# *HUMAN ENVIRONMENT*

## 2.1 Land Use

This section is based on a review of local planning documents and geographic information systems (GIS) land use data, as well as information from Section 2.3, Community Impacts, and Appendix A, Resources Evaluated Relative to the Requirements of Section 4(f).

### 2.1.1 Existing and Future Land Uses

The Study Area for the land use analysis includes the project area (the physical area that would be directly affected by the proposed project) and the adjacent neighborhoods within the Cities of Lake Forest, Irvine, Tustin, and Santa Ana (Census Tracts 524.04, 524.10, 524.18, 525.02, 525.05, 525.17, 525.18, 525.24, 525.25, 525.26, 525.27, 744.07, 755.05, 755.07, 755.12, 755.13, and 755.14). These census tracts are depicted in Figure 2.3-1 in Section 2.3, Community Impacts.

#### 2.1.1.1 Existing Land Uses

The existing land uses in the Study Area are shown on Figure 2.1-1. North of State Route 133 (SR-133), existing land uses are a mix of single and multi-family residential, commercial and services, industrial, education, and open space and recreation uses. South of SR-133, the primary existing land uses are vacant land, open space and recreation, agriculture, mixed commercial and industrial. The acreages and percentages of existing land uses in the Study Area are shown in Table 2.1.1.

As indicated in Table 2.1.1, approximately 3,427 acres (ac) or approximately 20.69 percent of the Study Area consists of vacant land. As shown on Figure 2.1-1, vacant land is largely confined to the area around Alton Parkway and Irvine Boulevard, which is slated for open space, recreation, and housing (see Figure 2.1-2). Single-family residential and open space and recreation uses are the second and third most common existing land uses, respectively, in the Study Area.

#### 2.1.1.2 General Plan Land Uses

General Plan land use designations, which guide future development in a jurisdiction, are depicted on Figure 2.1-2 for the Study Area and surrounding areas. In the Study Area north of SR-133, the General Plan land uses in Irvine and Tustin are predominantly residential uses, followed by general office, commercial and services, and facilities uses. South of SR-133, the predominant planned land use in Irvine is open space and recreation, followed by industrial, commercial and services, and pockets of residential uses.

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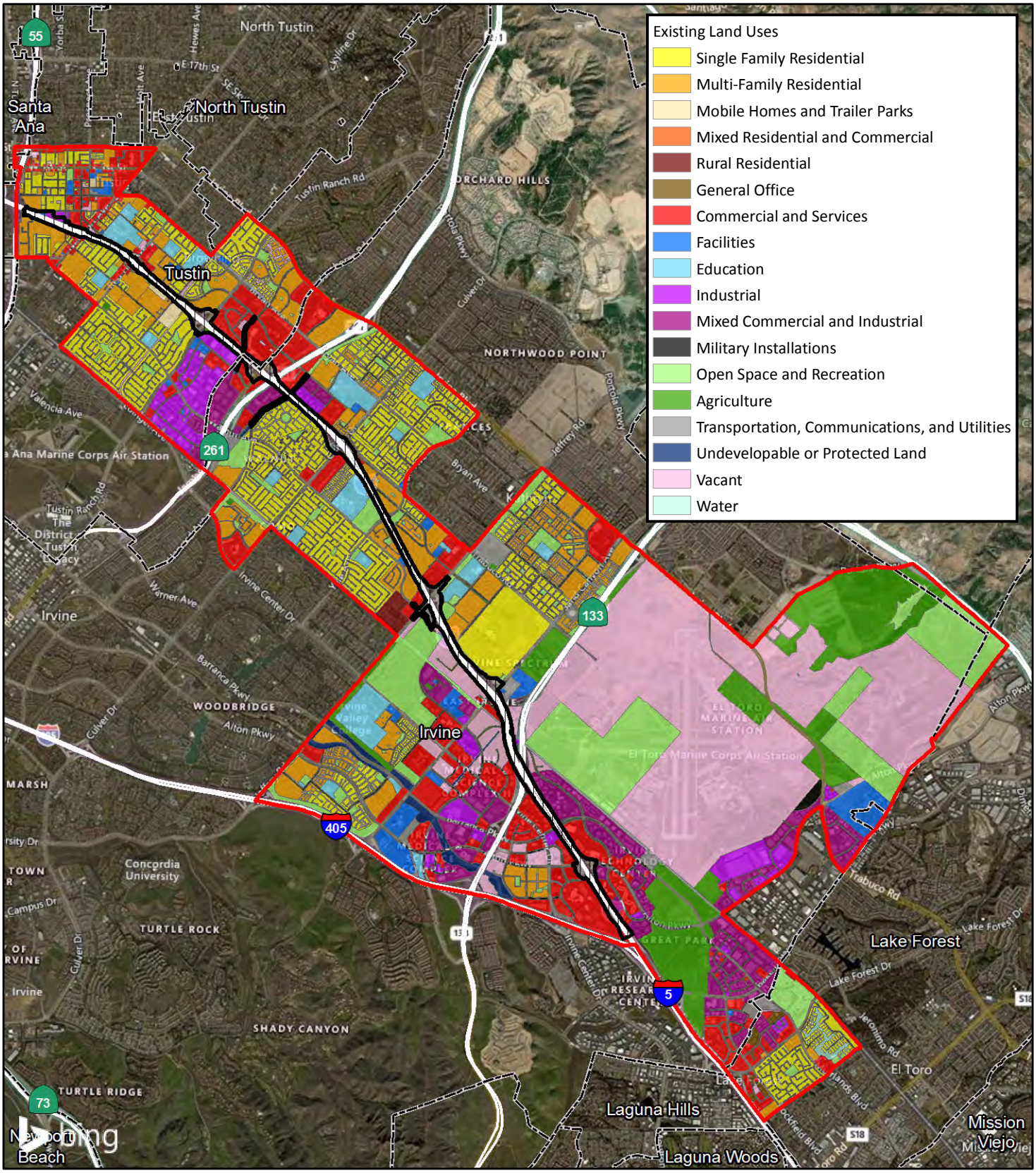


LEGEND

- Project Footprint
- City/Census Designated Place Boundary
- Study Area

FIGURE 2.1-1

0 0.6 1.2
Miles

SOURCE: Bing (2015); US Census Bureau (2010); AECOM (09/2017); SCAG (2016)

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*I-5 Improvement Project: I-405 to SR-55*

Existing Land Uses
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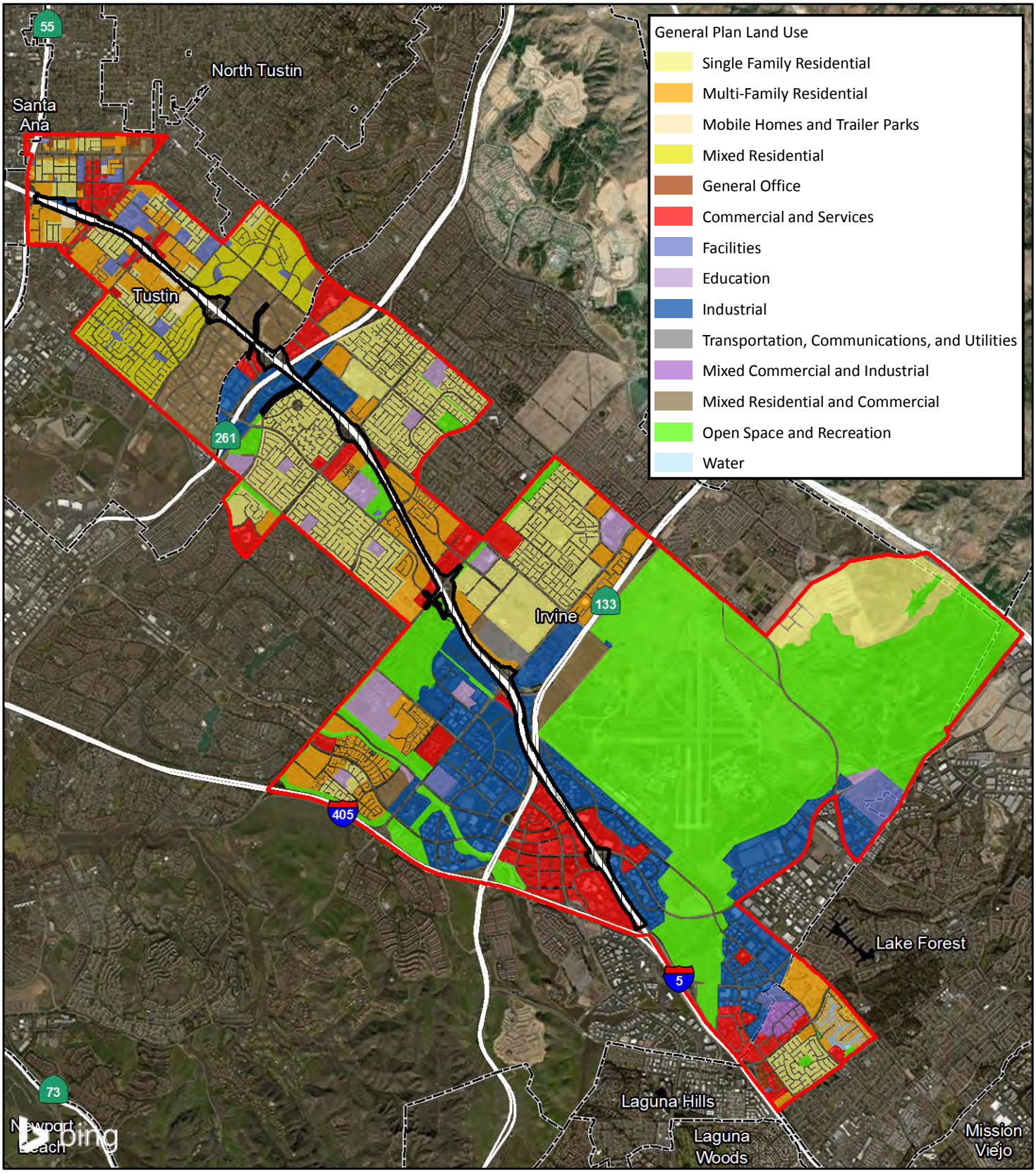


LEGEND

- Project Footprint
- City/Census Designated Place Boundary
- Study Area

N

0 0.6 1.2
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SOURCE: Bing (2015); US Census Bureau (2012); AECOM (09/2017); SCAG (2016)

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FIGURE 2.1-2

*I-5 Improvement Project: I-405 to SR-55*

General Plan Land Uses

12-ORA-5 PM 21.3/30.3

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## Table 2.1.1: Existing Land Uses in the Land Use Analysis Study Area

| Land Use | Acres | | | | | Percentage of Total RSA |
|---|---|---|---|---|---|---|
| | Santa Ana | Tustin | Irvine | Lake Forest | RSA Total | |
| Agriculture | – | 6 | 1,145 | – | 1,150 | 6.95% |
| Commercial and Services | 1 | 371 | 1,078 | 78 | 1,528 | 9.22% |
| Education | – | 94 | 344 | – | 438 | 2.65% |
| Facilities | – | 40 | 294 | 0 | 335 | 2.02% |
| General Office | – | – | 0 | 27 | 27 | 0.16% |
| Industrial | – | 213 | 229 | 6 | 448 | 2.71% |
| Military Installations | – | – | 18 | – | 18 | 0.11% |
| Mixed Commercial and Industrial | – | 24 | 869 | 21 | 915 | 5.52% |
| Mixed Residential and Commercial | – | 1 | – | – | 1 | 0.01% |
| Multi-Family Residential | – | 408 | 833 | 24 | 1,265 | 7.64% |
| Single Family Residential | – | 577 | 1,197 | 142 | 1,916 | 11.57% |
| Mobile Homes and Trailer Parks | – | 28 | – | – | 28 | 0.17% |
| Rural Residential | – | – | 41 | – | 41 | 0.25% |
| Open Space and Recreation | – | 48 | 1,529 | 138 | 1,715 | 10.36% |
| Transportation, Communications, and Utilities | – | 36 | 377 | 15 | 427 | 2.58% |
| Undevelopable or Protected Land | – | 0 | 129 | – | 129 | 0.78% |
| Vacant | – | 70 | 3,313 | 30 | 3,413 | 20.61% |
| Water | – | – | – | 36 | 36 | 0.22% |
| **Total** | **1** | **1,916** | **11,398** | **516** | **13,831** | **–** |

Source: SCAG (2016); compiled by LSA (2017).
Note: Percentages are based on the total acreage within the Study Area, approximately 16,562 acres. The land use categories above do not capture local roadways, and the local rights-of-way are not included in the sum of the "Acres" column. Therefore, percentages do not add up to 100.
RSA = Resource Study Area
SCAG = Southern California Association of Governments

As shown in Table 2.1.2, open space and recreation makes up the largest category of planned land uses within the Study Area (30.84 percent), followed by single-family residential uses and industrial uses (14.14 percent and 11.15 percent, respectively). The existing land uses in the Study Area are consistent with the land use designations in the General Plans of the Cities of Lake Forest, Irvine, Tustin, and Santa Ana.

**Table 2.1.2: General Plan Land Uses in the Land Use Analysis Study Area**

| Land Use | Acres | Percentage |
|---|---|---|
| Commercial and Services | 1,038 | 6.27% |
| Education | 347 | 2.10% |
| Facilities | 310 | 1.87% |
| General Office | 36 | 0.22% |
| Industrial | 1,847 | 11.15% |
| Mixed Commercial and Industrial | 49 | 0.30% |
| Mixed Residential | 504 | 3.04% |
| Mixed Residential and Commercial | 725 | 4.38% |
| Mobile Homes and Trailer Parks | 36 | 0.22% |
| Multi-Family Residential | 1,219 | 7.36% |
| Open Space and Recreation | 5,108 | 30.84% |
| Single Family Residential | 2,342 | 14.14% |
| Transportation, Communications, and Utilities | 231 | 1.39% |
| Water | 36 | 0.22% |
| **Total** | **13,830** | **–** |

Source: SCAG (2016); compiled by LSA (2017).
Note: Percentages are based on the total acreage within the Study Area, approximately 16,562 acres. The land use categories above do not capture local roadways, and the local rights-of-way are not included in the sum of the "Acres" column. Therefore, percentages do not add up to 100.
Note: The acreage of land identified in the RSA for general plan land uses does not add up to the acreage of land identified in the RSA for existing land uses, due to slight differences in SCAG existing land use and general plan land use data.
RSA = Resource Study Area
SCAG = Southern California Association of Governments

### 2.1.1.3 Development Trends

The City of Lake Forest encompasses an area of 16.6 square miles (sq mi) and was incorporated in 1991 (City of Lake Forest 2017). The population of Lake Forest in 2010 was 77,264, compared to 58,707 in 2000 (Southern California Association of Governments [SCAG] 2017b). The City of Lake Forest is growing at a faster rate than the Cities of Santa Ana and Tustin, and at a slower rate than the City of Irvine (SCAG 2017a). The City of Lake Forest began as a series of established planned communities with previously adopted planned community zoning designations that ultimately incorporated. Residential areas along Interstate 5 (I-5) were largely not developed as a part of planned developments. One- to three-story commercial developments are concentrated near I-5 and other arterials, and the northern portion of Lake Forest is the least developed (City of Lake Forest 2008). Based on SCAG (2017a) growth projections, employment in Lake Forest is projected to increase by 25 percent from 2012 to 2040. During the same time period, SCAG projects that the city's population will increase approximately by 78,500 in 2012 to 90,700 in 2040 (SCAG 2017a). Table 2.1.3 illustrates this projected growth.

**Table 2.1.3: Projected Growth**

| Area | 2012 | 2040 | Percentage Growth |
|---|---|---|---|
| Orange County[1] | 3,084,036 | 3,527,975 | 14.39% |
| Lake Forest | 78,500 | 90,700 | 15.54% |
| Irvine | 227,100 | 327,300 | 44.12% |
| Tustin | 77,300 | 83,000 | 7.37% |
| Santa Ana | 329,200 | 343,100 | 4.22% |

Source: SCAG (2017a); Caltrans (2016); compiled by LSA (2018).
[1] From Caltrans California County-Level Economic Forecast 2016–2050.
Caltrans = California Department of Transportation
SCAG = Southern California Association of Governments

The City of Irvine encompasses an area of 66 sq mi, and was incorporated in 1971 (City of Irvine 2017). The population of Irvine in 2010 was 212,375, compared to 143,072 in 2000 (SCAG 2017b). With a population growth rate of approximately 44.1 percent expected between 2012 and 2040, the City of Irvine is growing at a faster rate than the rest of the cities in the Study Area (SCAG 2017a). The City of Irvine is expected to reach its build-out limits in 2040, with commercial and industrial development outpacing residential development (City of Irvine 2015). One of the largest ongoing developments in the City of Irvine is the redevelopment of the former El Toro Marine Corps Air Station (MCAS) as the Orange County Great Park. According to SCAG (2017a) growth projections, the City of Irvine is projected to increase job growth by 42.6 percent from 2012 to 2040.

The City of Tustin encompasses an area of 11.08 sq mi, and was incorporated in 1927 (City of Tustin 2017). The population of Tustin was 75,540 in 2010, as compared to 67,504 in 2000 (SCAG 2017b). With a population growth rate of approximately 7.4 percent expected to occur between 2012 and 2040, the City of Tustin is growing at a faster rate than Santa Ana and a slower rate than Lake Forest and Irvine. While the City of Tustin is growing, it is not yet built out. In the Housing Element of the General Plan (2013), the City of Tustin identified 192.45 ac of vacant land and 12.85 ac of underutilized land with development potential (City of Tustin 2013). The greatest potential for growth in Tustin lies in the redevelopment of the former Tustin MCAS, which will create new residential, commercial, and open space lands. According to SCAG (2017a) growth projections, the City of Tustin is projected to increase job growth by 76.6 percent from 2012 to 2040.

The City of Santa Ana encompasses an area of 27.3 sq mi. Santa Ana was incorporated in 1886, and is the County Seat and the second largest city in Orange County (City of Santa Ana 2017). The population of Santa Ana was 324,528 in 2010, as compared to 337,977 in 2000 (SCAG 2017b). With an expected population growth of 4.2 percent between 2012

and 2040, the City of Santa Ana is growing at a slower rate than the other cities in the Study Area. Because Santa Ana has limited vacant land available for development, most new development involves the redevelopment of underdeveloped or previously improved parcels (City of Santa Ana 1998). The City of Santa Ana is experiencing increased traffic congestion as a result of growth and increased development in Santa Ana and surrounding cities (City of Santa Ana 1998). According to SCAG (2017a) growth projections, the City of Santa Ana is projected to increase job growth by 7.2 percent from 2012 to 2040.

Approved and planned projects in the Study Area are described in Table 2.19.1 and shown on Figure 2.19-1 in Section 2.19, Cumulative Impacts.

### 2.1.2 Consistency with State, Regional, and Local Plans and Programs

This section discusses the Project's consistency with the SCAG 2016–2040 Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS), the SCAG 2019 Federal Transportation Improvement Program (FTIP), the Orange County Transportation Authority (OCTA) Measure M Renewal Ordinance, the OCTA M2020 Plan, the OCTA Long Range Transportation Plan (LRTP**),** and the General Plans of the Cities of Lake Forest, Irvine, Tustin, and Santa Ana.

#### 2.1.2.1 SCAG Regional Transportation Plan/Sustainable Communities Strategy

SCAG is the Metropolitan Planning Organization for six counties and 187 cities. SCAG prepares long-range planning documents guiding responses to regional challenges in the areas of transportation, air quality, housing, growth, hazardous waste, and water quality. Because these issues cross city and county boundaries, SCAG works with cities, counties, and public agencies in the six-county region (i.e., Los Angeles, Orange, Ventura, San Bernardino, Riverside, and Imperial Counties) to develop strategies to specifically address the growth and transportation issues facing Southern California.

The 2016–2040 RTP/SCS was adopted by SCAG on April 2016, and last amended (Amendment No. 1) in January 2017. SCAG's 2016–2040 RTP/SCS places a greater emphasis on sustainability and integrated planning than previous RTPs and defines three principles that guide future development in the six-county region: mobility, economy, and sustainability. SCAG updates the RTP/SCS every four years. Improvements to I-5, including the proposed project (FTIP ORA130302), are listed in the 2016–2040 financially constrained RTP/SCS.

#### 2.1.2.2 SCAG Federal Transportation Improvement Program

The FTIP is a listing of all capital transportation projects proposed over a 6-year period for the SCAG region. The FTIP is prepared to implement the projects and programs listed in the RTP, and is developed in compliance with State and federal requirements. A new FTIP is prepared and approved every two years. These funded projects include highway improvements; transit, rail, and bus facilities; carpool lanes; signal synchronization; intersection improvements; freeway ramps; and other related improvements.

Federal law requires that all federally funded projects and regionally significant projects (regardless of funding) must be listed in an FTIP. Improvements to I-5, including the proposed project (FTIP ORA130302), are listed in the 2019 FTIP.

#### 2.1.2.3 Measure M Renewal Ordinance

In 1990, Orange County voters approved Measure M, a half-cent sales tax for transportation improvements that was scheduled to sunset in 2011. On November 7, 2006, the County's voters renewed Measure M for a 30-year extension through 2041 and approved a continuation of transportation improvements through the Measure M Transportation Investment Plan (M2). By the year 2041, the M2 program plans to deliver approximately $15.5 billion worth of transportation improvements to Orange County. Major improvement plans target Orange County freeways, streets and roads, and transit and environmental programs. The proposed project is included as project "B" in the M2 program and is subject to the provisions of OCTA's M2 Ordinance. Attachment B, Section II.A.4, of the M2 Ordinance contains the following language related to the design of freeway projects funded by M2:

> *"Freeway Projects will be built largely within existing rights of way using the latest highway design and safety requirements. However, to the greatest extent possible within the available budget, Freeway Projects shall be implemented using Context Sensitive Design, as described in the nationally recognized Federal Highway Administration (FHWA) Principles of Context Sensitive Design Standards. Freeway Projects will be planned, designed and constructed using a flexible community-responsive and collaborative approach to balance aesthetic, historic, and environmental values with transportation safety, mobility, and maintenance and performance goals. Context Sensitive Design features include: parkway-style designs; environmentally friendly, locally native landscaping; sound reduction; improved wildlife passage and aesthetic*

*treatments, designs and themes that are in harmony with the surrounding communities."*

#### 2.1.2.4 OCTA M2020 Plan/Measure M Next 10 Delivery Plan

OCTA adopted the M2020 Plan on September 10, 2012. The M2020 Plan is an early action delivery plan for the M2 program. The M2020 Plan identifies the development and construction of 14 freeway projects to be delivered before the year 2020. On November 14, 2016, the OCTA Board approved the transition from the M2020 Plan into the Measure M Next 10 Delivery Plan. Improvements to I-5, including the proposed project (I-5 between Interstate 405 [I-405] and State Route 55 [SR-55]), are included in the plan.

The Next 10 Delivery Plan establishes priorities and funding commitments over a 10-year period (2017–2026) to implement the transportation improvements described in the M2 program, in spite of changing economic and revenue conditions.

#### 2.1.2.5 OCTA Long Range Transportation Plan

The OCTA LRTP provides a guiding document for transportation improvements for Orange County, which is considered in the development of the RTP. The general goals of the LRTP are to assess the performance of the transportation system over a 20-plus year horizon and to identify the projects that best address the needs of the system based on expected population, housing, and employment growth, while simultaneously taking into account forecasted financial assumptions. The LRTP reflects OCTA's current policies and commitments and incorporates input from local jurisdictions, business and community leaders, County residents, transportation planning professionals, and other stakeholders. OCTA updates the LRTP about every four years. The last LRTP was finalized on September 12, 2014. Improvements to I-5 to eliminate bottlenecks and reduce congestion between SR-55 and El Toro are included in the plan.

#### 2.1.2.6 Local General Plans

General plans contain policies that guide land use-related decisions within a city. General plans address issues that directly and indirectly influence land uses (e.g., housing, noise, transportation, public services and facilities, and conservation and open space). Refer to Table 2.1.6 for an analysis of the consistency of the proposed project with the local planning document.

##### *City of Lake Forest General Plan*

Relevant circulation, recreation and resources, public facilities/growth management, and land use-related policies in the City of Lake Forest General Plan are described below.

*Land Use Element (2016)*

- **Policy 3.1:** Ensure that new development fits within the existing setting and is compatible with the physical characteristics of available land, surrounding land uses, and public infrastructure availability.
- **Policy 3.2:** Preserve and enhance the quality of Lake Forest residential neighborhoods by avoiding or abating the intrusion of disruptive, non-conforming buildings and uses.
- **Policy 3.3:** Ensure that the affected public agencies can provide necessary facilities and services to support the impact and intensity of development in Lake Forest and in areas adjacent to the City.

*Recreation and Resources Element (2015)*

- **Policy 1.9:** Preserve all designated open space areas until sufficient parkland exists in the City to meet the established parkland standard to provide adequate recreational opportunities for the community except any land within the Regional Park/Open Space designation requiring reconfiguration to create a continuous open space link.
- **Policy 2.4:** Conserve and protect important topographical features, watershed areas, and soils through appropriate site planning and grading techniques, re-vegetation and soil management practices, and other resource management techniques.

*Public Facilities/Growth Management Element (1994)*

- **Policy 7.1:** Work closely with the County of Orange, Caltrans, surrounding jurisdictions, and other transportation agencies to provide needed transportation facilities.

*Circulation Element (2008)*

- **Policy 1.1:** Support the completion of the Orange County Master Plan of Arterial Highways.
- **Policy 2.1:** Provide and maintain a City circulation system that is in balance with planned land uses in Lake Forest and surrounding areas in the region.
- **Policy 2.2:** Coordinate improvements to the City circulation system with other major transportation improvement programs, such as the Foothill Circulation Phasing Plan and improvement to the San Diego Freeway (I-5).
- **Policy 2.3:** Improve the Lake Forest circulation system roadways in concert with land development to ensure adequate levels of service.

### *City of Irvine General Plan*

Relevant circulation and land use-related policies in the City of Irvine General Plan are described below.

### *Circulation Element (2015)*

- **Objective B-1: Roadway Development:** Plan, provide and maintain an integrated vehicular circulation system to accommodate projected local and regional needs.
  - **Policy (a):** Use the Circulation, Land Use and Growth Management Elements to determine roadway sizing and phasing.
- **Objective B-2 Roadway Design:** Develop a vehicular circulation system consistent with high standards of transportation engineering safety and with sensitivity to adjoining land uses.
  - **Policy (a):** Align roadways in relationship to adjoining land uses to minimize noise and visual impacts.

### *Land Use Element (2015)*

- **Policy (j):** Residential areas and sensitive uses shall be protected from the encroachment of incompatible activities or land uses which would cause a hazard or substantial nuisance or otherwise creates a negative impact upon sensitive uses or the residential living environment.

## *City of Tustin General Plan*

Relevant circulation-related policies in the City of Tustin General Plan are described below.

### *Circulation Element (2008)*

- **Policy 3.2:** Support capacity and noise mitigation improvements such as high-occupancy vehicle (HOV) lanes, general purpose lanes, auxiliary lanes, and noise barriers on the I-5 and SR-55 freeways.
- **Policy 3.3:** Monitor and coordinate with California Department of Transportation (Caltrans) freeway work as it affects Tustin's roadway and require modifications as necessary.
- **Policy 3.4:** Maintain a proactive and assertive role with appropriate agencies dealing with regional transportation issues affecting the City.

### *Conservation/Open Space/Recreation Element (2008)*

- **Policy 14.4:** Preserve public and private open space lands for active and passive recreational opportunities.
- **Policy 15.1:** Support Orange County's completion of additional linkages of the Peters Canyon Regional Multi-use Trail, extending south beyond City of Tustin incorporated boundaries.

### *City of Santa Ana General Plan*

Relevant circulation and land use-related policies in the City of Santa Ana General Plan are described below.

#### *Circulation Element (1998)*[1]

- **Policy 1.1:** Coordinate transportation improvements in a manner which minimizes disruptions to the community.
- **Policy 1.2:** Coordinate with the State to provide a freeway system that promotes efficient and convenient access to City streets in a manner consistent with local land use policy.
- **Policy 4.1:** Program and prioritize transportation improvements to stimulate growth in major development areas.
- **Policy 8.2:** Maintain compliance with regional, state, and federal programs which provide funding for transportation improvements.

### 2.1.2.7 Specific Plans

Some municipalities adopt specific plans to implement the policies established in the general plan in a specific geographical area. The Cities of Santa Ana and Lake Forest do not have specific plans within the Study Area. Specific plans adopted by the Cities of Tustin and Irvine that are located in the Study Area are discussed below.

### *East Tustin Specific Plan*

- **Objective:** Plan for compatible residential development adjacent to existing residential areas and promote a cohesive appearance.
- **Objective:** The residential housing mix should provide for a broad range of densities from estate to medium high; provide flexibility to incorporate a variety of housing types to meet housing demands; provide opportunities for affordable housing in both owner occupied and rental housing; and provide housing opportunities for families to move up to more traditional housing types.
- **Objective:** Plan for a mixed use area with freeway and arterial exposure so as to maximize the opportunity to develop viable and marketable commercial retail and hotel/motel uses and also maintain flexibility to provide other non-residential, non-retail business related uses in the event that the entire mixed use area is too large to accommodate viable commercial retail uses.

[1] The Circulation Element of the City of Santa Ana General Plan is currently being revised.

- **Goal:** Develop a traffic circulation system which serves both existing and new development.

### *Orange County Great Park Master Plan*

The Orange County Great Park Master Plan guides the design and development of the Orange County Great Park between Irvine Boulevard and Marine Way. The Master Plan area falls outside of the project area, and the proposed project would not conflict with the Master Plan.

## 2.1.3 Parks and Recreational Facilities

The City of Lake Forest operates and maintains a total of 32 city parks as well as several recreational facilities, including the City Hall Community Center, Heritage Hill Historical Park, and Lake Forest Golf (City of Lake Forest 2017). There are no parks or community centers in the City of Lake Forest within 0.5 mi of the project area.

The City of Irvine operates and maintains a total of 19 community parks and more than 40 neighborhood parks and special recreational facilities, including aquatic centers, the Harvard Skate Park, and the Adventure Playground (City of Irvine 2017). The following parks and recreational facilities in the City of Irvine are within 0.5 mi of the project area:

- **Harvard Community Athletic Park** (Map ID No. 10): Harvard Avenue, Irvine. This park features ball courts. This park is approximately 0.04 sq mi and is located approximately 2,800 feet (ft) from the proposed project.
- **Colorado Park** (Map ID No. 11): Colorado Circle, Irvine. This park features a playground, ball court, pool, and passive recreation areas. This park is 0.01 sq mi and is located approximately 600 ft from the proposed project.
- **Colony Park** (Map ID No. 12): South Mall Street and East Mall Street, Irvine. This park features a tennis court, a pool, and passive recreation areas. This park is approximately 0.01 sq mi and is located approximately 700 ft from the proposed project.
- **College Park** (Map ID No. 13): Sequoia Street and Sawleaf Avenue, Irvine. This park features baseball fields, a playground, a pool, and passive recreation areas. This park is approximately 0.01 sq mi and is located approximately 3,480 ft from the proposed project.
- **David Sills Lower Peters Canyon Park** (Map ID No. 28): Farwell Avenue, Irvine. This park features a child play area, lighted soccer field, a lighted softball field, eight lighted tennis courts, and barbeque and picnic areas, and restrooms. This park is

approximately 10.3 ac and is located approximately 1,600 ft northeast of the proposed project.

- **Brywood Park** (Map ID No. 14): Westwood Street and Bryan Avenue, Irvine. This park features baseball fields, a playground, and a soccer field. This park is 0.02 sq mi and is located approximately 2,500 ft from the proposed project.
- **Greentree Park** (Map ID No. 15): Homestead Street, Irvine. This park features a basketball court, a playground, a pool, and passive recreation areas. This park is approximately 0.01 sq mi and is located approximately 2,500 ft from the proposed project.
- **Heritage Park** (Map ID No. 16): 4601 Walnut Avenue, Irvine. This park features a football field, a baseball field, tennis courts, and an aquatics center. This park is approximately 0.08 sq mi and is located adjacent to the proposed project.
- **Presley Park** (Map ID No. 17): Karen Ann Lane, Irvine. This park features a baseball field, a playground, and passive recreational areas. This park is approximately 0.02 sq mi and is located approximately 1,450 ft from the proposed project.
- **Orchard Park** (Map ID No. 18): 1 Van Buren, Irvine. This park features a baseball field, two basketball courts, a playground, and passive recreational areas. This park is approximately 0.01 sq mi and is located adjacent to the proposed project.
- **Coralwood Park** (Map ID No. 19): 12 Fremont, Irvine. This park features a playground and passive recreation areas. This park is approximately 0.01 sq mi and is located approximately 1,600 ft from the proposed project.
- **Sycamore Park** (Map ID No. 20): 27 Lewis, Irvine. This park features a playground and passive recreation areas. This park is approximately 0.01 sq mi and is located approximately 2,300 ft from the proposed project.
- **Hoeptner Park** (Map ID No. 21): Hoeptner Street, Irvine. This park features tennis courts, a playground, and passive recreation areas. This park is approximately 0.01 sq mi and is located approximately 2,100 ft from the proposed project.
- **Cypress Community Park** (Map ID No. 22): 255 Visions, Irvine. This park features baseball fields, tennis courts, and a basketball court. This park is approximately 0.03 sq mi and is located adjacent to the proposed project.
- **Arbor Park** (Map ID No. 23): 401 Rush Lily, Irvine. This park features a pool, a playground, bocce courts, and passive recreational areas. This park is approximately 0.01 sq mi and is located approximately 1,000 ft from the proposed project.
- **Cypress Grove Park** (Map ID No. 24): Scented Violet and Rush Lily, Irvine. This park features soccer courts, a basketball court, a baseball field, a playground, and

passive recreation areas. This park is approximately 0.02 sq mi and is located approximately 2,050 ft from the proposed project.

- **Floral Park** (Map ID No. 25): Scented Violet and Cherry Tree, Irvine. This park features a pool, a playground, and passive recreation areas. This park is approximately 0.01 sq mi and is located approximately 2,900 ft from the proposed project.
- **Orange County Great Park** (Map ID No. 26): C Street, Irvine. The park features soccer fields, passive recreational areas, a food garden, and a community space. The park is approximately 1.5 sq mi and is located approximately 2,000 ft from the proposed project.
- **Orange County Great Park Wildlife Corridor** (Map ID No. 27): Marine Way, Irvine. The proposed park would be approximately 0.3 sq mi and would be located approximately 2,200 ft from the proposed project.
- **Irvine Child Resource Center** (Map ID No. 24): 14341 Yale Avenue, Irvine. This community facility is located approximately 670 ft from the proposed project.
- **Irvine Fine Arts Center** (Map ID No. 25): 14321 Yale Avenue, Irvine. This community facility is located approximately 600 ft from the proposed project.
- **Heritage Park Community Center** (Map ID No. 26): 14301 Yale Avenue, Irvine. This community facility is located approximately 300 ft from the proposed project.
- **Walnut Trail:** Walnut Trail is approximately 1,150 ft southwest of the maximum disturbance limits. Walnut Trail is a Class I (off-street) trail with adjacent open space areas. The east/west trail is adjacent to the Metrolink train tracks between Harvard Avenue and Sand Canyon Avenue.
- **Cypress Village Trail:** Parallel to I-5 between Sand Canyon Avenue and Jeffrey Road. This Class I (off-street) bikeway connects to the Jeffrey Open Space Trail at Cypress Community Park.
- **Sand Canyon Trail:** Parallel to Sand Canyon Avenue between Portola Parkway and I-405. This Class I (off-street) bikeway is approximately four miles (mi) long.
- **Jeffrey Open Space Trail:** Parallel to Jeffrey Road (when fully constructed, from Portola Parkway to Quail Hill Parkway).The majority of this Class I (off-street) bikeway has been constructed. The north-south bikeway will travel approximately five mi through Irvine.
- **Peters Canyon Trail:** Warner Avenue to Barranca Parkway. Under existing conditions, there is a missing segment of the trail in the City of Tustin. The existing off-street bikeway is approximately 4.6 mi long, and there are plans to construct the missing segment in Tustin.

The City of Tustin operates and maintains a total of 15 parks as well as five community centers, including the Tustin Family and Youth Center, the Tustin Area Senior Center, and the Columbus Tustin Activity Center (City of Tustin 2017). The following parks and community centers in the City of Tustin are within 0.5 mi of the project area:

- **Peppertree Park and Tustin Area Senior Center** (Map ID No. 2): 298 West 1st Street, Tustin. This community facility is located approximately 2,000 ft from the proposed project.
- **Frontier Park** (Map ID No. 3): 1401 Mitchell Avenue, Tustin. This park features a playground and passive recreation areas. This park is approximately 0.01 sq mi and is located approximately 600 ft from the proposed project.
- **Pine Tree Park** (Map ID No. 4): 13501 Red Hill Avenue, Tustin. This park features a playground and passive recreation areas. This park is approximately 0.01 sq mi and is located approximately 2,050 ft from the proposed project.
- **Magnolia Tree Park** (Map ID No. 5): 14600 Alder Lane, Tustin. This park features a basketball court, tennis courts, a playground, and passive recreation areas. This park is approximately 0.01 sq mi and is located approximately 1,700 ft from the proposed project.
- **Laurelwood Park** (Map ID No. 6): 14210 Cherrywood Lane, Tustin. This park features tennis courts, basketball courts, a pool, a playground, and passive recreation areas. This park is approximately 0.01 sq mi and is located approximately 1,200 ft from the proposed project.
- **Camino Real Park** (Map ID No. 7): Parkcenter Lane, Tustin. This park features a basketball court, a playground, and passive recreation areas. This park is approximately 0.01 sq mi and is located approximately 950 ft from the proposed project.
- **Heritage Park** (Map ID No. 8): Kinsman Circle, Tustin. This park features basketball courts, a hockey field, a playground, and passive recreation areas. This park is approximately 0.01 sq mi and is located approximately 3,900 ft from the proposed project.
- **Laurel Glen Park** (Map ID No. 9): Myford Road, Tustin. This park features a playground and passive recreation areas. This park is approximately 0.005 sq mi and is located approximately 3,200 ft from the proposed project.
- **Clifton C. Miller Community Center** (Map ID No. 5): 300 Centennial Way, Tustin. This community facility is located approximately 2,300 ft from the proposed project.

- **Tustin Community Center at the Market Place** (Map ID No. 16): 2961 El Camino Real, Tustin. This community facility is located approximately 1,600 ft from the proposed project.

The City of Santa Ana operates and maintains a total of 35 city parks as well as 19 community and recreation centers, including the Cabrillo Tennis Center, Godinez Gym & Performing Arts Center, and the Santiago Lawn Bowling Center (City of Santa Ana 2017). The following parks and community facilities in the City of Santa Ana are within 0.5 mi of the project area:

- **Santa Ana Zoo** (Map ID No. 1): 1801 East Chestnut Avenue, Santa Ana. The 0.03 sq mi Santa Ana Zoo is adjacent to and west of the proposed project.

Parks and recreation resources within 0.5 mi of the project area are shown on Figure A-1 in Appendix A, Resources Evaluated Relative to the Requirements of Section 4(f). They were evaluated to assess whether they would trigger the requirements for protection under Section 4(f). Refer to Appendix A for additional discussion regarding evaluation of the project under Section 4(f).

#### 2.1.3.1 Section 4(f) Facilities

The following park and recreational facilities that qualify for protection under Section 4(f) of the United States Department of Transportation Action of 1966 have been identified within the Study Area:

##### *Sand Canyon Trail*

The Sand Canyon Trail is a Class I (off-street) trail parallel to Sand Canyon Avenue in the City of Irvine. The north-south trail is approximately four mi long and extends from Portola Parkway in the north to I-405 in the south. The trail is a continuous access trail and can be accessed from various intersections along its alignment. The entire trail is open for public use.

##### *Jeffrey Open Space Trail*

The Jeffrey Open Space Trail is an open space corridor with a Class I (off-street) trail parallel to Jeffrey Road in the City of Irvine. The majority of this planned open space corridor and trail has been constructed. The Class I (off-street) trail crosses I-5 on the Jeffrey Road Overcrossing as a Class II (on-street) facility. This north-south trail will extend approximately five mi through Irvine, when fully constructed and operational, from Portola Parkway in the north to the Quail Hill open space in the south. The segment of the trail in the Study Area has been constructed and is currently open for public use.

The City of Irvine has identified a planned project to construct a Class I (off-street) bicycle and pedestrian (Americans with Disabilities Act [ADA] compliant) overcrossing with a direct connection across the I-5 freeway between the south side of Cypress Community Park and Walnut Avenue (near the existing Jeffrey Road Park and Ride Lot [owned and operated by Caltrans]). This planned bicycle and pedestrian overcrossing would operate independently from the Jeffrey Road Overcrossing.

### *Orchard Park*

Orchard Park is adjacent to the project improvements on I-5 near Yale Avenue in the City of Irvine. The neighborhood park is approximately six ac in size and consists of green space with two playgrounds, two basketball courts, one unlighted ball diamond, one unlighted soccer field, restrooms, and picnic areas. Pedestrian access to Orchard Park is available from Yale Avenue, Van Buren, and Roosevelt. Vehicular access to the park is available from Van Buren.

### *Heritage Park*

Heritage Park is adjacent to the project improvements on southbound I-5 between Yale Avenue and Culver Drive in the City of Irvine. The community park is approximately 36.5 ac in size and consists of green space with two multi-use buildings, two child play areas, an amphitheater, a lake/pond, restrooms, barbecues, and a group picnic area. Active recreation facilities at this park include three pools, three lighted soccer fields, twelve lighted tennis courts, three lighted basketball courts, one volleyball court, two lighted racquetball courts, and two lighted ball diamonds. Vehicular and pedestrian access to Heritage Park is available from Yale Avenue and Walnut Avenue.

### *Peters Canyon Trail and Bikeway*

The Peters Canyon Trail and Bikeway is a regional Class I (off-street) trail that connects the Cities of Tustin, Orange, Irvine, and Newport Beach. This trail and bikeway is comprised of two properties: (1) Peters Canyon Regional Trail and Bikeway (County of Orange) and (2) Peters Canyon Off-Street Bikeway (City of Irvine). Peters Canyon Regional Trail and Bikeway is open for public use and is 4.6 mi long. It is located along the west side of the Peters Canyon Wash Channel from the City of Orange and extends south through Cities of Tustin, Irvine, and Newport Beach and ends in the Upper Newport Bay. Peters Canyon Off-Street Bikeway is also open for public use and is 3.5 mi long. It is located along the east side of the Peters Canyon Wash Channel from the City of Orange and extends from Portola Parkway to Edinger Avenue.

#### 2.1.3.2 Park Preservation Act

The project will affect two park facilities that are protected by the Park Preservation Act (California Public Resources Code Sections 5400–5409). These park facilities are Orchard Park and Heritage Park (both described above). The Park Preservation Act prohibits local and State agencies from acquiring any property that is in use as a public park at the time of acquisition unless the acquiring agency pays sufficient compensation or land, or both, to enable the operator of the park to replace the park land and any park facilities on that land.

### 2.1.4 Environmental Consequences

#### 2.1.4.1 Temporary Impacts

***Alternative 2A***

*Land Use*

Construction of Alternative 2A would require temporary construction easements (TCEs) along both sides of I-5 for much of the project segment to allow access for the construction of noise barriers, retaining walls, and roadway widening. The locations of the parcels that would be affected by these TCEs are shown on Figures 2.3-3 in Section 2.3, Community Impacts. The largest TCEs occur north of Newport Avenue on the north side of I-5, at the southwest corner of Tustin Ranch Road and I-5, on El Modena Tustin Channel and Peters Canyon Channel. Construction of Alternative 2A with Design Option 3 would result in larger TCEs on the north side of I-5 between Jeffrey Road and Sand Canyon Avenue, and smaller TCEs on both sides of I-5 between Newport Avenue and Tustin Ranch Road. Staging activities may result in temporary increases in dust and noise levels in the vicinity of these staging areas; however, such activities are not anticipated to interfere with existing uses on the parcels or result in land use conflicts with adjacent businesses and residences near I-5. These impacts would be temporary and would cease when the project construction is complete.

Commercial and service uses, industrial uses, and open space and recreation uses make up the greatest share of existing land uses that would be impacted by TCEs. As shown in Table 2.1.4, Alternative 2A would result in the use of approximately five ac of existing commercial and services uses, approximately five ac of existing industrial uses, and approximately four ac of existing open space and recreation uses for TCEs.

## Table 2.1.4: Existing Land Use Impacts

| | | Alternative 2A (ac) | Alternative 2A with Option 3 (ac) | Alternative 2B (Preferred Alternative) (ac) | Alternative 2B with Option 3 (ac) |
|---|---|---|---|---|---|
| **Permanent Impacts** | Agriculture | 0.16 | 0.16 | 0.24 | 0.25 |
| | Commercial and Services | 6.59 | 6.57 | 6.40 | 6.26 |
| | Facilities | 0.08 | 0.08 | -- | -- |
| | Industrial | 0.40 | 0.40 | 0.16 | 0.16 |
| | Mixed Commercial and Industrial | 0.30 | 0.30 | 0.31 | 0.30 |
| | Mobile Homes and Trailer Parks | 0.00 | 0.00 | 0.00 | 0.00 |
| | Multi-Family Residential | 0.43 | 0.43 | 0.18 | 0.18 |
| | Open Space and Recreation | 1.06 | 2.49 | 0.33 | 1.77 |
| | Single Family Residential | 0.00 | 0.00 | 0.00 | 0.00 |
| | Transportation, Communications, and Utilities | 5.68 | 5.68 | 5.35 | 5.35 |
| | Undeveloped or Protected Land | 0.04 | 0.04 | 0.05 | 0.04 |
| | Vacant | 0.91 | 0.91 | 0.64 | 0.63 |
| **Permanent Impacts Total** | | **15.64** | **17.05** | **13.67** | **14.93** |
| **Temporary Construction Easements (TCE)** | Agriculture | 2.15 | 2.15 | 1.99 | 1.99 |
| | Commercial and Services | 5.20 | 4.28 | 2.95 | 5.84 |
| | Education | 0.08 | 0.08 | -- | -- |
| | Facilities | 1.98 | 1.98 | -- | -- |
| | Industrial | 4.63 | 4.63 | 0.04 | 0.05 |
| | Mixed Commercial and Industrial | 1.37 | 0.19 | 0.19 | 0.21 |
| | Mobile Homes and Trailer Parks | 0.00 | 0.00 | -- | -- |
| | Multi-Family Residential | 1.20 | 1.20 | 0.04 | 0.04 |
| | Open Space and Recreation | 4.03 | 5.75 | 2.75 | 5.84 |
| | Single Family Residential | 0.01 | 0.00 | -- | -- |
| | Transportation, Communications, and Utilities | 0.86 | 0.86 | 0.19 | 0.20 |
| | Undeveloped or Protected Land | 3.01 | 3.01 | 3.00 | 7.97 |
| | Vacant | 1.38 | 1.38 | 0.61 | 0.62 |
| **TCE Total** | | **25.90** | **25.53** | **11.76** | **22.75** |

Source: SCAG (2016); compiled by LSA (2017).
ac = acre(s)
SCAG = Southern California Association of Governments
TCE = Temporary Construction Easement

With Design Option 3, Alternative 2A would result in the use of approximately four ac of existing commercial and services uses, approximately five ac of existing industrial uses, and approximately six ac of existing open space and recreation uses for TCEs.

Alternative 2A would require TCEs on 49 parcels in the project area (refer to Table 2.3.9 in Section 2.3, Community Impacts). Construction of Alternative 2A with Design Option 3 would result in TCEs on four additional parcels. The TCEs generally consist of land that is currently used for landscaping, unimproved areas at the perimeter of parcels, or parking. Project Feature LU-1 includes design modifications that will address the loss of landscaping.

**PF-LU-1** During final design, design modifications that will minimize or avoid the loss of landscaping and noncompliance with general development standards will be selected, if feasible. If such losses cannot be minimized or avoided and the project still results in the loss of landscaping or other noncompliance with development standards, the California Department of Transportation (Caltrans) will coordinate with the City of Irvine and the City of Tustin, to obtain landscaping or setback variances for properties where the project would reduce the required amount of landscaping below the applicable municipal landscaping and setback requirements. If variances are not granted, any severance damages to the affected parcels will be determined during the right-of-way acquisition process in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

TCEs may temporarily interfere with parking and the accessibility of commercial businesses. However, owners of parcels where TCEs would be required would receive compensation for the temporary use of a portion of their property.

Following completion of the project, areas that are temporarily disturbed by construction activities would be returned to their property owners in the same or better condition than prior to construction. Owners of parcels where TCEs would be required would receive compensation for the temporary use of a portion of their property. For these reasons, TCE impacts are not anticipated to be substantial. Therefore, the temporary use of land during construction of Alternative 2A would not result in substantial adverse effects. Alternative 2A would also require temporary partial and full lane closures on the I-5 mainline, I-5 ramps, and local roadways in the project area (as described in Section 1.3.4).

Alternative 2A and Alternative 2B (Preferred Alternative) have generally the same partial and/or full closures during construction, except Alternative 2A has additional closures at the following locations: I-5 mainline closure at Jeffrey Road, I-5 mainline closure at Alton Parkway, northbound I-5 off-ramp to Jamboree Road, and Red Hill Avenue to the northbound I-5 on-ramp. Southbound SR-55 to the southbound I-5 Connector and partial or complete closure of Alton Parkway and Jeffrey Road associated with the mainline/ ramp closures described above.

Generally, lane closures would occur primarily during off-peak and overnight hours, minimizing delays to the traveling public and local business operations. Any full or partial closures of the freeway mainline required would occur primarily at nighttime and on weekends to minimize delays to the traveling public. Access to all nearby businesses would be maintained during any freeway, ramp, and/or local street closures through the identification of detour routes on alternate freeway off-ramps and local streets. Although construction of the Build Alternative would not substantially interfere with any adjacent land uses, there would be inconveniences due to construction-related delays, temporary closures, and construction equipment operations. Full and partial closures will be coordinated with local jurisdictions as outlined in the Draft Transportation Management Plan (Project Feature PF-T-1 in Section 2.5.3.1 of Section 2.5, Traffic and Transportation/Pedestrian and Bicycle Facilities).

### *Consistency with State, Regional, and Local Plans and Programs*

Consistency with State, regional, and local plans and programs is related to the consistency of permanent project changes with those plans. As a result, the construction of Alternative 2A would not result in any inconsistencies with State, regional, and local plans and policies.

### *Parks and Recreational Facilities*

Construction of Alternative 2A would result in temporary effects at six resources protected under Section 4(f), as described in Appendix A. TCEs would be required at three off-street recreational trails and two parks to construct the proposed improvements. Construction of Design Option 3 would not temporarily affect any recreational resources.

Alternative 2A would result in the temporary closure of sections of the Sand Canyon Trail, the Jeffrey Open Space Trail, the Peters Canyon Regional Trail and Bikeway, and the Peters Canyon Off-Street Bike Trail during the replacement of the Jeffrey Road overcrossing and the widening of the I-5. The linear impacts of the TCE on the Sand Canyon Trail, the Jeffrey Open Space Trail, and the Peters Canyon Trail would

potentially require temporary closure and route detours for these trails. Project Features PF-PR-1 through PF-PR-5 will address these TCEs and temporary closures:

**PF-PR-1** **Trail and Pedestrian Facilities Temporary Closure Plan.** During final design, a Trail and Pedestrian Facilities Temporary Closure Plan for addressing the short-term impacts to existing trails (subject to protection under Section 4(f)) and sidewalks (not subject to protection under Section 4(f)) within the construction limits of the project will be prepared and included in the Transportation Management Plan (TMP). The TMP will be incorporated into the Plans, Specifications, and Estimates (PS&E) for implementation by the Construction Contractor. The Temporary Closure Plan will address the affected trail as well as sidewalks within the project limits.

Specifically, the Temporary Closure Plan will address:

- Identification of trail and pedestrian facilities that will be closed temporarily during construction;
- Public awareness and notification plan, including public notices on sidewalks and trail detours/closures, contact information for the Resident Engineer and the Construction Contractor, on-site signing, and other activities to inform the public about issues associated with the trail and sidewalks during project construction;
- Developing and implementing detours for temporarily closed trail and sidewalks;
- Phasing of trail and sidewalk closures to allow for effective detours to maintain connectivity of these facilities around the construction area;
- Coordinating the trail and sidewalk closures and detours with the local jurisdictions with authority over the sidewalks and trails;
- Criteria for identifying detour routes and facilities;
- Information signing for closures and detours;
- Requirements for compliance with the Americans with Disabilities Act during construction;
- Maintaining signing for closures and detours throughout the closure period and replacing lost or damaged signing; and
- Restoring trail and sidewalk facilities at the completion of project construction.

Prior to and during construction activities that will require the temporary closure of a trail or sidewalk, the Project Engineer will require the Construction Contractor to comply with and implement the procedures in the Temporary Closure Plan for the affected trail and sidewalk facilities.

**PF-PR-2** **Temporary Closures of Trails and Sidewalks.** Prior to any temporary closures of trails, the Project Engineer will obtain approval from the Director of the City of Irvine Public Works Department, and the Parks and Recreation Department, or their representatives, to review the location and need for each trail and sidewalk closure. Detours for each closure will be developed in consultation with the City of Irvine Public Works and Parks and Recreation Directors, or their representatives.

**PF-PR-3** **Signing for Alternative Trail Routes.** The Resident Engineer will require the project Construction Contractor to develop detour signs, directing trail users to alternative routes. Appropriate directional and informational signage will be provided by the Construction Contractor prior to each closure and far enough away from the closure so that trail users will not have to backtrack to get to the detour route.

**PF-PR-4** **Contact Information at Trail Detours.** Detour signage shall include the Resident Engineer's contact information and inform trail users to contact the Resident Engineer and/or the Construction Contractor regarding upcoming or active trail closures.

**PF-PR-5** **Restoration of Impacted Trail Segments.** The Resident Engineer will require the Construction Contractor to return trail segments closed temporarily during construction to their original, or better, condition after completion of construction, prior to their return to the City of Irvine. After project construction, the Resident Engineer will document that both access to and connectivity of all trails and sidewalks have been restored.

As detailed in Appendix A, Alternative 2A, which includes Project Features PF-PR-1 through PF-PR-5, which address TCEs and trails closures/detours, would result in a temporary use of these resources; however, the effects of this use would not substantially impair the activities, features, and/or attributes that qualify the resources for protection under Section 4(f) and those effects are proposed to be *de minimis.*

TCEs would also be required on the western boundary of Orchard Park and the eastern boundary of Heritage Park. These TCEs would be fenced off, and they would not affect any active recreational uses at the park facility. Affected land within the park would be restored to its original condition or better. Project Feature PF-PR-7 addresses the temporary use of these parks associated with the TCEs:

**PF-PR-7 Temporary Use of Land from Parks During Construction.**

- During final design, the Project Engineer will evaluate the proposed temporary construction easements (TCEs) in Orchard Park and Heritage Park, and will identify opportunities to further reduce the size of the TCEs. The TCEs in Orchard Park and Heritage Park will be shown on the project plans and specifications and will include notes that the Construction Contractor cannot increase the sizes or change the locations of any of the TCEs.
- **Access Restrictions at Temporary Construction Easements.** The Project Engineer will require the Construction Contractor to fence and gate all land in Orchard Park and Heritage Park used for the TCEs. The TCEs will be appropriately signed to restrict access to the area by park patrons. The Project Engineer will require the Construction Contractor to maintain the fencing throughout the time the TCEs are used and to remove the fencing only after all construction activity in an area is completed, the TCEs are no longer needed, and the land used for the TCEs are ready to be returned to the property owner.
- **Signing of the Fenced Temporary Construction Easement.** The Project Engineer will require the Construction Contractor to provide signing at the TCEs in Orchard Park and Heritage Park explaining why the areas are fenced and access to the TCEs are restricted, the anticipated completion date of the use of the land for the TCEs, and contact information (for both the Project Engineer and the Construction Contractor) for the public to solicit further information regarding the TCEs and the project.
- **Return of Land Used for the Temporary Construction Easement to the Property Owners.** The Project Engineer will be required to coordinate the restoration of land used for the TCEs in Orchard Park and Heritage Park with the City of Irvine to restore it to its original or

better condition when construction in an area has been completed and the temporary TCEs are no longer needed.

As detailed in Appendix A, Alternative 2A, which includes Project Feature PF-PR-7 that addresses TCEs, would not substantially impair the activities, features, and/or attributes that qualify the resources for protection under Section 4(f) and there would be no temporary use of Orchard Park or Heritage Park.

### *Alternative 2B (Preferred Alternative)[1]*

#### *Land Use*

Alternative 2B would have similar temporary land use impacts to Alternative 2A, as described above. However, Alternative 2B differs in terms of the acreage of direct impacts. As shown in Table 2.1.4, Alternative 2B would result in the use of approximately three ac of existing undevelopable or protected land uses, approximately three ac of existing commercial and services uses, and approximately three ac of existing open space and recreation uses for TCEs. With Design Option 3, Alternative 2B would result in the use of approximately eight ac of existing undevelopable or protected land, approximately six ac of land with existing commercial and services uses, and approximately six ac of land with open space and recreation uses. These impacts would be temporary and would cease when the project construction is complete.

Alternative 2B would have similar construction related effects as described above for Alternative 2A; however, Alternative 2B would not require mainline closures of the I-5 at the Alton or Jeffrey Road interchanges, the northbound I-5 off-ramp at Jamboree Road, Red Hill Avenue to the northbound I-5 on-ramp, or southbound SR-55 to the southbound I-5 connector.

#### *Consistency with State, Regional, and Local Plans and Programs*

Consistency with State, regional, and local plans and programs is related to the consistency of permanent project changes with those plans. As a result, the temporary impacts associated with the construction of Alternative 2B would not result in any inconsistencies with State, regional, and local plans and policies.

#### *Parks and Recreational Facilities*

Alternative 2B would impact fewer Section 4(f) resources than Alternative 2A, because it would only result in a temporary use at the Sand Canyon Trail, Peters Canyon Regional Trail and Bikeway and Peters Canyon Off-Street Trail. There would be no temporary use

[1] Alternative 2B without Design Option 3 has been selected as the Preferred Alternative.

of the Jeffrey Road Trail, Orchard Park, or Harvard Park. Construction of Design Option 3 would not affect any recreational resources. Project Features PF-PR-1 through PF-PR-5 will address temporary effects associated with the TCEs and trail closures/ detours. Appendix A discusses temporary impacts to Section 4(f) resources in greater detail.

#### *No Build Alternative (Alternative 1)*

##### *Land Use*

The No Build Alternative would not result in the construction of any improvements to the project segment of I-5 other than routine maintenance. As a result, the No Build Alternative would not result in temporary adverse effects related to existing and planned land uses.

##### *Consistency with State, Regional, and Local Plans and Programs*

Consistency with State, regional, and local plans and programs is related to the consistency of permanent changes with those plans. Therefore, temporary impacts under the No Build Alternative would not result in any inconsistencies with State, regional, and local plans and policies.

##### *Parks and Recreational Facilities*

The No Build Alternative would not result in the construction of any improvements to the project segment of I-5 other than routine maintenance. As a result, the No Build Alternative would not result in temporary adverse effects related to parks and recreation facilities, or Section 4(f) resources.

### 2.1.4.2 Permanent Impacts

#### *Alternative 2A*

##### *Land Use*

Alternative 2A would require the permanent conversion from current and planned land uses to transportation uses to accommodate the proposed project improvements. As shown in Table 2.1.4, Alternative 2A would result in the conversion of approximately seven ac of existing commercial and services uses, approximately six ac of transportation, communications, and utilities uses, and approximately one ac of open space and recreation uses. With Design Option 3, Alternative 2A would result in the conversion of approximately seven ac of existing commercial and services uses, approximately six ac of transportation, communications, and utilities uses, and approximately two ac of open space and recreation uses. As shown in Table 2.1.5, Alternative 2A would result in the conversion of approximately six ac of land for commercial and services uses,

approximately four ac of land planned for transportation, communications, and utilities uses, and approximately three ac of land planned for multifamily residential uses into

**Table 2.1.5: General Plan Land Use Impacts**

| | | Alternative 2A (ac) | Alternative 2A with Option 3 (ac) | Alternative 2B (Preferred Alternative) (ac) | Alternative 2B with Option 3 (ac) |
|---|---|---|---|---|---|
| **Permanent Impacts** | Commercial and Services | 6.15 | 6.13 | 5.94 | 5.79 |
| | Facilities | 0.08 | 0.08 | 1.38 | 1.37 |
| | Industrial | 1.60 | 1.60 | 0.00 | 0.00 |
| | Mixed Residential | 0.00 | 0.00 | 0.49 | 0.48 |
| | Mixed Residential and Commercial | 0.52 | 0.52 | 0.00 | 0.00 |
| | Mobile Homes and Trailer Parks | 0.00 | 0.00 | 1.55 | 1.67 |
| | Multi-Family Residential | 2.65 | 2.77 | 0.01 | 0.06 |
| | Open Space and Recreation | 0.37 | 0.41 | 0.00 | 5.51 |
| | Transportation, Communications, and Utilities | 4.22 | 5.50 | 4.23 | 5.79 |
| | Miscellaneous | 0.04 | 0.04 | 0.05 | 0.04 |
| **Permanent Impacts Total** | | **15.64** | **17.05** | **13.67** | **14.93** |

Source: SCAG (2016); compiled by LSA (2017).
ac = acre(s)
SCAG = Southern California Association of Governments

transportation uses, identified in local General Plans. With Design Option 3, Alternative 2A would result in the conversion of approximately six ac of land planned for commercial and services uses, approximately six ac of land planned for transportation, communications, and utilities uses, and approximately three ac of land planned for multifamily residential uses into transportation uses, identified in local General Plans.

The privately owned properties that would be fully acquired for the proposed project would be converted from their current and planned land uses to transportation land uses. All of the proposed property acquisitions are situated adjacent to existing commercial and industrial land uses that would benefit from increased freeway accessibility and improved circulation in their vicinity. Because Alternative 2A would impact freeway-adjacent properties, improve freeway operations, and reduce traffic congestion in the area, the land use compatibility impacts are not considered to be substantial.

Some of the partial acquisitions may result in the loss of landscaping or setbacks, or in noncompliance with other development standards on the remaining lot**.** As part of the acquisition process, coordination with the property owner and the local jurisdiction would be undertaken to address any variances needed resulting from noncompliance with development standards.

### *Consistency with State, Regional, and Local Plans and Programs*

The local land use policies consistency analysis for the project alternatives is provided in Table 2.1.4. Alternative 2A would be generally consistent with the applicable policies and objectives contained in the General Plans of the Cities of Lake Forest, Tustin, Santa Ana, and Irvine. Specifically, the project is consistent with the policies and objectives to improve regional transportation facilities, maximize the efficiency of the circulation system, and improve access to city streets. In addition, implementation of Alternative 2A would not result in changes to existing land use patterns along I-5 because I-5 is an existing transportation facility located in a highly developed area, and the Build Alternative would result in a limited number of acquisitions. Alternative 2A would not require amendment of the affected cities' General Plans.

### *Parks and Recreational Facilities*

Alternative 2A would result in a small acquisition on the eastern property boundary of Heritage Park and a small permanent easement at Orchard Park. A minor acquisition would occur on the eastern boundary of Heritage Park and the permanent easement would occur on the western boundary of Orchard Park. Construction of Design Option 3 would not permanently affect any recreational resources. These minor acquisitions/ easements would occur on a small amount of the respective total park acreages, and none of the activities, attributes or features of the park would be impaired. As detailed in Appendix A, Alternative 2A, which includes Project Feature PF-PR-6 regarding property/easement acquisition, would result in a permanent use at these resources; however, the effects of this use would not substantially impair the activities, features, and/or attributes that qualify the resources for protection under Section 4(f), and those effects are proposed to be *de minimis.*

Construction of Alternative 2A would also include the replacement of the Jeffrey Open Space Trail overcrossing. While the overcrossing would be removed and replaced, permanent access to an overpass connecting Jeffrey Open Space Trail would be maintained, and there would be no permanent use of this resource.

**PF-PR-6** **Permanent Acquisition of Property from Parks and Recreation Resources.** All permanent acquisition of property for the proposed project, including any federally funded improvements, will be conducted by the agency with jurisdiction in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) of 1970 as amended. The Uniform Act establishes minimum standards for federally funded programs and projects that

require the acquisition of real property. The Uniform Act's protections and assistance apply to the acquisition, rehabilitation, or demolition of real property for federal or federally funded projects. The conditions of acquisition and compensation for, or replacement or enhancement of, other park property for any park or recreation resources acquired for the project improvements will be developed by Caltrans in consultation with the Orange County Transportation Authority and the City of Irvine (official with jurisdiction of each affected property).

### *Alternative 2B (Preferred Alternative)[1]*

#### *Land Use*

Alternative 2B would have permanent land use impacts similar to those as described above for Alternative 2A. However, Alternative 2B requires acquisition of less acreage than Alternative 2A.

As shown in Table 2.1.4, Alternative 2B would result in the conversion of approximately six ac of existing commercial and services uses, approximately five ac of transportation, communication, and utilities uses, and approximately one ac of vacant land to transportation uses. With Design Option 3, Alternative 2B would result in the conversion of approximately six ac of existing commercial and services uses, approximately five ac of transportation, communication, and utilities uses, and approximately two ac of open space and recreation uses to transportation uses.

As shown in Table 2.1.5, Alternative 2B would result in the conversion of approximately six ac of land for commercial and services uses, approximately four ac of land planned for transportation, communication, and facilities uses, and approximately two ac of land planned for mobile homes and trailer parks into transportation uses, identified in local General Plans. With Design Option 3, Alternative 2B would result in the conversion of approximately six ac of land planned for commercial and services uses, approximately six ac of land planned for transportation, communication, and facilities uses, and approximately six ac of land planned for open space and recreation uses into transportation uses, identified in local General Plans.

#### *Consistency with State, Regional, and Local Plans and Programs*

Alternative 2B would have similar policy consistency implications as Alternative 2A, as described above.

[1] Alternative 2B without Design Option 3 has been selected as the Preferred Alternative.

### *Parks and Recreational Facilities*

As discussed in Appendix A, Section 4(f), Alternative 2B would not result in any permanent impacts to parks or recreational facilities.

### *No Build Alternative (Alternative 1)*

#### *Land Use*

The No Build Alternative would not result in any improvements on I-5 within the Study Area. As a result, the No Build Alternative would not result in permanent impacts related to existing and planned land uses.

#### *Consistency with State, Regional, and Local Plans and Programs*

The existing condition of I-5 in the project area is generally not consistent with the regional mobility objectives of the City of Tustin, the City of Santa Ana, the City of Irvine, and the City of Lake Forest General Plan Circulation Elements. As shown in Table 2.1.6, the No Build Alternative would be generally inconsistent with the policies in these Cities' General Plans related to circulation and level of service because the implementation of the No Build Alternative would not facilitate transportation improvements along I-5.

#### *Parks and Recreational Facilities*

The No Build Alternative would not result in any improvements on I-5 within the Study Area. As a result, the No Build Alternative would not result in permanent impacts related to parks and recreation facilities, or Section 4(f) resources.

## 2.1.5 Avoidance, Minimization, and/or Mitigation Measures

The Build Alternative will incorporate the project features outlined above in Sections 2.1.4.1 and 2.1.4.2 to address potential impacts. No avoidance, minimization, and/or mitigation measures are required.

## Table 2.1.6: Consistency with Regional and Local Plans and Programs

| Policy | No Build Alternative (Alternative 1) | Build Alternative | |
|---|---|---|---|
| | | Alternative 2A[1,3] | Alternative 2B (Preferred Alternative)[1, 3] |
| **City of Lake Forest General Plan** | | | |
| **Land Use Element (revised 2016)** | | | |
| Policy 3.1: Ensure that new development fits within the existing setting and is compatible with the physical characteristics of available land, surrounding land uses, and public infrastructure availability. | Consistent. The No Build Alternative would not introduce new or incompatible uses. | Consistent. The proposed project is an improvement to existing infrastructure, not a new development. It is does not introduce a new or incompatible use to the surrounding land uses. | Consistent. The proposed project is an improvement to existing infrastructure, not a new development. It is does not introduce a new or incompatible use to the surrounding land uses. |
| Policy 3.2: Preserve and enhance the quality of Lake Forest residential neighborhoods by avoiding or abating the intrusion of disruptive, non-conforming buildings and uses. | Consistent. The No Build Alternative does not introduce a disruptive, non-conforming use to the surrounding land uses. | Consistent. The proposed project is an improvement to existing infrastructure. It is does not introduce a disruptive, non-conforming use to the surrounding land uses. | Consistent. The proposed project is an improvement to existing infrastructure. It is does not introduce a disruptive, non-conforming use to the surrounding land uses. |
| Policy 3.3: Ensure that the affected public agencies can provide necessary facilities and services to support the impact and intensity of development in Lake Forest and in areas adjacent to the City. | Inconsistent. The No Build Alternative would not improve conditions on I-5, and therefore would not provide necessary facilities and service to support the impact and intensity of development in Lake Forest. | Consistent. Caltrans and OCTA have consulted with the City of Tustin during development of the Build Alternative. City staff has participated in the review of engineering and environmental studies as they relate to potential effects on the City of Tustin. Coordination with the City of Tustin is ongoing. | Consistent. Caltrans and OCTA have consulted with the City of Tustin during development of the Build Alternative. City staff has participated in the review of engineering and environmental studies as they relate to potential effects on the City of Tustin. Coordination with the City of Tustin is ongoing. |
| **Recreation and Resources Element (revised 2015)** | | | |
| Policy 1.9: Preserve all designated open space areas until sufficient parkland exists in the City to meet the established parkland standard to provide adequate recreational opportunities for the community except any land within the Regional Park/Open Space designation requiring reconfiguration to create a continuous open space link | Consistent. The No Build Alternative would not impact open space area or parkland in Lake Forest. | Consistent. The proposed project would not impact open space area or parkland in Lake Forest. | Consistent. The proposed project would not impact open space area or parkland in Lake Forest. |

## Table 2.1.6: Consistency with Regional and Local Plans and Programs

| Policy | No Build Alternative (Alternative 1) | Build Alternative | |
|---|---|---|---|
| | | Alternative 2A[1,3] | Alternative 2B (Preferred Alternative)[1, 3] |
| Policy 2.4: Conserve and protect important topographical features, watershed areas, and soils through appropriate site planning and grading techniques, re-vegetation and soil management practices, and other resource management techniques. | Consistent. The No Build Alternative would not impact important topographical features, watershed areas, or soils. | Consistent. The proposed project is undergoing environmental review, and appropriate project features are included as part of Alternative 2A to conserve important resources through appropriate site planning, grading, and best management practices. | Consistent. The proposed project is undergoing environmental review, and appropriate project features are included as part of Alternative 2B to conserve important resources through appropriate site planning, grading, and best management practices. |
| **Public Facilities/Growth Management Element (1994)** | | | |
| Policy 7.1: Work closely with the County of Orange, Caltrans, surrounding jurisdictions, and other transportation agencies to provide needed transportation facilities. | N/A | Consistent. Although the improvements to this section of I-5 would not occur within or affect the City of Lake Forest, OCTA and Caltrans have coordinated with the City, providing project updates. Therefore, the proposed project would not interfere with the policy of working closely with the County of Orange, Caltrans, and surrounding jurisdictions to provide needed transportation facilities. | Consistent. Although the improvements to this section of I-5 would not occur within or affect the City of Lake Forest, OCTA and Caltrans have coordinated with the City, providing project updates. Therefore, the proposed project would not interfere with the policy of working closely with the County of Orange, Caltrans, and surrounding jurisdictions to provide needed transportation facilities. |
| **Circulation Element (revised 2008)** | | | |
| Policy 1.1: Support the completion of the Orange County Master Plan of Arterial Highways. | Consistent. The No Build Alternative would not interfere with the Orange County Master Plan of Arterial Highways. | Consistent. The proposed project would not conflict with the completion of the Orange County Master Plan of Arterial Highways. | Consistent. The proposed project would not conflict with the completion of the Orange County Master Plan of Arterial Highways. |
| Policy 2.1: Provide and maintain a City circulation system that is in balance with planned land uses in Lake Forest and surrounding areas in the region. | Inconsistent. The No Build Alternative would not improve conditions on I-5, and would therefore not maintain a circulation system in balance with planned land uses in Lake Forest. | Consistent. The proposed project would increase capacity on I-5, thereby improving the circulation system for land uses in Lake Forest and surrounding areas in the region. | Consistent. The proposed project would increase capacity on I-5, thereby improving the circulation system for land uses in Lake Forest and surrounding areas in the region. |
| Policy 2.2: Coordinate improvements to the City circulation system with other major transportation improvement programs, such as the Foothill Circulation Phasing Plan and improvement to the San Diego Freeway (I-5). | N/A | Consistent. Although the improvements to this section of I-5 would not occur within or affect the City of Lake Forest, OCTA and Caltrans have coordinated with the City, providing project updates. Therefore, the proposed project would not interfere with the policy of coordinating improvements to the City of Lake Forest circulation system. | Consistent. Although the improvements to this section of I-5 would not occur within or affect the City of Lake Forest, OCTA and Caltrans have coordinated with the City, providing project updates. Therefore, the proposed project would not interfere with the policy of coordinating improvements to the City of Lake Forest circulation system. |

## Table 2.1.6: Consistency with Regional and Local Plans and Programs

| Policy | No Build Alternative (Alternative 1) | Build Alternative | |
|---|---|---|---|
| | | Alternative 2A[1,3] | Alternative 2B (Preferred Alternative)[1, 3] |
| Policy 2.3: Improve the Lake Forest circulation system roadways in concert with land development to ensure adequate levels of service. | Inconsistent. The No Build Alternative would not improve conditions on I-5, and would therefore not improve roadways in concert with land development to ensure adequate levels of service. | Consistent. The improvements to this section of I-5 would not directly affect the City of Lake Forest's circulation system. Therefore, the proposed project would not interfere with the policy of improving the local circulation system in concert with land development. | Consistent. The improvements to this section of I-5 would not directly affect the City of Lake Forest's circulation system. Therefore, the proposed project would not interfere with the policy of improving the local circulation system in concert with land development. |
| **City of Irvine General Plan** | | | |
| **Circulation Element (revised 2015)** | | | |
| Policy (a): Use the Circulation, Land Use and Growth Management Elements to determine roadway sizing and phasing. | Consistent. Coordination for any improvements would be conducted with the City of Irvine to prevent incompatibilities with the proposed project and the local circulation system. | Consistent. The proposed project does not propose to alter the sizing of local roadways in the project area. Coordination with the City has been undertaken during evaluation of the Build Alternative | Consistent. The proposed project does not propose to alter the sizing of local roadways in the project area. Coordination with the City has been undertaken during evaluation of the Build Alternative |
| Policy (a): Align roadways in relationship to adjoining land uses to minimize noise and visual impacts. | N/A | Consistent: The proposed project does not propose to alter the sizing of local roadways in the project area. Coordination with the City has been undertaken during evaluation of the Build Alternative to evaluate the proposed projects' effects on the local arterial network. | Consistent: The proposed project does not propose to alter the sizing of local roadways in the project area. Coordination with the City has been undertaken during evaluation of the Build Alternative to evaluate the proposed projects' effects on the local arterial network. |
| **Land Use Element (2015)** | | | |
| Policy (c): Ensure, through the discretionary review process, that the siting of any land use which handles, generates, and/or transports hazardous substances, as defined by federal and state regulations, will not have a negative impact on existing sensitive receptors/land uses. | N/A | Consistent: The CEQA and NEPA environmental review processes would ensure that the transport of hazardous substances on I-5 would not negatively impact existing sensitive receptors or land uses. Refer to Section 2.12 for more information on hazardous substances. | Consistent: The CEQA and NEPA environmental review processes would ensure that the transport of hazardous substances on I-5 would not negatively impact existing sensitive receptors or land uses. Refer to Section 2.12 for more information on hazardous substances. |
| Policy (j): Residential areas and sensitive uses shall be protected from the encroachment of incompatible activities or land uses which would cause a hazard or substantial nuisance or otherwise create a negative impact upon sensitive uses or the residential living environment. | N/A | Consistent: The proposed project would not introduce new incompatible activities or land uses. The Build Alternative would result in the expansion of I-5 so that it is slightly closer to residential uses in some areas; however, noise barriers would protect sensitive uses from nuisances. Refer to Section 2.14 for more information on noise. | Consistent: The proposed project would not introduce new incompatible activities or land uses. The Build Alternative would result in the expansion of I-5 so that it is slightly closer to residential uses in some areas; however, noise barriers would protect sensitive uses from nuisances. Refer to Section 2.14 for more information on noise. |

## Table 2.1.6: Consistency with Regional and Local Plans and Programs

| Policy | No Build Alternative (Alternative 1) | Build Alternative | |
|---|---|---|---|
| | | Alternative 2A[1,3] | Alternative 2B (Preferred Alternative)[1, 3] |
| **City of Tustin General Plan** | | | |
| **Circulation Element (2008)** | | | |
| Policy 3.2: Support capacity and noise mitigation improvements such as high-occupancy vehicle (HOV) lanes, general purpose lanes, auxiliary lanes, and noise barriers on the I-5 and SR-55 freeways. | Inconsistent. The No Build Alternative would not improve conditions on I-5, and would therefore not introduce HOV lanes, auxiliary lanes, or noise barriers on I-5. | Consistent. The Build Alternative would add an additional general-purpose lane in each direction and would convert the existing HOV lane into a continuous-access HOV lane throughout the project limits. An existing noise barrier would be moved to accommodate the widening of I-5. The Build Alternative would also include additional noise barriers. | Consistent. The Build Alternative would add an additional general-purpose lane in each direction and would convert the existing HOV lane into a continuous-access HOV lane throughout the project limits. An existing noise barrier would be moved to accommodate the widening of I-5. The Build Alternative would also include additional noise barriers. |
| Policy 3.3: Monitor and coordinate with California Department of Transportation (Caltrans) freeway work as it affects Tustin's roadway and require modifications as necessary. | N/A | Consistent. All improvements to I-5 are and would continue to be coordinated with the City of Tustin and Caltrans. | Consistent. All improvements to I-5 are and would continue to be coordinated with the City of Tustin and Caltrans. |
| Policy 3.4: Maintain a proactive and assertive role with appropriate agencies dealing with regional transportation issues affecting the City. | N/A | Consistent. The improvements to I-5 associated with the proposed project would affect the City of Tustin, and the City of Tustin has an active role in project development meetings with OCTA and the City of Irvine. | Consistent. The improvements to I-5 associated with the proposed project would affect the City of Tustin, and the City of Tustin has an active role in project development meetings with OCTA and the City of Irvine. |
| **Land Use Element (2008)** | | | |
| Policy 7.1: Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterials. | N/A | Consistent. The proposed project would not reconfigure off-street parking. | Consistent. The proposed project would not reconfigure off-street parking. |
| Policy 7.2: Provide sufficient off-street parking for all land uses. | N/A | Consistent. The proposed project would not remove or permanently affect any off-street parking. | Consistent. The proposed project would not remove or permanently affect any off-street parking. |
| Policy 7.4: Reduce use of arterial streets for on-street parking in an effort to maximize traffic flow characteristics of roadways. | Inconsistent. The No Build Alternative would not reduce the use of arterial streets for on-street parking. | Consistent. The proposed project would not add or reduce on-street parking in Tustin. | Consistent. The proposed project would not add or reduce on-street parking in Tustin. |
| **Conservation/Open Space/Recreation Element (2008)** | | | |
| Policy 14.4: Preserve public and private open space lands for active and passive recreational opportunities. | Consistent. The No Build Alternative would not result in the removal of open space lands in Tustin. | Consistent: The proposed project would not result in the removal of open space lands in Tustin. | Consistent: The proposed project would not result in the removal of open space lands in Tustin. |

## Table 2.1.6: Consistency with Regional and Local Plans and Programs

| Policy | No Build Alternative (Alternative 1) | Build Alternative | |
|---|---|---|---|
| | | Alternative 2A[1,3] | Alternative 2B (Preferred Alternative)[1, 3] |
| Policy 15.1: Support Orange County's completion of additional linkages of the Peters Canyon Regional Multi-use Trail, extending south beyond City of Tustin incorporated boundaries. | Consistent. The No Build Alternative would not interfere with the completion of additional linkages of the Peters Canyon Regional Multi-use Trail. Refer to Appendix A, Section 4(f) *De Minimis* Finding and Resources Evaluated Relative to the Requirements of Section 4(f), for more information on the Peters Canyon Regional Multi-use Trail. | Consistent: The proposed project would not interfere with the completion of additional linkages of the Peters Canyon Regional Multi-use Trail. Refer to Appendix A, Section 4(f) *De Minimis* Finding and Resources Evaluated Relative to the Requirements of Section 4(f), for more information on the Peters Canyon Regional Multi-use Trail. | Consistent: The proposed project would not interfere with the completion of additional linkages of the Peters Canyon Regional Multi-use Trail. Refer to Appendix A, Section 4(f) *De Minimis* Finding and Resources Evaluated Relative to the Requirements of Section 4(f), for more information on the Peters Canyon Regional Multi-use Trail. |
| **City of Santa Ana General Plan** | | | |
| **Circulation Element (1998)[2]** | | | |
| Policy 1.1: Coordinate transportation improvements in a manner which minimizes disruptions to the community. | N/A | Consistent: Construction of the Build Alternative would occur almost entirely within existing right-of-way. Disruption to the community during temporary construction-related road closures and detours would be minimized through project features in the Transportation Management Plan (Project Feature T-1 in Section 2.5.3.1). | Consistent: Construction of the Build Alternative would occur almost entirely within existing right-of-way. Disruption to the community during temporary construction-related road closures and detours would be minimized through project features in the Transportation Management Plan (Project Feature T-1 in Section 2.5.3.1). |
| Policy 1.2: Coordinate with the State to provide a freeway system that promotes efficient and convenient access to City streets in a manner consistent with local land use policy. | Inconsistent. The No Build Alternative would not improve conditions on I-5, and would therefore not be in coordination with the State to provide a system with efficient and convenient access to city streets. | Consistent: Implementation of the proposed project includes coordination with Caltrans, and will improve efficiency and access to I-5 from local arterials, including those in the City of Santa Ana. Alternatives 2A and 2B would result in ramp improvements at 11 of the 47 existing ramps within the project area. | Consistent: Implementation of the proposed project includes coordination with Caltrans, and will improve efficiency and access to I-5 from local arterials, including those in the City of Santa Ana. Alternatives 2A and 2B would result in ramp improvements at 11 of the 47 existing ramps within the project area. |
| Policy 4.1: Program and prioritize transportation improvements to stimulate growth in major development areas. | Inconsistent. The No Build Alternative would not result in transportation improvements to I-5, which is included in the 2016 RTP. | Consistent: Improvements to I-5 are included in the 2016 RTP, which is designed to address and accommodate existing and projected growth in the region. | Consistent: Improvements to I-5 are included in the 2016 RTP, which is designed to address and accommodate existing and projected growth in the region. |
| Policy 4.2: Assess land use and transportation project impacts through the development review process. | N/A | Consistent. The proposed project is subject to CEQA and NEPA environmental review. Land use and transportation impacts are discussed as part of the CEQA/NEPA documentation. | Consistent. The proposed project is subject to CEQA and NEPA environmental development review. Land use and transportation impacts are discussed as part of the CEQA/NEPA documentation. |

## Table 2.1.6: Consistency with Regional and Local Plans and Programs

| Policy | No Build Alternative (Alternative 1) | Build Alternative | |
|---|---|---|---|
| | | Alternative 2A[1,3] | Alternative 2B (Preferred Alternative)[1, 3] |
| Policy 8.2: Maintain compliance with regional, state, and federal programs which provide funding for transportation improvements. | Inconsistent. The No Build Alternative would not improve conditions on I-5, and would not be in compliance with the RTP and FTIP. | Consistent. Improvements to I-5 are included in the 2016 RTP and the 2019 FTIP. Therefore, the proposed project is in compliance with regional, State, and federal programs. | Consistent. Improvements to I-5 are included in the 2016 RTP and the 2019 FTIP. Therefore, the proposed project is in compliance with regional, State, and federal programs. |
| **City of Lake Forest First Street Specific Plan (2012)** | | | |
| Policy 1: Maintain and perpetuate a mix of commercial retail, service, and office uses in sub-area 1. The best use of property within the Specific Plan area balances maximum development potential with compatible uses and monitored growth. | Consistent. The No Build Alternative would not alter the mix of land uses in the specific plan area. | Consistent. The proposed project would not change any land uses in the specific plan area. No acquisitions would result in displacement of commercial retail, service, or office uses in the specific plan area. | Consistent. The proposed project would not change any land uses in the specific plan area. No acquisitions would result in displacement of commercial retail, service, or office uses in the specific plan area. |
| Policy 3: Preserve the dominant retail and service commercial uses in subarea 3, retaining already established offices. | Consistent. The No Build Alternative would not alter the mix of land uses in the specific plan area. | Consistent. The proposed project would not change any land uses in the specific plan area. No acquisitions would result in displacement of retail, service commercial, or office uses in the specific plan area. | Consistent. The proposed project would not change any land uses in the specific plan area. No acquisitions would result in displacement of retail, service commercial, or office uses in the specific plan area. |
| Policy 4.2: Prevention of future incompatibility as new development occurs. | Consistent. The No Build Alternative would not alter the mix of land uses in the specific plan area. | Consistent. The proposed project would not introduce any new or incompatible land uses in the specific plan area. | Consistent. The proposed project would not introduce any new or incompatible land uses in the specific plan area. |

[1] Consistency analysis includes Design Option 3.

[2] The Circulation Element of the City of Santa Ana General Plan is currently being revised.

[3] Design Option 3 is not included as part of the Preferred Alternative. However, Design Option 3 is still consistent with local and regional plans and programs.

Caltrans = California Department of Transportation
CEQA = California Environmental Quality Act
FTIP = Federal Transportation Improvement Program
HOV = high-occupancy vehicle
I-5 = Interstate 5
N/A = not applicable
NEPA = National Environmental Policy Act
OCTA = Orange County Transportation Authority
RTP = Regional Transportation Plan
SR-55 = State Route 55