

HUMAN ENVIRONMENT

2.1 Land Use

2.1.1 Existing and Future Land Uses

This section describes the existing and future local and regional land use in the immediate Project Area and surrounding vicinity. The following section is based on the *Community Impact Assessment* (May 2023) prepared for the proposed Project.

For the purposes of this analysis, the “Project Area” and the “Study Area” are defined as:

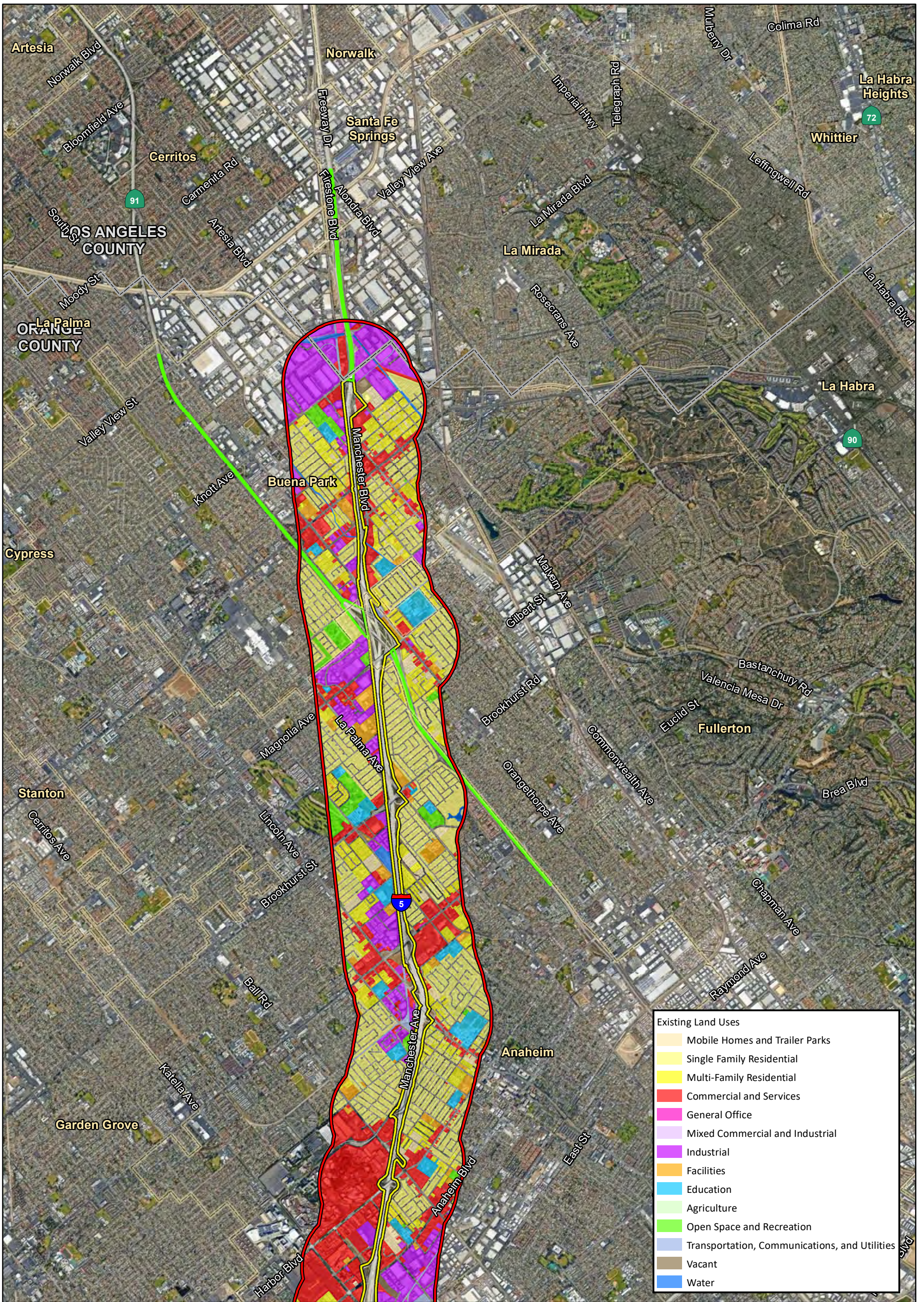
- **Project Area:** The area that would be physically affected by primary or direct impacts during the construction period. The Project Area is coterminous with the maximum disturbance limits for each Build Alternative.
- **Study Area:** The community surrounding the Project Area in which secondary or indirect impacts could occur. Impacts typically decrease in magnitude as the distance from a project site increases. Therefore, the Study Area includes those areas within 0.5 mile of the Project Area.

2.1.1.1 Affected Environment

Existing Land Use

The Project Area is located within the cities of Irvine, Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, La Mirada, and Santa Fe Springs in Orange County and a portion of southern Los Angeles County. However, community information related to the cities of Irvine and Santa Fe Springs are excluded, as the city areas that overlap with the improvements associated with the proposed Project would be so minimal as to not warrant further analysis. Existing land use types in the Project Area are shown on Figure 2.1-1 and include single- and multifamily residential, mobile homes and trailer parks, commercial and service, general office, mixed commercial and industrial, facilities, education, open space and recreation, transportation/communications/utilities, vacant, and water. Land uses surrounding the Project Area are predominantly residential except for clusters of commercial and industrial uses throughout the corridor, and notable activity centers such as Westfield Mainplace, The Outlets at Orange, Anaheim Plaza, Disneyland, Disney’s California Adventure Park, Angel Stadium of Anaheim, the Honda Center, the Anaheim Regional Transportation Intermodal Center (ARTIC), the University of California Irvine (UCI) Medical Center, Providence St. Joseph Hospital Orange, Children’s Hospital of Orange County (CHOC), Christ Cathedral, the Santa Ana

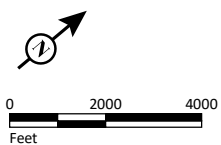
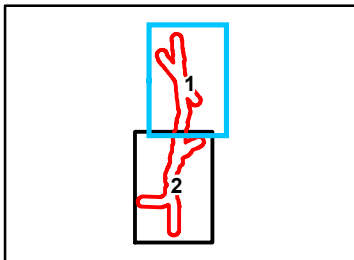
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Existing Land Uses	
[Light Orange Box]	Mobile Homes and Trailer Parks
[Yellow Box]	Single Family Residential
[Light Green Box]	Multi-Family Residential
[Red Box]	Commercial and Services
[Pink Box]	General Office
[Light Purple Box]	Mixed Commercial and Industrial
[Purple Box]	Industrial
[Orange Box]	Facilities
[Light Blue Box]	Education
[Light Green Box]	Agriculture
[Green Box]	Open Space and Recreation
[Light Blue Box]	Transportation, Communications, and Utilities
[Brown Box]	Vacant
[Blue Box]	Water

LEGEND

- [Yellow Outline Box] Project Area
- [Green Outline Box] Advanced Signage Only
- [Red Outline Box] Study Area
- [Dashed Line] City Boundary
- [Solid Line] County Boundary



SOURCE: Google (2022); U.S. Census Bureau (2020)
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FIGURE 2.1-1
 Sheet 1 of 2

I-5 Managed Lanes Project
 (Red Hill Avenue to Orange County/Los Angeles County Line)
 Existing Land Uses
 EA No. 0Q950

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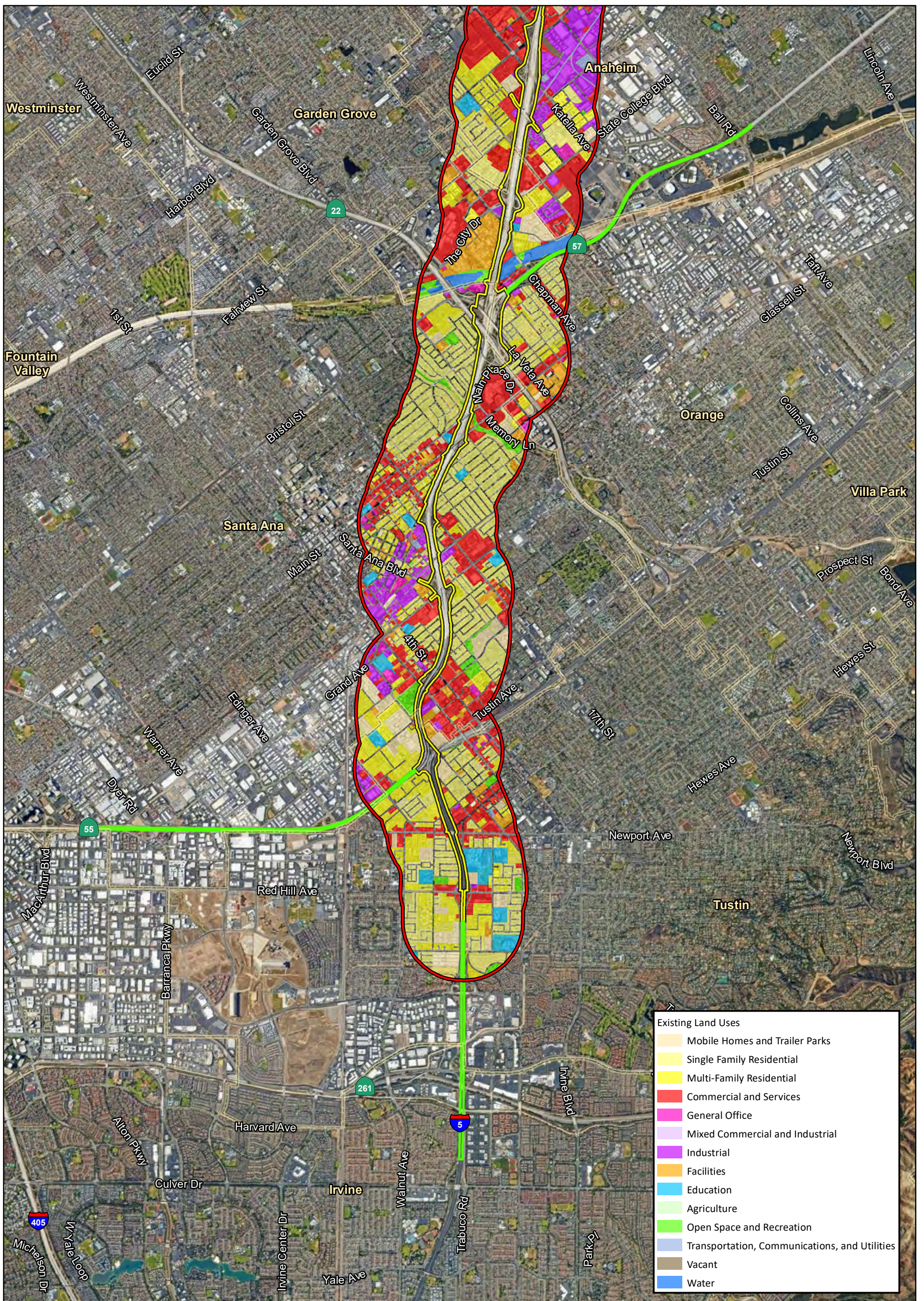


FIGURE 2.1-1
Sheet 2 of 2

I-5 Managed Lanes Project
(Red Hill Avenue to Orange County/Los Angeles County Line)
Existing Land Uses

EA No. 0Q950

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Regional Transportation Center, the Discovery Cube, the Santa Ana Zoo, and The Market Place. Land within the Project Area is zoned for specific plan, commercial, industrial, mixed use, open space, public and institutional, civic center, and residential.

Portions of the Project Area are within the watersheds of the Lower San Gabriel River, the Bolsa Chica Channel-Frontal Huntington Harbour, the Lower Santa Ana River, Santiago Creek, and San Diego Creek. There are several drainage channels within the overlap of the Project Area and the watersheds which eventually drain to the Pacific Ocean.

Prominent open space and recreational facilities within the Project Area include Santiago Park, Prentice Park, the Santa Ana River Trail, and the Santiago Creek Bike Trail.

Development Trends and Future Land Use in the Project Vicinity

There are several transportation and development projects that are either planned, approved, or under construction in the Study Area Future land use is anticipated to be primarily residential, commercial, and industrial. Few new residential developments are planned. Development is anticipated to take place in infill and vacant sites, or redevelopment of existing properties throughout the corridor. Table 2.1.1 is a list of proposed and planned developments within 0.5 miles of the Project Area.

Table 2.1.1: Planned Projects in the Project Vicinity

Project Name/Type	Jurisdiction/Location	Proposed Use/Description	Status
City of Tustin			
Fast5Express Carwash	2762 El Camino Real	A new Fast5Express carwash at the Tustin Marketplace.	Under Construction
The Hill	13751 and 13841 Red Hill Ave.	Construction of a new, four-story vertical mixed-use project within Red Hill Ave. Specific Plan area. Includes 137 residential units and 7,000 sq ft of commercial retail space.	Under Review
Police Department Improvements	300 Centennial Way	Short- and long-term improvements to existing Police Department facility.	Under Review
Civic Center Alternate Power Source	300 Centennial Way	Generator installation.	Under Review
Signal Synchronization	First Street from I-5 to Centennial Way	Signal equipment installation and synchronization measures.	Under Review

Table 2.1.1: Planned Projects in the Project Vicinity

Project Name/Type	Jurisdiction/Location	Proposed Use/Description	Status
Signal Synchronization	Tustin Ave. and First St. intersection; Fourth St. and Irvine Blvd.	Signal synchronization.	Under Review
Main St. Improvements	Main St. between Newport Ave. and Prospect Ave., and El Camino Real at various locations	Public improvements, roadway improvements, pedestrian and bicycle facility improvements, and gateway signage installation. Parklets and seating installations along El Camino Real.	Ongoing
Newport Ave. Rehabilitation	Newport Ave. between I-5 and Holy Ave., and between I-5 and Sycamore Ave.	Rehabilitation and repairs to the existing roadway and facilities.	Under Construction
Del Amo/Newport Improvements	SR-55 On-ramp and Edinger Ave.	Roadway and median improvements near Schools First campus.	Completed
Old Town Improvements	Downtown Commercial Core Specific Plan Area	Enhancements to mobility, walkability, traffic calming, and wayfinding within public rights-of-way.	Under Review
Citywide Pedestrian ADA Improvements	Citywide	Reconstruction of pedestrian infrastructure and installation of equipment that meets ADA standards.	Ongoing
Red Hill Ave. Rehabilitation	Red Hill Ave. between San Juan St. and First St., and between Walnut Ave. and I-5	Rehabilitation and repairs to the existing roadway and facilities.	Under Review
El Camino Real/Tustin Ranch Improvement	Westbound El Camino Real at Tustin Ranch Rd.	Modification to add a second westbound left-turn lane and exclusive right-turn lane on El Camino Real at Tustin Ranch Rd.	Under Review
Newport Ave. Extension Phase II	Newport Ave, north of Edinger Ave.	Extension of Newport Ave. from current terminus to south of Edinger Ave., including construction of a railroad underpass, realignment of flood control channel, and roadway improvements.	On hold

Table 2.1.1: Planned Projects in the Project Vicinity

Project Name/Type	Jurisdiction/Location	Proposed Use/Description	Status
Valencia Ave. Widening	Valencia Ave. between Newport and Red Hill Ave.	Widening and intersection improvements, including acquisition of right-of-way to facilitate widening to augmented primary arterial status.	Under Review
City of Santa Ana			
Main & 15 th St. Traffic Signal Installation	N. Main St. and 15 th St. intersection	Traffic signal installations.	Under Construction
Santa Ana Blvd. and 5 th St. Protected Bike Lanes	Santa Ana Blvd. between Flower St. and Santiago St., and 5 th St. between Flower St. and Garfield St.	Protected bike lanes and sidewalks for additional ADA access.	Under Construction
OC Streetcar	Harbor Transit Center to Santa Ana Regional Transportation Center via Santa Ana Blvd.	Capital Improvement Project. Streetcar System.	Under Construction
Warner Ave. improvements	Warner Ave. between Grand Ave. and Main St.	Improvements and widening Warner Ave. segment from four to six lanes.	Under Review
1 st St. Pedestrian Improvements and Rehabilitation from Flower to Standard Ave.	1st St. between Flower Ave. and Standard Ave.	Design and construction of pedestrian safety improvements. Reconstruction/resurfacing of existing pavement and replacement/installation of missing or damaged features.	Under Construction
2700 N. Main Residential Development	2700 N. Main St.	243-unit apartment building at a former office building and associated parking lot.	Under Review
AMG Family Affordable Apartments	2114 E. First St.	552 affordable residential units and 10,000 sq ft of commercial space. Includes demolition of existing strip mall and auto related commercial uses.	Under Construction
Cabrillo Crossing Townhomes	1814 and 1818 E. First St.	35 single-family attached townhomes, including 6 proposed as live/work and 4 proposed as affordable.	Under Review
Central Pointe Mixed-Use Development	1801 E. Fourth St.	644 multifamily residential units and 15,130 sq ft of commercial space.	Approved

Table 2.1.1: Planned Projects in the Project Vicinity

Project Name/Type	Jurisdiction/Location	Proposed Use/Description	Status
Crossroads at Washington	1126 E. Washington Ave.	86-unit affordable residential community with 1,060 sq ft of commercial space, amenities, and parking.	Approved
Warner Redhill Mixed-Use Development	2300 S. Red Hill Ave.	Industrial redevelopment of 212,121 sq ft, including demolition of existing industrial buildings and landscaping.	Approved
Garry Ave. Business Park	1700 E. Garry Ave.	91,500 sq ft industrial warehouse building.	Under Review
Hampton Inn Hotel	2129 N. Main St.	73,322 sq ft hotel with 135 rooms and the use of an existing building as a restaurant. Includes relocation of a historic building. Includes demolition of existing parking, office building, and residential structures.	Approved
The Heritage	2001 E. Dyer Rd	1,221-unit mixed-use development surrounding a 1-acre central park open to the public. Includes 12,900 sq ft of retail, 5,500 sq ft of restaurant space, and 56,000 sq ft of office.	Under Construction
Innovative Housing Opportunities Mixed-Use Project	2021 E. 4 th St. and 501 & 601 N. Golden Circle Dr.	Mixed-use project with 160 affordable housing units and 15,000 sq ft of commercial space.	Under Review
Legado at the Met	200 E. First American Way	278-unit multifamily residential development with a 617-parking space garage.	Approved
The Madison	200 N. Cabrillo Park Dr.	260-unit mixed-use development with 445 parking spaces and 6,600 sq ft of commercial space.	Approved
MainPlace Mall Transformation Project	2800 N. Main St.	Specific Plan includes 1,900 units, 400 hotel rooms, 1,400,000 sq ft of commercial space, and 750,000 sq ft of office.	Under Construction
One Broadway Plaza	1109 N. Broadway	Re-entitlement to include 327 units and 23 floors of office and commercial uses.	On Hold

Table 2.1.1: Planned Projects in the Project Vicinity

Project Name/Type	Jurisdiction/Location	Proposed Use/Description	Status
Russell Fischer Commercial Center	301 & 325 N. Tustin Ave.	7,500 sq ft commercial building and 2,800 sq ft gas station convenience store. Revised to include an automated car wash and remodel the existing gas station and convenience store.	Litigation
Tapestry Hotel by Hilton	1580 E. Warner Ave.	A 139-room hotel and 2,000 sq ft restaurant with 142 parking spaces. Includes a zoning amendment.	Under Review
Tom's Trucks Residential & Adaptive Reuse Development	1008 E. 4 th St.	Conversion of an existing truck center to a 117-unit residential development.	Under Review
Warmington Residential Development	717 S. Lyon St	51-unit residential development with 15,028 sq ft of open space and 105 parking spaces.	Review Complete
Wermers Elks Site "Elan" Mixed-Use Development	1660 E. First St	Redevelopment of the former Elks Club site into a 603-unit mixed use development with 20,000 sq ft of commercial space.	Under Construction
The Westerly	2020 E. First St	79 townhomes, 86 live/work units, and 209 parking spaces. Includes retail plaza.	Under Review
WISEPlace PSH Adaptive Reuse Development	1411 N. Broadway Ave.	Adaptive reuse project to convert the Santa Ana-Tustin YMCA into a mixed-use development with 49 permanent supportive housing units and 20 parking stalls.	Approved
City of Orange			
Chapman Ave. & Flower St. Left Turn Signal Mod.	Chapman Ave. at Flower St.	Protected left turn for NB and SB approaches on Flower St. at Chapman Ave. to improve operational efficiency and enhance safety.	Completed

Table 2.1.1: Planned Projects in the Project Vicinity

Project Name/Type	Jurisdiction/Location	Proposed Use/Description	Status
Radar Feedback Signs: La Veta, Collins, & Chapman	La Veta Ave. from Flower St. to Bedford St., Collins Ave. from Wanda Rd. to Bond Ave., and Chapman Ave. from Jamboree Rd. to Orange Park Blvd.	Installation of radar feedback signs on segments of three arterials with a history of speed-related accidents.	Completed
Main St. Signal Synchronization	Main St.	Signal synchronizations.	Completed
Katella Ave. Street Rehab and Signal Synchronization	Rehab from SR-55 to Harding St.; Signal Synchro from Struck Ave. to Jamboree Rd.	Rehab of pavement and reconstruction of ramps to be ADA-compliant; signal synchronization.	Under Construction (Rehab) and Under Review (Synchronization)
NEXX Burger	2940 E. Chapman Ave.	Proposal to demolish an existing restaurant and construct a new fast-food drive-through restaurant.	Completed
Marriott Dual Hotel	3000 W. Chapman Ave.	Demolition of an existing Motel 6 and Denny's Restaurant to construct a 306-key dual hotel.	Approved
7-Eleven Gas Station	2620 W. Chapman Ave.	Demolition of an existing drive-through restaurant and construction of a new 4,319 sq ft convenience store with fuel service and associated site improvements.	Under Construction
IDI Orange	759 N. Eckhoff St.	Demolition of existing buildings to construct two warehouse buildings with ancillary office space.	Under Review
Sunrise Senior Assisted Living and Memory Care	1301 E. Lincoln Ave.	Demolition of an existing office to construct a 93-unit senior assisted living and memory care facility.	Under Construction
In N Out	3520 E. The City Way	Proposed demolition of an existing sit-down restaurant for construction of a new fast-food drive-through restaurant.	Under Review
Town and Country Apartments and Townhomes	702–1078 W. Town and Country Rd.	Redevelopment of an office complex to 653 apartments and 74 townhomes.	Under Construction

Table 2.1.1: Planned Projects in the Project Vicinity

Project Name/Type	Jurisdiction/Location	Proposed Use/Description	Status
City of Anaheim			
Lincoln Ave. Improvements	Lincoln Ave. between West St. and Harbor Blvd.	Various improvements to 0.5-mile stretch, including ADA-compliant curb ramps.	Under Review
ANNA Multimodal Study	The Anaheim Resort Specific Plan area and the Platinum Triangle area	A multimodal transit plan for alternative active transportation options connecting the Anaheim Resort area and the Platinum Triangle.	Under Review
Platinum Triangle	2040 S. State College Blvd.	947 residential units and 25,000 sq ft of commercial space. Total of 17 projects within Platinum Triangle, with A-Town Metro and OCV!BE not fully completed (see below).	Approved
Platinum Triangle: A-Town Metro (Areas C and D)	1432 E. Katella Ave. 7	508 multifamily residential units with retail space and structured parking. 638 dwelling units have been completed; 1,108 dwelling units and 50,000 commercial sq ft have been approved but not constructed yet.	Completed (638 dwelling units); Approved (1,108 dwelling units; 50,000 commercial sq ft)
Platinum Triangle: OCV!BE	ARTIC, Honda Center, and Arena Corporate Center	95 acres of mixed-use development, including 1,500 residential units, 1,922,776 sq ft of commercial uses, and 961,055 sq ft of office uses.	Approved
Platinum Triangle: Stadium Lofts	1801 E. Katella Ave., Anaheim, CA 92805	390 dwelling units; 10,659 commercial sq ft.	Completed
Platinum Triangle: Gateway Apartment Homes	299 N State College Blvd., Anaheim, CA 92868	352 dwelling units.	Completed
Platinum Triangle: Shops at Stadium Towers	2406 E. Katella Ave., Anaheim, CA 92806	15,605 commercial sq ft.	Completed
Platinum Triangle: Park Viridian	1515 E. Katella Ave., Anaheim, CA 92805	320 dwelling units.	Completed
Platinum Triangle: Jefferson Platinum Triangle I and II	1781 S. Campton Ave., Anaheim, CA 92805	400 dwelling units.	Completed
Platinum Triangle: 1818 Platinum Triangle	1818 S. State College Blvd., Anaheim, CA 92806	265 dwelling units.	Completed

Table 2.1.1: Planned Projects in the Project Vicinity

Project Name/Type	Jurisdiction/Location	Proposed Use/Description	Status
Platinum Triangle: Anavia	2045 S. State College Blvd., Anaheim, CA 92806	250 dwelling units.	Completed
Platinum Triangle: Anaheim Apartment Communities	1725 Auburn Way, Anaheim, CA 92805	336 dwelling units; 1,298 commercial sq ft.	Completed
Platinum Triangle: Avalon Anaheim Stadium	2100 E. Katella Ave., Anaheim, CA 92806	251 dwelling units; 11,807 commercial sq ft.	Completed
Platinum Triangle: Jefferson Stadium Park	1910 Union St., Anaheim, CA 92805	1,079 dwelling units; 14,600 commercial sq ft.	Completed
Platinum Triangle: The George	2211 E. Orangewood Ave., Anaheim, CA 92806	340 dwelling units.	Completed
Platinum Triangle: Parallel (formerly Platinum Vista)	1105 E. Katella Ave., Anaheim, CA 92805	386 dwelling units.	Completed
Platinum Triangle: Chapman Grand (formerly Katella Grand)	915 E. Katella Ave., Anaheim, CA 92805	399 dwelling units.	Completed
Platinum Triangle: Gateway Apartment Homes Phase II	2120 S. State College Blvd., Anaheim, CA 92806	395 dwelling units.	Completed
Platinum Triangle: Trumark Homes	955 E. Mason Ln., Anaheim, CA 92805	153 dwelling units.	Completed
Center City Corridors Specific Plan	City of Anaheim, 2,600 acres abutted by SR-91, East St., West St./I-5, and I-5/Platinum Triangle	Planning study for potential redevelopment of the specific plan area, including alternative active transportation systems integration.	Under Review
Angel Stadium Redevelopment	2000 E. Gene Autry Way	Redevelopment of Angels Stadium.	Under Review
Palais Industrial Building	270 E. Palais Rd.	Demolition of existing building for a 100,000 sq ft building.	Under Review
Ball Road Mixed-Use Development	1200 S. Phoenix Club Dr.	Mixed-use development consisting of 15,000 sq ft of commercial uses, 1,320 residential units, and 204,335 sq ft of open space.	Under Review
Anaheim RV Park	200 W. Midway Dr.	159 attached townhome development at the existing RV park.	Approved
Lincoln Colony Apartments	898 W. Lincoln Ave.	43-unit apartment building.	Approved

Table 2.1.1: Planned Projects in the Project Vicinity

Project Name/Type	Jurisdiction/Location	Proposed Use/Description	Status
Broadway Townhomes	1661 W. Broadway	Demolition of existing office buildings for 34 single-family attached townhomes.	Under Review
Anaheim Transportation Network Maintenance Facility	1551 W. Lincoln Ave.	New maintenance facility with bus washing for Anaheim Transportation Network Maintenance Facility	Under Review
Katella Gateway Anaheim	1847 S. Mountain View Ave.	Construction of 1,163 hotel rooms, 1,108 residential units, 32,450 sf of retail space, and 2,629 parking spaces.	Under Review
City of Fullerton			
No applicable CIP or development projects within city limits occur within the Study Area.			
City of Buena Park			
Yamaha International Headquarters	6600, 6660, and 6722 Orangethorpe Ave.	Replace existing 2-story office and 1-story warehouse building with a 2-story corporate office building; expansion to existing 3-story office/storage building, and other campus improvements, including reduction of parking stalls.	Entitled
8281 Page St. Residential Development	8281 Page St.	54 residential townhome units, with two open space areas.	Approved
M+D Properties, 34 Unit Mixed Use	6555 Beach Blvd.	34-unit apartment and commercial mixed-use building.	Approved
Rick Gomez Park	7501 8 th St.	0.46-acre pocket park.	Completed
8 th St. Rehabilitation	8 th St.	Rehabilitation and improvements, including ADA ramp construction.	Under Review
City of La Mirada			
Intersection Improvement	Valley View Ave. and Alondra Blvd.	Improvements to the existing intersection as part of ongoing Valley View Ave. Interchange Project.	Under Review
Valley View Ave. Interchange	Valley View Ave. and I-5 interchange	Bridge replacement, railroad overpass, ramp improvements, HOV lane and mixed-flow lane on the I-5, and frontage road modifications. Part of I-5 Widening Project (ongoing).	Under Construction
Signal Installation	Alondra Blvd. and Phoebe Ave.	New traffic signal.	Under Review

Table 2.1.1: Planned Projects in the Project Vicinity

Project Name/Type	Jurisdiction/Location	Proposed Use/Description	Status
OCTA			
I-5 Improvement Project (I-405 to SR-55)	I-405 to SR-55	Additional GP lane in each direction, additional auxiliary lanes, modification of ramp configurations for nine select interchanges, braiding the NB Sand Canyon Ave. on-ramp and SB SR-133 to NB I-5 connector with the NB Jeffrey Rd. off-ramp, and converting existing buffer-separated HOV lanes to continuous-access HOV lanes.	PS&E phase
SR-57 NB Improvement Project	Orangewood Ave. to Katella Ave., SR-57	Extension of the fifth GP lane, additional exit lanes to Katella Ave. off-ramp, and shoulder widening.	Approved
SR-55 Improvement Project	I-5 to SR-91	Additional GP lane in each direction between I-5 and SR-22, Katella Ave. SB on- and off- ramps modifications, Lincoln Ave. SB off-ramp modification, and 4 th St. NB and SB off-ramps modifications.	Approved
SR-55 Improvement Project	I-405 to I-5	Improvements to four bridges, retaining walls, ramp configurations, lane reconstruction, utility relocation, and local street modifications and realignment.	Under Construction
Transit Security and Operations Center (TSOC)	Lincoln Ave. and I-5 interchange	New TSOC facility to house OCTA operational and security functions.	Under Construction
I-5 (SR-57 to SR-55) Project (OCTA)	I-5, from SR-55 to SR-57	A second carpool lane, carpool lane restriping, and demolition of I-5/Main St HOV on- and off-ramps.	Completed

Sources: *Community Impact Assessment* (May 2023). Current, Planned, and Capital Improvement Projects from City of Tustin (2023), City of Santa Ana (2023), City of Orange (2023), City of Anaheim (2023), City of Buena Park (2023), and City of La Mirada (2023). OCTA Programs & Projects (2023). Caltrans District 12 Current and Future Projects (2023).
 ADA = Americans with Disabilities Act
 Caltrans = California Department of Transportation
 CIP = Capital Improvement Project
 GP = general-purpose
 HOV = high-occupancy vehicle
 I = Interstate
 NB = northbound
 OCTA = Orange County Transportation Authority
 PS&E = Plans, Specifications, and Estimates
 SB = southbound
 sq ft = square foot/feet
 SR = State Route

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 the surrounding areas. In the Study Area, the General Plan land uses in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada are predominantly residential uses, followed by commercial and industrial uses.

As shown in Table 2.1.2, single-family residential makes up the largest category of planned land uses within the Study Area (26.4 percent), followed by commercial and services (22.8 percent) and industrial (21 percent). The existing land uses in the Study Area are consistent with the land use designations in the general plans of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada.

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

Land Use	Acres	Percentage
Agriculture	10.5	0.1%
Commercial and Services	3,510.2	22.8%
Education	537.6	3.5%
Facilities	578.6	3.8%
General Office	140.7	0.9%
Industrial	3,233.6	21.0%
Mixed Commercial and Industrial	29.8	0.2%
Mobile Homes and Trailer Parks	591.6	3.9%
Multifamily Residential	1,623.6	10.6%
Open Space and Recreation	410.9	2.7%
Single-Family Residential	4,057.3	26.4%
Transportation, Communications, and Utilities	231.6	1.5%
Undevelopable	1.7	0.01%
Vacant	176.6	1.2%
Total	15,134.3	-

Source: Southern California Association of Governments (2019). *Community Impact Assessment* (April 2023).

Notes:

The percentages are based on the total acreage within the Study Area, 15,134.3 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.

The acreage of land identified in the Study Area for general plan land uses does not add up to the acreage of land identified in the Study Area for existing land uses, due to slight differences in SCAG existing land use and general plan land use data.

SCAG = Southern California Association of Governments

City of Tustin

The City of Tustin encompasses an area of 11.08 square miles in central Orange County, bounded by the cities of Irvine and Santa Ana to the south, the city of Orange and unincorporated Orange County to the north, and the City of Irvine and unincorporated Orange County to the east. Tustin is located 2 miles north of John Wayne Airport and is

transected by Interstate (I) 5 and State Route (SR) 55. The City has not achieved full buildout of its planning area. The greatest potential for growth in Tustin lies in the redevelopment of the former Tustin Marine Corps Air Station (closed in July 1999), which would create new residential, commercial, and open space lands.

According to the State DOF, the City of Tustin's population was estimated to be 79,535 as of January 2022 (DOF 2022a). According to the City's 2021–2029 Housing Element Update, the anticipated City population is expected to increase by 6.3 percent between 2025 and 2045 (City of Tustin 2022).

The current General Plan points out that a significant portion of transportation problems in Orange County stem from inadequate capacity of the freeway system to serve peak-period travel demands. The most severe congestion occurs at the junction of I-5 and SR-55, which influences the City's transportation system. Intersecting arterials, such as Newport Avenue, Red Hill Avenue, and Irvine Boulevard, are becoming increasingly congested and receive heavy traffic volumes well in excess of their design capacities; thus, it is not possible for the City to fully address growth management issues in isolation of other jurisdictions (City of Tustin 2018).

City of Santa Ana

The City of Santa Ana encompasses an area of 27.3 square miles in central Orange County, located in proximity to major transportation hubs such as John Wayne Airport and the Santa Ana Regional Transportation Center. Santa Ana ranks among the largest and most densely populated cities in the State and is one of the youngest by age in Orange County (City of Santa Ana 2022). Santa Ana's central location in Orange County, as well as its proximity to transportation hubs and freeways, makes Santa Ana an important economic driver to the region. Santa Ana continues to improve upon its circulation system with added mobility systems such as the OC Streetcar project and additional investments in bikeways and pedestrian infrastructure.

According to the State DOF, Santa Ana's population was estimated to be 308,459 as of January 2022 (DOF 2022a). According to Santa Ana's 2022 Housing Element, the anticipated population of Santa Ana is expected to grow an estimated 5.8 percent annually between 2020 and 2030, or up to an addition 28,000 new residents (City of Santa Ana 2022). The anticipated growth continues to fuel significant housing construction projects, such as high-rise and mixed-use condominiums near major employment centers, mixed-use and live-work units in industrial/residential neighborhoods, and artist lofts in the City's special districts.

City of Orange

The City of Orange encompasses 23,800 acres, which include 22,400 acres within Orange city limits and 1,400 acres of unincorporated land within the City's sphere of influence. Orange is located near six major freeways and is surrounded by the growing and urbanizing cities of Anaheim and Santa Ana to the west and south. Completely contained within Orange is the City of Villa Park. Orange continues to annex parcels in the city limits to accommodate growth, with the most recent annexations including the Del Rio/River Bend site along the Santa Ana River at the northwest tip of the city, a residential neighborhood centered on Serrano Park, a large hillside parcel to the east of the city boundary along Chapman Avenue, and about a dozen small unincorporated County islands surrounded by previously incorporated areas.

According to the Growth Management Element of the City of Orange's General Plan, Orange continues to balance future growth with continued reinvestment with roadways and other transportation services and facilities. Orange recognizes that federal and State highways are a significant part of Orange's transportation system and therefore greatly influence the operation of Orange's roadway system. Orange is bisected by SR-55 and bounded by SR-91 to the north, SR-57 and I-5 to the west, SR-22 to the south, and the Eastern Transportation Corridor (SR-241) to the east. Coordination with Caltrans and the Transportation Corridor Agencies regarding future improvements to these roadways is identified to be imperative to prevent unintended traffic impacts on Orange's roadway system (City of Orange 2010).

According to the State DOF, Orange's population was estimated to be 137,676 as of January 2022 (DOF 2022a). According to Orange's 2022 Housing Element, the City forecasts its population to grow up to 151,400 in 2035 and 153,000 by 2040 (City of Orange 2022).

City of Anaheim

The City of Anaheim encompasses an estimated 50 square miles and is strategically located and traversed by five major freeways, two State highways, and 18 major and primary arterial highways. Anaheim is home to the Anaheim Resort (which includes a convention center, Disneyland, Disney's California Adventure, and Downtown Disney) and competitive Major League Baseball (Los Angeles Angels) and National Hockey League (Anaheim Ducks) franchises.

According to the State DOF, Anaheim's population was estimated to be 341,245 as of January 2022 (DOF 2022a). Anaheim anticipates that by 2030, the population is expected

to grow to about 389,400; thus, Anaheim's mobility and overall quality of life have the potential to be significantly impacted by regional growth pressures. Anaheim is considered to be a fully developed community; however, there are available opportunities for infill redevelopment within the City's Specific Plan areas (City of Anaheim 2021).

City of Fullerton

The City of Fullerton encompasses 22.3 square miles and is located within the northern portion of Orange County. Fullerton is located between three freeways in the region: SR-57 to the east, SR-91 to the south, and I-5 to the west. Many of Fullerton's arterial roadways extend beyond the City's borders; thus, Fullerton's growth pressures and the state of the regional circulation system are intertwined. In addition to the large student population of California State University, Fullerton, the City identifies 12 geographic focus areas where future community-based planning efforts for growth could occur, which include the surrounding proximity of Fullerton Municipal Airport, major arterial corridors, downtown, and residential community areas.

According to the State DOF, Fullerton's population was estimated to be 142,732 as of January 2022 (DOF 2022a). According to Fullerton's Final Program Environmental Impact Report (EIR) for the Fullerton Plan (General Plan), which was adopted in 2012, the 2010 population of Fullerton was 135,314 persons (City of Fullerton 2012).

City of Buena Park

The City of Buena Park encompasses 10.28 square miles in northwestern Orange County. Buena Park is accessible by I-5 and SR-91, which traverse the center of Buena Park. Many of Buena Park's arterial roadways extend beyond its borders; thus, land use decisions and traffic patterns in adjacent jurisdictions have the potential to affect traffic flow, mobility, and growth pressures in Buena Park, and vice versa. Buena Park is home to Knott's Berry Farm. Buena Park identifies 10 geographic focus areas where the highest likelihood of change through redevelopment would occur, which include the civic center and major arterial corridors.

According to the State DOF, Buena Park's population was estimated to be 83,430 as of January 2022 (DOF 2022a), which is marginally higher than its 83,385 persons at the time the City's 2010 General Plan was adopted (City of Buena Park 2010).

City of La Mirada

The City of La Mirada encompasses 4,611 acres, with an estimated 3,841 acres within city limits and an additional 770 acres within LaLa Mirada's sphere of influence.

Although La Mirada is considered to be fully developed according to its General Plan buildout scenario, LaLa Mirada continues to experience changing growth patterns as recycling of existing land uses occurs and aging industrial plants slowly transition into modern business parks. The General Plan notes that La Mirada's growth patterns have been shaped largely by accessibility; its industrial businesses utilize I-5 and rail lines to the south, and commercial businesses front I-5 and Imperial Highway, which extends into neighboring jurisdictions in the region. Redevelopment of existing properties continues to occur, and active residential rehabilitation programs continue to accommodate growth in maturing neighborhoods throughout La Mirada. Aging industrial plants continue to be replaced with modern business parks.

According to the State DOF, La Mirada's population was estimated to be 48,696 as of January 2022 (DOF 2022a), which is higher than its 47,000 persons at the time La Mirada's 2003 General Plan was adopted (City of La Mirada 2003).

Although employment and population growth are anticipated in Orange County and Los Angeles County, the General Plan documents for the Cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada account for this anticipated growth in the vicinity of the Study Area. Approved and planned projects in the Study Area are described in Table 2.1.1 and shown on Figure 2.20-1 in Section 2.20, Cumulative Impacts.

2.1.1.3 Development Trends

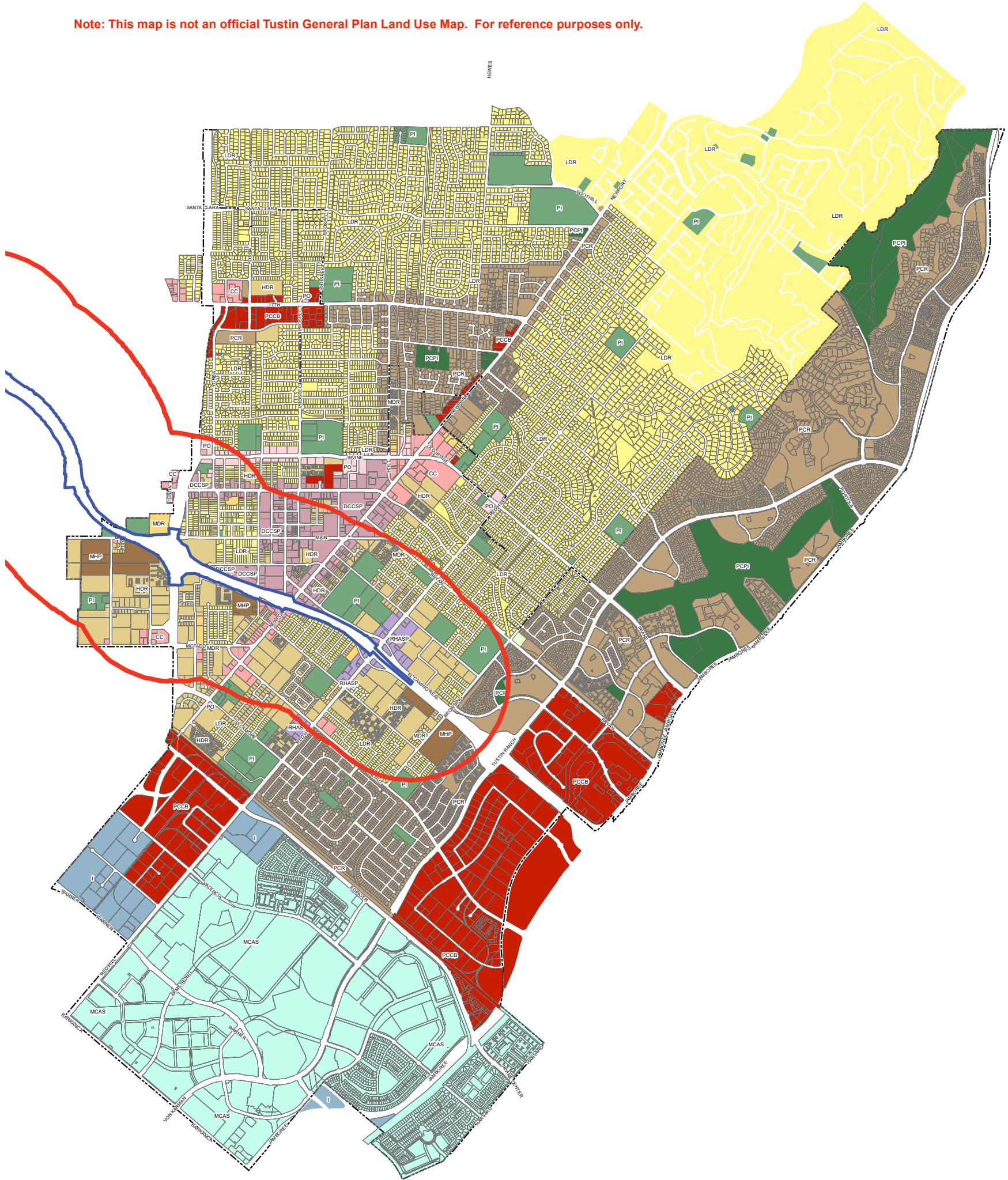
The State Department of Finance (DOF) estimated that Orange County is expected to grow at a rate of 0.14 percent (3,218,111 to 222,492) between 2022 and 2055. The DOF estimated that Los Angeles County is expected to decrease at a rate of 3.12 percent (10,208,717 to 9,891,603) between 2022 and 2055 (DOF 2022b).

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

This section discusses the proposed Project's consistency with the Southern California Association of Governments (SCAG) 2020–2045 Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS), the SCAG 2023 Federal Transportation Improvement Program (FTIP), the Orange County Transportation Authority (OCTA) and Los Angeles County Metropolitan Transportation Authority (LACMTA) Long Range Transportation Plans (LRTPs), and the general plans of the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada.

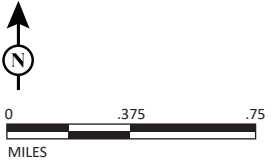
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Note: This map is not an official Tustin General Plan Land Use Map. For reference purposes only.



Legend	
	Tustin City Limits
General Plan	
	LDR - Low Density Residential
	MDR - Medium Density Residential
	HDR - High Density Residential
	PCR - Planned Community Residential
	MHP - Mobile Home Park
	PO - Professional Office
	CC - Community Commercial
	OTC - Old Town Commercial
	I - Industrial
	PCCB - Planned Community Commercial/Business
	PI - Public/Institutional
	PCPI - Planned Community Public/Institutional
	TLSP - Tustin Legacy Specific Plan
	DCCSP - Downtown Commercial Core Specific Plan
	RHASP - Red Hill Avenue Specific Plan

LEGEND	
	Project Area
	Community Impacts Study Area



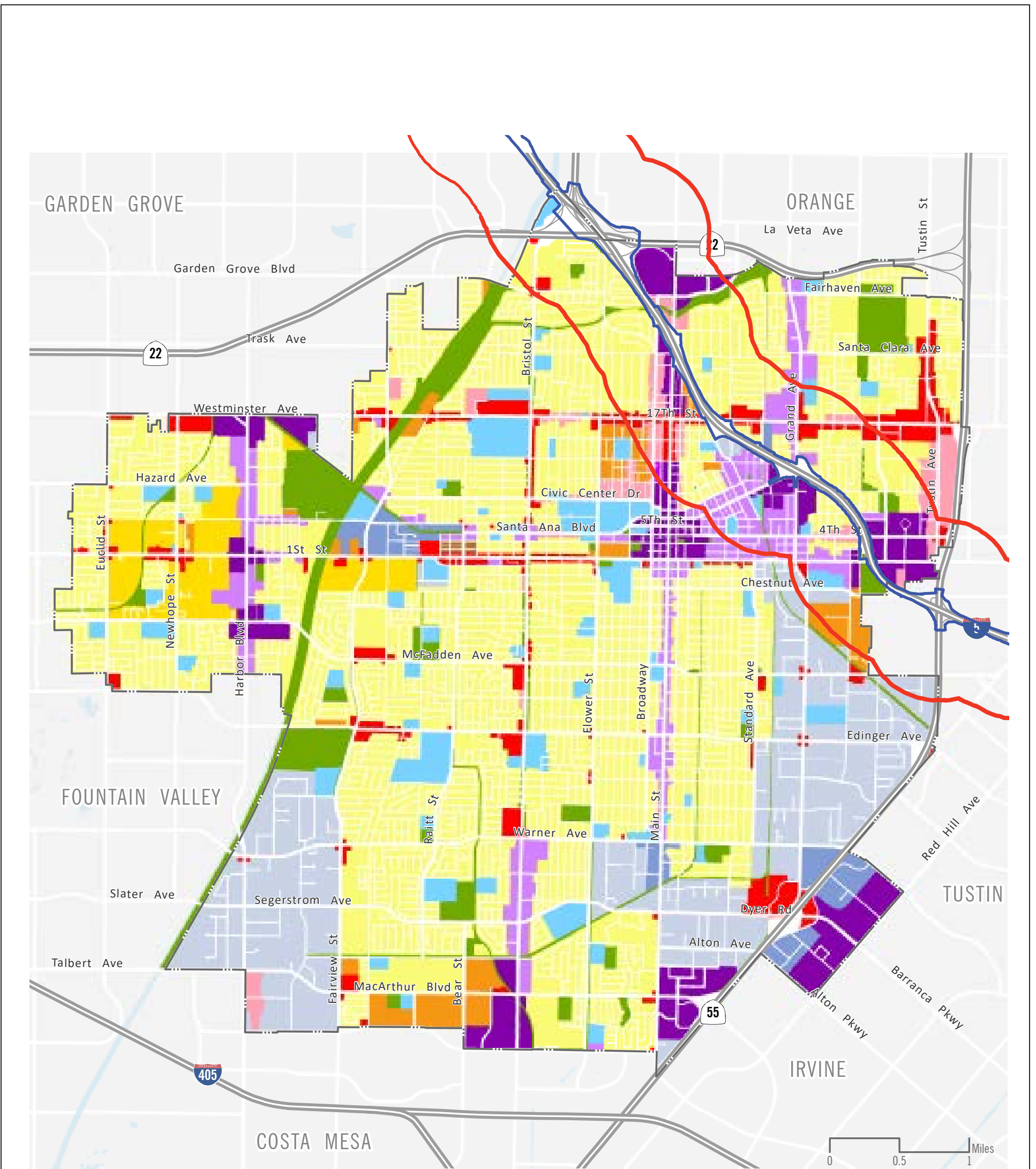
SOURCE: City of Tustin

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FIGURE 2.1-2
Page 1 of 7

I-5 Managed Lanes Project
(Red Hill Avenue to Orange County/Los Angeles County Line)
Existing Land Uses - City of Tustin

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Source: City of Santa Ana 2021 Date Published: 5/5/2022

General Plan Land Use

 LR-7, Low Density Residential	 INS, Institutional	 FLEX, Industrial/Flex
 LMR-11, Low-Medium Density Residential	 OS, Open Space	 UN, Urban Neighborhood
 MR-15, Medium Density Residential	 PAO, Professional and Administrative Office	 OBPDC, One Broadway Plaza District Center
 CR-30, Corridor Residential	 GC, General Commercial	 DC, District Center
	 IND, Industrial	

LEGEND



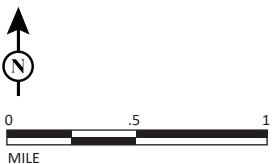
-  Project Area
-  Community Impacts Study Area

FIGURE 2.1-2
Page 1 of 7

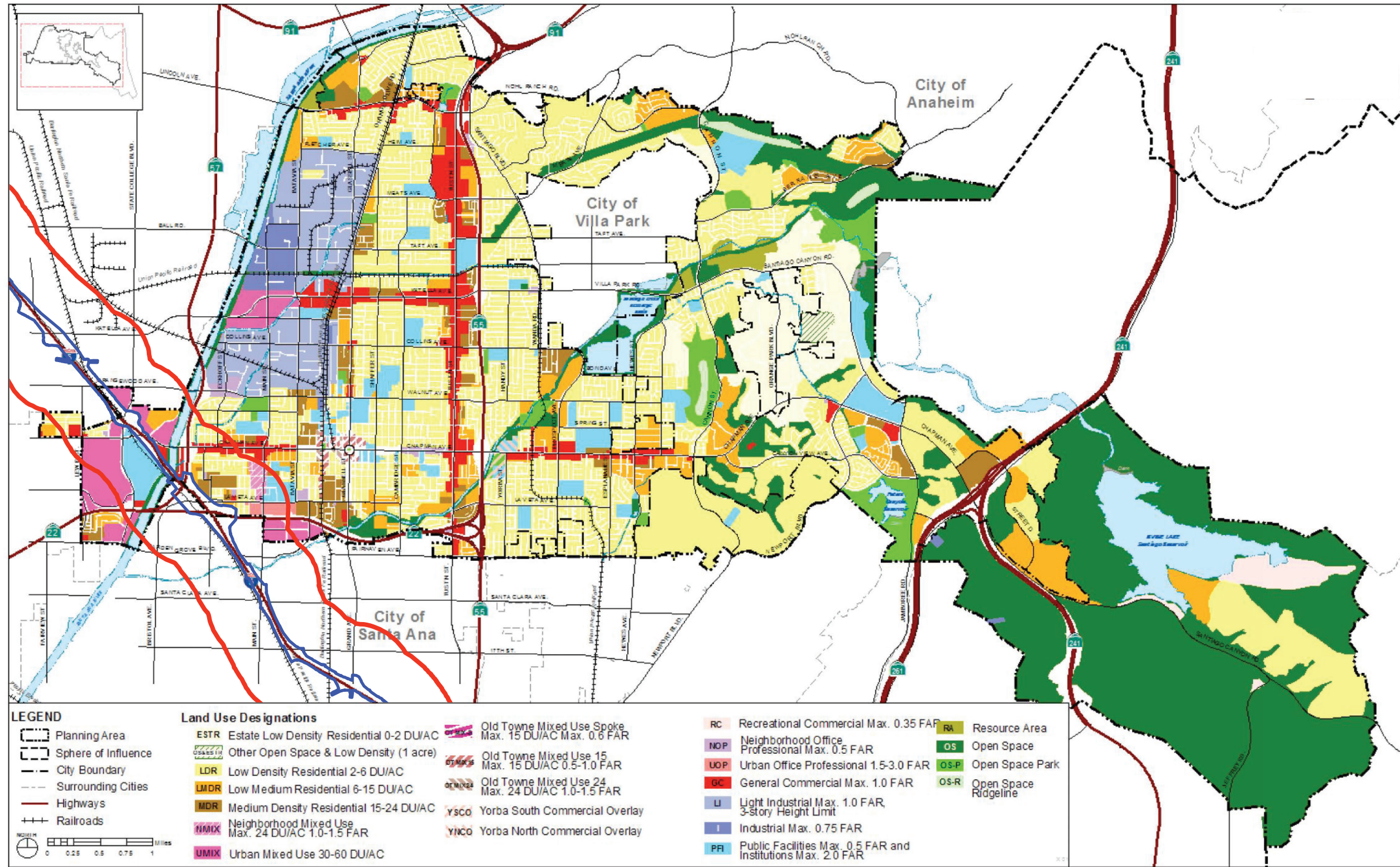


SOURCE: City of Santa Ana General Plan

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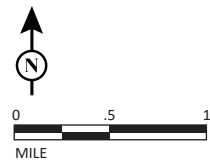
I-5 Managed Lanes Project
(Red Hill Avenue to Orange County/Los Angeles County Line)
Existing Land Uses - City of Santa Ana

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LEGEND

- Project Area
- Community Impacts Study Area



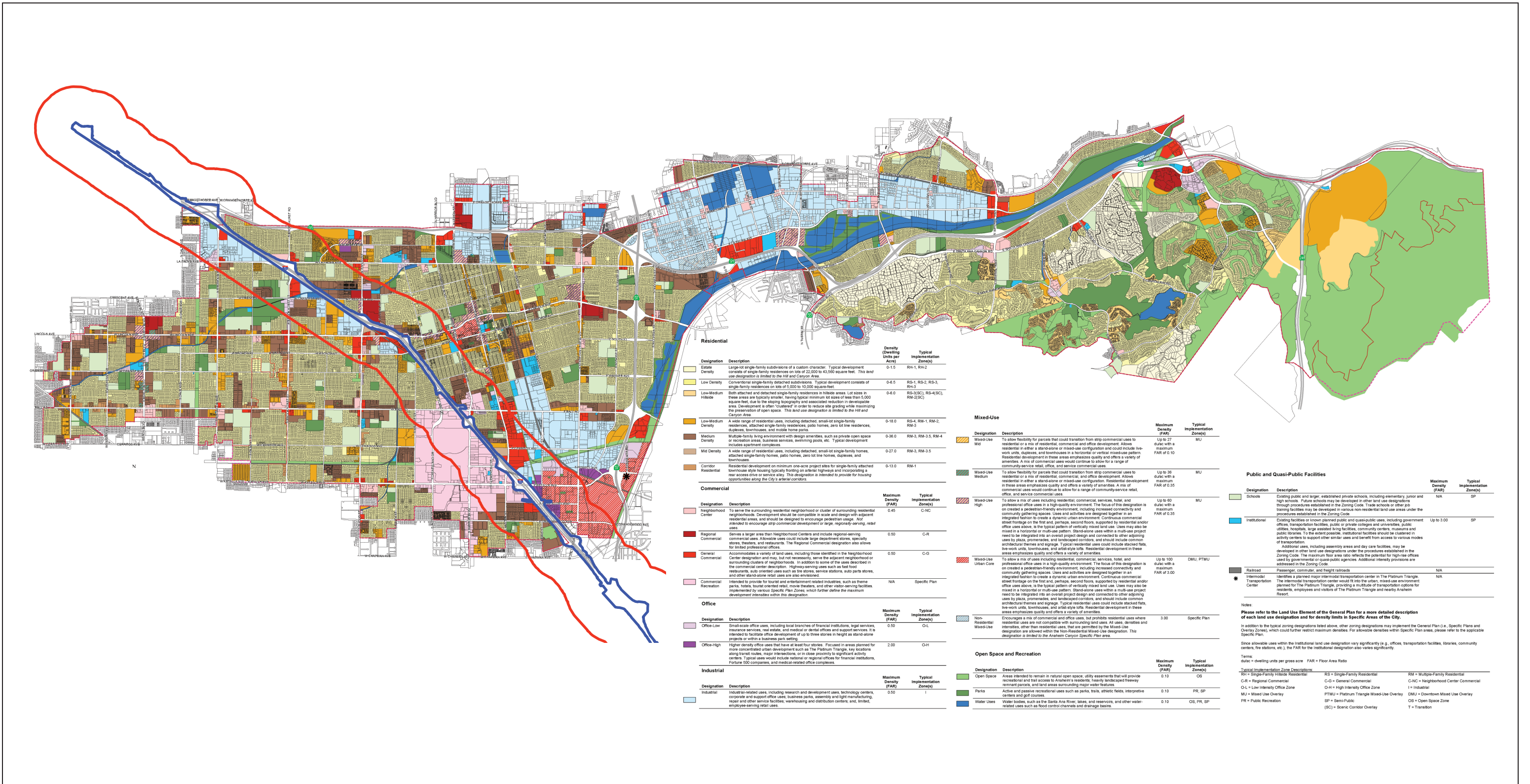
SOURCE: City of Orange General Plan

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FIGURE 2.1-2
Page 2 of 7

I-5 Managed Lanes Project
(Red Hill Avenue to Orange County/Los Angeles County Line)
Existing Land Uses - City of Orange

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Designation	Description	Maximum Density (FAR)	Typical Implementation Zone(s)
Estate Density	Large-lot single-family subdivisions of a custom character. Typical development consists of single-family residences on lots of 22,000 to 43,560 square feet. This land use designation is limited to the Hill and Canyon Area.	0-1.5	RH-1, RH-2
Low Density	Conventional single-family detached subdivisions. Typical development consists of single-family residences on lots of 5,000 to 10,000 square feet.	0-6.5	RS-1, RS-2, RS-3, RS-3
Low-Medium Density	Both attached and detached single-family residences in hillside areas. Lot sizes in these areas are typically smaller, having typical minimum lot sizes of less than 5,000 square feet, due to the steep topography and associated reduction in developable area. Development is often "clustered" in order to reduce site grading while maximizing the preservation of open space. This land use designation is limited to the Hill and Canyon Area.	0-6.0	RS-3(C), RS-4(C), RM-2(S)
Low-Medium Density	A wide range of residential uses, including detached, small-lot single-family residences, attached single-family residences, patio homes, zero lot line residences, duplexes, townhouses, and mobile home parks.	0-18.0	RS-4, RM-1, RM-2, RM-3
Medium Density	Multiple family living environments with design amenities, such as private open space or recreation areas, business services, swimming pools, etc. Typical development includes apartment complexes.	0-36.0	RM-3, RM-3.5, RM-4
Mid Density	A wide range of residential uses, including detached, small-lot single-family homes, attached single-family homes, patio homes, zero lot line homes, duplexes, and townhouses.	0-27.0	RM-3, RM-3.5
Corridor Residential	Residential development on minimum one-acre project sites for single-family attached townhouse style housing typically fronting on arterial highways and incorporating a near access drive or service alley. This designation is intended to provide for housing opportunities along the City's arterial corridors.	0-13.0	RM-1

Designation	Description	Maximum Density (FAR)	Typical Implementation Zone(s)
Mixed-Use Mid	To allow flexibility for parcels that could transition from strip commercial uses to residential or a mix of residential, commercial and office development. Allow residential in either a stand-alone or mixed-use configuration and could include live-work units, duplexes, and townhouses in a horizontal or vertical mixed-use pattern. Residential development in these areas emphasizes quality and offers a variety of amenities. A mix of commercial uses would continue to allow for a range of community-service retail, office, and service commercial uses.	Up to 27 du/acre with a maximum FAR of 0.10	MU
Mixed-Use Medium	To allow flexibility for parcels that could transition from strip commercial uses to residential or a mix of residential, commercial, and office development. Allow residential in either a stand-alone or mixed-use configuration. Residential development in these areas emphasizes quality and offers a variety of amenities. A mix of commercial uses would continue to allow for a range of community-service retail, office, and service commercial uses.	Up to 36 du/acre with a maximum FAR of 0.35	MU
Mixed-Use High	To allow a mix of uses including residential, commercial, services, hotel, and professional office uses in a high-quality environment. The focus of this designation is on creating a pedestrian-friendly environment, including increased connectivity and community gathering spaces. Uses and activities are designed together in an integrated fashion to create a dynamic urban environment. Continuous commercial street frontage on the first and, perhaps, second floor, supported by residential and/or office uses above, is the typical pattern of vertically mixed land use. Uses may also be mixed in a horizontal or multi-use pattern. Stand-alone uses within a multi-use project need to be integrated into an overall project design and connected to other adjoining uses by plazas, promenades, and landscaped corridors, and should include common architectural themes and signage. Typical residential uses could include stacked flats, live-work units, townhouses, and mid-rise lofts. Residential development in these areas emphasizes quality and offers a variety of amenities.	Up to 60 du/acre with a maximum FAR of 0.35	MU
Mixed-Use Urban Core	To allow a mix of uses including residential, commercial, services, hotel, and professional office uses in a high-quality environment. The focus of this designation is on creating a pedestrian-friendly environment, including increased connectivity and community gathering spaces. Uses and activities are designed together in an integrated fashion to create a dynamic urban environment. Continuous commercial street frontage on the first and, perhaps, second floor, supported by residential and/or office uses above, is the typical pattern of vertically mixed land use. Uses may also be mixed in a horizontal or multi-use pattern. Stand-alone uses within a multi-use project need to be integrated into an overall project design and connected to other adjoining uses by plazas, promenades, and landscaped corridors, and should include common architectural themes and signage. Typical residential uses could include stacked flats, live-work units, townhouses, and mid-rise lofts. Residential development in these areas emphasizes quality and offers a variety of amenities.	Up to 100 du/acre with a maximum FAR of 3.00	DMU, PTMU
Non-Residential Mixed-Use	Encourages a mix of commercial and office uses, but prohibits residential uses where residential, other than residential uses, that are permitted by the Mixed-Use designation are allowed within the Non-Residential Mixed-Use designation. This designation is limited to the Anaheim Canyon Specific Plan area.	3.00	Specific Plan

Designation	Description	Maximum Density (FAR)	Typical Implementation Zone(s)
Open Space	Areas intended to remain in natural open space, with easements that will provide recreational and/or aesthetic benefits, and land areas surrounding major water features.	0.10	OS
Parks	Active and passive recreational uses such as parks, trails, athletic fields, interpretive centers and golf courses.	0.10	PR, SP
Water Uses	Water bodies, such as the Santa Ana River, lakes, and reservoirs, and other water-related uses such as food control channels and drainage basins.	0.10	OS, PR, SP

Designation	Description	Maximum Density (FAR)	Typical Implementation Zone(s)
Schools	Existing public and larger, established private schools, including elementary, junior and high schools. Future schools may be developed in other land use designations through procedures established in the Zoning Code. Trade schools or other job training facilities may be developed in various non-residential land use areas under the procedures established in the Zoning Code.	N/A	SP
Institutional	Existing facilities or known planned public and quasi-public uses, including government offices, transportation facilities, public or private colleges and universities, public utilities, hospitals, large assisted living facilities, community centers, museums and public libraries. To the extent possible, institutional facilities should be clustered in activity centers to support other similar uses and benefit from access to various modes of transportation. Additional uses, including assembly areas and day care facilities, may be developed in other land use designations under the procedures established in the Zoning Code. The maximum floor area ratio reflects the potential for high-rise offices used by government or quasi-public agencies. Additional intensity provisions are addressed in the Zoning Code.	Up to 3.00	SP
Railroad	Passenger, commuter, and freight railroads.	N/A	
Intermodal Transportation Center	Identifies a planned major inter-modal transportation center in the Platinum Triangle. The inter-modal transportation center would fit into the urban, mixed-use environment planned for the Platinum Triangle, providing a multitude of transportation options for residents, employees and visitors of the Platinum Triangle and nearby Anaheim Resort.	N/A	

Notes:
 Please refer to the Land Use Element of the General Plan for a more detailed description of each land use designation and for density limits in Specific Areas of the City.
 In addition to the typical activities listed above, other zoning designations may implement the General Plan (i.e., Specific Plans and Overlay Zones), which could further restrict maximum densities. For allowable densities within Specific Plan areas, please refer to the applicable Specific Plan.
 Since allowable uses within the Institutional land use designation vary significantly (i.e., offices, transportation facilities, libraries, community centers, etc.), the FAR for the Institutional designation also varies significantly.
 Terms:
 du/acre = dwelling units per gross acre FAR = Floor Area Ratio
 Typical Implementation Zone Descriptions:
 RS = Single-Family Residential RM = Multiple-Family Residential
 RH = Single-Family Hillside Residential C-G = General Commercial C-NC = Neighborhood Center Commercial
 O-L = Regional Commercial O-H = High Intensity Office Zone I = Industrial
 O-L = Low Intensity Office Zone O-H = High Intensity Office Zone I = Industrial
 MU = Mixed Use Overlay DMU = Downtown Mixed Use Overlay OS = Open Space Zone
 SP = Semi-Public PTMU = Platinum Triangle Mixed-Use Overlay T = Transition
 (SC) = Specific Corridor Overlay

LEGEND
 Project Area
 Community Impacts Study Area

MILE
 SOURCE: City of Anaheim General Plan

FIGURE 2.1-2
 Page 4 of 7
 I-5 Managed Lanes Project
 (Red Hill Avenue to Orange County/Los Angeles County Line)
 Existing Land Uses - City of Anaheim

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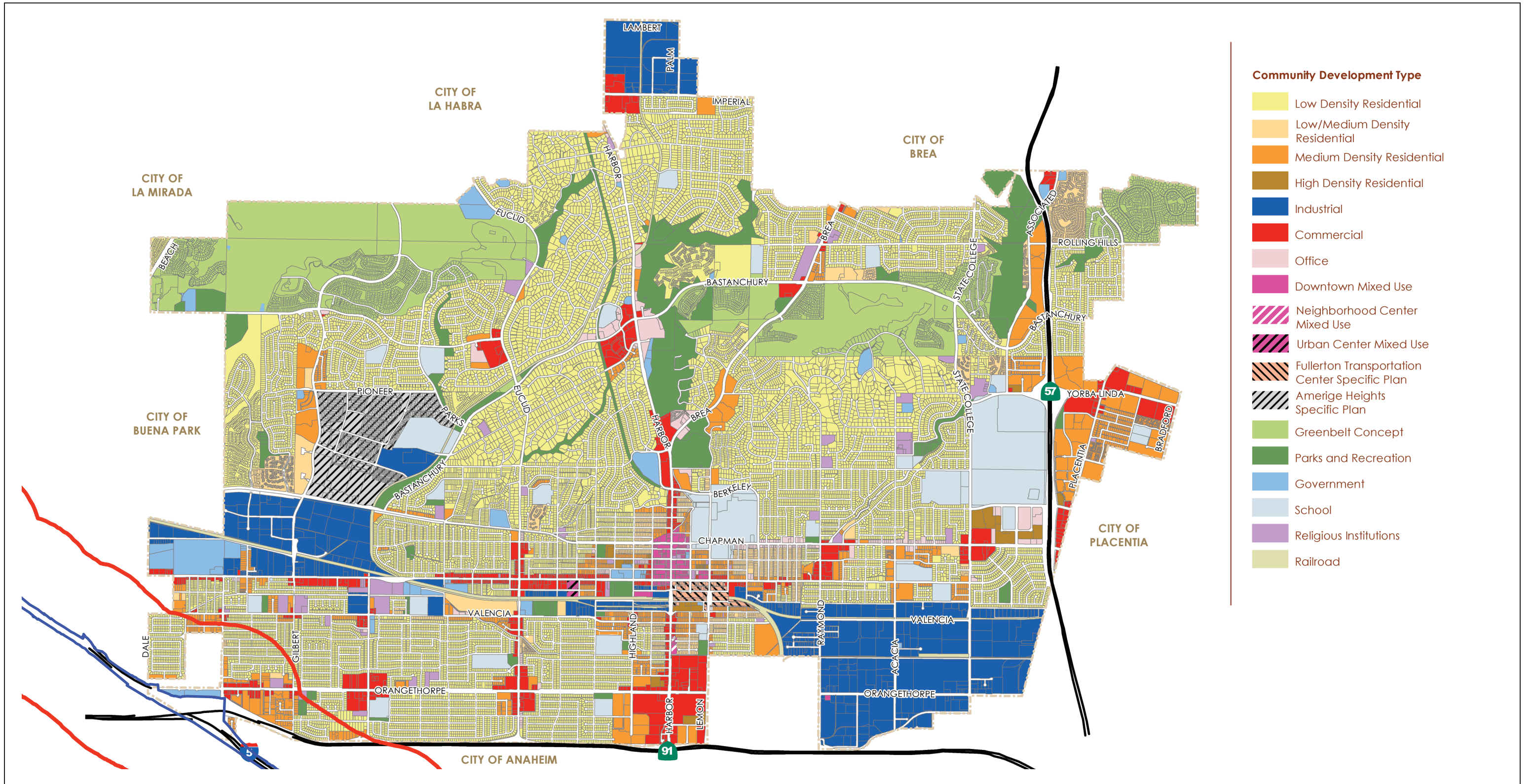


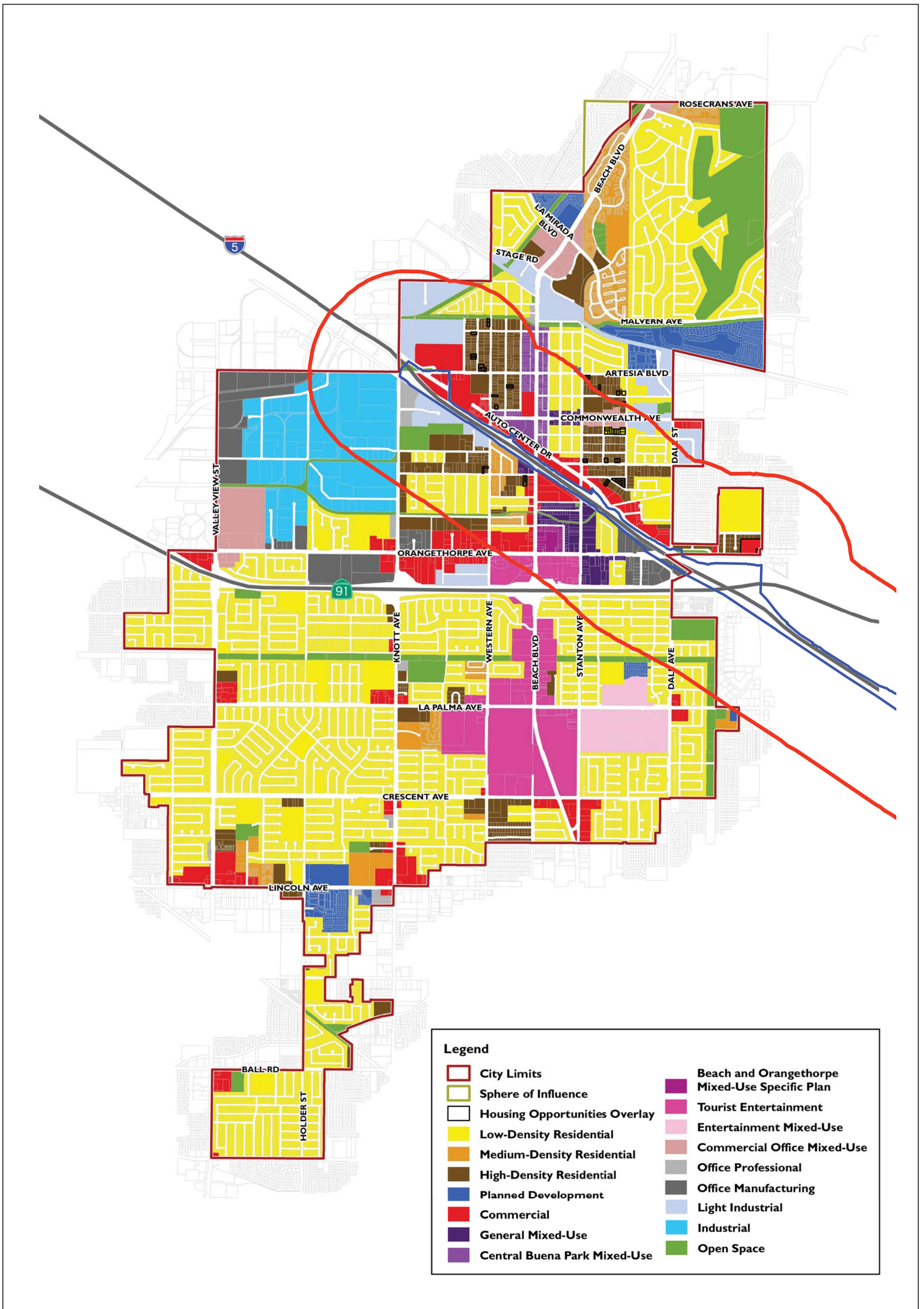
FIGURE 2.1-2
Page 5 of 7

NO SCALE
SOURCE: City of Fullerton

I-5 Managed Lanes Project
(Red Hill Avenue to Orange County/Los Angeles County Line)
Existing Land Uses - City of Fullerton

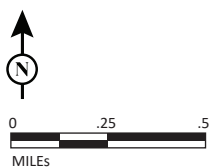
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LEGEND
 Project Area
 Community Impacts Study Area

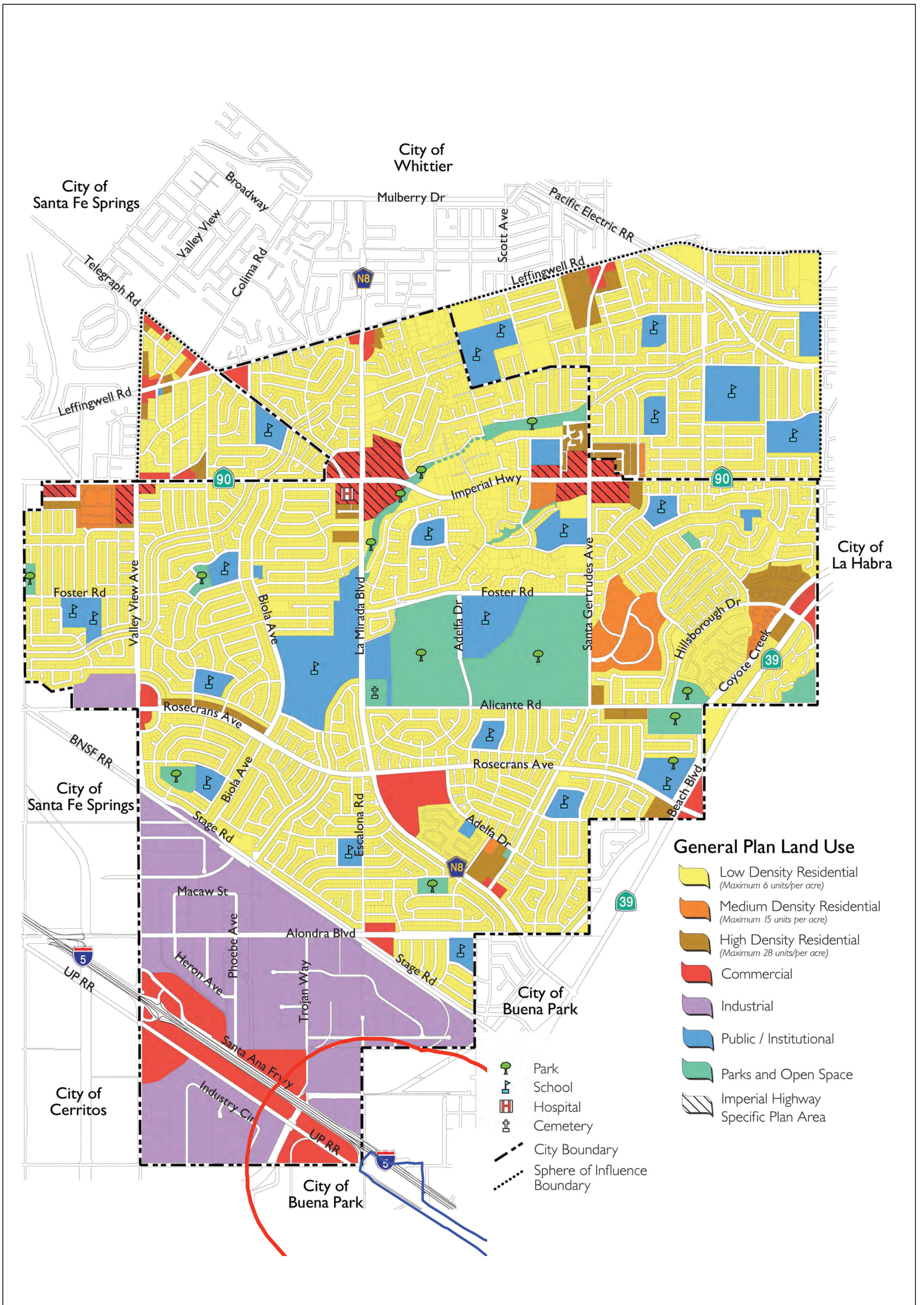
FIGURE 2.1-2
 Page 6 of 7



SOURCE: City of Buena Park

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LEGEND
 Project Area
 Community Impacts Study Area

FIGURE 2.1-2
 Page 7 of 7

0 .25 .5
 MILES
 SOURCE: City of La Mirada

I-5 Managed Lanes Project
 (Red Hill Avenue to Orange County/Los Angeles County Line)
 Existing Land Uses - City of La Mirada

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2.1.2.1 SCAG Regional Transportation Plan/Sustainable Communities Strategy

SCAG is the Metropolitan Planning Organization for six counties and 191 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.

Connect SoCal is a comprehensive 20-year transportation plan that provides a vision for the future of SCAG region's multimodal transportation system and specifies how that vision can be achieved for the six-county area. As the RTP/SCS for the SCAG region, Connect SoCal is an important planning document that identifies major challenges as well as potential opportunities associated with growth projections for the region, and allows public agencies that implement transportation projects to do so in a coordinated manner while qualifying for federal and State funding. SCAG adopted the Connect SoCal 2020–2045 RTP/SCS in September 2020 and last amended (Amendment No. 2) it in October 2022.

SCAG's 2020–2045 RTP/SCS places a greater emphasis on sustainability and integrated planning than previous RTPs and defines four principles that guide future development in the six-county region: mobility, economy, environment, and healthy/complete communities. SCAG updates the RTP/SCS every 4 years. The Build Alternatives are currently included in the future commitments section of SCAG's 2020–2045 RTP/SCS. However, the Build Alternatives are not captured in the future regional models and efforts to incorporate the Build Alternatives into such models are currently being undertaken.

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 2 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. The Build Alternatives are included in the 2023 FTIP Amendment #23-011 under FTIP ID ORA210604. However, the Build Alternatives are not captured in future regional models and efforts to incorporate the Build Alternatives into such models are currently being undertaken.

2.1.2.3 Long Range Transportation Plans

Both LACMTA and OCTA maintain LRTP documents, which provide a future vision and key strategies for improving the transportation systems in Los Angeles and Orange counties. The draft 2023 OCTA LRTP identifies portions of I-5 in north Orange County for recommended EL conversion. The LACMTA 2020 LRTP identifies improvements that intersect or align with segments of I-5.

2.1.2.4 Airport Planning Areas

As required by State law, the Airport Environs Land Use Plan (AELUP) (equivalent of an Airport Land Use Compatibility Plan) provides guidance to affected local jurisdictions regarding airport land use compatibility matters involving Fullerton Municipal Airport (FMA).

The Project Area overlaps with the notification area and obstruction imaginary surfaces zones of FMA. The Study Area overlaps with the notification area, airport impact zones and noise contours, and obstruction imaginary surfaces zones of FMA.

2.1.2.5 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 2.1.5 for an analysis of the consistency of the proposed Project with the local planning documents.

Relevant circulation, recreation and resources, public facilities/growth management, and land use-related policies in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada are described below.

City of Tustin General Plan

Housing Element (2022)

- **Policy 1.6: Financial Resources.** Pursue grants and other funding opportunities that support the affordable homeownership and rental housing construction and housing rehabilitation for all segments of the population.

- **Policy 1.7: Partnerships** - Continue to implement best practices for developer selection, project underwriting and due diligence and partnerships for affordable housing developments that receive financial and other assistance to ensure long term viability of affordable housing and to ensure the maximized leverage of local resources.

Land Use Element (2018)

- **Policy 6.3:** Improve the image of major highways through the use of pedestrian amenities, landscaping, lighting, graphics and/or other on-site and streetscape treatments.
- **Policy 12.4:** Coordinate a bus shelter and transit stop improvement program to ensure that all bus stops have the appropriate amenities.
- **Policy 12.17:** Promote and develop a transportation system which includes provisions for public transportation, bikes and pedestrians.

Circulation Element (2018)

- **Policy 1.6:** Develop and improve the City's transportation network consistent with available funding; scheduling shall be coordinated with land use plans to ensure the orderly extension of facilities and to preserve a free-flowing circulation system.
- **Policy 1.13:** Minimize effects of transportation noise wherever possible so as to comply with the Noise Element.
- **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 4.5:** Encourage the development of additional regional public transportation services and support facilities including park-and-ride lots near the SR-55 and I-5 freeways.
- **Policy 4.6:** Encourage the promotion of ridesharing through publicity and provision of information to the public.
- **Policy 5.1:** Support the efforts of the appropriate transportation agencies to provide additional local and express bus service to the Tustin community, and to provide park-and-ride lots near the SR-55 and I-5 freeways.
- **Policy 5.7:** Promote the provision of safe transit stops and shelters.
- **Policy 6.1:** Promote the safety of pedestrians and bicyclists by adhering to uniform standards and practices, including designation of bicycle lanes, off-road bicycle trails, proper signage, and adequate sidewalk, bicycle lane, and off-road bicycle trail widths.

- **Policy 6.4:** Support and coordinate the development and maintenance of bikeways in conjunction with the County of Orange Master Plan of Countywide Bikeways to assure that local bicycle routes will be compatible with routes of neighboring jurisdictions.
- **Policy 6.6:** Develop programs that encourage the safe utilization of easements and/or rights-of-way along flood control channels, public utility rights-of-way, and street rights-of-way wherever possible for the use of bicycles and/or pedestrian/equestrian trails.
- **Policy 6.7:** Ensure link-up of trails within the City to the regional trail system.
- **Policy 6.9:** Support and coordinate the development and maintenance of bikeways and trails in conjunction with the master plans of the appropriate agencies.
- **Policy 6.12:** Provide for a non-vehicular circulation system that encourages bicycle transportation and pedestrian circulation. development and maintenance of bikeways in conjunction with the County of Orange Master Plan of Countywide Bikeways

City of Santa Ana General Plan

Mobility Element (2022)

- **Policy M-1.2, Balanced Multimodal Network:** Provide a balanced and equitable multimodal circulation network that reflects current and changing needs.
- **Policy M-1.6, Complete Streets:** Transform travelways to accommodate all users through street design and amenities, such as sidewalks, trees, landscaping, street furniture, and bus shelters.
- **Policy M-1.7, Proactive Mitigation:** Proactively mitigate existing and new potential air quality, noise, congestion, safety, and other impacts from the transportation network on residents and business, especially in environmental justice communities.
- **Policy M-1.8, Environmental Sustainability:** Consider air and water quality, noise reduction, neighborhood character, and street-level aesthetics when making improvements to travelways.
- **Policy M-1.10, Intergovernmental Coordination:** Collaborate with federal, state, SCAG, OCTA, rail authorities, and other agencies to fund and improve the regional transportation system.
- **Policy M-2.2, Transit Services:** Support OCTA, Caltrans, and other regional and local transportation providers to enhance existing transit services to provide residents, workers and visitors with safe, affordable, accessible, convenient, reliable, and attractive transit services.
- **Policy M-2.3, Regional Transportation Center:** Continue to promote and develop the Santa Ana Regional Transportation Center (SARTC) as a major transportation

hub linking Amtrak, Metrolink, the OC Streetcar, other regional systems, and first and last mile connections.

- **Policy M-2.4, Commuter Rail:** Support the expansion of commuter rail services and Santa Ana’s role as a destination along the Los Angeles–San Diego–San Luis Obispo (LOSSAN) rail corridor.
- **Policy M-2.5, OC Streetcar:** Support development and expansion of the OC Streetcar project, connecting neighborhoods, employment centers, and Downtown Santa Ana to activity centers in Orange County.
- **Policy M-2.6, High Frequency Transit Corridors:** Work with OCTA to support the improvement of transit opportunity corridors to facilitate high frequency transit (e.g., bus rapid transit and other modes) along designated corridors in Santa Ana.
- **Policy M-2.7, Regional Mobility Access:** Enhance access to regional transit, including first and last mile connections, to encourage the use of public transit.
- **Policy M-3.1, Nonmotorized Travelway Network:** Expand and maintain a citywide network of nonmotorized travelways within both the public and private realms that create linkages between neighborhoods, recreational amenities, schools, employment centers, neighborhood serving commercial, and activity centers.
- **Policy M-3.2, Nonmotorized Travelway Amenities:** Enhance nonmotorized travelways with amenities such as landscaping, shade trees, lighting, benches, crosswalks, rest stops, bicycle parking, and support facilities that promote a pleasant and safe experience.
- **Policy M-3.4, Regional Coordination:** Coordinate development of the City’s active transportation and transit network with adjacent jurisdictions, OCTA, and other appropriate agencies.
- **Policy M-3.6, Transit Connectivity:** Enhance first and last mile connectivity to transit facilities through safe, accessible, and convenient linkages.
- **Policy M-3.7, Complete Streets Design:** Enhance streets to facilitate safe walking, bicycling, and other nonmotorized forms of transportation through community participatory design.
- **Policy M-4.1, Intense Development Areas:** Program multimodal transportation and public realm improvements that support new development in areas along transit corridors and areas planned for high intensity development.
- **Policy M-4.3, Transportation Management:** Coordinate with OCTA, employers, and developers to utilize TDM (transportation demand management) strategies and education to reduce vehicle trips and parking demands.

- **Policy M-4.6, Roadway Capacity Alternatives:** Promote reductions in automobile trips and vehicle miles traveled by encouraging transit use and nonmotorized transportation as alternatives to augmenting roadway capacity.
- **Policy M-4.8, Noise Mitigation:** Encourage physical and operational improvements to reduce noise levels around major roads, freeways, and rail corridors, in particular around sensitive land uses.

Public Services Element (2022)

- **Policy PS-1.2, Equitable Distribution:** Ensure public services and facilities reflect changing population needs and are equitably distributed and accessible, with priority assigned to improving areas that are underserved and/or within environmental justice area boundaries.
- **Policy PS-1.5, Community Benefit:** Collaborate with community stakeholders to expand recreational, educational, and cultural opportunities; promote active lifestyles; and maximize community benefit.

Conservation Element (2022)

- **Policy CN-1.2, Climate Action Plan:** Consistency with emission reduction goals highlighted in the Climate Action Plan shall be considered in all major decisions on land use and investments in public infrastructure.
- **Policy CN-1.8, Promote Alternative Transportation:** Promote use of alternate modes of transportation in the City of Santa Ana, including pedestrian, bicycling, public transportation, car sharing programs, and emerging technologies.
- **Policy CN-1.9, Public Investment Alternative Transportation Infrastructure:** Continue to invest in infrastructure projects that support public transportation and alternate modes of transportation in the City of Santa Ana, including pedestrian, bicycling, public transportation, car sharing programs, and emerging technologies.
- **Policy CN-3.11, Energy-Efficient Transportation Infrastructure:** Continue to support public and private infrastructure for public transportation such as bus routes, rail lines, and the OC Streetcar.

Open Space Element (2022)

- **Policy OS-1.7, Trail Connectivity:** Collaborate with other City agencies, partners, and regional entities to provide, and connect regional and local trails, travelways, and access corridors to support recreation, active transportation, and park and program access. Consider greenways along the OC Streetcar route, flood control channels, and other underutilized sites.
- **Policy OS-2.3, Active Lifestyles:** Invest in parks, trails and programs that support sports, fitness, active transportation, and active lifestyles.

Land Use Element (2022)

- **Policy LU-1.7, Active Transportation Infrastructure:** Invest in active transportation connectivity between activity centers and residential neighborhoods to encourage healthy lifestyles.

Urban Design Element (2022)

- **Policy UD-1.6, Active Transportation Infrastructure:** Support the creation of citywide public street and site amenities that accommodate and promote an active transportation-friendly environment.
- **Policy UD-5.4, Intersections For All Travel Modes:** Strengthen active transportation connections and amenities at focal intersections to promote a pleasant and safe experience for nonmotorized forms of travel.

Housing Element (2022)

- **Policy HE-2.11, Surplus Land.** Comply with the Surplus Land Act to promote affordable housing development on unused or underutilized public land.
- **Policy HE-3.2, Homeownership.** Expand homeownership opportunities for low- and moderate-income residents and workers in Santa Ana through the provision of financial assistance, education, and collaborative partnerships.
- **Policy HE-3.5, Collaborative Partnerships.** Collaborate with nonprofit organizations, community land trusts, developers, and other government agencies to develop and provide affordable housing for residents.
- **Policy HE-4.2 Family Housing.** Facilitate and encourage the development of larger rental and ownership units for large families, including extremely low-, very low-, and low-income families as well as the provision of childcare, after-school care, and other services on-site when feasible.

City of Orange General Plan

Circulation and Mobility Element (2010)

- **Policy 2.5:** Ensure that transportation facilities and improvements do not degrade the quality of Orange's commercial and residential areas.

City of Anaheim General Plan

Circulation Element (2004)

- **Policy C-1.2-1:** Continue working with Caltrans and the FHWA to address traffic flow along State highways that traverse the City.

The Fullerton Plan (City of Fullerton)

Mobility Element (2012)

- **Policy P-5.1:** Support regional and subregional efforts to implement programs that coordinate the multimodal transportation needs and requirements across jurisdictions, including but not limited to the Master Plan of Arterial Highways, the Commuter Bikeways Strategic Plan, the Signal Synchronization Master Plan, the Orange County Congestion Management Plan, and the Growth Management Plan.
- **Policy P-5.3:** Support projects, programs, policies, and regulations to utilize signage and technology to provide real-time information to users of the multi-modal transportation network.

City of Buena Park General Plan

Mobility Element (2010)

- **Policy M-2.1:** Monitor and participate in applicable County, Regional, State, and Federal transportation plans and proposals.

City of La Mirada General Plan

Circulation Element (2003)

- **Policy C-2.1:** Work closely with Caltrans to ensure that I-5 improvements do not adversely impact mobility along the City's connecting arterial system.

2.1.2.6 Specific Plans

Specific plans adopted within the Study Area cities are discussed below.

Anaheim Resort SP 92-2 (1994)

The Anaheim Resort Specific Plan (ARSP) encompasses 581.3 acres of the 1,078-acre Anaheim Resort, a portion of Anaheim specifically designated by the City's General Plan for recreation and tourist/convention-related activities along with related uses. The Public Facilities Plan of the ARSP identifies circulation improvements to and from I-5, including HOV lane connections.

Disneyland Resort SP 92-1 (1993)

The Disneyland Resort Specific Plan (DRSP) encompasses an estimated 490 acres of 1,078-acre Anaheim Resort. Like the ARSP, the Public Facilities Plan of the DRSP identifies circulation improvements to and from I-5, including HOV lane connections.

Platinum Triangle Master Land Use Plan (2017)

The Platinum Triangle Master Land Use Plan encompasses 820 acres surrounding the Angel Stadium of Anaheim, The Grove of Anaheim, and the Honda Center. There are no goals or policies within the Master Land Use Plan that are applicable to the proposed Project.

ANNA Multimodal Transit Plan

The ANNA Multimodal Transit Plan is an ongoing study that explores potential alternative choices like active transportation options and technology options that could offer reliable and predictable travel experience. Although goals and policies of the plan are not available at this time, the study's geographic area of concern overlaps with the proposed Project's potential area of effect in Anaheim along I-5. Technology options such as bus rapid transit could utilize the potential Build Alternative improvements via existing connections from Katella Avenue and Gene Autry Way.

Center City Corridors Vision Plan

The Vision Plan serves as a guide for the City of Anaheim as the Specific Plan document is currently being drafted. The plan area consists of four areas, each with distinct visions that are guided by 10 guiding principles. While not a direct goal or policy that is applicable to the proposed Project, Guiding Principle 7 of the Vision Plan notes that adding mobility options, such as expanding public transit opportunities, should be integrated as part of future enhancements within the Study Area.

2.1.3 Parks and Recreational Facilities

Parks and recreational facilities within the Study Area are listed below in Table 2.1.3 and Table 2.1.4. There are no City of La Mirada or City of Orange park facilities within the Study Area.

Table 2.1.3: Parks in the Study Area

Facility Name	Address	Acreage	Distance from Proposed Project Area (miles)
City of Anaheim			
Brookhurst Park	2271 Crescent Ave., Anaheim	27 acres	0.4
Chaparral Park	1770 W. Broadway, Anaheim	9.4 acres	0.5
John Marshall Park	2001 W. La Palma Ave., Anaheim	14.9 acres	0.4
Paul Revere Park	160 W. Guinida Ln., Anaheim	0.5 acre	0.3
Ponderosa Park	320 E. Orangewood Ave., Anaheim	9.0 acres	0.4
Walnut Grove Park	905 S. Anaheim Blvd., Anaheim	3.1 acres	0.5
Aloe Greens Park	Market St., Anaheim	1.2 acres	0.3
City of Buena Park			
George Bellis Park	7171 8 th St., Buena Park	15.1 acres	0.1
Henry Boisseranc Park	7520 Dale St., Buena Park	19.7 acres	0.1
City of Santa Ana			
Betsy Ross Park	1280 W. Santa Ana St., Anaheim	5.1 acres	0.2
Cabrillo Park	1820 E. Fruit St., Santa Ana	7.6 acres	0.4
Chepa's Park	1009 N. Custer St., Santa Ana	0.5 acre	0.3
French Park	901 N. French St., Santa Ana	0.5 acre	0.5
Jack Fisher Park	2501 N. Flower St., Santa Ana	1.5 acres	0.4
Maybury Park	1801 E. Fruit St, Santa Ana	5.0 acres	0.2
Morrison Park	2801 N. Westwood Ave., Santa Ana	5.4 acres	0.4
*Saddleback View Park	621 Patricia Ln., Santa Ana	0.9 acre	0.1
*Santiago Park	2535 N. Main St., Santa Ana	33.1 acres	0.1
*William Eldridge Park	2933 Fallbrook Dr., Santa Ana	1.4 acres	0.1
*Prentice Park	1801 E. Chestnut Ave., Santa Ana	18.75 acres	0.4
City of Fullerton			
Gilbert Park	2120 W. Orangethorpe Ave., Fullerton	5.9 acres	0.4
City of Tustin			
Frontier Park	1400 Mitchell Ave., Tustin	4.7 acres	0.3
Peppertree Park	230 W. First St., Tustin	3.5 acres	0.4
Pine Tree Park	1402 Bryan Ave., Tustin	4.3 acres	0.5

Source: Parks and Recreation and/or Facilities websites from the City of Anaheim, City of Buena Park, City of Santa Ana, City of Fullerton, City of Tustin, and City of Orange (accessed December 2022); I-5 Managed Lanes Project Web Viewer (2022); and Google Earth.

Notes: Distances of parks measured using ruler tool in Google Earth Pro and Web Viewer.
Section 4(f) facilities are marked with an asterisk (*).

Table 2.1.4: Recreational Facilities in the Study Area

Facility Name	Facility Type	Distance from Project Area (miles)
Coyote Creek Bikeway	Multi-use trail	0.13, southeast of I-5/Alondra Blvd. intersection
Dad Miller Driving Range & Golf Course	Golf Course	0.36
*Santa Ana River Trail	Multi-use trail	0.19, south of the Chapman Ave/Santa Ana River crossing
*Santa Ana Zoo	City-operated public zoo	0.1 (within Prentice Park)
*Santiago Creek Bike Trail	Multi-use trail	<0.01, adjacent to I-5/N Broadway off-ramp
*Tustin High School	Public High School	0.02, between I-5/Red Hill Ave. and I-5/Newport Ave

Source: Community Impact Assessment (May 2023). I-5 Managed Lanes Project Web Viewer; Google Earth.

Notes: Distances of recreational facilities measured using ruler tool in Google Earth Pro and Web Viewer.

Section 4(f) facilities are marked with an asterisk (*).

Parks and recreation resources within 0.5 mile 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 proposed Project under Section 4(f).

2.1.3.1 Section 4(f) Facilities

The following parks 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:

Saddleback View Park

This 0.9-acre park is immediately south of I-5 and adjacent to Patricia Lane at 621 Patricia Lane in Santa Ana. The nearest off-ramps from I-5 that provide access to the park are the northbound and southbound 4th Street off-ramps. The park includes a playground, picnic table, picnic shelters, and a drinking fountain.

Santiago Park

The 33.1-acre park is between I-5 and SR-22 at 2535 North Main Street in Santa Ana. The nearest off-ramps from I-5 that provide access to the park are the northbound and southbound Main Street off-ramps and the northbound North Broadway off-ramp. The park includes a ball diamond, an archery range, a lawn bowling green, a log cabin, a wildlife and watershed interpretive center, a multi-purpose field, drinking fountains, a

playground, parking, restrooms, tennis courts, bike trails (Santiago Creek Bike Trail), hiking trails, and picnic tables.

William Eldridge Park

The 1.4-acre park is immediately adjacent to the SR-22/I-5 interchange at 2933 Fallbrook Avenue in Santa Ana. The nearest off-ramps from I-5 that provide access to the park are the northbound and southbound La Veta Avenue off-ramps. The park does not have amenities other than concrete walking paths through grassy areas and trees.

Prentice Park

The 18.75-acre park is immediately south of I-5 and adjacent to Elk Lane and East Main Street at 1801 East Chestnut Avenue in Santa Ana. The nearest off-ramps from I-5 that provide access to the park are the northbound and southbound East 4th Street off-ramps and the northbound East 1st Street off-ramp. The park includes a playground and picnic tables. The Santa Ana Zoo is located within the park.

Santa Ana River Trail

The paved multi-use trail features Class I and II bikeways that follow the existing Santa Ana River alignment and span 30 miles from Huntington Beach to Corona. The trail is being expanded to ultimately span 110 miles from Huntington Beach to the San Bernardino County National Forest boundary line near Mentone, California. There are restrooms, parking, and water fountains along major access points of the trail.

Santa Ana Zoo

The zoo facility is located within Prentice Park and is owned and operated by the City of Santa Ana. The zoo operates daily from 10:00 a.m. to 5:00 p.m. except for holidays. The zoo currently includes 13 attractions ranging from animal exhibits, a train ride attraction, a carousel, a Ferris wheel, and a family farm (Santa Ana Zoo at Prentice Park 2023).

Santiago Creek Bike Trail

The bike trail is a paved, multi-use trail that spans 8.5 miles from Santa Ana to Orange. The Santa Ana endpoint of the trail is located near the intersection of North Broadway and Mainplace Drive, and the Orange endpoint of the trail is located north of Cannon Street and Santiago Canyon Road. The bike trail provides access to four parks (including Santiago Park), spans two bridges, and includes shaded oak trees, benches, and views of Santiago Creek. There are 15 official access points along the trail, 4 of which include parking areas.

Tustin High School

Tustin High School is immediately north of I-5 and adjacent to El Camino Real at 1171 El Camino Real in Tustin. The nearest off-ramps from I-5 that provide access to the school are the northbound and southbound Red Hill Avenue off-ramps and the southbound Newport Avenue off-ramp. The school accommodates the recreational use of its facilities by the general public.

2.1.3.2 Park Preservation Act

The proposed Project would not affect the above Section 4(f) facilities that are protected by the Park Preservation Act (California Public Resources Code [PRC] Sections 5400–5409). The Park Preservation Act (PRC Sections 5400–5409) 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

Build Alternatives (Alternatives 2, 3, and 4)

Land Use

Construction of Alternative 2 would require staging areas for two proposed park-and-ride facilities within the I-5 right-of-way (ROW) and to allow access for potential HOV lane restriping and signage changes.

Construction of Alternative 3 would require six construction staging areas within existing State ROW that would be utilized as construction staging areas for construction equipment. The locations of the parcels that would be affected by these construction staging areas are shown on Figure 2.3-3 in Section 2.3, Community Impacts. The staging areas include vacant or unused portions of land within the existing I-5 ROW, and none of the staging areas would displace existing residents or businesses.

Construction of Alternative 4 would have similar land use impacts to Alternative 3, but would result in more direct impacts due to the additional construction of ELs between SR-57 and SR-91. The same construction staging areas under Alternative 3 would be used for the construction of Alternative 4.

Construction staging activities for all Build Alternatives may result in temporary increases in dust and noise levels in the immediate vicinity, potentially affecting and disrupting adjacent land uses that may require concentration or lend itself to relaxation.

However, impacts from dust and air pollution resulting from construction activities would be substantially minimized through applicable Caltrans and regional regulations to control excessive fugitive dust emissions, control emissions from construction vehicles, and adhere to Caltrans Standard Specification Section 14-9 for reducing air pollution generated during construction, including PF-AQ-1 identified in Section 2.13, Air Quality, of this EIR/Environmental Assessment (EA). Noise resulting from construction activities would be minimized through compliance with federal, State, and local regulations, including Caltrans' specifications within the ROW and applicable construction and noise standards identified in Section 2.14, Noise and Vibration, of this EIR/EA. Therefore, construction activities related to the Build Alternatives are not anticipated to result in any temporary conflicts with existing land uses on adjacent residential and commercial properties.

During construction of the Build Alternatives, road and facility closures may result in inconveniences for surrounding land uses due to construction-related delays, temporary closures, and construction equipment operations. However, any road or facility closure would take place primarily during off-peak, weekend, and overnight hours, minimizing delays to the traveling public and local business operations. Access to all nearby businesses and other land use types 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. Full and partial closures will be coordinated as outlined in the Draft Transportation Management Plan (Project Feature PF-TR-1 [TMP] 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. The notification area for FMA overlaps with a portion of the Study Area; however, the proposed improvements do not meet the requirements for notification per the AELUP. As a result, the construction of the Build Alternatives would not result in any inconsistencies with State, regional, and local plans and policies.

Parks and Recreational Facilities

Construction of the Build Alternatives would not entail construction staging areas within or adjacent to any identified park or recreational facility within the Study Area. Construction of the Build Alternatives, including lane repainting, signage work, and freeway widening, may result in temporary increased travel times for the public in

accessing local parks and recreation facilities, but access would be maintained throughout the duration of construction via the transportation management strategies in PF-TR-1 (TMP). Pedestrian and bicycle traffic would also be maintained throughout the duration of construction in local arterial areas where advanced signage improvements are identified to occur.

No Build Alternative (Alternative 1)

Land Use

The No Build Alternative would not result in the construction of any improvements to I-5 within the Study Area 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. The No Build Alternative does not include the improvements proposed under the Build Alternatives. 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 I-5 within the Study Area 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

Build Alternatives (Alternatives 2, 3, and 4)

Land Use

No property acquisitions or relocations would be required under the Build Alternatives.

Consistency with State, Regional, and Local Plans and Programs

The local land use policies consistency analysis for the Build Alternatives is provided in Table 2.1.5. The Build Alternatives are not included in the future regional models for the SCAG 2020/2045 RTP/SCS, nor are they included in the SCAG 2023 FTIP. Measure LU-1 is included to address the inconsistency of the Build Alternatives with the SCAG 2020-2045 RTP/SCS and the SCAG 2023 FTIP.

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
City of Tustin General Plan				
<i>Housing Element</i>				
<p>Policy 1.6: Financial Resources. Pursue grants and other funding opportunities that support the affordable homeownership and rental housing construction and housing rehabilitation for all segments of the population..</p>	<p>Consistent: The No Build Alternative does not include any residential development and would not provide any financial support to facilitate affordable housing; however, it would not preclude the application for grants or other funding opportunities that support the affordable homeownership and rental housing construction and housing rehabilitation for all segments of the population. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any residential development and would not provide any financial support to facilitate affordable housing; however, it would not preclude the application for grants or other funding opportunities that support the affordable homeownership and rental housing construction and housing rehabilitation for all segments of the population. Therefore, Alternative 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Although Alternative 4 does not include any residential development, it would be required to comply with mitigation to address VMT impacts. Such mitigation may include funding for affordable homeownership and rental housing construction and housing rehabilitation for all segments of the population. Therefore, Alternative 4 would be consistent with this policy.</p>
<p>Policy 1.7: Partnerships - Continue to implement best practices for developer selection, project underwriting and due diligence and partnerships for affordable housing developments that receive financial and other assistance to ensure long term viability of affordable</p>	<p>Consistent: The No Build Alternative does not include any residential development; however, it would not preclude the implementation of best practices for developer selection, project underwriting and due diligence and partnerships for</p>	<p>Consistent: Alternatives 2 and 3 do not include any residential development; however, it would not preclude the implementation of best practices for developer selection, project underwriting and due diligence and partnerships for affordable housing developments that receive financial and other assistance. Therefore, Alternatives 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Although Alternative 4 does not include any residential development, it would be required to comply with mitigation to address VMT impacts. Such mitigation may include funding for affordable housing development in Tustin.</p>

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
housing and to ensure the maximized leverage of local resources.	affordable housing developments that receive financial and other assistance. Therefore, the No Build Alternative would be consistent with this policy.			Therefore, Alternative 4 would be consistent with this policy.
<i>Land Use Element</i>				
Policy 6.3: Improve the image of major highways through the use of pedestrian amenities, landscaping, lighting, graphics and/or other on-site and streetscape treatments.	Consistent: The No Build Alternative does not include any improvements to the local circulation network in Tustin; however, it would not preclude the image improvement of major highways through streetscape treatments. Therefore, the No Build Alternative would be consistent with this policy.	Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Tustin; however, they would not preclude the image improvement of major highways through streetscape treatments. Therefore, Alternatives 2 and 3 would be consistent with this policy.		Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include the image improvement of major highways through streetscape treatments. Therefore, Alternative 4 would be consistent with this policy.
Policy 12.4: Coordinate a bus shelter and transit stop improvement program to ensure that all bus stops have the appropriate amenities.	Consistent: The No Build Alternative does not include any improvements to the local circulation network in Tustin; however, it would not preclude the development of a bus shelter and transit stop improvement program. Therefore, the No Build Alternative would be consistent with this policy.	Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Tustin; however, they would not preclude the development of a bus shelter and transit stop improvement program. Therefore, Alternatives 2 and 3 would be consistent with this policy.		Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include the development of a bus shelter and transit stop improvement program. Therefore, Alternative 4 would be consistent with this policy.

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
<p>Policy 12.17: Promote and develop a transportation system which includes provisions for public transportation, bikes and pedestrians.</p>	<p>Consistent: The No Build Alternative does not include any improvements to the local circulation network in Tustin; however, it would not preclude the promotion and development of a transportation system which includes provisions for public transportation, bikes, and pedestrians. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Tustin; however, they would not preclude the promotion and development of a transportation system which includes provisions for public transportation, bikes, and pedestrians. Therefore, Alternative 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include the promotion and development of a transportation system which includes provisions for public transportation, bikes, and pedestrians. Therefore, Alternative 4 would be consistent with this policy.</p>
<i>Circulation Element</i>				
<p>Policy 1.6: Develop and improve the City's transportation network consistent with available funding; scheduling shall be coordinated with land use plans to ensure the orderly extension of facilities and to preserve a free-flowing circulation system.</p>	<p>Consistent: The No Build Alternative does not include any improvements to the local circulation network in Tustin; however, it would not preclude the improvement of the City's transportation network consistent with available funding. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Tustin; however, they would not preclude the improvement of the City's transportation network consistent with available funding. Therefore, Alternatives 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include improvement of the City's transportation network, including the provision of additional Class II bike lanes. Therefore, Alternative 4 would be consistent with this policy.</p>

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
Policy 1.13: Minimize effects of transportation noise wherever possible so as to comply with the Noise Element.	Consistent: The No Build Alternative does not include any improvements to the local circulation network in Tustin; however, it would not preclude the minimization of the effects of transportation noise to comply with the Noise Element. Therefore, the No Build Alternative would be consistent with this policy.	Consistent: The Build Alternatives do not include the installation of any new noise barriers in Tustin; however, they would not preclude the minimization of the effects of transportation noise to comply with the Noise Element. Therefore, the Build Alternatives would be consistent with this policy.		
Policy 3.2: Support capacity and noise mitigation improvements such as HOV lanes, general purpose lanes, auxiliary lanes, and noise barriers on the I-5 and SR-55 freeways.	Consistent: The No Build Alternative would not preclude current and future planned capacity and noise mitigation improvements to I-5 or SR-55; therefore, the No Build Alternative would be consistent with this policy.	Consistent: Although Alternative 2 does not include any vehicle capacity or noise mitigation improvements on I-5 or SR-55, it would not preclude any future planned capacity and noise mitigation improvements on those freeways. Therefore, Alternative 2 would be consistent with this policy.	Consistent: Alternative 3 includes noise mitigation improvements on I-5 through Tustin by reconstructing existing noise barriers. Therefore, Alternative 3 would be consistent with this policy.	Consistent: Refer to the discussion for Alternative 3. In addition, Alternative 4 includes the addition of ELs on I-5 between SR-57 and SR-91, which would support improvements such as HOV lanes and noise barriers. Therefore, Alternative 4 would be consistent with this policy.

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
<p>Policy 3.3: Monitor and coordinate with Caltrans freeway work as it affects Tustin’s roadway and require modifications, as necessary.</p>	<p>Consistent: The No Build Alternative would not preclude current and ongoing coordination and monitoring of Caltrans freeway work on I-5 within Tustin; therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternative 2 would require changes to freeway signage on I-5 within Tustin. Because none of the work would occur on local roadways, the work is not anticipated to affect roads in Tustin. Nevertheless, Caltrans will coordinate with the local jurisdictions in the Study Area, including the City of Tustin, regarding the proposed Project schedule. Therefore, Alternative 2 would be consistent with this policy.</p>	<p>Consistent: Alternative 3 would require improvements to I-5 within Tustin. Although construction is not anticipated on local roadways (including signage), construction traffic and occasional truck trips to construction staging areas may affect roads in Tustin. Caltrans will coordinate with the local jurisdictions in the Study Area, including the City of Tustin, regarding the proposed Project construction and schedule. Therefore, Alternative 3 would be consistent with this policy.</p>	<p>Consistent: Refer to the discussion for Alternative 3.</p>

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
Policy 4.5: Encourage the development of additional regional public transportation services and support facilities including park-and-ride lots near the SR-55 and I-5 freeways.	Consistent: The No Build Alternative does not include any improvements to the local circulation network in Tustin; however, it would not preclude the development of regional public transportation services and support facilities near SR-55 and I-5. Therefore, the No Build Alternative would be consistent with this policy.	Consistent: Alternatives 2 and 3 would include development of regional public transportation services and support facilities, such as park and ride facilities near SR-55 and I-5. Therefore, Alternatives 2 and 3 would be consistent with this policy.		Consistent: Alternative 4 would include development of regional public transportation services and support facilities, such as park and ride facilities near SR-55 and I-5. Therefore, Alternative 4 would be consistent with this policy.
Policy 4.6: Encourage the promotion of ridesharing through publicity and provision of information to the public.	Consistent: The No Build Alternative does not include any improvements to the local circulation network in Tustin; however, it would not preclude the promotion of ridesharing through publicity and provision of information to the public. Therefore, the No Build Alternative would be consistent with this policy.	Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Tustin; however, it would not preclude the promotion of ridesharing through publicity and provision of information to the public. Therefore, Alternative 2 and 3 would be consistent with this policy.		Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include the promotion of ridesharing through publicity and provision of information to the public. Therefore, Alternative 4 would be consistent with this policy.

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
Policy 5.1: Support the efforts of the appropriate transportation agencies to provide additional local and express bus service to the Tustin community, and to provide park-and-ride lots near the SR-55 and I-5 freeways.	Consistent: The No Build Alternative does not include any improvements to the local circulation network in Tustin; however, it would not preclude the efforts of transportation agencies to provide local and express bus service in Tustin, or to provide park and ride lots near the SR-55 and I-5. Therefore, the No Build Alternative would be consistent with this policy.	Consistent: Alternatives 2 and 3 would include development of support facilities, such as park and ride facilities near SR-55 and I-5. In addition, Alternatives 2 and 3 would not preclude the efforts of transportation agencies to provide local and express bus service in Tustin. Therefore, Alternatives 2 and 3 would be consistent with this policy.		Consistent: Alternative 4 would include development of support facilities, such as park and ride facilities near SR-55 and I-5. In addition, Alternative 4 would not preclude the efforts of transportation agencies to provide local and express bus service in Tustin. Therefore, Alternative 4 would be consistent with this policy.
Policy 5.7: Promote the provision of safe transit stops and shelters.	Consistent: The No Build Alternative does not include any improvements to the local circulation network in Tustin; however, it would not preclude the promotion of safe transit stops and shelters. Therefore, the No Build Alternative would be consistent with this policy.	Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Tustin; however, they would not preclude the promotion of safe transit stops and shelters. Therefore, Alternative 2 and 3 would be consistent with this policy.		Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include the promotion of safe transit stops and shelters. Therefore, Alternative 4 would be consistent with this policy.

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
Policy 6.1: Promote the safety of pedestrians and bicyclists by adhering to uniform standards and practices, including designation of bicycle lanes, off-road bicycle trails, proper signage, and adequate sidewalk, bicycle lane, and off-road bicycle trail widths.	Consistent: The No Build Alternative does not include any improvements to the local circulation network in Tustin; however, it would not preclude the promotion of safe pedestrian and bicycle facilities. Therefore, the No Build Alternative would be consistent with this policy.	Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Tustin; however, they would not preclude the promotion of safe pedestrian and bicycle facilities. Therefore, Alternative 2 and 3 would be consistent with this policy.		Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include the promotion of safe pedestrian and bicycle facilities, including new Class II bike lanes. Therefore, Alternative 4 would be consistent with this policy.
Policy 6.4: Support and coordinate the development and maintenance of bikeways in conjunction with the County of Orange Master Plan of Countywide Bikeways to assure that local bicycle routes will be compatible with routes of neighboring jurisdictions.	Consistent: The No Build Alternative does not include any improvements to the local circulation network in Tustin; however, it would not preclude the development and maintenance of bikeways in conjunction with the County of Orange Master Plan of Countywide Bikeways. Therefore, the No Build Alternative would be consistent with this policy.	Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Tustin; however, they would not preclude the development and maintenance of bikeways in conjunction with the County of Orange Master Plan of Countywide Bikeways. Therefore, Alternatives 2 and 3 would be consistent with this policy.		Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include the development of new Class II bikeways in conjunction with the County of Orange Master Plan of Countywide Bikeways. Therefore, Alternative 4 would be consistent with this policy.

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
<p>Policy 6.6: Develop programs that encourage the safe utilization of easements and/or rights-of-way along flood control channels, public utility rights-of-way, and street rights-of-way wherever possible for the use of bicycles and/or pedestrian/equestrian trails.</p>	<p>Consistent: The No Build Alternative does not include any improvements to the local circulation network in Tustin; however, it would not preclude the development of programs that encourage the safe utilization of easements and/or rights-of-way along flood control channels, public utility rights-of-way, and street rights-of-way wherever possible for the use of bicycles and/or pedestrian/equestrian trails. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Tustin; however, they would not preclude the development of programs that encourage the safe utilization of easements and/or rights-of-way along flood control channels, public utility rights-of-way, and street rights-of-way wherever possible for the use of bicycles and/or pedestrian/equestrian trails. Therefore, Alternatives 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include the development of new bicycle and/or pedestrian/equestrian trails along flood control channels, public utility rights-of-way, and street rights-of-way. Therefore, Alternative 4 would be consistent with this policy.</p>
<p>Policy 6.7: Ensure link-up of trails within the City to the regional trail system.</p>	<p>Consistent: The No Build Alternative does not include any improvements to the local circulation network in Tustin; however, it would not preclude the link-up of trails within the City to the regional trail system. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Tustin; however, they would not preclude the link-up of trails within the City to the regional trail system. Therefore, Alternatives 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include the completion of missing links between the City's trails and the regional trail system. Therefore, Alternative 4 would be consistent with this policy.</p>

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
Policy 6.9: Support and coordinate the development and maintenance of bikeways and trails in conjunction with the master plans of the appropriate agencies.	Consistent: The No Build Alternative does not include any improvements to the local circulation network in Tustin; however, it would not preclude the coordination of development and maintenance of bikeways and trails. Therefore, the No Build Alternative would be consistent with this policy.	Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Tustin; however, they would not preclude the coordination of development and maintenance of bikeways and trails. Therefore, Alternatives 2 and 3 would be consistent with this policy.		Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include the development of new Class II bikeways and trails. Therefore, Alternative 4 would be consistent with this policy.
Policy 6.12: Provide for a non-vehicular circulation system that encourages bicycle transportation and pedestrian circulation.	Consistent: The No Build Alternative does not include any improvements to the local circulation network in Tustin; however, it would not preclude the development of a non-vehicular circulation system. Therefore, the No Build Alternative would be consistent with this policy.	Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Tustin; however, they would not preclude the development of a non-vehicular circulation system. Therefore, Alternatives 2 and 3 would be consistent with this policy.		Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include the development of a non-vehicular circulation system. Therefore, Alternative 4 would be consistent with this policy.

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
City of Santa Ana General Plan				
<i>Mobility Element</i>				
Policy M-1.2, Balanced Multimodal Network: Provide a balanced and equitable multimodal circulation network that reflects current and changing needs.	Consistent: The No Build Alternative does not include any improvements to the local multimodal circulation network in Santa Ana; however, it would not preclude the completion of a balanced and equitable multimodal circulation network. Therefore, the No Build Alternative would be consistent with this policy.	Consistent: Alternatives 2 and 3 do not include any improvements to the local multimodal circulation network in Santa Ana; however, they would not preclude the completion of a balanced and equitable multimodal circulation network. Therefore, Alternatives 2 and 3 would be consistent with this policy.		Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include improvements to the local multimodal circulation network in Santa Ana. Therefore, Alternative 4 would be consistent with this policy.
Policy M-1.6, Complete Streets: Transform travelways to accommodate all users through street design and amenities, such as sidewalks, trees, landscaping, street furniture, and bus shelters.	Consistent: The No Build Alternative does not include any improvements to the local circulation network in Santa Ana; however, it would not preclude the transformation of travelways to accommodate all users through street design and amenities. Therefore, the No Build Alternative would be consistent with this policy.	Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Santa Ana; however, they would not preclude the transformation of travelways to accommodate all users through street design and amenities. Therefore, Alternatives 2 and 3 would be consistent with this policy.		Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include improvements to the local circulation network in Santa Ana to accommodate all users through street design and amenities. Therefore, Alternative 4 would be consistent with this policy.

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
<p>Policy M-1.7, Proactive Mitigation: Proactively mitigate existing and new potential air quality, noise, congestion, safety, and other impacts from the transportation network on residents and business, especially in environmental justice communities.</p>	<p>Consistent: The No Build Alternative does not include any improvements to the local circulation network in Santa Ana; however, it would not preclude the implementation of mitigation to address existing and new potential air quality, noise, congestion, safety, and other impacts on residents, especially environmental justice communities. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Santa Ana; however, they would not preclude the implementation of mitigation to address existing and new potential air quality, noise, congestion, safety, and other impacts on residents, especially environmental justice communities. Therefore, Alternative 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Alternative 4 would include mitigation to address potential impacts. Such mitigation may address potential impacts to air quality, noise, congestion, safety, and other impacts on residents. Therefore, Alternative 4 would be consistent with this policy.</p>
<p>Policy M-1.8, Environmental Sustainability: Consider air and water quality, noise reduction, neighborhood character, and street-level aesthetics when making improvements to travelways.</p>	<p>Consistent: The No Build Alternative does not include any improvements to the local circulation network in Santa Ana. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Santa Ana. Therefore, Alternative 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Alternative 4 would include mitigation to address VMT and other potential impacts with implementation of the proposed alternative. Such mitigation may include improvements to the local circulation network in Santa Ana which would consider air and water quality, noise reduction,</p>

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
				neighborhood character, and street-level aesthetics. Therefore, Alternative 4 would be consistent with this policy.
<p>Policy M-1.10: Collaborate with federal, state, SCAG, OCTA, rail authorities, and other agencies to fund and improve the regional transportation system.</p>	<p>Consistent: The No Build Alternative would not preclude current and ongoing collaboration with federal, state, SCAG, OCTA, rail authorities, and other agencies to fund and improve I-5; therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Key staff at federal, state, SCAG, OCTA, City of Santa Ana, and other agencies have been and will continue to be involved in proposed Project planning efforts. Therefore, the Build Alternatives would be consistent with this policy.</p>		
<p>Policy M-2.2, Transit Services: Support OCTA, Caltrans, and other regional and local transportation providers to enhance existing transit services to provide residents, workers and visitors with safe, affordable, accessible, convenient, reliable, and attractive transit services.</p>	<p>Consistent: The No Build Alternative does not include any improvements to the local circulation network in Santa Ana; however, it would not preclude the implementation efforts by Caltrans and OCTA to enhance existing transit services. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Santa Ana; however, they would not preclude the implementation efforts by Caltrans and OCTA to enhance existing transit services. Therefore, Alternatives 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include improvements to existing transit services. Therefore, Alternative 4 would be consistent with this policy.</p>

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
<p>Policy M-2.3, Regional Transportation Center: Continue to promote and develop the Santa Ana Regional Transportation Center (SARTC) as a major transportation hub linking Amtrak, Metrolink, the OC Streetcar, other regional systems, and first and last mile connections.</p>	<p>Consistent: The No Build Alternative does not include any improvements to the local circulation network in Santa Ana; however, it would not preclude the development of the Santa Ana Regional Transportation Center as a major transportation hub. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Santa Ana; however, they would not preclude the development of the Santa Ana Regional Transportation Center as a major transportation hub. Therefore, Alternatives 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include measures that promote the development of the Santa Ana Regional Transportation Center as a transportation hub. Therefore, Alternative 4 would be consistent with this policy.</p>
<p>Policy M-2.4, Commuter Rail: Support the expansion of commuter rail services and Santa Ana’s role as a destination along the Los Angeles–San Diego–San Luis Obispo (LOSSAN) rail corridor.</p>	<p>Consistent: The No Build Alternative does not include any improvements to the local circulation network in Santa Ana; however, it would not preclude the expansion of commuter rail services or Santa Ana’s role as a destination along the LOSSAN rail corridor. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Santa Ana; however, they would not preclude the expansion of commuter rail services or Santa Ana’s role as a destination along the LOSSAN rail corridor. Therefore, Alternatives 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include measures that promote the expansion of commuter rail services or Santa Ana’s role as a destination along the LOSSAN rail corridor. Therefore, Alternative 4 would be consistent with this policy.</p>

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
<p>Policy M-2.5, OC Streetcar: Support development and expansion of the OC Streetcar project, connecting neighborhoods, employment centers, and Downtown Santa Ana to activity centers in Orange County.</p>	<p>Consistent: The No Build Alternative does not include any improvements to the local circulation network in Santa Ana; however, it would not preclude the expansion of the OC Streetcar project. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Santa Ana; however, they would not preclude the expansion of the OC Streetcar project. Therefore, Alternatives 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include contributions toward a potential expansion of the OC Streetcar project. Therefore, Alternative 4 would be consistent with this policy.</p>
<p>Policy M-2.6, High Frequency Transit Corridors: Work with OCTA to support the improvement of transit opportunity corridors to facilitate high frequency transit (e.g., bus rapid transit and other modes) along designated corridors in Santa Ana.</p>	<p>Consistent: The No Build Alternative does not include any improvements to the local circulation network in Santa Ana; however, it would not preclude the improvement of transit opportunity corridors to facilitate high frequency transit in Santa Ana. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Santa Ana; however, they would not preclude the improvement of transit opportunity corridors to facilitate high frequency transit in Santa Ana. Therefore, Alternatives 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include improvement of transit opportunity corridors to facilitate high frequency transit in Santa Ana. Therefore, Alternative 4 would be consistent with this policy.</p>

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
<p>Policy M-2.7, Regional Mobility Access: Enhance access to regional transit, including first and last mile connections, to encourage the use of public transit.</p>	<p>Consistent: The No Build Alternative does not include any improvements to the local circulation network in Santa Ana; however, it would not preclude enhancing access to regional transit in order to encourage the use of public transit. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Santa Ana; however, they would not preclude enhancing access to regional transit in order to encourage the use of public transit. Therefore, Alternatives 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include the improvement of regional transit to service and enhance first and last mile transit connections. Therefore, Alternative 4 would be consistent with this policy.</p>
<p>Policy M-3.1, Nonmotorized Travelway Network: Expand and maintain a citywide network of nonmotorized travelways within both the public and private realms that create linkages between neighborhoods, recreational amenities, schools, employment centers, neighborhood serving commercial, and activity centers.</p>	<p>Consistent: The No Build Alternative does not include any improvements to the local circulation network in Santa Ana; however, it would not preclude the expansion and maintenance of the citywide network of nonmotorized travelways. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Santa Ana; however, they would not preclude the expansion and maintenance of the citywide network of nonmotorized travelways. Therefore, Alternatives 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include improvements to the Santa Ana's network of nonmotorized travelways. Therefore, Alternative 4 would be consistent with this policy.</p>

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
<p>Policy M-3.2, Nonmotorized Travelway Amenities: Enhance nonmotorized travelways with amenities such as landscaping, shade trees, lighting, benches, crosswalks, rest stops, bicycle parking, and support facilities that promote a pleasant and safe experience.</p>	<p>Consistent: The No Build Alternative does not include any improvements to the local circulation network in Santa Ana; however, it would not preclude the enhancement of nonmotorized travelways with amenities and support facilities that promote a pleasant and safe experience. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Santa Ana; however, they would not preclude the enhancement of nonmotorized travelways with amenities and support facilities that promote a pleasant and safe experience. Therefore, Alternatives 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include improvement of transit opportunity corridors to facilitate high frequency transit in Santa Ana. Therefore, Alternative 4 would be consistent with this policy.</p>
<p>Policy M-3.4, Regional Coordination: Coordinate development of the City’s active transportation and transit network with adjacent jurisdictions, OCTA, and other appropriate agencies.</p>	<p>Consistent: The No Build Alternative does not include any improvements to the local circulation network in Santa Ana; however, it would not preclude the coordination of development for the City’s active transportation network between the City, adjacent jurisdictions, OCTA, and other agencies. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Santa Ana; however, they would not preclude the coordination of development for the City’s active transportation network between the City, adjacent jurisdictions, OCTA, and other agencies. Therefore, Alternatives 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include potential improvements to the City’s active transportation and transit network. Therefore, Alternative 4 would be consistent with this policy.</p>

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
<p>Policy M-3.6, Transit Connectivity: Enhance first and last mile connectivity to transit facilities through safe, accessible, and convenient linkages.</p>	<p>Consistent: The No Build Alternative does not include any improvements to the local circulation network in Santa Ana; however, it would not preclude the enhancement of the first and last mile connectivity to transit facilities through convenient linkages. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Santa Ana; however, they would not preclude the enhancement of the first and last mile connectivity to transit facilities through convenient linkages. Therefore, Alternatives 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include enhancing connectivity to transit facilities through convenient linkages. Therefore, Alternative 4 would be consistent with this policy.</p>
<p>Policy M-3.7, Complete Streets Design: Enhance streets to facilitate safe walking, bicycling, and other nonmotorized forms of transportation through community participatory design.</p>	<p>Consistent: The No Build Alternative does not include any improvements to the local circulation network in Santa Ana; however, it would not preclude the enhancement of streets to facilitate safe travel for nonmotorized forms of transportation. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Santa Ana; however, they would not preclude the enhancement of streets to facilitate safe travel for nonmotorized forms of transportation. Therefore, Alternatives 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include the enhancement of streets to facilitate safe travel for nonmotorized forms of transportation. Therefore, Alternative 4 would be consistent with this policy.</p>

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
<p>Policy M-4.1, Intense Development Areas: Program multimodal transportation and public realm improvements that support new development in areas along transit corridors and areas planned for high intensity development.</p>	<p>Consistent: The No Build Alternative does not include any improvements to the local multimodal circulation network in Santa Ana; however, it would not preclude improvements to the multimodal transportation system in transit corridors and areas planned for high intensity development. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Santa Ana; however, they would not preclude improvements to the multimodal transportation system in transit corridors and areas planned for high intensity development. Therefore, Alternatives 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include the improvements to the multimodal transportation system in transit corridors and areas planned for high intensity development. Therefore, Alternative 4 would be consistent with this policy.</p>
<p>Policy M-4.3, Transportation Management: Coordinate with OCTA, employers, and developers to utilize TDM (transportation demand management) strategies and education to reduce vehicle trips and parking demands.</p>	<p>Consistent: The No Build Alternative does not include any improvements to the local circulation network in Santa Ana; however, it would not preclude the use of TDM strategies and education to reduce vehicle trips and parking demand. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Santa Ana; however, they would not preclude the use of TDM strategies and education to reduce vehicle trips and parking demand. Therefore, Alternatives 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include the implementation of TDM strategies to reduce vehicle trips. Therefore, Alternative 4 would be consistent with this policy.</p>

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
<p>Policy M-4.6, Roadway Capacity Alternatives: Promote reductions in automobile trips and vehicle miles traveled by encouraging transit use and nonmotorized transportation as alternatives to augmenting roadway capacity.</p>	<p>Consistent: The No Build Alternative does not include any improvements to the local circulation network in Santa Ana; however, it would not preclude the use of transit or nonmotorized transportation as alternatives to augmenting roadway capacity. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Santa Ana; however, it would not preclude the use of transit or nonmotorized transportation as alternatives to augmenting roadway capacity. Therefore, Alternative 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include the implementation of TDM strategies to reduce vehicle trips. Therefore, Alternative 4 would be consistent with this policy.</p>
<p>Policy M-4.8, Noise Mitigation: Encourage physical and operational improvements to reduce noise levels around major roads, freeways, and rail corridors, in particular around sensitive land uses.</p>	<p>Consistent: The No Build Alternative does not include any improvements to the local circulation network in Santa Ana; however, it would not preclude physical or operational improvements to reduce noise levels around major roads, freeways, and rail corridors. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Santa Ana; however, they would not preclude physical or operational improvements to reduce noise levels around major roads, freeways, and rail corridors. Therefore, Alternatives 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Alternative 4 would not result in any noise impacts on sensitive receptors. Therefore, Alternative 4 would be consistent with this policy.</p>

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
<i>Public Services Element</i>				
Policy PS-1.2, Equitable Distribution: Ensure public services and facilities reflect changing population needs and are equitably distributed and accessible, with priority assigned to improving areas that are underserved and/or within environmental justice area boundaries.	Consistent: The No Build Alternative does not include any improvements to the local circulation network in Santa Ana; however, it would not preclude the equitable distribution of public services and facilities in the City. Therefore, the No Build Alternative would be consistent with this policy.	Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Santa Ana; however, they would not preclude the equitable distribution of public services and facilities in the City. Therefore, Alternatives 2 and 3 would be consistent with this policy.		Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include measures to ensure the equitable distribution of public services, including transit service, in the City. Therefore, Alternative 4 would be consistent with this policy.
Policy PS-1.5, Community Benefit: Collaborate with community stakeholders to expand recreational, educational, and cultural opportunities; promote active lifestyles; and maximize community benefit.	Consistent: The No Build Alternative does not include any improvements to the local circulation network in Santa Ana; however, it would not preclude the collaborative efforts with community stakeholders to expand public services and maximize community benefits. Therefore, the No Build Alternative would be consistent with this policy.	Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Santa Ana; however, they would not preclude the collaborative efforts with community stakeholders to expand public services and maximize community benefits. Therefore, Alternatives 2 and 3 would be consistent with this policy.		Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include measures to collaborate with community stakeholders to expand public services and maximize community benefits. Therefore, Alternative 4 would be consistent with this policy.

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
<i>Conservation Element</i>				
<p>Policy CN-1.2, Climate Action Plan: Consistency with emission reduction goals highlighted in the Climate Action Plan shall be considered in all major decisions on land use and investments in public infrastructure.</p>	<p>Consistent: The No Build Alternative does not include any improvements to the local circulation network in Santa Ana; however, it would not preclude the consideration of consistency with emission reduction goals in the Climate Action Plan in all major decisions on land use and investment in public infrastructure. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Santa Ana; however, they would not preclude the consideration of consistency with emission reduction goals in the Climate Action Plan in all major decisions on land use and investment in public infrastructure. Therefore, Alternatives 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Alternative 4 would consider the consistency with emission reduction goals highlighted in the Climate Action Plan. Therefore, Alternative 4 would be consistent with this policy.</p>
<p>Policy CN-1.8, Promote Alternative Transportation: Promote use of alternate modes of transportation in the City of Santa Ana, including pedestrian, bicycling, public transportation, car sharing programs, and emerging technologies.</p>	<p>Consistent: The No Build Alternative does not include any improvements to the local circulation network in Santa Ana; however, it would not preclude the promotion of alternative modes of transportation in the City. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Santa Ana; however, they would not preclude the promotion of alternative modes of transportation in the City. Therefore, Alternatives 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include measures to promote the use of alternative modes of transportation. Therefore, Alternative 4 would be consistent with this policy.</p>

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
<p>Policy CN-1.9, Public Investment Alternative Transportation Infrastructure: Continue to invest in infrastructure projects that support public transportation and alternate modes of transportation in the City of Santa Ana, including pedestrian, bicycling, public transportation, car sharing programs, and emerging technologies.</p>	<p>Consistent: The No Build Alternative does not include any improvements to the local circulation network in Santa Ana; however, it would not preclude the investment in infrastructure that support public transportation and alternative modes of transportation in the City. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Santa Ana; however, they would not preclude the investment in infrastructure that support public transportation and alternative modes of transportation in the City. Therefore, Alternatives 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include investment in infrastructure that support public transportation and alternative modes of transportation in the City. Therefore, Alternative 4 would be consistent with this policy.</p>
<p>Policy CN-3.11, Energy-Efficient Transportation Infrastructure: Continue to support public and private infrastructure for public transportation such as bus routes, rail lines, and the OC Streetcar.</p>	<p>Consistent: The No Build Alternative does not include any improvements to the local circulation network in Santa Ana; however, it would not preclude the support of public and private infrastructure for public transportation. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Santa Ana; however, they would not preclude the support of public and private infrastructure for public transportation. Therefore, Alternatives 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include support of public and private infrastructure for public transportation. Therefore, Alternative 4 would be consistent with this policy.</p>

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
<i>Open Space Element</i>				
<p>Policy OS-1.7, Trail Connectivity: Collaborate with other City agencies, partners, and regional entities to provide, and connect regional and local trails, travelways, and access corridors to support recreation, active transportation, and park and program access. Consider greenways along the OC Streetcar route, flood control channels, and other underutilized sites.</p>	<p>Consistent: The No Build Alternative does not include any improvements to the local circulation network in Santa Ana; however, it would not preclude collaboration between City entities, regional entities, and partners to provide and connect regional and local trails and travelways. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Santa Ana; however, they would not preclude collaboration between City entities, regional entities, and partners to provide and connect regional and local trails and travelways. Therefore, Alternatives 2 and 3 would be consistent with this policy.</p>	<p>Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include future connections between regional and local trails and travelways. Therefore, Alternative 4 would be consistent with this policy.</p>	
<p>Policy OS-2.3, Active Lifestyles: Invest in parks, trails and programs that support sports, fitness, active transportation, and active lifestyles.</p>	<p>Consistent: The No Build Alternative does not include any improvements to the local circulation network in Santa Ana; however, it would not preclude the investment in parks, trails, and programs that support sports, fitness, active transportation, and active lifestyles. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Santa Ana; however, they would not preclude the investment in parks, trails, and programs that support sports, fitness, active transportation, and active lifestyles. Therefore, Alternatives 2 and 3 would be consistent with this policy.</p>	<p>Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include investments in trails that support sports, fitness active transportation, and active lifestyles. Therefore, Alternative 4 would be consistent with this policy.</p>	

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
<i>Land Use Element</i>				
<p>Policy LU-1.7, Active Transportation Infrastructure: Invest in active transportation connectivity between activity centers and residential neighborhoods to encourage healthy lifestyles.</p>	<p>Consistent: The No Build Alternative does not include any improvements to the local circulation network in Santa Ana; however, it would not preclude the investment in active transportation connectivity. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Santa Ana; however, they would not preclude the investment in active transportation connectivity. Therefore, Alternatives 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include investments in active transportation connectivity. Therefore, Alternative 4 would be consistent with this policy.</p>
<i>Urban Design Element</i>				
<p>Policy UD-1.6, Active Transportation Infrastructure: Support the creation of citywide public street and site amenities that accommodate and promote an active transportation-friendly environment.</p>	<p>Consistent: The No Build Alternative does not include any improvements to the local circulation network in Santa Ana; however, it would not preclude the creation of citywide public streets and site amenities that accommodate and promote an active transportation-friendly environment. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Santa Ana; however, they would not preclude the creation of citywide public streets and site amenities that accommodate and promote an active transportation-friendly environment. Therefore, Alternatives 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include the creation of public street amenities that accommodate and promote an active transportation-friendly environment. Therefore, Alternative 4 would be consistent with this policy.</p>

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
<p>Policy UD-5.4, Intersections For All Travel Modes: Strengthen active transportation connections and amenities at focal intersections to promote a pleasant and safe experience for nonmotorized forms of travel.</p>	<p>Consistent: The No Build Alternative does not include any improvements to the local circulation network in Santa Ana; however, it would not preclude the strengthening of active transportation connections and amenities at focal intersections. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any improvements to the local circulation network in Santa Ana; however, they would not preclude the strengthening of active transportation connections and amenities at focal intersections. Therefore, Alternatives 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Alternative 4 would include mitigation to address VMT impacts. Such mitigation may include strengthening of active transportation connections and amenities at focal intersections. Therefore, Alternative 4 would be consistent with this policy.</p>
<i>Housing Element</i>				
<p>Policy HE-2.11, Surplus Land. Comply with the Surplus Land Act to promote affordable housing development on unused or underutilized public land.</p>	<p>Consistent: The No Build Alternative does not include any residential development; however, it would not preclude the promotion of affordable housing development on unused or underutilized public land. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any residential development; however, they would not preclude the promotion of affordable housing development on unused or underutilized public land. Therefore, Alternatives 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Although Alternative 4 does not include any residential development, it would be required to implement mitigation to address VMT impacts. Such mitigation may include the promotion of affordable housing development on unused or underutilized public land. Therefore, Alternative 4 would be consistent with this policy.</p>

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
<p>Policy HE-3.2, Homeownership. Expand homeownership opportunities for low- and moderate-income residents and workers in Santa Ana through the provision of financial assistance, education, and collaborative partnerships.</p>	<p>Consistent: The No Build Alternative does not include any residential development; however, it would not preclude the expansion of homeownership opportunities for low- and moderate-income residents and workers through financial assistance, education, and partnerships. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any residential development; however, they would not preclude the expansion of homeownership opportunities for low- and moderate-income residents and workers through financial assistance, education, and partnerships. Therefore, Alternatives 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Although Alternative 4 does not include any residential development, it would be required to implement mitigation to address VMT impacts. Such mitigation may include the expansion of homeownership opportunities for low- and moderate-income residents and workers through financial assistance, education, and partnerships. Therefore, Alternative 4 would be consistent with this policy.</p>
<p>Policy HE-3.5, Collaborative Partnerships. Collaborate with nonprofit organizations, community land trusts, developers, and other government agencies to develop and provide affordable housing for residents.</p>	<p>Consistent: The No Build Alternative does not include any residential development; however, it would not preclude the collaboration with entities to develop and provide affordable housing for residents. Therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternatives 2 and 3 do not include any residential development; however, they would not preclude the collaboration with entities to develop and provide affordable housing for residents. Therefore, Alternatives 2 and 3 would be consistent with this policy.</p>		<p>Consistent: Although Alternative 4 does not include any residential development, it would be required to implement mitigation to address VMT impacts. Such mitigation may include measures that promote collaboration with entities to develop and provide affordable</p>

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
				housing for residents. Therefore, Alternative 4 would be consistent with this policy.
Policy HE-4.2 Family Housing. Facilitate and encourage the development of larger rental and ownership units for large families, including extremely low-, very low-, and low-income families as well as the provision of childcare, after-school care, and other services on-site when feasible.	Consistent: The No Build Alternative does not include any residential development; however, it would not preclude the development of larger rental and ownership units for large families or provisions of childcare services. Therefore, the No Build Alternative would be consistent with this policy.	Consistent: Alternatives 2 and 3 do not include any residential development; however, it would not preclude the development of larger rental and ownership units for large families or provisions of childcare services. Therefore, Alternative 2 and 3 would be consistent with this policy.		Consistent: Alternative 4 does not include any residential development and would include mitigation to address VMT impacts. Such mitigation may include measures that encourage the development of larger rental and ownership units for large families or provisions of childcare services. Therefore, Alternative 4 would be consistent with this policy.
City of Orange General Plan				
Policy 2.5: Ensure that transportation facilities and improvements do not degrade the quality of Orange's commercial and residential areas.	Consistent: The No Build Alternative would not preclude current and ongoing efforts to ensure that I-5 improvements do not degrade the quality of Orange's commercial and residential areas. Therefore, the No Build Alternative would be consistent with this policy.	Consistent: Implementation of the Build Alternatives include standard project features, best management practices, and other applicable Caltrans regulations to ensure that I-5 improvements do not degrade the quality of Orange's commercial and residential areas in the proximity of I-5. Therefore, the Build Alternatives would be consistent with this policy.		

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
City of Anaheim General Plan				
Policy C-1.2-1: Continue working with Caltrans, the Federal Highway Administration, and the Federal Transit Administration to address traffic flow along State highways that traverse the City.	Consistent: The No Build Alternative would not preclude ongoing and future coordination to address traffic flow along State highways that traverse Anaheim; therefore, the No Build Alternative would be consistent with this policy.	Consistent: Alternative 2 involves changes to the existing HOV lanes on I-5, which traverse Anaheim. Key staff at the City of Anaheim have been and will continue to be involved in proposed Project planning efforts. As FTA is not involved in the proposed Project, the FTA portion of the policy does not apply. Therefore, Alternative 2 would be consistent with this policy.	Consistent: Alternative 3 involves conversion of the existing HOV lanes on I-5, which traverse Anaheim, into EL facilities. Key staff at the City of Anaheim have been and will continue to be involved in proposed Project planning efforts. As FTA is not involved in the proposed Project, the FTA portion of the policy does not apply. Therefore, Alternative 3 would be consistent with this policy.	Consistent: Refer to the discussion for Alternative 3. In addition, Alternative 4 includes additional ELs between SR-57 and SR-91. Key staff at the City of Anaheim have been and will continue to be involved in proposed Project planning efforts. As FTA is not involved the proposed Project, the FTA portion of the policy does not apply.
The Fullerton Plan				
Policy P-5.1: Support regional and subregional efforts to implement programs that coordinate the multimodal transportation needs and requirements across jurisdictions, including but not limited to the Master Plan of Arterial Highways, the Commuter Bikeways Strategic Plan, the Signal Synchronization Master Plan, the Orange County Congestion Management	Consistent: The No Build Alternative would not preclude current and ongoing efforts to implement federal, state, regional, subregional, and local programs that coordinate the multimodal transportation needs and requirements across jurisdictions, including efforts related to the I-5. Therefore, the No Build Alternative would be consistent with this policy.	Consistent: The Build Alternatives include features that coordinate the multimodal transportation needs and requirements of I-5 across jurisdictions, including the City of Fullerton. Key staff at the City of Fullerton have been and will continue to be involved in the proposed Project planning efforts. Therefore, the Build Alternatives would be consistent with this policy.		

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
Plan, and the Growth Management Plan.				
Policy P-5.3: Support projects, programs, policies, and regulations to utilize signage and technology to provide real-time information to users of the multi-modal transportation network.	Consistent: The No Build Alternative would not preclude current and ongoing projects, programs, policies, and regulations to utilize signage and technology to provide real-time information to users of the multi-modal transportation network, including I-5. Therefore, the No Build Alternative would be consistent with this policy.	Consistent: The Build Alternatives include signage improvements and other technologies that provide real-time information to users of the multi-modal transportation network, including I-5. Key staff at the City of Fullerton have been and will continue to be involved in the proposed Project planning efforts. Therefore, the Build Alternatives would be consistent with this policy.		
City of Buena Park General Plan				
Policy M-2.1: Monitor and participate in applicable County, Regional, State, and Federal transportation plans and proposals.	Consistent: The No Build Alternative would not preclude current and ongoing participation in applicable County, Regional, State, and Federal transportation plans and proposals, including I-5 improvements. Therefore, the No Build Alternative would be consistent with this policy.	Consistent: Key staff at the City of Buena Park have been and will continue to be involved in the proposed Project planning efforts. Therefore, the Build Alternatives would be consistent with this policy.		

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
City of La Mirada General Plan				
<p>Policy C-2.1: Work closely with Caltrans to ensure that I-5 improvements do not adversely impact mobility along the City’s connecting arterial system.</p>	<p>Consistent: The No Build Alternative would not preclude future coordination regarding projects that may affect the City’s connecting arterial system; therefore, the No Build Alternative would be consistent with this policy.</p>	<p>Consistent: Alternative 2 would require changes to freeway signage on I-5 within La Mirada. Because none of the work would occur on local roadways, the improvements are not anticipated to adversely impact mobility along arterial streets in La Mirada. Nevertheless, Caltrans will coordinate with the local jurisdictions in the Study Area, including the City of La Mirada, regarding the proposed Project schedule. Therefore, Alternative 2 would be consistent with this policy.</p>	<p>Consistent: Alternative 3 would require changes to freeway signage on I-5 within La Mirada. Because none of the work would occur on local roadways, the improvements are not anticipated to adversely impact mobility along arterial streets in La Mirada. Nevertheless, Caltrans will coordinate with the local jurisdictions in the Study Area, including the City of La Mirada, regarding the proposed Project schedule. Therefore, Alternative 3 would be consistent with this policy.</p>	<p>Consistent: Refer to the discussion for Alternative 3. Improvements to I-5 under Alternative 4 include a segment of I-5 as it intersects with Artesia Boulevard; there would be improvements to freeway on- and off-ramps at Artesia Boulevard that are adjacent to the City of La Mirada’s boundaries. PF-TR-1 (TMP) will be prepared to ensure that I-5 improvements at the Artesia Boulevard segment would not adversely impact mobility along the City’s connecting arterial system. Therefore, Alternative 4 would be consistent with this policy.</p>

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
2020–2045 Connect SoCal RTP/SCS				
Future regional modeling	N/A: The No Build Alternative includes other projects on the financially constrained project list in the adopted SCAG 2020–2045 RTP/SCS within the proposed Project limits on I-5.	Inconsistent: The Build Alternatives are not included in the future regional models of the SCAG 2020-2045 RTP/SCS. With implementation of Measure LU-1, which would require continued efforts by Caltrans, OCTA, and SCAG to include the Build Alternatives into future regional models, this inconsistency would be addressed.		
L RTPs				
LACMTA LRTP	Consistent: Although the improvements under the Build Alternatives would not be realized, the No Build Alternative does not preclude other planned and ongoing projects that intersect or align with segments of I-5.	N/A: Most of the Project footprint occurs within Orange County, with a small portion of the Study Area occurring in the sphere of influence of La Mirada on the northern end. However, the improvements under the Build Alternatives would provide a link to existing HOV/EL networks in Los Angeles County.		

Table 2.1.5: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 4
OCTA LRTP	Consistent: Although the improvements under the Build Alternatives would not be realized, the No Build Alternative does not preclude other planned and ongoing projects improving the circulation network throughout Orange County.	N/A: The draft 2023 OCTA LRTP identifies portions of the proposed Project limits on I-5 for recommended EL conversions. The HOV project between SR-55 and SR-57 that was identified in the prior 2018 LRTP is currently present and in operation. Alternative 2 would adjust the passenger minimums on the existing HOV lanes in the Project corridor. Alternatives 3 and 4 would convert the existing HOV lane into ELs.		
Airport Planning Areas				
Fullerton Municipal Airport	Consistent: No changes to the I-5 under the Build Alternatives would occur. There would be no effect on existing operations and safety at the airport facility.	Consistent: The proposed improvements to I-5, including HOV passenger adjustments, necessary signage/lane restriping, and two-park-and-ride facilities under Alternative 2, and the EL conversions under Alternatives 3 and 4, would not result in features that would trigger review by the Airport Land Use Commission. The improvements to I-5 under the Build Alternatives would be similar in scale and density to the existing signage and freeway features on I-5. The noise environment would be similar to the current noise environment of I-5. No structures of significant heights that would impede aircraft safety or provide suitable rest areas for birds would occur.		

Sources: City of Tustin (2018), City of Santa Ana (2022), City of Orange (2010), City of Anaheim (2004), City of Fullerton (2012), City of Buena Park (2010), City of La Mirada (2003), SCAG 2020–2045 RTP/SCS, LACMTA (2020), OCTA (2022), John Wayne Airport Land Use Commission (2023), *Community Impact Assessment* (2023).

Caltrans = California Department of Transportation

EL = Express Lane

FTA = Federal Transit Administration

HOV = high-occupancy vehicle

I = Interstate

LACMTA = Los Angeles County Metropolitan Transportation Authority

LRTP = Long Range Transportation Plan

N/A = not applicable

RTP = Regional Transportation Plan

SCS = Sustainable Communities Strategy

SR = State Route

TMP = Transportation Management Plan

Parks and Recreational Facilities

The Build Alternatives would not result in any permanent use of land from parks and recreational facilities within the Study Area. Therefore, the Build Alternatives would not result in significant direct or indirect permanent impacts on any parks or recreational resources, including Section 4(f) resources.

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

Consistency with State, regional, and local plans and programs is related to the consistency of permanent changes with those plans. As detailed in Table 2.1.5, the No Build Alternative would be consistent with the goals and policies identified.

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 Alternatives would incorporate the Project Features outlined above in Section 2.1.4.1 to help avoid and/or minimize potential temporary impacts. As discussed in Section 2.1.4.2, Measure LU-1 is included to address the inconsistency of the Build Alternatives with the SCAG 2020-2045 RTP/SCS and SCAG 2023 FTIP.

Measure LU-1 **RTP/SCS Modeling and FTIP Coordination:** Caltrans, OCTA, and SCAG will coordinate to incorporate the Build Alternatives into the future regional models for the SCAG 2020-2045 RTP/SCS and include the Project in the SCAG 2023 FTIP.

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