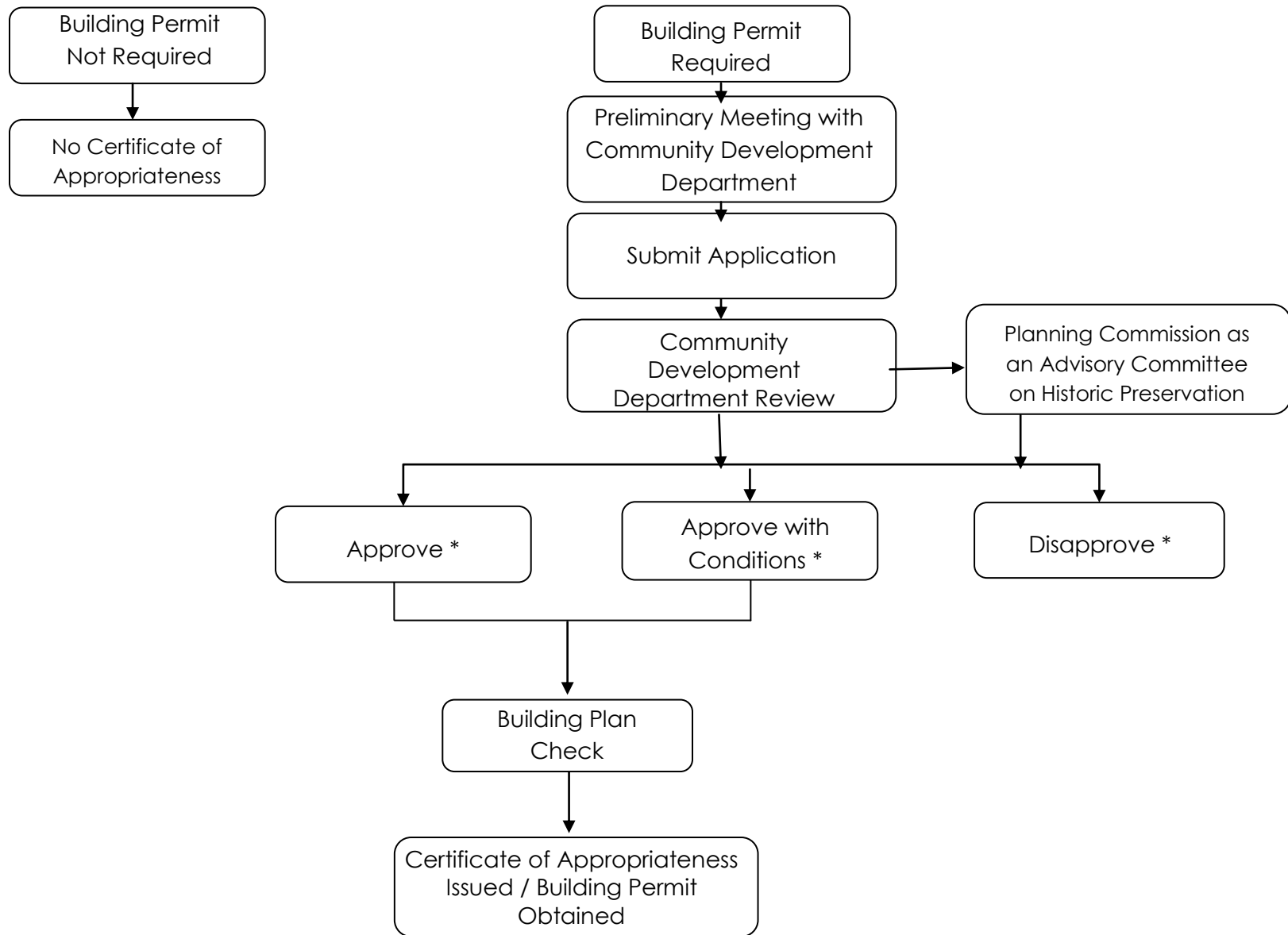
1. City Approval– Upon receiving a recommendation from staff, the Director (or designee) will review the proposed project and will either approve, approved with conditions or deny the project based on compliance with the findings for Certificates of Appropriateness and Design Review as previously discussed. Any person may appeal a decision of the Director to the Planning Commission by filing an appeal notice in writing with the Community Development Department stating the reason(s) for the appeal. Decisions of the Planning Commission may be appealed to the City Council.
2. Approval by Planning Commission or City Council– If the project involves other discretionary action, it may require the approval of the Planning Commission or City Council. The Community Development Department will identify which approval method(s) will be required for your project.

For more information on the Cultural Resources District and Certificate of Appropriateness see the Tustin Zoning Ordinance Section 9252.

For more information on the Design Review Process see the Tustin Zoning Ordinance Section 9272.

Both can be found online at www.tustinca.org/departments/commdev under Planning and Zoning Documents, Tustin Zoning Code.

Appendix E: Certificate of Appropriateness / Design Review Flow Chart



* Any decision may be appealed per Tustin City Code Section 9294

Appendix F: Tustin's Historic Register Plaque Designation Program



The purpose of the plaque designation program is to recognize Tustin's historic properties, educate the public, increase public interest in historic properties and promote community pride. All properties listed in the Tustin Historical Resources Survey are eligible for nomination to the program. Owners of properties that are selected by the City's Planning Commission for the program are not obliged to purchase and/or display a plaque. Participation is completely voluntary.

For a nomination form go to www.tustinca.org, click on departments, select Community Development, forms and handouts.

The plaque will display the construction date and the words "Tustin Historic Register," it may also display supplemental text that identifies the building, as determined by the Planning Commission according to established criteria in the order of priority described below:

For commercial and institutional buildings, the supplemental text will consist of the most prominent business, organization, or church that occupied and/or occupies the building. The Planning Commission may consider descriptive names such as "First Doctor's Office in Tustin," rather than the actual name of the business. When one prominent occupant cannot be identified, the additional criteria (below) may be used.

When one prominent owner or occupant cannot be identified, the criteria below, as applicable, may be used:

- When no prominent owner or occupant can be identified, the supplemental text may consist of the name of the builder, the original owner of the property, or the owner/occupant with the longest tenure in the building. If no historical ownership or occupancy information is publicly available, the architectural style of the building or the name of the current owner or occupant may be used.

Appendix F: Tustin's Historic Register Plaque Designation Program



To nominate a deserving building go to www.tustinca.org, click on departments, select Community Development, then forms and handouts or stop by City Hall for a printed form.

- When more than one prominent owner or occupant has been identified, the supplemental text may include one name or multiple names, at the discretion of the Planning Commission.
- The name of a current prominent owner or occupant of a residence may be used individually or in addition to the name of a past prominent owner or occupant, the builder, etc. if the Planning Commission determines that the building is strongly associated with the current owner or occupant and the current owner or occupant has made a significant contribution to Tustin history and/or to the preservation of the structure.

The Tustin Historical Surveys and input from the Tustin Preservation Conservancy and Tustin Area Historical Society serve as the primary sources of historical information used in determining the most appropriate historical property name(s).

The Planning Commission, in its application of these criteria, shall exercise due discretion consistent with the purpose of the Tustin Historic Register Plaque Program.

Since 2000 the following commercial and institutional buildings have been recognized through the Historic Register Plaque Designation Program. The intent of this appendix is to recognize the buildings and owners who have done an outstanding job of preserving and maintaining the City's historic structures. Plaques are usually placed on the front of most recognized buildings near the entrance or address. The list of commercial buildings on the following pages also includes adaptive reuse buildings (residential structures that have been converted to commercial uses). Residential buildings recognized on the Tustin Historic Register are noted in the Residential Design Guidelines, a separate reference document available at www.tustinca.org.

Appendix F: Tustin's Historic Register Plaque Designation Program



*Blacksmith Shop
245 South C Street
1912
Western False Front*



*Cox Market Building
401 El Camino Real
c1926
Commercial Neo-
Classical*



*First Advent
Christian Church
555 West Main Street
1881
Victorian Gothic Church*



*First Doctor's Office in
Tustin
434 El Camino Real
1885
Victorian Commercial*



*Knights of Pythias Building
397 El Camino Real
1925
Commercial
Neo-Classical*



*McCharles House
335 South C Street
1885
Victorian Queen Anne
Converted Home
(Adaptive Reuse)*



*McCoy Building
160 East Main Street
1880
Western False Front*



*Morris House
150 Yorba Street
1921
Craftsman Bungalow
Converted Home
(Adaptive Reuse)*



Appendix F: Tustin's Historic Register Plaque Designation Program



*Tustin Garage
560 El Camino Real
1915
Eclectic– Mission Revival*



*Tustin Hardware
115 West Main Street
1912
Commercial
Neo-Classical*



*Tustin Presbyterian Church
225 West Main Street
1929
Spanish Colonial/
Gothic Revival*



*Woodward Building
333 El Camino Real
1928
Spanish Colonial Revival*



Appendix G: Federal Tax Incentives for Non-Residential Buildings



The federal Historic Preservation Tax Incentive program supports preservation and rehabilitation of historic structures through tax breaks. The program is jointly administered by U.S. Department of the Interior and the Department of the Treasury. The National Park Service (NPS) acts on behalf of the Secretary of the Interior, in partnership with the State Historic Preservation Officer (SHPO) of California. Eligible historic properties could include office, industrial, and retail buildings.

The two tax break programs offered for commercial buildings are:

- 20% tax credit for the certified rehabilitation of certified historic structures; or
- 10% tax credit for the rehabilitation of non-historic, non-residential buildings built before 1936.

20% Rehabilitation Tax Credit

Benefits:

The 20% tax credit is for the rehabilitation of certified historic structures. The credit equals 20% of the amount spent on qualifying rehabilitation expenditures and is claimed in the year in which the rehabilitated building is put into service.

Eligibility:

Property Types Allowed:

Commercial, industrial, agricultural, and rental residential properties. Buildings must be depreciable and used in a trade or business to produce income. Owners or long term lessees of at least 27.5 years for residential property and 39 years for nonresidential property may apply.

Certified Historic Structure:

To be eligible, a building must be listed in the National Register of Historic Places or be a contributing structure in a National Register Historic District. Many structures are eligible for the Register, and property owners may apply for National Register designation as part of the tax credit process.

The 20% rehabilitation tax credit equals 20% of the amount spent in a certified rehabilitation of a certified historic structure.

The 10% rehabilitation tax credit equals 10% of the amount spent to rehabilitate a non-historic building built before 1936.

The two tax credits are mutually exclusive. Owners can receive one of the credits, but not both. The type of building (certified historic) determines which credit is applicable.

For more information and an application go to www.nps.gov/history/hps/tps/tax.

Application fees range from \$500 to \$2,500.

Visit the California Office of Historic Preservation at www.ohp.parks.ca.gov

Appendix G: Federal Tax Incentives for Non-Residential Buildings



The measurement period for expenditures, for the either tax credit (10% or 20%) is 24 months for a standard project and 60 months for a phased project.

Within that time period rehabilitation expenditures must exceed the greater of \$5,000 or the adjusted basis (purchase price, minus the cost of land, plus improvements already made, minus depreciation already taken) of the building and its structural components.

Be sure to use the correct tax form to claim your credit, typically it is claimed for the tax year in which the rehabilitated building is placed in service.

Expenditures:

Rehabilitation expenditures must be capital in nature and depreciable as real property. Routine maintenance costs such as painting and repairs are not eligible unless they are part of an overall rehabilitation. Cost associated with acquisition, furnishing, and building additions do not qualify. Landscaping, parking lots, and sidewalks, do not qualify. Qualified expenditures may include costs for architectural and engineering fees, site survey fees, legal expenses, development fees, and other construction-related costs, if such costs are added to the basis of the property and determined to be reasonable and related to the services performed.

Timeline:

Building owners must hold the structure for five years following the completion of the rehabilitation or pay back the credit. Any alterations during the five years must be reviewed by the NPS. NPS may inspect a rehabilitated property at any time during the five year period.

Tax Exempt Restrictions:

Expenditures allocable to any portion of a building that is, or is reasonably expected to be, "tax exempt use property" do not qualify. Moreover, the property becomes ineligible if tax-exempt entities occupy more than 35% of the building.

Additional Requirements and Information:

- The building must be depreciable.
- The rehabilitation must be substantial.
- Rehabilitation can be phased provided that: (1) a set of architectural plans and specifications outlining and describing all rehabilitation phases; (2) the plans are completed before the physical rehabilitation work begins; and (3) it can reasonably be expected that all phases will be completed.
- The building must be returned to service (used) and it must be a certified historic structure when placed in service.
- Projects must meet the Secretary of the Interior's Standards for Rehabilitation (see pages 51-53 and Appendix H).

Appendix G: Federal Tax Incentives for Non-Residential Buildings



10% Rehabilitation Tax Credit

Benefits:

The 10% tax credit is for qualifying rehabilitation expenditures of non-historic, non-residential buildings built before 1936.

Eligibility: Applies to rehabilitated non-residential buildings and includes hotels.

Expenditures:

Rehabilitation expenditures must be capital in nature and depreciable as real property. Routine maintenance costs such as painting and repairs are not eligible unless they are part of an overall rehabilitation. Cost associated with acquisition, furnishing, and building additions do not qualify. Landscaping, parking lots, and sidewalks, do not qualify. Qualified expenditures may include costs for architectural and engineering fees, site survey fees, legal expenses, development fees, and other construction-related costs, if such costs are added to the basis of the property and determined to be reasonable and related to the services performed.

Tax Exempt Restrictions:

Expenditures allocable to any portion of a building that is, or is reasonably expected to be, "tax exempt use property" do not qualify. Moreover, the property becomes ineligible if tax-exempt entities occupy more than 35% of the building.

Additional Requirements and Information:

- At least 50% of the building's external walls existing at the time the rehabilitation began must remain in place as external walls at the work's conclusion;
- At least 75% of the building's existing external walls must remain in place as either external or internal walls; and
- At least 75% of the building's internal structural framework must remain in place.
- The building must be depreciable and the rehabilitation must be substantial.
- Rehabilitation can be phased provided that: (1) a set of architectural plans and specifications outlining and describing all rehabilitation phases; (2) the plans are completed before the physical rehabilitation work begins; and (3) it can reasonably be expected that all phases will be completed.
- Projects are expected to meet the Secretary of the Interior's Standards (see Appendix H).
- Buildings listed on the National Register of Historic Places are not eligible for the 10% credit.
- There is no formal review process for the rehabilitation of non-historic buildings.



Preservation as a Treatment

When the property's distinctive materials, features, and spaces are essentially intact and thus convey the historic significance without extensive repair or replacement; when depiction at a particular period of time is not appropriate; and when a continuing or new use does not require additions or extensive alterations, Preservation may be considered as a treatment.

Preservation Defined

The act or process of applying measures necessary to sustain the existing form, integrity, and materials of a historic property. Work, including preliminary measures to protect and stabilize the property, generally focuses upon the ongoing maintenance and repair of historic materials and features rather than extensive replacement and new construction. New exterior additions are not within the scope of this treatment; however, the limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a preservation project.

This Appendix covers the standards for each approach to treatment.

The standards are provided by the National Park Service and can be found at www.nps.gov/hps.

Standards are given for four distinct, but interrelated, approaches to the treatment of historic properties:

Preservation Rehabilitation Restoration Reconstruction

Standards for Preservation

1. A property will be used as it was historically, or be given a new use that maximizes the retention of distinctive materials, features, spaces, and spatial relationships. Where a treatment and use have not been identified, a property will be protected and, if necessary, stabilized until additional work may be undertaken.
2. The historic character of a property will be retained and preserved. The replacement of intact or repairable historic materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Work needed to stabilize, consolidate, and conserve existing historic materials and features will be physically and visually compatible, identifiable upon close inspection, and properly documented for future research.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. The existing condition of historic features will be evaluated to determine the appropriate level of intervention needed. Where the severity of deterioration requires repair or limited replacement of a distinctive feature, the new material will match the old in composition, design, color, and texture.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.



Standards for Rehabilitation

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Rehabilitation as a Treatment

When repair and replacement of deteriorated features are necessary; when alterations or additions to the property are planned for a new or continued use; and when its depiction at a particular period of time is not appropriate, Rehabilitation may be considered as a treatment. Prior to undertaking work, a documentation plan for Rehabilitation should be developed.

Rehabilitation Defined

The act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values.



Restoration as a Treatment

When the property's design, architectural, or historical significance during a particular period of time outweighs the potential loss of extant materials, features, spaces, and finishes that characterize other historical periods; when there is substantial physical and documentary evidence for the work; and when contemporary alterations and additions are not planned, Restoration may be considered as a treatment. Prior to undertaking work, a particular period of time, i.e., the restoration period, should be selected and justified.

Restoration Defined

The act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period. The limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a restoration project.

Standards for Restoration

1. A property will be used as it was historically or be given a new use which reflects the property's restoration period.
2. Materials and features from the restoration period will be retained and preserved. The removal of materials or alteration of features, spaces, and spatial relationships that characterize the period will not be undertaken.
3. Each property will be recognized as a physical record of its time, place, and use. Work needed to stabilize, consolidate and conserve materials and features from the restoration period will be physically and visually compatible, identifiable upon close inspection, and properly documented for future research.
4. Materials, features, spaces, and finishes that characterize other historical periods will be documented prior to their alteration or removal.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize the restoration period will be preserved.
6. Deteriorated features from the restoration period will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials.
7. Replacement of missing features from the restoration period will be substantiated by documentary and physical evidence. A false sense of history will not be created by adding conjectural features, features from other properties, or by combining features that never existed together historically.
8. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
9. Archeological resources affected by a project will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
10. Designs that were never executed historically will not be constructed.



Standards for Reconstruction

1. Reconstruction will be used to depict vanished or non-surviving portions of a property when documentary and physical evidence is available to permit accurate reconstruction with minimal conjecture, and such reconstruction is essential to the public understanding of the property.
2. Reconstruction of a landscape, building, structure, or object in its historic location will be preceded by a thorough archeological investigation to identify and evaluate those features and artifacts which are essential to an accurate reconstruction. If such resources must be disturbed, mitigation measures will be undertaken.
3. Reconstruction will include measures to preserve any remaining historic materials, features, and spatial relationships.
4. Reconstruction will be based on the accurate duplication of historic features and elements substantiated by documentary or physical evidence rather than on conjectural designs or the availability of different features from other historic properties. A reconstructed property will re-create the appearance of the non-surviving historic property in materials, design, color, and texture.
5. A reconstruction will be clearly identified as a contemporary re-creation.
6. Designs that were never executed historically will not be constructed.

Reconstruction as a Treatment

When a contemporary depiction is required to understand and interpret a property's historic value (including the re-creation of missing components in a historic district or site); when no other property with the same associative value has survived; and when sufficient historical documentation exists to ensure an accurate reproduction, Reconstruction may be considered as a treatment. Prior to undertaking work, a documentation plan for Reconstruction should be developed.

Reconstruction Defined

The act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location.

Appendix I: Landscape Planting Chart



| SUGGESTED PLANT MATERIAL PALETTE | | | | | | | | | | | | |
|----------------------------------|---------------------------------|--|----------------|-------------|-----------------|-------------------|----------------------|-----------------------|-----------|---------|---------|------------------------------|
| Plant Type | | Use and Location | | | | | | | Character | | Remarks | |
| | | Screen Planting | Entry Planting | Street Tree | Median Planting | Bus Stop Planting | Parking Lot Planting | Intersection Planting | | | | Site Planting |
| Trees | Melaleuca armillaris | Drooping Melaleuca | | | | | | | | 20'-25' | varies | |
| | Cinnamomum camphora | Camphor | | | | | | | | 50'-60' | 60'-80' | Evergreen |
| | Tabebuia avellanedae | Pink Trumpet Tree | | | | | | | | 25'-30' | 25'-30' | Deciduous- Semi Deciduous |
| | Koelreuteria paniculata | Golden Rain Tree | | | | | | | | 25'-30' | 20'-25' | Deciduous- Yellow Flowers |
| | Geijera parviflora | Australian Willow | | | | | | | | 30'-40' | 25'-25' | Evergreen |
| Shrubs | Abelia grandiflora | Glossy Abelia | | | | | | | | 5'-7' | 4'-5' | Evergreen- Showy Flowers |
| | Raphiolepis indica | Indian Hawthorn | | | | | | | | 4'-5' | 4'-5' | Evergreen |
| | Cotoneaster spp. (Shurbs) | Cotoneaster | | | | | | | | 6'-10' | 6'-10' | Deciduous Shrub |
| | Berberis thunbergii | Atropurpurea' Red Leaf Japanese Barberry | | | | | | | | 3'-6' | 4'-7' | Deciduous Shrub |
| | Hemerocallis sp | Daylily | | | | | | | | varies | varies | Showy Flowers |
| | Calliandra inaequilatera | Pink Powder Puff | | | | | | | | 6'-10' | 6'-10' | Showy Flowers |
| | Agapanthus africanus | Lily of the Nile | | | | | | | | varies | varies | Showy Flowers |
| | Ligustrum japonicum | Japanese Privet | | | | | | | | 8'-10' | 6'-8' | Evergreen |
| | Nandina domestica | Heavenly Bamboo | | | | | | | | 4'-5' | 4'-5' | Evergreen |
| Vines | Bougainvillea spp. | Bougainvillea | | | | | | | | | | Showy Flowers |
| | Vitis californica 'Roger's Red' | Roger's Red Wild Grape | | | | | | | | varies | 15'-30' | Deciduous Grape |
| Ground Cover | Senecio mandraliscae | Kleinia | | | | | | | | | | Flats @ 12" oc Fragrant |
| | Lonicera japonica 'Halliana' | Halls Japanese Honeysuckle | | | | | | | | | | Flats @ 12" oc Fragrant |
| | Hypericum calycinum | Creeping St. Johnswort | | | | | | | | | | Flats @ 12" oc Showy Flowers |
| | Gazania 'Copper King' | Gazania | | | | | | | | | | Flats @ 12" oc Showy Flowers |
| | Drought Tolerant Ornamental | Walk-on groundcovers | | | | | | | | | | Hydroseed/ Sod |

Appendix J: Helpful Books, Websites, and Codes



Books

| | | |
|--|---|--|
| Blumenson, John. Identifying American Architecture: A Pictorial Guide to Styles and Terms, 1600-1945. Nashville, TN: American Association for State and Local History, 1981. | Kirker, Harold. California's Architectural Frontier, Santa Barbara, CA: Peregrine Smith, Inc., 1974. | What Style Is It?: a Guide to American Architecture. New York, NY: John Wiley, 2003. |
| Brenzel, Kathleen Norris. Sunset Western Garden Book. Menlo Park, CA: Sunset Pub., 2007. | Maddes, Diane [ed]. All About Old Buildings, The Whole Preservation Catalog, The Preservation Press, National Trust for Historic Preservation., Washington, DC, 1985. | The Preservation of Historic Architecture: the U. S. Government's Official Guidelines for Preserving Historic Homes. Guilford, CT: Lyons, 2004 |
| City of Tustin Community Development. Tustin Historical Resources Survey , City of Tustin, CA, 2003. | Moss, Roger W. Century of Color: Exterior Decoration for American Buildings, 1820-1920. New York, NY: American Life Foundation, 1981. | Whiffen, Marcus, and Frederick Koeper. American Architecture, 1607-1976. Cambridge, MA: MIT, 1981. |
| Dodd, Richard H. Architectural Styles Orange County. Richard H. Dodd and Associates, 2009. | Mouzon, Stephen A., and Susan M. Henderson. Traditional Construction Patterns. New York, NY: McGaw-Hill, 2004. | |
| | Poppeliers, John C., and S. Allen. Chambers. | |

Websites

National Trust for Historic Preservation
www.preservationnation.org

National Park Service www.nps.gov
See Historic Preservation Services and Technical Preservation Services

Office of Historic Preservation– CA
www.ohp.parks.ca.gov

California Preservation Foundation
www.californiapreservation.org

Landscaping
www.plantnative.org

Cool and Green Roofs
www.consumerenergycenter.org/coolroof/
www.science.howstuffworks.com/environmental/green-science/green-rooftop.htm

Local Preservation Groups
www.preservetustin.org
www.tustinhistory.com
www.orangecountyhistory.org

Codes

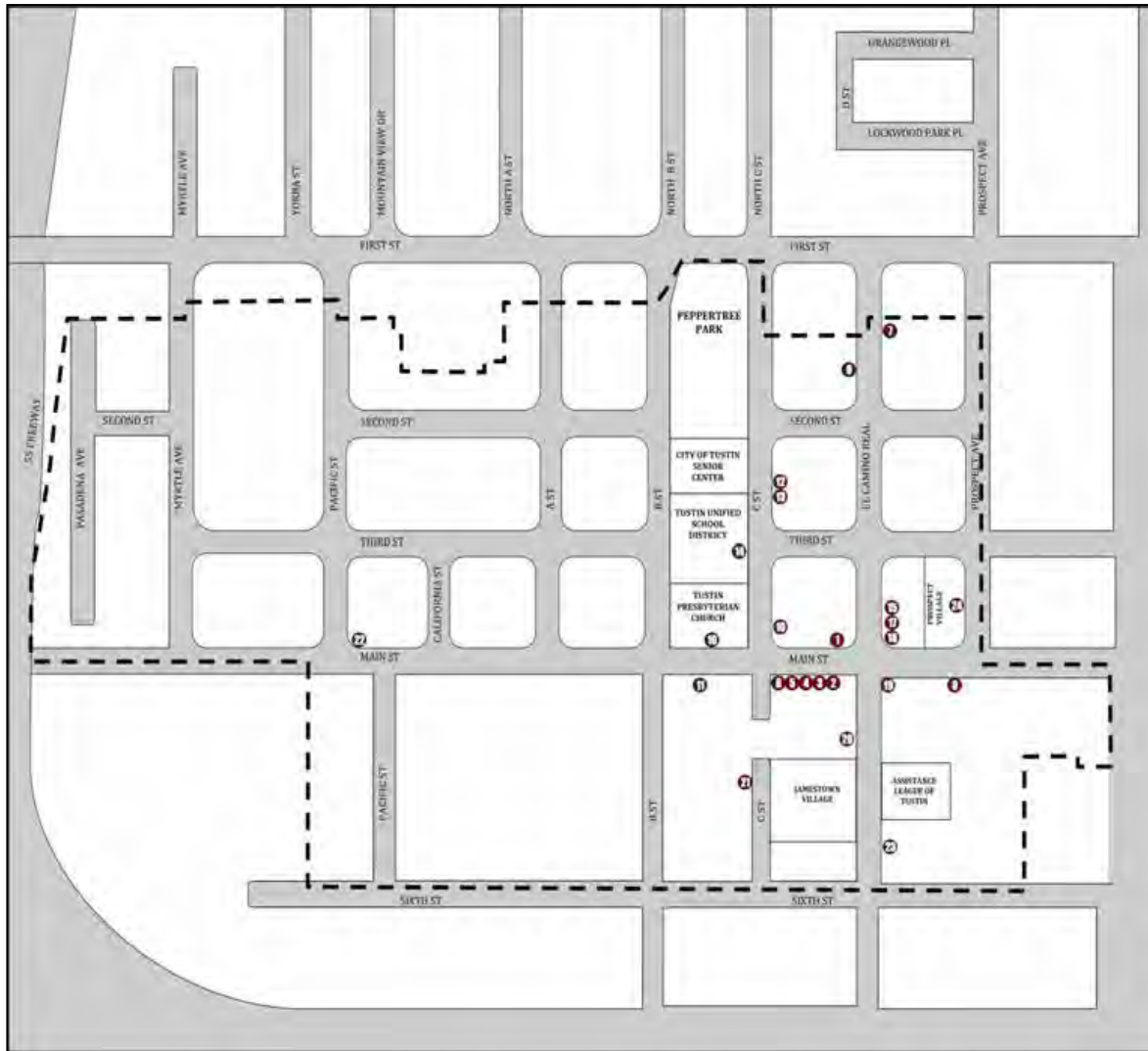
Tustin City Code
www.tustinca.org

California Building Standards Code
www.bsc.ca.gov

California Historical Building Code
www.dgs.ca.gov

Title 24
www.energy.ca.gov/title24/

Appendix K : Location Map for Significant Non-Residential Old Town Buildings



1. Mrs. B's Consignments - Tustin Hardware
2. Knights of Columbus Building
3. Brushstrokes
4. Gary's Shoe Rack
5. Gary & Company Building
6. Rutabegorz - Artz Building
7. 155 El Camino Real
8. Old Town Flooring - McCoy's Sheet Metal
9. 170 El Camino Real
10. Tustin Presbyterian Church
11. Stevens House
12. Blacksmith Shop
13. Russian Ballet Building
14. Tustin Unified School District Administration Building
15. Woodward Building
16. McCharles House
17. The Swinging Door
18. Knights of Pythias
19. Cox Grocery
20. First Doctor's Office
21. Stevens House Carriage House and Residence
22. First Advent Christian Church
23. Armstrong Nursery
24. Prospect Village

Appendix K : Location Map for Significant Non-Residential Old Town Buildings



1. Mrs. B's Consignments - Tustin Hardware Building



2. Knights of Columbus Building



3. Brushstrokes



4. Gary's Shoe Rack



Appendix K : Location Map for Significant Non-Residential Old Town Buildings



5. Gary & Company Building



6. Rutabegorz - Artz Building



7. 155 El Camino Real



8. Old Town Flooring – McCoy's Sheet Metal Building



Appendix K : Location Map for Significant Non-Residential Old Town Buildings



9. 170 El Camino Real



10. Tustin Presbyterian Church



11. Stevens House - Offices



12. Blacksmith Shop



Appendix K : Location Map for Significant Non-Residential Old Town Buildings



13. Russian Ballet Building



14. Tustin Unified School District Administration Building



15. Woodward Building



16. McCharles House



Appendix K : Location Map for Significant Non-Residential Old Town Buildings



17. The Swinging Door Building



18. Knights of Pythias Building



19. Cox Grocery Building



20. First Doctor's Office



Appendix K : Location Map for Significant Non-Residential Old Town Buildings



21. Stevens House Carriage House and Residence



22. First Advent Christian Church



23. Armstrong Nursery





24. Prospect Village



