



Section 5.1:

Land Use and Planning



SECTION 5.1 LAND USE AND PLANNING

5.1.1 PURPOSE

Land use refers to the use of land for various activities, such as commerce, industry, recreation, and habitation. Land use patterns influence the character and function of a community and, therefore, land use planning is a fundamental component of a city's General Plan. This EIR section describes the existing land use conditions and The Fullerton Plan (proposed General Plan Update) buildout potential according to the Land Use Element. The potential impacts resulting from implementation of The Fullerton Plan are identified and analyzed, and mitigation measures to avoid or lessen the potential impacts are recommended.

5.1.2 EXISTING REGULATORY SETTING

Regional plans/policies created by planning agencies such as the Southern California Association of Governments and the South Coast Air Quality Management District, influence land use planning in the City of Fullerton.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS REGIONAL COMPREHENSIVE PLAN

The Southern California Association of Governments (SCAG) is the largest of nearly 700 councils of government in the United States. It functions as the Metropolitan Planning Organization for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. SCAG is responsible for the maintenance of a continuous, comprehensive, and coordinated planning process. SCAG is also responsible for the development of demographic projections, as well as the development of the integrated land use, housing, employment, transportation programs, measures, and strategies for portions of the South Coast Air Quality Management Plan (AQMP).

SCAG has 14 subregional organizations; Fullerton is a member agency of the Orange County Council of Governments (OCCOG). The OCCOG consists of 34 cities, including Fullerton, and has a combined population of approximately 3.6 million people who live and work in communities as diverse as their populations. The OCCOG was formed for the following broad purposes, among others:

- A. To facilitate area-wide planning and coordination in order to provide advice to public entities on a range of issues that affect multiple interests in Orange County;
- B. To create a unified subregional organization, which will improve Orange County's abilities to be represented in the Southern California region, the State of California, and the nation on issues and matters that affect collective Orange County interests; and
- C. To accomplish the preparation of subregional plan components mandated by state and federal law.



Regional Comprehensive Plan

As the designated Metropolitan Planning Organization, the Federal government mandates SCAG to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. Additional mandates exist at the state level. These mandates led SCAG to prepare comprehensive regional plans to address these concerns.

SCAG is responsible for the maintenance of a continuous, comprehensive, and coordinated planning process resulting in a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program (RTIP). SCAG is responsible for the development of demographic projections, and is also responsible for development of the integrated land use, housing, employment, transportation programs, measures, and strategies for portions of the South Coast Air Quality Management Plan (AQMP).

SCAG 2008 Regional Comprehensive Plan (RCP) addresses regional issues such as housing, traffic/transportation, water, and air quality. The RCP serves as an advisory document to local agencies in the Southern California region for their information and voluntary use for preparing local plans and handling local issues of regional significance. The RCP presents a vision of how Southern California can balance resource conservation, economic vitality, and quality of life. The RCP identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive way. It also includes goals and outcomes to measure progress toward a more sustainable region.

SCAG's Intergovernmental Review (IGR) Section is responsible for performing a consistency review of local plans, projects, and programs with regional plans. There are two sets of minimum criteria for classification of projects as regionally significant: Criteria 1 through 12 are recommended for use by the CEQA Guidelines Section 15206; and Criteria 13 through 22 reflect SCAG's mandates and regionally significant projects that directly relate to policies and strategies contained in the 2008 RCP.

Regional Transportation Plan (2008 RTP)

On May 8, 2008, SCAG adopted its 2008 RTP. The 2008 RTP presents the transportation vision for the SCAG region through the year 2035 and provides a long-term investment framework for addressing the region's transportation and related challenges. The RTP focuses on maintaining and improving the transportation system through a balanced approach and considers system preservation, operation, and management, improved coordination between land-use decisions and transportation investments, and strategic expansion of the system to accommodate future growth.

Compass Blueprint Growth Visioning Program

In 2001, SCAG started a regional visioning process (i.e., Southern California Compass) to develop a strategy for regional growth that would accommodate growth while providing for livability, mobility, prosperity, and sustainability. This process was spearheaded by the Growth Visioning Subcommittee, which consists of civic leaders from throughout the region. The result is a shared "Growth Vision" for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. The Compass Blueprint Growth Vision is a response, supported by a



regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four key principles: mobility- getting where we want to go; livability- creating positive communities; prosperity- long-term health for the region; and sustainability- promoting efficient use of natural resources. To realize these principles on the ground, the Growth Vision encourages:

- Focusing growth in existing and emerging centers and along major transportation corridors;
- Creating significant areas of mixed-use development and walkable communities;
- Targeting growth around existing and planned transit stations; and
- Preserving existing open space and stable residential areas.

Creating a shared regional vision is an effective way to begin addressing issues such as congestion and housing availability that may threaten the region's livability. The Compass Blueprint strategy promotes a stronger link between region-wide transportation and land use planning and encourages creative, forward-thinking, and sustainable development solutions that fit local needs and support shared regional values. In the short-term, SCAG's growth visioning process has found common ground in a preferred vision for growth and has incorporated it into immediate housing allocation and transportation planning decisions. In the long-term, the Growth Vision is a framework that will help local jurisdictions address growth management cooperatively and will help coordinate regional land use and transportation planning. The result of this growth visioning effort is SCAG's Growth Vision Report (GVR).

The Growth Vision Report presents the comprehensive Growth Vision for the six-county SCAG region as well as the achievements of the Compass process. It details the evolution of the draft vision, from the study of emerging growth trends to the effects of different growth patterns on transportation systems, land consumption, and other factors. The Growth Vision Report concludes with a series of implementation steps – including tools for each guiding principle and overarching implementation strategies – that will guide Southern California toward its envisioned future.

SOUTH COAST AIR QUALITY MANAGEMENT PLAN

The South Coast Air Quality Management District is one of 35 air quality management districts that have prepared Air Quality Management Plans to accomplish a five-percent annual reduction in emissions. The 2007 Air Quality Management Plan for the South Coast Air Basin (2007 AQMP) relies on a multi-level partnership of governmental agencies at the Federal, State, regional, and local level. The 2007 AQMP proposes policies and measures to achieve Federal and State standards for improved air quality in the South Coast Air Basin and those portions of the Salton Sea Air Basin (formerly named the Southeast Desert Air Basin) that are under the South Coast Air Quality Management District jurisdiction.

The 2007 AQMP also addresses several State and Federal planning requirements and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. The 2007 AQMP is consistent with and builds upon the approaches taken in the 2003 Air Quality Management Plan, the 1997 Air Quality Management Plan, and the 1999 Amendments to the Ozone State Implementation Plan for the South Coast Air Basin for the attainment of the



Federal ozone air quality standard. Refer to [Section 5.5, Air Quality and Greenhouse Gas Emissions](#), for further discussion regarding the 2007 AQMP.

AIRPORT ENVIRONS LAND USE PLAN FOR FULLERTON MUNICIPAL AIRPORT

Fullerton Municipal Airport (FMA) is a general aviation airport located at 4011 West Commonwealth Avenue, in the southwestern portion of the City. FMA encompasses 86 acres, with a runway length of 3,120 feet and capacity to accommodate 600 planes. FMA is a high capacity general aviation airport, or “Reliever Airport,” with over 250 based aircraft and approximately 81,000 annual operations.

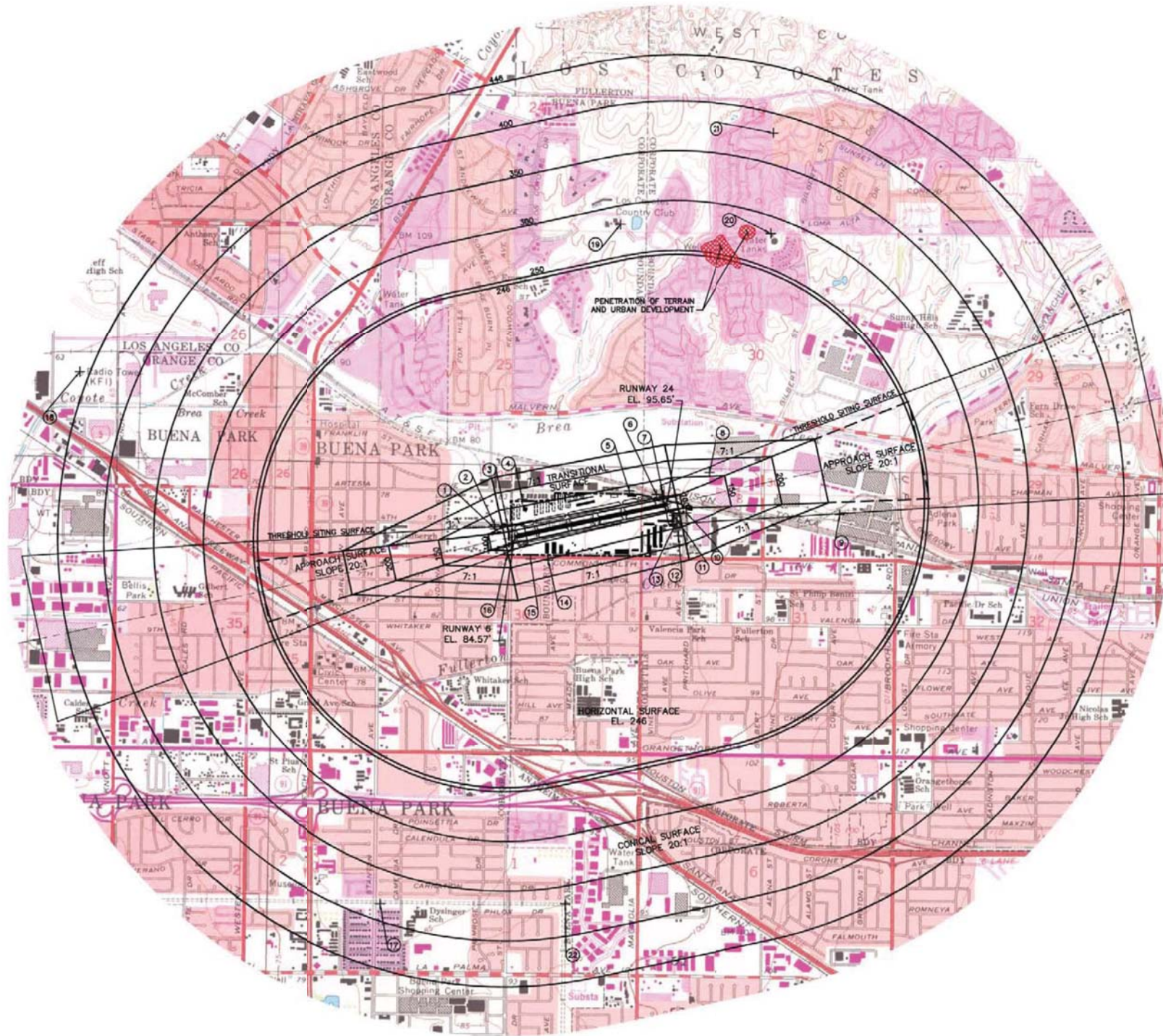
FMA is within the oversight of the Orange County Airport Land Use Commission (ALUC). The ALUC is required to prepare and adopt an airport land use plan for each of the airports within its jurisdiction. The ALUC prepared the *Airport Environs Land Use Plan for Fullerton Municipal Airport* (AELUP) (Amended November 18, 2004). The AELUP intends “to safeguard the general welfare of the inhabitants within the vicinity of the airport and ensure the continued operation of the airport. Specifically, the plan [AELUP] seeks to protect the public from the adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities adversely affect navigable airspace.”¹

Public Utilities Code Section 21676

Public Utilities Code (PUC) Section 21676(b) requires that prior to the amendment of a general plan or specific plan (or the adoption or approval of a zoning ordinance or building regulation) within the planning boundary established by the ALUC pursuant to Section 21675, the local agency shall first refer the proposed action to the ALUC. If the ALUC determines that the proposed action is inconsistent with the ALUC’s plan, the referring agency shall be notified. The local agency may, after a public hearing, overrule the ALUC by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes stated in Section 21670.

The area surrounding any airport which affects, or is affected by, aircraft operations is included within the boundaries of its compatibility plan. The planning area sets limits of the area within which proposed land use projects are to be referred to the ALUC for review. With certain exceptions, planning area boundaries are determined by the location and configuration of the airport included in the plan, and the extent of the noise and safety impacts associated with that airport. The ALUC has adopted and defined as its Planning Areas for FMA all area within the 60 dB CNEL Contour, all area within the Runway Protection and Accident Potential Zones (RPZ/APZ), and all area that lies above or penetrates the 100:1 “imaginary surface” as defined in FAR Part 77.13. In most instances, the airport influence area is designated by the ALUC as its planning area boundary for the airport and the two terms can be considered synonymous. [Exhibit 5.1-1, Part 77 Airspace Plan](#), depicts the FMA Planning Area and indicates the southwest portion of the City of Fullerton is located within its boundaries (i.e., the 60 db CNEL Contour, all area within the RPZ/APZ, and all area that lies above/penetrates the 100:1 imaginary surface).

¹ County of Orange Airport Land Use Commission, *Airport Environs Land Use Plan for Fullerton Municipal Airport*, Page 2, Amended November 18, 2004.



OBJECTS WITHIN THRESHOLD SITING SURFACES

OBS. No.	DESCRIPTION	ELEV.	PENETR.	RUNWAY	PROPOSED ACTION
1	TREE	142	-28	6	TRIM
8	HOPPER	132	-13	24	NO PENETRATION
10	POLE	135	21	24	PROVIDE OL
11	BUILDINGS	111 (Est.)	10	24	TO REMAIN*
13	POLE	130	27	24	PROVIDE OL

23-46 SEE SHEET 5
 *Buildings not to be obstruction lighted because taller objects in the area (objects 10 and 13) will be obstruction lighted.

PART 77 OBSTRUCTION IDENTIFICATION TABLE

OBS. No.	DESCRIPTION	ELEV.	PENETR.	SURFACE	PROPOSED ACTION
1	TREE	142	37	TRANSITIONAL	TRIM
2	TREE	141	24	TRANSITIONAL	TO REMAIN
3	LIGHT STANDARD	110	5	TRANSITIONAL	PROVIDE OL
4	ANTENNA	141	-28	TRANSITIONAL	NO PENETRATION
5	POLE	128	-10	TRANSITIONAL	NO PENETRATION
6	OL POLE	118	6	TRANSITIONAL	SEE NOTE 5
7	OL POLE	117	15	TRANSITIONAL	SEE NOTE 5
8	HOPPER	132	-28	TRANSITIONAL	NO PENETRATION
9	OL ON BUILDING	217	-29	HORIZONTAL	NO PENETRATION
10	POLE	132	19	TRANSITIONAL	PROVIDE OL
11	BUILDINGS	111 (Est.)	-2	TRANSITIONAL	NO PENETRATION
12	TREE	155	-19	TRANSITIONAL	NO PENETRATION
13	POLE	130	-3	TRANSITIONAL	PROVIDE OL
14	TREE	154	0	TRANSITIONAL	NO PENETRATION
15	POLE	124	-15	TRANSITIONAL	NO PENETRATION
16	LIGHT STANDARD	122	10	TRANSITIONAL	TO REMAIN
17	LOWER	225	-159	CONICAL	NO PENETRATION
18	OL RADIO TOWER	820	NA	NA	NA
19	TREE	292	10	CONICAL	TO REMAIN
20	POLE	328	44	CONICAL	TO REMAIN
21	POLE	393	12	CONICAL	TO REMAIN
22	TOWER	227	-141	CONICAL	NO PENETRATION

23-46 SEE SHEET 5

SURFACE ELEVATION

SURFACE	ELEV.
END OF RUNWAY 6	84.57'
END OF RUNWAY 24	95.65'
HORIZONTAL SURFACE	246'
CONICAL SURFACE (6)-UPPER LIMIT	334.57'
APPROACH SURFACE (6)-UPPER LIMIT	334.57'
APPROACH SURFACE (24)-UPPER LIMIT	348.65'

USGS MAPS USED FOR BASE

7.5 MIN. QUAD
ANAHEIM (1981)
LA HABRA (1981)
LOS ALAMITOS (1981)

ABBREVIATIONS

ATCT	Air Traffic Control Tower
Est.	Estimated
FAR	Federal Aviation Regulation
NA	Not Applicable
OL	Obstruction Light

- NOTES:**
- All elevations are in feet above mean sea level (MSL).
 - Negative penetrations in the Obstruction Identification Table represent distance clear to specified surface.
 - The existing width of the FAR Part 77 Primary Surface and inner widths of the Approach Surfaces, which are 250 feet, have been applied to the airport historically and therefore have been retained. This is a deviation from the Part 77 standard of 500 feet for runways serving small aircraft only with a non-precision instrument approach procedure.
 - For obstructions within the approaches and airport property see sheet 5.
 - Poles are to be moved to the north side of the railroad tracks.

The preparation of this plan was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

Sources: City of Fullerton Development Services Department and P&D Aviation, May 2004.



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Height Restriction Zones

Height Restriction Zones involve areas located in the vicinities of airports wherein criteria for height restrictions have been adopted based on Federal Aviation Regulations Part 77 (Federal Aviation Regulations (FAR) Part 77) entitled, “Objects Affecting Navigable Airspace.” In order to ensure that buildings which might affect the continued operations of airports are not built in their vicinities, the Commission has incorporated the standards for determining obstructions and FAR Part 77 definitions, of the “imaginary surfaces” for airports, as the guidelines for height limits.

The “imaginary surfaces” are defined by means of elevations, heights, and slopes in relation to individual airports, the spaces above which are reserved to air navigation. In addition to the “imaginary surfaces”, the Commission will use all of the FAR Part 77.23 standards along with the results of FAA aeronautical studies, or other studies deemed necessary by the Commission, in order to determine if a structure is an “obstruction.” Building or structural heights are limited to the distance between the ground elevation of the site and an elevation that has been determined will not adversely effect an airport or aeronautical operations, nor navigational-aid siting criteria, including interference with navigational-aids or published flight paths and procedures.

A Runway Protection Zone (Clear Zone) (RPZ) is a trapezoidal area located off of each end of a runway that is used to enhance the protection of people and property on the ground. Accident Potential Zones (APZ) are zones established around civil airports on the basis of study and evaluation of each airport’s accident history and operational characteristics. Refer to [Section 5.9, Hazards and Hazardous Materials](#), for further discussion regarding FMA’s RPZs and APZ’s. A Noise Impact Zone involves areas wherein restrictions are established on certain land uses due to noise exposure levels. Refer to [Section 5.6, Noise](#), for further discussion regarding FMA’s Noise Impact Zones.

FMA’s Height Restriction Zone (i.e., FAR Part 77 RPZs) is illustrated on [Exhibit 5.1-1](#) and more specifically described in the AELUP, as follows:

BUILDING HEIGHT RESTRICTIONS – For Fullerton, the Commission, by reference, has adopted Part 77, Objects Affecting Navigable Airspace, of the Federal Aviation Regulations as a guideline to describe the ultimate height of structures under the “imaginary surfaces” as defined in FAR Part 77. These airspace imaginary surfaces for FMA now include a second set of FAA-mandated RPZs which extend farther from the respective runway ends than the separate “land use” RPZs discussed and depicted in the context of accident potential zones, above. These height restriction “FAR Part 77 RPZs” represent imaginary surfaces beyond the runway ends through which no physical objects should penetrate, per FAA policy. These RPZs, which rise from points 200 feet beyond the ends of the runway surface and which extend outward for a linear distance of 1,000 feet at a slope ratio of 20:1, are depicted on the Height Restriction Zone Map in Appendix D. Additional imaginary surfaces so depicted include the ground-level Primary Surface, the 7:1 Transitional Surfaces, the 5,000-foot radius Horizontal Surface, and the 20:1 Conical Surface. Structures should not exceed the elevations defined in FAR Part 77.25 unless, upon completion of an aeronautical analysis conducted by the FAA pursuant to FAR Part 77.13, the Commission finds that they will be consistent with the Policies of Section 3.2 of the AELUP. In addition to the “imaginary surfaces”, the Commission will use all of the FAR Part 77.23 standards for determining if a structure is



an “obstruction”. Structural height is limited to the distance between the ground elevation of the site and an elevation which the FAA has determined will not adversely affect this airport or its aeronautical operations, including interference with navigational-aids or published flight paths and procedures.

AELUP Specific Policies

To fulfill the purpose of the AELUP, land use within the AELUP planning area boundaries is required to conform to building height restriction standards (as well as safety and noise standards). The AELUP’s Specific Policies pertaining to the Height Restriction Zone are provided below. Some proposed land uses as normally designed and constructed may be found to be inconsistent with the AELUP on a case-by-case basis. Other land uses may be found to be consistent provided that certain conditions, mitigations, or design measures are utilized. Refer to Section 5.9 for further discussion regarding the AELUP’s Specific Policies pertaining to RPZs and APZ’s.

Height Restriction Zone. Any object, which by reason of its height or location would interfere with the established, or planned, airport flight procedures, patterns, or navigational systems, is unacceptable to the Commission. Similarly, any proposal which would cause a diminution in the utility of an airport is unacceptable to the Commission. The standards, criteria, and procedures promulgated by the FAA for the thorough evaluation of development projects are designed to ensure the safe and efficient use of the navigable airspace. The application of these principles by the Commission will ensure the stability of local air transportation, as well as promote land uses that are compatible with the airport environs. However, any object which rises above the height of surrounding development, or which is located in close proximity to any of the various flight paths, must be clearly visible during hours of twilight or darkness and must not threaten, endanger, or interfere with aeronautical operations. Such objects, even if within the above height restrictions, are not acceptable to the Commission unless they are clearly marked or lighted according to FAA standards.

A key responsibility of the ALUC is to review particular types of local actions (such as a General Plan Update) for compliance with the criteria and policies set forth in their adopted compatibility plan (i.e., AELUP). The AELUP has set forth policies and criteria by which a local action can be reviewed, and a determination made of its consistency/inconsistency with the AELUP. The ALUC may find a local action: 1) Consistent with the AELUP; 2) Consistent with the AELUP with condition(s) attached if the local agency/project proponent (i.e., City of Fullerton) offers such conditions (these would serve to mitigate a project, which would otherwise be found inconsistent with the AELUP; or 3) Inconsistent with the AELUP.

Government Code Section 65302.3

Government Code Section 65302.3 requires each local agency having jurisdiction over land uses within the ALUC’s Planning Area to modify its General Plan and any affected specific plans to be consistent with the AELUP. General Plans and Elements must clearly demonstrate intent to adhere to ALUC policies to ensure compliance with compatibility criteria. Direct conflicts between mapped land use designations in a General Plan and the ALUC criteria must be



eliminated. A General Plan is required to include (at a minimum) policies committing the local agency to adopt compatibility criteria essential to ensuring that such conflicts would be avoided.

CITY OF FULLERTON GENERAL PLAN

The City of Fullerton General Plan (*General Plan*) is a comprehensive, long-range plan for the City's physical development, which is used to guide future land use decisions. The *General Plan* is comprised of the Plan itself, the supporting EIR (Volume II), and the Appendices (Volume III). The *General Plan* addresses the seven State-mandated topical areas, three regionally-mandated issues, and two additional topical areas. The Plan is organized in Elements, corresponding to various topics/issues. Each Element contains background information, a discussion of relevant issues, a statement of goals and their intent, and policies and programs implementing the goals. The *General Plan* contains the following nine elements: Vision Statement; Land Use; Circulation; Housing; Resource Management; Community Health and Safety; Community Services; Regional Coordination; and Implementation.

Land Use Element

As required by Government Code Section 65302(a), the Land Use Element organizes and defines land uses according to permitted intensity of physical development and types of uses appropriate on a given property over the General Plan's 30-year time period (i.e., the Land Use Plan). The Land Use Map assigns a land use classification to each property in the City. Each land use classification, or designation, is defined in terms of permissible uses and intensity of physical development. The use and intensity classifications are the basis for permitted uses. Together, the Land Use Plan and Land Use Map establish the desired pattern of development for the City. The *General Plan* Land Use Element was adopted in 1996, although various amendments have been made to the Element, since then. The Element identifies general types of land use activities, which are further categorized into land use designations.

LAND USE PLAN

The existing Land Use Plan land use designations are outlined in Table 5.1-1, *Land Use Summary – 1996 General Plan*, and illustrated on Exhibit 5.1-2, *General Plan 2003 Land Use Map*.

LAND USE DESIGNATIONS

The following summary of land use designations under the 1996 General Plan describes the types of activities inherently compatible within each designation and the factors influencing the placement of the designation:

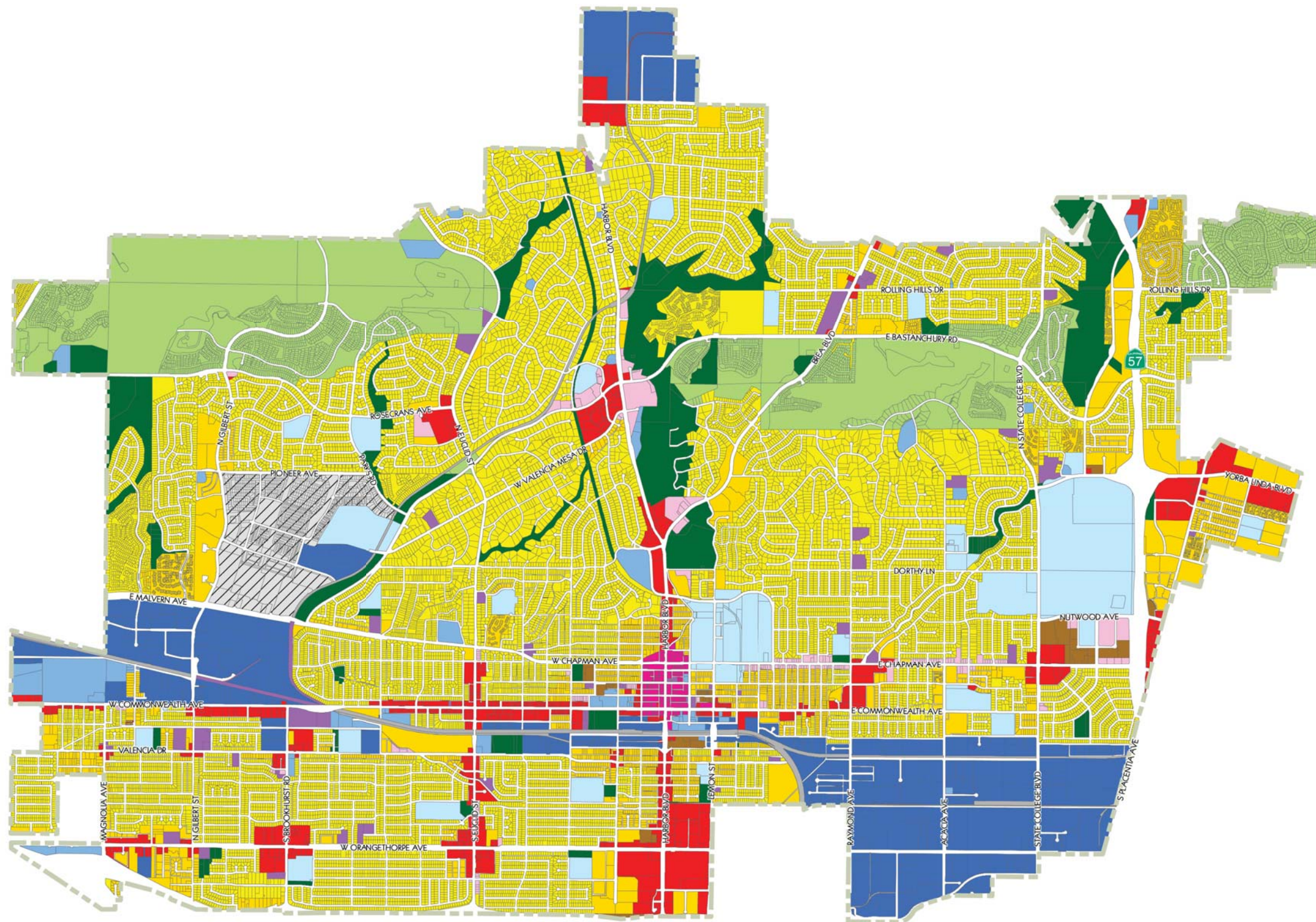
Residential Designations

The Land Use Map defines five residential designations, each with permitted development types and densities. Within these areas, the indicated residential designations dictate the use over the long term.



**Table 5.1-1
Land Use Summary – 1996 General Plan**

Land Use Designation	Land Area (Acres)
Residential	
Greenbelt	1,461.01
Low Density Residential	4,658.18
Low/Medium Density Residential	262.63
Medium Density Residential	767.62
High Density Residential	57.93
<i>Residential Sub-Total</i>	<i>7,207.37</i>
Commercial	
Commercial	553.01
Office	112.53
Downtown Mixed-Use	34.91
Industrial	
Industrial	1,527.27
Public/Institutional	
Government	196.80
Religious Institutions	112.25
School	644.76
Open Space/Parks Recreation	
Parks/Recreation	759.05
Roadway/Right-of-Way	
Freeways	118.29
Railroads	128.49
Roadways	2,784.01
Flood Control	60.62
<i>Non-Residential Sub-Total</i>	<i>6,394.95</i>
Total	14,239.36
Source: City of Fullerton, <i>City of Fullerton General Plan Land Use Element Table LU-2, 1994 General Plan Land Use Summary</i> , February 11, 1996.	



LEGEND

- Fullerton City Boundary
- Residential
 - Low Density Residential
 - Low/Medium Density Residential
 - Medium Density Residential
 - High Density Residential
 - Greenbelt Concept
- Commercial
 - Commercial
 - Office
 - Downtown Mixed Use
- Industrial
 - Industrial
- Parks & Recreation
 - Parks & Recreation
- Existing General Plan Land Use
 - Government
 - School
 - Religion
- Other
 - Amerige Heights Specific Plan
 - Roadway/Right-of-Way
 - RailRoad

NOT TO SCALE



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THE FULLERTON PLAN 2030
PROGRAM ENVIRONMENTAL IMPACT REPORT

General Plan 2003 Land Use Map



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Low Density. Neighborhoods of single-family lots and Planned Residential Developments to a maximum of 6.0 dwelling units per acre (DU/AC).

Low/Medium Density. Neighborhoods which may comprise multiple-unit attached dwellings and Planned Residential Developments to a maximum density of 15 DU/AC. The intent is to provide for duplexes, mobile homes, townhouses and condominium developments with a variety of densities and living arrangements.

Medium Density. Neighborhoods of multiple-unit, attached residential developments to a maximum density of 28 DU/AC. These residential areas may presently consist of low density residential dwellings, but are suitable locations for duplexes; garden apartments; limited density multiple-family, attached developments; neighborhood churches and neighborhood convenience centers.

High Density. A designation for specific sites with suitable locations and infrastructure to accommodate multiple-unit, attached residential developments over 28 DU/AC. However, the high density designation allows either medium or high density developments.

Greenbelt Concept. A special designation applied to the East and West Coyote Hills and the Imperial property. The Greenbelt Concept is implemented through Master Specific Plans, which establish planning areas for residential development and allocate density and permitted dwelling unit totals. In this area, rather than setting maximum densities for particular parcels of land, an overall average residential density of 3.0 DU/AC has been established. The Greenbelt Concept encourages the clustering of single-family homes, townhouses, and apartments, leaving land available for passive and active open space, but may allow some areas of more standard development. Greenbelts are created to connect residential development with other activities.

Commercial Designations

Commercial. The commercial designation applies to areas planned for general shopping, entertainment activities, and personal services, as well as highway-oriented commerce. The building intensity standard for the Commercial designation is 0.25 to 0.35 floor area ratio (FAR).

Office. The office space designation is applied to areas, which can reasonably accommodate office facilities for “quiet” services such as legal, insurance, real estate, architectural, engineering, and medical/dental offices. The building intensity standard for the Office designation is 0.30 to 0.35 FAR.

Downtown Mixed-Use. The Downtown Mixed-Use category was designed to support the policies for the Downtown Focus Area. This category provides a mix of retail, professional office, commercial support, institutional and higher density residential uses located on the same parcel, combined in the same building, or within the same project area. The building intensity standard for the Downtown Mixed Use designation is 0.9 FAR, except in the Downtown Parking District, where it is 2.0 FAR.



Industrial Designation

The industrial designation accommodates manufacturing activities, wholesale operations, storage and warehousing facilities, research and testing laboratories, and various activities normally not permitted in other designations. Industrial areas have a building intensity standard of 0.40 to 0.45 FAR.

Public Land/Institutional Designation

A Public Land designation applies to all properties other than public rights-of-way, which are planned for a use or activity that is intended to benefit the general public.

Government Facilities. Properties providing facilities necessary or desired for public health, safety and welfare (police and fire stations, reservoirs, libraries, community centers, social service providers, and the City Hall/Basque Yard buildings), owned either by the City or County government.

Religious Institutions. This designation includes properties devoted to religious worship and related educational opportunities, which may be located in either residential, industrial, or commercial areas.

School Facilities. These are properties devoted to public education (elementary schools, junior and senior high schools, and colleges) under the jurisdiction of the various school districts.

Open Space, Parks, and Recreation. These properties are devoted to recreational facilities or visual and usable open space areas (parks, vista points, golf courses, flood control basins, and conservation areas).

1996 LAND USE PLAN BUILDOUT

The 1996 Land Use Plan buildout potential is presented in Table 5.1-2, Land Use Buildout - 1996 General Plan.

As indicated in Tables 5.1-1 and 5.1-2, the 1996 General Plan designates approximately 7,207 acres for residential land uses, with a development potential of approximately 49,662 DU at buildout.² The 1996 General Plan buildout population projection is approximately 138,060 persons, assuming 2.78 persons per household. Additionally, approximately 7,032 acres are designated for non-residential land uses, with a development potential of approximately 54.2 million square feet (SF).

² Includes 524 DU located in the Downtown Mixed-Use land use designation.



**Table 5.1-2
Land Use Buildout – 1996 General Plan**

Land Use Designation	Dwelling Units	Square Feet
Residential		
Single-Family	24,588	
Multiple Family	24,550	
Commercial		
General Commercial		17,955,296
Office		2,579,340
Downtown Commercial	524	4,440,403
Industrial		
Industrial		29,178,229
Public/Institutional		
Hospital		+ 50,000
Cal State Fullerton	Dormitories	
<i>Residential Total (Dwelling Units)</i>	<i>49,662</i>	
<i>Non-Residential Total (Square Feet)</i>		<i>54,203,268</i>
Source: City of Fullerton, <i>City of Fullerton General Plan Land Use Element Table LU-3, Preferred Land Use Buildout</i> , February 11, 1996.		

CITY OF FULLERTON ZONING CODE

In contrast to the General Plan, zoning refers to particular land uses, which are legally permitted or prohibited on any given parcel of land. Zoning is the method the City uses to control land uses in accordance with the City’s General Plan goals and policies. The City of Fullerton Zoning Law is found in Title 15 of the City of Fullerton Municipal Code (FMC), which is known and referred to as the City’s “Zoning Ordinance” or “Zoning Code” (FZC). Adopted in 2001, the FZC is the City’s official land use plan. The purpose of the FZC is to “serve the public health, safety, and general welfare and to provide the economic and social advantages resulting from any orderly planned use of land resources.” The FZC specifies the areas where specific land uses may be located and sets standards for their development. The FZC establishes 26 zone classifications and three overlay zones, which are illustrated on [Exhibit 5.1-3, Existing Zoning Map](#), and described below.

Residential Zone Classifications (FZC Chapter 15.17)

This chapter establishes the City’s residential zones, including permitted uses and physical development standards.

R-1 (Single-Family Residential). The R-1 zone is designed for neighborhoods of single-family type residences on individual lots.

R-1P (Single-Family Residential Preservation). The R-1P zone is designed for mature single-family neighborhoods where the existing housing and environment is a valuable asset to the city and should be preserved.



R-2 (Two-Family Residential). The R-2 zone is designed for neighborhoods where a limited increase in population density is acceptable by permitting two DU on a single lot. This zoning is applicable primarily to older neighborhoods with deep lots.

R-2P (Two-Family Residential Preservation). The R-2P zone is designed for mature neighborhoods where the existing housing and environment is a valuable asset to the city and should be preserved, and where a limited increase in population density is acceptable by permitting two DU on a single lot. Opportunities for additional and replacement housing are also provided where appropriate.

R-G (Garden-Type Multiple-Family Residential). The R-G zone is designed for neighborhoods where limited-density apartment and condominium development must fit compatibly within an area of single-family type residences.

R-3R (Restricted Multiple-Family Residential). The R-3R zone is designed for use where limited density apartment and condominium development must fit compatibly in close proximity to an area of single-family type residences.

R-3P (Multiple-Family Residential Preservation). The R-3P zone is designed for mature neighborhoods where the existing housing and environment is a valuable asset to the city and should be preserved, while opportunities for additional and replacement housing are also provided where appropriate.

R-3 (Limited-Density Multiple-Family Residential). The R-3 zone is designed for use where apartment and condominium development can be physically separated from single-family type residences by a street or terrain feature.

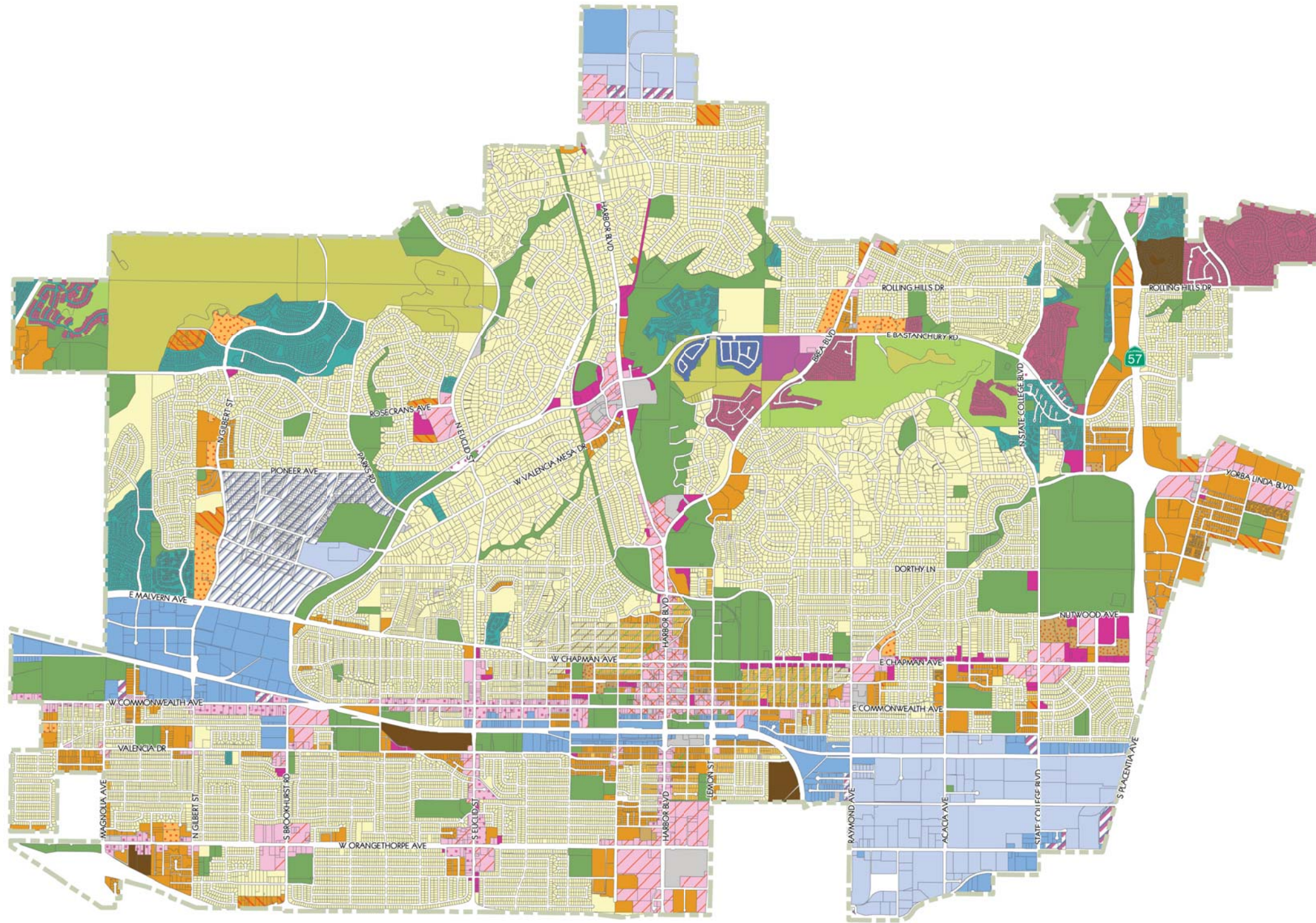
R-4 (Medium-Density Multiple-Family Residential). The R-4 zone is designed for use where physical separation from single-family residential areas is possible, where proximity to shopping and service centers is available, and where frontage exists on major, primary, or secondary collector streets for facilitating the flow of heavier residential traffic.

R-5 (Maximum-Density Multiple-Family). The R-5 zone is designed for high-rise apartments and condominiums to meet the specialized needs for high-density housing. Locations that would be close to the colleges or to central business districts and isolated where possible from single-family residential areas are considered most appropriate for such high-density zoning.

R-MH (Mobile Home Park). The R-MH zone is designed for mobile home neighborhoods and compatible activities associated therewith.

Planned Residential Development Zone (FZC Chapter 15.20)

The PRD (Planned Residential Development) zone is intended to minimize grading and facilitate development in hillside and other areas, where achieving a higher unit density under the existing zoning and traditional development patterns would normally result in the loss of natural terrain or other important site features. The PRD zone utilizes flexible development standards that permit smaller individual lots and clustering of DU.



LEGEND

- Fullerton City Boundary
- R-1 One-Family Residential
- R-1-7.2P One-Family Residential, Preservation
- R-2 Two-Family Residential
- R-2P Two-Family Residential Preservation
- R-G Garden-Type Multiple Residential
- R-3 Limited Density, Multiple Family Residential
- R-3R Restricted (Single Story) Multiple Residential
- R-3P Limited Density, Multiple Family Residential Preservation
- R-4 Medium Density, Multiple Residential
- R-5 Maximum Density, Multiple Residential
- R-MH Mobile Home Park
- Amerige Heights SPD
- C-1 Limited Commercial
- C-2 General Commercial
- C-3 Central Business District Commercial
- C-5 Commercial Greenbelt
- C-H Commercial, Highway
- C-M Commercial, Manufacturing
- O-P Office Professional
- M-G Manufacturing, General
- M-P Manufacturing Park
- O-G Oil Gas
- O-S Open Space
- P-1 Public Land
- PRD LCO Planned Residential Development Life Care Overlay
- PRD Planned Residential Development
- PRD-O Planned Residential Development Oil Overlay
- SPD Specific Plan District
- SPD-01-02 Specific Plan District

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Specific Plan District Zone (FZC Chapter 15.21)

The SPD (Specific Plan District) provides for the orderly, systematic, detailed, and enhanced implementation of particular General Plan areas where a variety or combination of land uses are being proposed over a substantial amount of land. The SPD Zone establishes physical development standards and regulations for land uses that may be unique to the particular area where a Specific Plan is being adopted.

Oil Overlay Zone (FZC Chapter 15.22)

The -O (Oil Overlay) zone is intended to minimize conflicts when existing oil facilities are proposed for inclusion in new residential development. This zone is an overlay zone, to be used only with an underlying residential base zone. Different standards and requirements are established.

Public Land Zone (FZC Chapter 15.25)

P-L (Public Land) is established to identify land reserved for public purposes. Property with a Public Land (P-L) zone reflects the actual or planned use of such property for a public facility. Public land includes land, excluding designated rights-of-way such as public streets and alleys, flood control channels, and railroad lines, that is owned by the federal, state, county, or city governments.

Open Space Zone (FZC Chapter 15.27)

The O-S (Open Space) zone is intended to permit and recognize areas within the City boundaries that provide for an aesthetic, recreational, or environmental benefit to the community. Open space can include any public or private property; however, the minimum lot area for any designated open space area shall be two acres.

Commercial Zone Classifications (FZC Chapter 15.30)

This chapter establishes the city's commercial zones, including permitted uses and physical development standards.

O-P (Office-Professional). The O-P zone is to provide for business and professional offices, social services, hospitals and related business activities.

C-1 (Limited Commercial). The C-1 zone is to provide for a range of uses that will fulfill the needs of and are compatible with the surrounding neighborhood.

C-2 (General Commercial). The C-2 zone is to provide for a wide range of commercial goods and services for the community at large, primarily through a shopping center concept.

C-3 (Central Business District Commercial). The C-3 zone is to provide for a highly concentrated business district that includes mixed residential and commercial use, primarily for the downtown area.



C-H (Commercial, Highway). The C-H zone is to provide for selected areas along arterial highways for businesses which are a convenience to highway users and for those retail or service-related uses not normally found in commercial centers.

C-M (Commercial, Manufacturing). The C-M zone is to provide for selected areas where on-premises retail sales and services along with the related assembling, processing and manufacturing can be carried out.

Commercial Greenbelt Zone (FZC Chapter 15.35)

The C-G (Commercial Greenbelt) zone is intended to be applied only to areas designated on the land use element of the Fullerton General Plan as “Greenbelt Concept.” The zone shall be used to identify property where, due to its scenic environment and proximity to residential areas, only restrictive commercial activities should be allowed. The C-G zone shall require that proposed development consist of only highly aesthetic, unobtrusive buildings or structures and related improvements, blended into a heavily landscaped setting.

Industrial Zones (FZC Chapter 15.40)

These zones are established to allow compatible industrial uses in proximity to each other while protecting the public health, safety, and welfare through development standards and the site plan review process.

M-P (Manufacturing Park). The M-P zone is intended for a wide range of light industrial activities, often based on a multiple-tenant type development.

M-G (Manufacturing, General). The M-G zone is intended for more intensive industrial uses. In both zones, a particular focus is on minimizing impacts on any nearby residential use.

Rural Street Overlay Zone (FZC Chapter 15.44)

The -RS (Rural Street Overlay) is intended to minimize conflicts in rural neighborhoods between the existing residential development pattern and new residential development or substantial additions to existing residences. This zone is an overlay zone, to be used only with an underlying residential base zone.

Oil-Gas Zone (FZC Chapter 15.45)

The O-G (Oil-Gas) zone is the basic oil operations zone where continued production of and new drilling for oil, gas and other hydrocarbon substances is permitted and encouraged.

Community Improvement District Zone (FZC Chapter 15.46)

The (CID) Community Improvement District is established to be utilized by the City in its redevelopment programs carried out under the provisions of the Community Redevelopment Law. The purpose of the CID overlay zone is to provide the Fullerton Redevelopment Agency or



designee with the authority and procedures for reviewing and approving, conditionally approving or denying a proposed Development Project within any redevelopment project area.

Landmarks, Landmark Districts, Residential Preservation Zones, and Significant Properties (FZC Chapter 15.48)

Landmark Districts. These districts are areas that contain a number of structures or natural or manmade features, which individually or collectively have historic character or historic, cultural, architectural, or aesthetic value relating to the heritage of the City, which are shown to merit preservation, restoration, and/or protection.

Local Landmarks or Historical Landmarks. These areas involve designated buildings, structures, or natural or manmade features having a historic character or historic, cultural, architectural, or aesthetic value relating to the heritage of the city that is shown to merit preservation, restoration and/or protection.

Residential Preservation Zone. This zone classification is applied to a mature residential neighborhood where the existing housing and environment has been determined to be a valuable asset to the City and should be preserved. This zone allows new development and additions to existing housing, but construction must be in keeping with the traditional character of the area.

Significant Property. These areas involve an individual building, structure, or feature considered a historical or cultural resource in the City and which is eligible for “Historical Landmark” designation.

Restaurant Overlay District (FZC Chapter 15.67)

The ROD (Restaurant Overlay District) has been established as a tool for the City to use when implementing its redevelopment goals, objectives, and programs under the provisions of the Community Redevelopment Law. The Restaurant Overlay District is intended to allow restaurants to expand and/or locate in and around the Central Business District without the need to provide on-site parking or to obtain a Conditional Use Permit, as part of the City’s broader effort to revitalize the Downtown.

5.1.3 EXISTING ENVIRONMENTAL SETTING

PLANNING AREA

Fullerton encompasses approximately 14,376 acres (approximately 22.3 square miles) within an urbanized portion of north Orange County; refer to [Exhibit 3-2, *Planning Area*](#). The City, which was incorporated in 1904, is approximately 90 percent built-out, exclusive of open space and parks and recreational facilities. [Table 3-1, *Existing Land Uses*](#), outlines the City’s existing land uses (as of 2010). As indicated in [Table 3-1](#), residential land uses encompass approximately 6,278 acres and account for approximately 44 percent of the City. The City’s existing housing stock is comprised of 45,204 DU. Industrial land uses are the second largest land use in the City encompassing approximately 1,263 acres, or approximately nine percent. Open



space/parks and recreational land uses encompass approximately 1,009 acres, or approximately seven percent of the City. Commercial and public/religious uses each comprise approximately six percent of the City's land uses and include approximately 936 acres and 923 acres, respectively. Less than one percent (approximately 5.3 acres) of the City is devoted to agricultural uses. Approximately 23 percent of the City (approximately 3,254 acres) involves other uses including parking, utilities, flood control, and rights of way. Overall, approximately 45.6 million square feet (SF) of non-residential land uses exist in the City. The remainder of the City (approximately 709 acres or five percent) is comprised of vacant land. The City's existing land uses are further described, as follows:

- **Residential.** The majority of the City's residential acreage (approximately 84 percent) is devoted to single-family uses. Of the 45,947 existing DU, approximately 56 percent (25,558 DU) is comprised of single-family units. Multiple-family units comprise approximately 44 percent (20,389 DU) of the City's existing DU, and most are located in developments of five units or more. These higher density multiple-family uses are centrally located in the City and clustered along the Orange Freeway (State Route (SR) 57), in proximity to California State University, Fullerton (CSUF). Higher density residential uses are also clustered at the following locations: adjacent to the Downtown; in the southwestern portion of the City, in the vicinity of Orangethorpe Avenue and the Riverside Freeway (SR-91) and Santa Ana Freeway (I-5) junction; and west of Gilbert Avenue and north of Malvern Avenue, in proximity to Fullerton Municipal Airport.
- **Industrial.** Industrial uses include general industrial (i.e., warehousing and storage, light and heavy manufacturing, and research and development) and airport uses. There are three major areas within the City accommodating industrial uses: the Southeast Industrial Area; the Airport Industrial Area; and the Northern Industrial Area. Additionally, industrial uses exist along the Atchison, Topeka, and Santa Fe Railway (ATSF) corridor.
- **Open Space/Parks and Recreation.** The City's parks and recreation land uses include public parks and recreational facilities, privately owned recreational facilities, landscaped and greenbelt areas, open space conservation areas, and public golf course facilities. Private open space lands include private greenbelts and recreational facilities within residential developments as well as the Los Coyotes Golf Course and the Loma Vista Cemetery.
- **Commercial/Office.** The vast majority of the commercial/office acreage (approximately 90 percent) is devoted to commercial uses, including commercial retail and commercial residential (mixed-uses). These land uses are most heavily concentrated along the Harbor Boulevard corridor, as well as along Orangethorpe Avenue and Euclid Street. Scattered commercial concentrations are found along Commonwealth and Chapman Avenues. The majority of office development is clustered at the intersections of Harbor and Brea Boulevards, Brookhurst Street, and Commonwealth Avenue, and south of CSUF.
- **Public Lands/Institutional.** Public lands and institutional land uses include churches, colleges/university, government facilities, and schools. There are five colleges and universities, 17 public elementary and junior high schools, four high schools, and a number of private schools located in the City. Other public/institutional uses in the City



include religious institutions, public buildings (City Hall and associated buildings, community centers, libraries, etc.), and fire and police facilities. Religious land uses are found throughout the City and include properties exclusively dedicated to worship, education, and other public assembly uses.

- ***Vacant.*** Approximately 709 acres or five percent of the City consists of vacant land. Vacant lands are primarily found in the West Coyote Hills Specific Plan area. Additional vacant lands are interspersed throughout the City, with concentrations on the west side of town, in the rural residential/large lot residential neighborhoods off Skyline Drive, and within various smaller commercial and industrial areas. Vacant lands include properties for which permits have been approved and sites prepared, however, which have remained partially developed or undeveloped.

5.1.4 SIGNIFICANCE THRESHOLDS AND CRITERIA

Appendix G of the California Environmental Quality Act (CEQA) Guidelines contains the Initial Study Environmental Checklist Form, which includes questions relating to land use and relevant planning. The issues presented in the Initial Study Environmental Checklist Form have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant environmental impact if it would:

- Physically divide an established community;
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; and
- Conflict with any applicable habitat conservation plan or natural community conservation.

5.1.5 PROJECT IMPACTS AND MITIGATION MEASURES

THE FULLERTON PLAN

As described in [Section 3.4.2, Elements of The Fullerton Plan](#), The Fullerton Plan includes the following four Master Elements, each containing related chapters:

- The Fullerton Built Environment
 - Community Development and Design Element;
 - Housing Element;
 - Historic Preservation Element;
 - Mobility Element;
 - Bicycle Element;
 - Growth Management Element; and
 - Noise Element.



- The Fullerton Economy
 - Economic Development Element; and
 - Revitalization Element.

- The Fullerton Community
 - Public Safety Element;
 - Public Health Element;
 - Parks and Recreation Element;
 - Arts and Culture Element;
 - Education Element; and
 - Community Involvement Element.

- The Fullerton Natural Environment
 - Water Element;
 - Air Quality and Climate Change Element;
 - Integrated Waste Management Element;
 - Open Space and Natural Resources Element; and
 - Natural Hazards Element.

COMMUNITY DEVELOPMENT AND DESIGN ELEMENT

The Fullerton Plan proposed Community Development and Design Element addresses the State-mandated components for land use elements. The Element also provides community design guidance, frames future community-based planning efforts for key focus areas within the City, and conserves and enhances the community’s image and character. Future development in Fullerton would be directed by the Community Development and Design Element (i.e., Land Use Element), which contains a map and description of the community’s future land use pattern.

Community Development Plan

The graphic depiction of the City’s official policy relative to land use and community development is presented on Exhibit 3-3, *Community Development Plan*. The Fullerton Plan maintains the currently adopted underlying land use designations pursuant to the 1996 General Plan (and subsequent amendments), although these have been renamed “community development types.” The Community Development Plan divides the City into community development types that define areas of the City by type of use, existing neighborhood character, and intent of future growth. Table 3-2, *Community Development Type Density/Intensity Summary*, outlines the community development types and the proposed densities/intensities. Two new community development types were created, because the 1996 General Plan land use designations do not encompass the higher end of the density/intensity range now desired for specific areas of the City. The proposed community development types would function as land use designations under General Plan law.

Focus Areas

Twelve geographic focus areas have been identified in the City within which to concentrate future community-based planning efforts. Envisioned land uses and appropriate densities and



intensities are generally described for each Focus Area in the *Community Development and Design Element Tables and Exhibits* section. In addition, policy guidance for each Focus Area is provided in General Plan Part I, *The Fullerton Vision*.

The Focus Areas illustrated on Exhibit 3-4, *Focus Area Map*, receive an Overlay Designation. For parcels that are within a Focus Area Overlay Designation, the underlying community development type applies until a specific plan, master plan, or other implementing document is prepared through a community-based planning process, at which point a General Plan Amendment would be adopted to re-designate the land, if necessary. It is noted, two adopted specific plans are within the boundaries of a Focus Area: West Coyote Hills Specific Plan located in the West Coyote Hills Focus Area; and the Fullerton Transportation Center Specific Plan located in the Transportation Center Focus Area.

Table 5.1-3, *The Fullerton Plan (Buildout) Land Use Projections by Focus Area*, summarizes the projected total land use (buildout) in 2030 for each Focus Area. Combined, the Focus Areas would contain approximately 38 percent of the City’s dwelling units and approximately 90 percent of the non-residential floor area. As indicated in Table 5.1-3, the highest density of residential land uses would occur in the Education Focus Area, which would include approximately 14 percent of the City’s dwelling units. This residential density would primarily be attributed to student housing associated with CSUF. The highest intensity of non-residential land uses would occur in the Southeast Industrial Focus Area, which would include approximately 30 percent of the City’s non-residential floor area.

**Table 5.1-3
The Fullerton Plan (Buildout) Land Use Projections By Focus Area**

Focus Area	Acres	Residential (Dwelling Units)	Non Residential (Square Feet)
Airport Industrial	414.94	173	6,192,169
Commonwealth Corridor	180.17	1,269	1,480,068
Orangethorpe Corridor Nodes	139.87	1,068	1,894,966
Harbor Gateway	244.21	4,306	3,317,166
Downtown	258.85	2,140	3,303,735
Transportation Center	38.06	1,562	783,402
North Harbor Corridor	166.15	337	2,411,298
North Industrial	152.58	1,142	3,900,481
Chapman Corridor	65.24	586	1,018,283
Education	608.24	7,867	9,153,388
Southeast Industrial	712.43	202	17,137,903
West Coyote Hills	610.84	760	205,423
Outside of Focus Areas	8,163.85	34,719	5,509,198
TOTAL	11,755.42	56,131	56,307,473
Source: RBF Consulting, <i>The Fullerton Plan (Buildout) Land Use Projections</i> , April 2011.			



Land Use Projections

Table 3-4, *The Fullerton Plan (Buildout) Land Use Projections*, summarizes the projected total land use (buildout) in 2030 based on the Community Development and Design Element policies. As indicated in Table 3-4, buildout of The Fullerton Plan would result in approximately 56,130 DU and approximately 56.3 million SF of non-residential land uses. The majority of the non-residential uses (approximately 25.1 million SF) are designated Light Industrial.

PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY

- IMPLEMENTATION OF THE FULLERTON PLAN WOULD NOT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY.

Impact Analysis: The City of Fullerton is approximately 90 percent developed, exclusive of the open space and parks and recreational facilities. Given that the City is primarily a built-out area, it is anticipated that future development permitted by The Fullerton Plan would primarily consist of infill and redevelopment. Of the approximately 709 acres of vacant land remaining, the largest vacant area is located within the West Coyote Hills Focus Area and due to its size and location, would not physically divide an established community. Additionally, as discussed in detail in Section 3.0, Project Description, The Fullerton Plan has taken a focused development strategy that would be implemented through 12 Focus Areas, which are predominantly built-out. Any future proposed projects both within and outside of the Focus Areas would be required to evaluate, at a project-specific level, the potential to disrupt or physically divide an established community. Implementation of The Fullerton Plan would not physically divide an established community, thus, would result in less than significant impacts in this regard.

Proposed General Plan Update Policies and Actions: There are no proposed General Plan Update Policies or Actions pertaining to division of an established community.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: Not applicable.

CONSISTENCY WITH APPLICABLE FEDERAL OR STATE AGENCY POLICIES AND REGULATIONS

- IMPLEMENTATION OF THE FULLERTON PLAN WOULD NOT CONFLICT WITH APPLICABLE FEDERAL OR STATE AGENCY POLICIES AND REGULATIONS.

Impact Analysis: The proposed Fullerton Plan provides refined and supplemented policies regarding future development within the City. The Fullerton Plan would have a beneficial effect by making the General Plan a more effective tool for review of future projects and consultation/coordination with Federal and State regulatory agencies regarding policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect.



The Fullerton Plan contains Policies and Actions that continue to support current procedures implemented by the City when development applications are reviewed, including the referral of projects to appropriate Federal and State agencies to ensure consistency between the proposed development and relevant regulations and requirements. Namely, among others, Policy P1.2 requires that planned and existing development, policies, and programs of adjacent jurisdictions and other agencies be considered to promote compatibility and mutually beneficial built environments and land uses. Additionally, Goal OAP1 requires the City to comply with State and Federal laws and regulations, including when planning for growth and development within the City. The Fullerton Plan Policies recognize that all communities within the area have an interest in Federal and State-wide land use transportation planning, economic development, environmental protection, and the provision of adequate services and facilities. Policies in The Fullerton Plan would continue to provide for implementation of and participation in Federal and State-wide planning efforts. The Fullerton Plan’s consistency with specific Federal and State plans/policies is presented in Table 5.1-4, Consistency With Federal and State Plans/Policies. As indicated in Table 5.1-4, The Fullerton Plan would be consistent with the specified Federal and State plans. A less than significant impact would occur in this regard.

**Table 5.1-4
Consistency With Federal and State Plans/Policies**

Plan or Policy	Consistency Statement
Federal Plans or Policies	
Clean Air Act	<p><u>Consistent.</u> The purpose of the Air Quality and Climate Change Element is to protect the health and welfare of the community through policies aimed at reducing greenhouse gas emissions and work toward reducing the potential adverse effects of global warming. It is, therefore, the City’s goal (Goal 21) to protect and improve air quality. To this end, the specified policies in the Air Quality and Climate Change Element would be in furtherance of State and Federal laws and regulations, and would result in continued coordination with other regional agencies (i.e., South Coast Air Quality Management District (SCAQMD) and Southern California Association of Governments (SCAG)), in order to implement the provisions of the region’s Air Quality Management Plan (AQMP). It is also the City’s goal (Goal 22) to participate in regional efforts to address climate change and its local impacts. Policies and Actions intended to improve air quality are also specified in the Mobility Element, Bicycle Transit and Recreation Element, and Growth Management Element. Additionally, The Fullerton Plan includes an implementation strategy, which specifies the methods by which the Policies and Actions can achieve the Goals, and how the City will monitor its progress in achieving those Goals. Additional Policies and Actions in furtherance of the Clean Air Act are: P21.1, P21.2, P21.4, P22.1, P22.2, P22.4, P22.5, P22.8, P22.9, A22.1, and A22.3. Therefore, The Fullerton Plan would be consistent with the Clean Air Act.</p>
Clean Water Act (Section 404)	<p><u>Consistent.</u> The Water Element seeks to effectively manage water and natural watershed resources, including water supply, quality and conservation, and storm water. Goal 19 is to provide an adequate, safe, and reliable water supply. To this end, the City would support regional and subregional efforts to ensure that an adequate water supply, including groundwater, remains available (Policy P19.1) and would support projects, programs, policies and regulations to ensure the quality of the water supply (Policy P19.5). It is also the City’s goal (Goal 20) to maintain a healthy watershed and clean urban runoff. To accomplish this, the City would support projects, programs, policies and regulations to reduce impacts to watersheds and urban runoff caused by private and</p>



**Table 5.1-4 [continued]
Consistency With Federal and State Plans/Policies**

Plan or Policy	Consistency Statement
Clean Water Act (Section 404) (continued)	public construction projects (Policy P20.6). The City would also support projects, programs, policies, and regulations to reduce impacts to watersheds and urban runoff caused by the design or operation of a site or use (Policy P20.7). Additionally, The Fullerton Plan proposes a strategy for implementation of the Policies and Actions. Additional Policies and Actions in furtherance of the Clean Water Act are: P19.2, P20.1, P20.2, P20.5, and A20.1. Therefore, The Fullerton Plan would be consistent with the Clean Water Act.
National Pollutant Discharge Elimination System (NPDES) Permit Program	<u>Consistent.</u> Refer to the <i>Clean Water Act</i> discussion above, which addresses water quality. The Fullerton Plan would be consistent with the NPDES program.
Federal Endangered Species Act (FESA)	<p><u>Consistent.</u> The Open Space and Natural Resources Element seeks to protect, maintain, and enhance natural resources for the betterment of Fullerton. Specifically, Goal 24 is the responsible management of urban and natural open spaces balanced with the healthy functioning of environmental systems. Policy P24.3 is to increase access and use of open space resources while respecting the natural environment, and Policy P24.8 is to preserve the environmentally sensitive areas of public open spaces. Additionally, when planning improvements to existing and new neighborhoods and districts, it is the City's policy (Policy P1.3) to protect, and where appropriate restore, the natural landscape, topography, drainage ways, habitat, and other natural resources.</p> <p>It is the City's goal (Goal 25) to responsibly manage natural resources. Policy P25.5 requires that development in areas containing significant or rare biological resources be managed.</p> <p>Federal endangered plant or wildlife species could be identified through studies conducted as part of future developments anticipated by The Fullerton Plan. Should any be identified, the future development would be subject to compliance with the FESA. This would include mitigation of any significant impacts to any rare or endangered species. Additional Policies and Actions in furtherance of the FESA are: P24.1, P24.2, P24.9, P24.12, A24.1, P24.13, P25.1, P25.4, P25.6, and P25.8. Therefore, The Fullerton Plan would be consistent with the FESA.</p>
State Plans or Policies	
California Endangered Species Act (CESA)	<u>Consistent.</u> Refer to the <i>Federal Endangered Species Act</i> discussion above, which addresses natural resources and endangered species. State endangered plant or wildlife species could be identified through studies conducted as part of future developments anticipated by The Fullerton Plan. Should any be identified, the future development would be subject to compliance with the CESA and mitigate any impacts to such species. Therefore, The Fullerton Plan would be consistent with the CESA.
California Wetlands Policy	<u>Consistent.</u> Refer to the <i>Federal Endangered Species Act</i> discussion above, which addresses natural resources. Wetlands could be identified through studies conducted as part of future developments anticipated by The Fullerton Plan. In the event a wetland is discovered and impacted by new development anticipated by The Fullerton Plan, it would be subject to the California Department of Fish and Game streambed alteration agreement requirements. These agreements require the avoidance of wetlands and implementation of mitigation measures for any related wetlands impacts. An additional Policy in furtherance of the California Wetlands Policy is P20.2. Therefore, The Fullerton Plan would be consistent with the California Wetlands Policy.



Proposed General Plan Update Policies and Actions:

- OAP1 Comply with State and Federal laws and regulations while maintaining local control in decisionmaking.
- P1.2 ***Subregional Coordination***
Support projects, programs and policies to promote compatibility and mutually beneficial built environments and land uses with adjacent jurisdictions and other agencies.
- P1.3 ***Protection and Restoration of Natural Resources***
Support projects, programs, policies and regulations to protect, and where appropriate restore, the natural landscape, topography, drainage ways, habitat, and other natural resources when planning improvements to existing and new neighborhoods and districts.
- P19.1 ***Agency Coordination for Water Supplies***
Support regional and subregional efforts to ensure that an adequate water supply, including groundwater, remains available.
- P19.2 ***Conservation Efforts***
Support regional and subregional efforts to promote water efficiency and conservation.
- P19.5 ***Water Quality***
Support projects, programs, policies and regulations to ensure the quality of the water supply.
- P20.1 ***Regional Watersheds***
Support regional and subregional efforts to support functional and healthy watersheds.
- P20.2 ***Urban Runoff Management***
Support regional and subregional efforts to support cleaner and reduced urban runoff.
- P20.5 ***Water Quality of Focus Areas***
Support projects, programs, policies and regulations to encourage site and infrastructure improvements within the City's Focus Areas to support cleaner and reduced urban runoff.
- P20.6 ***Construction Impacts***
Support projects, programs, policies and regulations to reduce impacts to watersheds and urban runoff caused by private and public construction projects.
- P20.7 ***Development Impacts***
Support projects, programs, policies and regulations to reduce impacts to watersheds and urban runoff caused by the design or operation of a site or use.



- A20.1 ***Revise Street Standards***
Revise the City's street standards to allow and encourage bio-filtration systems/ planters and the use of permeable pavement.
- P21.1 ***Jobs-Housing Balance***
Support regional and subregional efforts to improve the alignment of housing options and employment opportunities to reduce commuting.
- P21.2 ***Transportation System***
Support regional and subregional efforts to promote a transportation system coordinated with air quality improvements.
- P21.4 ***Balanced Land Use***
Support projects, programs, policies and regulations to promote a balance of residential, commercial, industrial, recreational, and institutional uses located to provide options to reduce vehicle trips and vehicle miles traveled.
- P22.1 ***Motor Vehicle-Related GHG Emissions***
Support regional and subregional efforts to reduce greenhouse gas emissions associated with transportation through land use strategies and policies, transportation system improvements, and transportation demand management programs.
- P22.2 ***GHG Emissions from Electrical Generation***
Support regional and subregional efforts to reduce greenhouse gas emissions associated with electrical generation through energy conservation strategies and alternative/renewable energy programs.
- P22.4 ***Solid Waste-Related GHG Emissions***
Support regional and subregional efforts to reduce emissions associated with solid waste through increased recycling programs and reduced waste strategies.
- P22.5 ***Technology to Reduce Emissions***
Support projects, programs, policies and regulations to use technology whenever feasible to minimize travel for City meetings and training.
- P22.8 ***Sustainable Communities Strategies***
Support projects, programs, policies and regulations to coordinate future community-based planning efforts of the Focus Areas for consistency with the SCAG Sustainable Communities Strategy and Orange County Sustainable Communities Strategy.
- P22.9 ***Development***
Support projects which voluntarily desire to implement site and/or building design features exceeding minimum requirements to reduce project greenhouse gas emissions.



- A22.1 ***GHG Inventories***
Update the greenhouse gas inventory as required and track progress against target as recommended by the Climate Action Plan.
- A22.3 ***Climate Adaptation Plan***
Create a plan that identifies the impacts of climate change on the City and provides methods for adaptation.
- P24.1 ***Management and Maintenance***
Support projects, programs and policies to coordinate with existing regional park districts, private sector and nonprofit institutions to manage and maintain regional open spaces.
- P24.2 ***Land Trusts***
Support projects, programs and policies to encourage the establishment of land trusts to help preserve significant open space within the region.
- P24.3 ***Access and Use of Open Space***
Support projects, programs, policies and regulations to increase access to and use of open space resources while respecting the natural environment.
- P24.8 ***Environmentally Sensitive Areas***
Support projects, programs, policies and regulations to preserve the environmentally sensitive areas of public open spaces.
- P24.9 ***Passive Open Space***
Support projects, programs, policies and regulations to encourage diverse environmentally sensitive passive open spaces.
- P24.12 ***Environmental Impact of Support Facilities***
Support projects, programs, policies and regulations to limit the construction of facilities in open space areas and to design necessary improvements such as fire roads, access roads, and parking facilities, to minimize environmental impacts and maintain the visual qualities of the open space.
- P24.13 ***Maintenance of Sensitive Areas***
Support programs, policies and regulations to require maintenance of environmentally sensitive areas by qualified/trained personnel and/or contractors.
- A24.1 ***Transfer of Development Rights***
Explore the feasibility of creating a regional or subregional Transfer of Development Rights (TDR) program to preserve open space and channel growth to infill locations.
- P25.1 ***Conservation of Sensitive Natural Resources***
Support regional and subregional efforts to conserve habitat for sensitive species and plant communities.



- P25.4 **Wildlife Management**
Support projects, programs, policies and regulations to promote and encourage residents and visitors to respect the natural environment of wildlife inhabiting and/or migrating to the City's open spaces.
- P26.5 **Managed Development**
Support projects, programs, policies and regulations to manage development in areas containing significant or rare biological resources.
- P25.6 **Enhancement of Conservation Areas**
Support projects, programs, policies and regulations to preserve and enhance established conservation areas.
- P25.8 **Mitigation of Impacts on Sensitive Areas**
Support projects, programs, policies and regulations to consider and mitigate project level impacts to sensitive habitat areas at the site and building design stages.

Mitigation Measures: No further mitigation is required beyond compliance with the proposed General Plan Update Policies and Actions.

Level of Significance After Mitigation: Less Than Significant Impact.

CONSISTENCY WITH APPLICABLE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS PLANS, POLICIES, AND REGULATIONS

- IMPLEMENTATION OF THE FULLERTON PLAN WOULD NOT CONFLICT WITH SCAG'S INTERGOVERNMENTAL REVIEW POLICIES.

Impact Analysis: SCAG's Intergovernmental Review (IGR) Section is responsible for performing a consistency review of local plans, projects, and programs with regional plans. There are two sets of minimum criteria for classification of projects as regionally significant: Criteria 1 through 12 are recommended for use by the *CEQA Guidelines*, Section 15206; and Criteria 13 through 22 reflect SCAG's mandates and regionally significant projects that directly relate to policies and strategies contained in the 2008 RCPG.

The Fullerton Plan is a comprehensive update of the 1996 General Plan. Among other major components, The Fullerton Plan proposes to update the Land Use Element, establishing allowable residential densities and non-residential intensities, and update of General Plan development projections to the year 2030. Review of SCAG's criteria for classification of projects as regionally significant indicates the following criteria are relevant to the proposed Project:

Criteria 1: A proposed local general plan, element, or amendment thereof for which an EIR was prepared.



The proposed Project involves components specified in Criteria 1. Therefore, it is concluded that the proposed Project is regionally significant.

SCAG’s adopted RTP objectives/policies and Regional Growth principles are outlined in SCAG’s IGR website. The RTP goals and policies were adopted to help guide regional transportation investments and continue to reflect the transportation policies of the region. The fundamental goal of the Growth Visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. The Fullerton Plan’s consistency with SCAG policies for intergovernmental review is presented in Table 5.1-5, Consistency With SCAG Intergovernmental Review Policies. As indicated in Table 5.1-5, The Fullerton Plan would be consistent with SCAG’s regional planning efforts and a less than significant impact would occur in this regard.

**Table 5.1-5
Consistency With SCAG Intergovernmental Review Policies**

SCAG Goals, Principles, and Strategies		Consistency Statement
REGIONAL TRANSPORTATION PLAN GOALS		
RTP G1	Maximize mobility and accessibility for all people and goods in the region.	<p>Consistent. The purpose of The Fullerton Plan Mobility Element is to further the attainment of a balanced, multi-modal transportation network that minimizes environmental and neighborhood impacts. This Element includes an assessment of the City’s existing and future system of roadways, bicycle and pedestrian facilities, bus and rail transit systems, and airport—all of which collectively provide for the movement of persons and goods throughout the City, the region, and beyond. Accordingly, it is the City’s goal (Goal 5) to provide a balanced system promoting transportation alternatives that enable mobility and an enhanced quality of life. To this end, Policy P5.1, requires continued implementation and compliance with regional mobility programs and mandates. Policy P5.6 requires that the City maintain a comprehensive network of arterial highways and local roads to ensure the efficient movement of people, goods, and services within the City. Policy P5.7 that the City support projects, programs, policies and regulations to maintain a balanced multi-modal transportation network that meets the needs of all users of the streets, roads, and highways – including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors – for safe and convenient travel in a manner that is suitable to the suburban and urban contexts within the City..</p> <p>The purpose of the Bicycle Element is to provide Fullerton with a plan designed to meet commuter and recreational user needs and provide safe connectivity to and between activity centers within the City and with adjoining jurisdictions.</p> <p>Community Development and Design Element Policy P1.7, promotes a development pattern that encourages and supports non-automobile transportation by developing neighborhood characteristics that encourage walking and bicycling and creating greater linkage between land uses and transit, as well as other modes of transportation.</p>
RTP G2	Ensure travel safety and reliability for all people and goods in the region.	
RTP G3	Preserve and ensure a sustainable regional transportation system.	
RTP G4	Maximize the productivity of our transportation system.	



**Table 5.1-5 [continued]
Consistency With SCAG Intergovernmental Review Policies**

SCAG Goals, Principles, and Strategies		Consistency Statement
		Additional Policies and Actions in furtherance of RTP G1 through G4 are: P1.2, P5.3, P5.4, P5.9, P5.10, P5.11, P5.12, P5.13, P5.15, P5.15, A5.1, A5.2, A5.3, and P21.2. Therefore, The Fullerton Plan would be consistent with RTP G1, RTP G2, RTP G3, and RTP G4.
RTP G5	Protect the environment, improve air quality, and promote energy efficiency.	<u>Consistent.</u> Refer to the responses provided in Table 5.1-4 above, and the following Policies and Actions, which address protection of the environment and improving air quality: P1.3, P19.1, P19.2, P19.3, P20.1, P20.2, P20.5, P20.6, P20.7, A20.1, P21.1, P21.2, P21.4, P21.6, P21.7, P22.1, P22.2, P22.3, P22.4, P22.6, P22.9, A22.2, A22.3, P24.1, P24.2, P24.3 P24.8, P24.9, P24.12, A24.1, P25.1, P25.4, P25.5, P25.6, and P25.8. It is the City's policy (Policy P1.12) to encourage state-of-the-art energy and resource efficient practices, integrated with mobility alternatives, in site and building design. Additional Policies and Actions in furtherance promoting energy efficiency are: A1.7, P3.24, P3.26, P21.2, and P22.2. Therefore, The Fullerton Plan would be consistent with RTP G5.
RTP G6	Encourage land use and growth patterns that complement our transportation investments and improves the cost-effectiveness of expenditures.	<u>Consistent.</u> The Growth Management Element is intended to ensure that infrastructure planning meets the needs of current and future residents of Fullerton by setting forth policy related to growth management and providing implementation and monitoring provisions. Accordingly, it is the City's goal (Goal 7) to encourage growth and development that is aligned with infrastructure capabilities. To this end, the City would support regional growth and development within areas that can be adequately served by existing and planned infrastructure systems (Policy P7.1). Policy P5.7 requires that the City support projects, programs, policies and regulations to maintain a balanced multi-modal transportation network that meets the needs of all users of the streets, roads, and highways – including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors – for safe and convenient travel in a manner that is suitable to the suburban and urban contexts within the City. Additional Policies and Actions in furtherance of RTP G6 are: P5.3, P7.2, P7.5, A5.7, and A7.1. Therefore, The Fullerton Plan would be consistent with RTP G6.
RTP G7	Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies	<u>Consistent.</u> As noted above, it is the City's policy to support projects, programs, policies and regulations to maintain a balanced multi-modal transportation network that meets the needs of all users of the streets, roads, and highways (including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors) for safe and convenient travel in a manner that is suitable to the suburban and urban contexts within the City (Policy P5.7). Additional Policies in furtherance of RTP G7 are: P5.1 and P6.4. Therefore, The Fullerton Plan would be consistent with RTP G7.



**Table 5.1-5 [continued]
Consistency With SCAG Intergovernmental Review Policies**

SCAG Goals, Principles, and Strategies		Consistency Statement
COMPASS/GROWTH VISIONING PRINCIPLES		
Principle 1: Improve mobility for all residents.		
GV P1.1	Encourage transportation investments and land use decisions that are mutually supportive.	<u>Consistent</u> . Refer to the <i>RTP G1</i> discussion above.
GV P1.2	Locate new housing near existing jobs and new jobs near existing housing.	<u>Consistent</u> . It is the City's policy to improve connections between housing, shops, work places, schools, parks and civic facilities and integrate uses where possible and appropriate (Policy P1.4) and to support projects, programs, policies and regulations to maintain a balanced multi-modal transportation network that meets the needs of all users of the streets, roads, and highways – including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors – for safe and convenient travel in a manner that is suitable to the suburban and urban contexts within the City (Policy P5.7). Due to the limited vacant land resources and the desire of the City to provide connections with jobs, housing, and transportation, it is the City's policy (Policy 3.5) to encourage mixed use development to further enhance the viability and success of residential development. It is also the City's policy (Policy P5.11) to promote and encourage integrated land use and transportation planning and implementation, such as transit-oriented developments and mixed use, which will contribute to the reduction of vehicle emissions and vehicle miles traveled in and throughout the City. An additional Policy in furtherance of GV P1.2 is P21.2. Therefore, The Fullerton Plan would be consistent with GV P1.2.
GV P1.3	Encourage transit-oriented development.	<u>Consistent</u> . It is the City's policy to promote a development pattern that encourages and supports non-automobile transportation by developing neighborhood characteristics that encourage walking and bicycling and creating greater linkage between land uses and transit, as well as other modes of transportation (Policy P1.7). It is the City's goal (Goal 5) to provide a balanced system promoting transportation alternatives that enable mobility and an enhanced quality of life. Policy P5.12, is to promote and encourage integrated land use and transportation planning and implementation, such as transit-oriented developments and mixed use, which will contribute to the reduction of vehicle emissions and vehicle miles traveled in and throughout the City. Additional Policies and Actions in furtherance of GV P1.3 are: P5.3, P5.7, P5.3, A5.1, A5.3, and P14.6. Therefore, The Fullerton Plan would be consistent with GV P1.3.
GV P1.4	Promote a variety of travel choices.	<u>Consistent</u> . Refer to the <i>RTP G1</i> discussion above.



**Table 5.1-5 [continued]
Consistency With SCAG Intergovernmental Review Policies**

SCAG Goals, Principles, and Strategies		Consistency Statement
Principle 2: Foster Livability in all communities.		
GV P2.1	Promote infill development and redevelopment to revitalize existing communities.	<u>Consistent.</u> It is the City's policy (Policy 3.4) to facilitate infill development within feasible development sites for homeownership and rental units. Additionally, it is the City's goal (Goal 11) to implement revitalization activities that result in community benefits and enhance the quality of life in neighborhoods, districts, and corridors. To this end, Policy P11.8 is to continue to use creative financing tools for revitalization efforts that alleviate blight, stimulate private-sector investment, upgrade public infrastructure and facilities, and provide quality affordable housing. Policy P11.9 is to prioritize revitalization efforts that are within or adjacent to the City's Focus Areas. Additional Policies and Actions in furtherance of GV P2.1 are: A24.1, A1.1, P11.1, P11.2, P11.3, P11.7, P11.8, P11.12, and A11.14. Therefore, The Fullerton Plan would be consistent with GV P2.1. Refer also to the RTP G1 and GV P1.2 discussions above.
GV P2.2	Promote developments that provide a mix of uses.	<u>Consistent.</u> Refer to the <i>RTP G1</i> and <i>GV P1.2</i> discussions above.
GV P2.3	Promote "people scaled," pedestrian friendly (walkable) communities.	<u>Consistent.</u> Pursuant to Policy P2.8 the City proposes to respect and respond to the local context including consideration of existing scale and character, and development patterns of the surrounding neighborhood or district. Policy P5.7 is to support projects, programs, policies and regulations to maintain a balanced multi-modal transportation network that meets the needs of all users of the streets, roads, and highways – including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors – for safe and convenient travel in a manner that is suitable to the suburban and urban contexts within the City.. Additional Policies and Actions in furtherance of GV P2.3 are: P1.7, P2.8, P5.11, P14.6, P15.7, and A16.14. Therefore, The Fullerton Plan would be consistent with GV P2.3.
GV P2.4	Support the preservation of stable, single-family neighborhoods.	<u>Consistent.</u> It is the City's goal (Goal 1) to establish resilient and vital neighborhoods and districts. Accordingly, for all significant planning efforts and developments, it is City policy (Policy P1.8) to evaluate and consider short- and long-term impacts on nearby neighborhood(s). Additionally, in order to value historic residential resources and ensure the continued preservation of historic residential structures, it is City policy (Policy 3.17), to encourage the conservation, preservation, and enhancement of the City's historic residential neighborhoods. Additional Policies and Actions in furtherance of GV P2.4 are: A1.1, A1.3, P2.4, P2.5, P2.8, P3.17, P3.21, and P3.22. Therefore, The Fullerton Plan would be consistent with GV P2.4.



**Table 5.1-5 [continued]
Consistency With SCAG Intergovernmental Review Policies**

SCAG Goals, Principles, and Strategies		Consistency Statement
Principle 3: Enable prosperity for all people.		
GV P3.1	Provide, in each community, a variety of housing types in each community to meet the housing needs of all income levels.	<u>Consistent.</u> The Housing Element provides a detailed analysis of the City's demographic, economic, and housing characteristics as required by State Law. Goal 3 is to provide a supply of safe housing ranging in cost and type to meet the needs of all segments of the community. To this end, the City proposes to provide adequate sites for housing development (Policy 3.1), maintain an income-level based inventory of units built (Policy 3.2), provide expedited processing for extremely-low, very-low, low, and moderate income housing developments (Policy 3.3), and facilitate infill development (Policy 3.4). Additional Policies and Actions in furtherance of GV P3.1 are: A1.3, P3.6, P3.7, P3.8, and P3.15. Therefore, The Fullerton Plan would be consistent with GV P3.1.
GV P3.2	Support educational opportunities that promote balanced growth.	<u>Consistent.</u> The Fullerton Plan includes policies that support and encourage educational opportunities. It is the City's goal (Goal 17) to provide an exceptional variety and quality of educational opportunities that reach community members throughout their lives. To this end, it is City policy (Policy P17.1) to work collaboratively with education providers in the City and the region to achieve shared goals and coordinate efforts. It is also City Policy (Policy P10.6) to support the efforts of local school districts, vocational schools, colleges, and universities to maintain an outstanding educational system that best prepares today's students for tomorrow's workplace. It is also the City's policy (Policy P10.7) to encourage the growth and expansion of the vocational schools, colleges, and universities within Fullerton to create jobs, enhance educational opportunities for Fullerton residents, and strengthen the City's image as an educational center. Therefore, The Fullerton Plan would be consistent with GV P3.2.
GV P3.3	Ensure environmental justice regardless of race, ethnicity, or income class.	<u>Consistent.</u> The Fullerton Plan would provide housing opportunities for a range of income levels, as well as provide jobs within the local area irrespective of race, ethnicity, or income class. The Land Use Map provides for residential and non-residential development that can accommodate growth anticipated through the year 2030. Goals and policies throughout The Fullerton Plan would ensure new development takes into consideration the surrounding environment and is compatible with existing/planned uses. Also, refer to the <i>GV P3.1</i> response above. Therefore, The Fullerton Plan would be consistent with GV P3.3.



**Table 5.1-5 [continued]
Consistency With SCAG Intergovernmental Review Policies**

SCAG Goals, Principles, and Strategies		Consistency Statement
GV P3.4	Support local and state fiscal policies that encourage balanced growth.	<u>Consistent.</u> The Fullerton Plan would support local and State fiscal policies that encourage balanced growth, including ensuring growth is managed and the fiscal implications of land use decisions are considered, as well as coordination with regional agencies to ensure local issues are addressed at the regional level. It is the City's goal (Goal 7) to encourage growth and development aligned with infrastructure capabilities. To this end, OAP1. requires the City to comply with State and Federal laws and regulations, including when planning for growth and development within the City. Refer also to the <i>RTP G6</i> response above. Additional Policies and Actions in furtherance of GV P3.4 are: P7.1, P7.2, P7.3, A7.1, P9.6, and P9.7. Therefore, The Fullerton Plan would be consistent with GV P3.4.
GV P3.5	Encourage civic engagement.	<u>Consistent.</u> The City of Fullerton held a number of formal and informal opportunities for residents, business owners, property owners, and other stakeholders to share their visions for the future of Fullerton and provide input throughout The Fullerton Plan process. In addition, the purpose of the Community Involvement Element is to provide residents of Fullerton with information, education, and opportunities for involvement in social, economic, environmental, and operational issues that affect their lives. It is the City's goal (Goal 18) that citizens become actively involved in shaping the community's future and overall quality of life. To this end, it is City policy to support and encourage local participation in regional planning, decision-making and activities that affect the City of Fullerton and its residents (Policy P18.1). It is also Policy that opportunities for public participation in planning and decision making processes pertaining to community development and design, including outreach to members of underrepresented communities be maximized (Policy P18.3). Additional Policies and Actions in furtherance of GV P3.5 are: P18.2, P18.4, P18.6, P18.12, A18.3, A18.4, and A18.6. Therefore, The Fullerton Plan would be consistent with GV P3.5.
Principle 4: Promote sustainability for future generations.		
GV P4.1	Preserve rural, agricultural, recreational and environmentally sensitive areas.	<u>Consistent.</u> Refer to the <i>Federal Endangered Species Act</i> response in Table 5.1-4 above, which addresses natural resources.
GV P4.2	Focus development in urban centers and existing cities.	<u>Consistent.</u> Refer to the <i>GV P2.1</i> response above, which addresses infill and development.



**Table 5.1-5 [continued]
Consistency With SCAG Intergovernmental Review Policies**

SCAG Goals, Principles, and Strategies		Consistency Statement
GV P4.3	Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.	<p><u>Consistent.</u> Refer to the <i>RTP G6</i> response above, which addresses growth. Refer to the <i>Clean Air Act</i> response above, which addresses air quality. Refer to the <i>Clean Water Act</i> response above, which addresses water quality.</p> <p>It is the City's goal (Goal 23) to safely and efficiently manage waste. To this end, OAP1. requires the City to comply with State and Federal laws and regulations, including State and Federal laws and regulations in relation to solid waste management activities. Policy P23.3 is to encourage and promote practices and technologies that reduce the amount of waste disposed in landfills through waste prevention, reuse, composting, and recycling. Policy P23.7 requires development to meet standards for waste management consistent with regional planning efforts. Additional Policies and Actions in furtherance of waste reduction are: P23.4, P23.5, P23.6, A23.1, A23.2, and A23.3. Therefore, The Fullerton Plan would be consistent with GV P4.3.</p>
GV P4.4	Utilize "green" development techniques.	<p><u>Consistent.</u> Policy 3.24 is to include clean technology and sustainable industries, such as renewable energy companies, "green" product manufacturing, and other emerging industries and green technologies and services. Policy P19.7 is to encourage sustainable development practices, water-efficient design, and green building techniques within all new development projects within the City. Refer also to the <i>RTP G5</i> response above regarding energy efficiency. Additional Policies and Actions in furtherance of GV P4.4 are: P10.13, A20.2, and A23.3. Therefore, The Fullerton Plan would be consistent with GV P4.4.</p>

Source: Southern California Association of Governments Intergovernmental Review Website, http://scag.ca.gov/igr/documents/SCAG_IGRpolicies103108.doc, accessed May 31, 2011.

Proposed General Plan Update Policies and Actions:

- OAP 1 Comply with State and Federal laws and regulations while maintaining local control in decisionmaking.
- P1.2 **Subregional Coordination**
Support projects, programs and policies to promote compatibility and mutually beneficial built environments and land uses with adjacent jurisdictions and other agencies.
- P1.3 **Protection and Restoration of Natural Resources**
Support projects, programs, policies and regulations to protect, and where appropriate restore, the natural landscape, topography, drainage ways, habitat, and other natural resources when planning improvements to existing and new neighborhoods and districts.



- P1.4 ***Connection and Integration of Uses***
Support projects, programs and policies to improve connections between housing, shops, work places, schools, parks and civic facilities and integrate uses where possible and appropriate.
- P1.7 ***Development that Supports Mobility***
Support projects, programs, policies and regulations to promote a development pattern that supports a network of multi-modal transportation options.
- P1.8 ***Consideration of Neighborhood Impacts***
Support projects, programs, policies and regulations to evaluate and consider short- and long-term impacts of significant planning efforts or developments on nearby neighborhoods.
- A1.1 ***Citywide Design Standards***
Prepare community-based design standards as an objective reference to implement The Fullerton Plan during City review of project applications.
- A1.3 ***Small Lot Housing***
Amend the Zoning Ordinance to create a floating zone that allows the development of townhomes and single-family homes on small lots within the City's residential neighborhoods. Consider the use of form-based standards to insure that buildings have a quality design and positive relationship to the public realm.
- A1.7 ***Energy Efficient Retrofits***
Prepare guidance to homeowners on energy efficient retrofits of existing dwellings.
- P2.4 ***Sense of Place***
Support projects, programs, policies and regulations to reinforce the character and sense of place of established neighborhoods and districts by preserving and enhancing the attributes which contribute to neighborhood and district identity, vitality and livability.
- P2.5 ***Maintenance and Management***
Support programs and policies to facilitate the efforts of property and business owners within neighborhoods and districts to maintain and manage the quality of their environments.
- P2.8 ***Responsiveness to Context***
Support projects, programs, policies and regulations to respect the local context including consideration of cultural and historic resources, existing scale and character, and development patterns of the surrounding neighborhood or district.
- 3.1 ***Provision of Adequate Sites for Housing Development***
To ensure the continued availability of adequate sites to accommodate estimated future construction need by income category, the City shall update and revise the General Plan and Zoning Ordinance to establish and codify land use designations/classifications that will meet projected need for the 2006-2014 Planning Period. Specifically, the City will identify General Plan/Zoning revisions that will



facilitate the development of extremely-low, very-low, low, moderate, and above-moderate rental and for-sale housing.

To accommodate the City's remaining very-low and low income growth need of 647 dwelling units and to ensure compliance with adequate sites requirements of AB 2348, the City shall rezone up to 35 acres of land to permit by-right residential development at a minimum density of 30 du/ac. Residential development permitted by-right shall include rental and owner-occupied, single and multifamily units.

At least 11.9 acres of these rezoned sites shall permit exclusively by-right residential development at a minimum density of 30 du/ac to accommodate 50 percent of the City's very-low and low income growth need. Individual sites rezoned for very-low and low income need shall be required to accommodate a minimum of 16 housing units.

The City has identified candidate sites considered for rezoning in Appendix B2, Table B2-1 of the Housing Element.

3.2 ***Income-Level Based Inventory of Units Built***

To better track the income levels of units built during the Planning Period and provide a more effective way to track performance during the Planning Period, the City will include an estimated sales/rental value at time of unit occupancy. This value will be included as part of the application to reflect the assumed market value of the home constructed.

3.3 ***Expedited Processing for Extremely-Low, Very-Low, Low, and Moderate Income Housing Developments***

The City shall review existing discretionary entitlement and plan check procedures for affordable housing developments to determine if the discretionary procedures pose a potential impediment to housing development. Based upon these findings, if appropriate, the City shall develop programs and procedures to identify methods by which extremely-low, very-low, low, and moderate housing developments could be processed in a more expeditious manner. To further encourage development of affordable housing projects the City shall identify methods by which the processing of affordable housing can be expedited.

On an ongoing basis, the City shall evaluate the effectiveness of the expedited processing timelines and modify as needed to further encourage affordable housing development.

3.4 ***Facilitate Infill Development***

The built-out nature of the City requires the evaluation of land currently developed with existing uses for potential residential development. The City will facilitate infill development within feasible development sites for homeownership and rental units. The City shall facilitate the development of infill residential development through proactive and coordinated efforts with the Redevelopment Agency, Planning Division, private development and non-profit entities, and any other housing related groups to encourage the construction of residential development affordable to extremely-low, very-low, low, and moderate income households through a menu of



regulatory incentives (i.e., streamlined review, reduced development standards, land assemblage, lot consolidation, fee assistance, and other methods that will effectively encourage infill development).

3.5 ***Encourage Mixed Use Development***

Due to the limited vacant land resources and the desire of the City to provide connections with jobs, housing, and transportation, the City shall encourage mixed use development to further enhance the viability and success of residential development. Key focus areas shall include the City's primary activity centers, including the downtown area. The City will continue to permit mixed use development in the C-3 zone and through the development of specific plans. The City will further encourage mixed use development through a variety of activities such as organizing special marketing events geared towards the development community, posting the sites inventory on the City's webpage, identifying and targeting specific financial resources, and reducing appropriate developments standards.

3.6 ***Encourage Development of Housing for Extremely-Low Income Households***

The City encourages the development of housing units for households earning 30% or less of the Median Family Income for Orange County. Specific emphasis shall be placed on the provision of family housing and non-traditional housing types such as single-room occupancies, transitional facilities, and housing units serving temporary needs. The City will encourage development of housing for extremely-low income households through a variety of activities such as outreaching to housing developers, providing financial or in-kind technical assistance or land-write downs, providing expedited processing, identifying grant and funding opportunities, and/or offering additional incentives beyond the density bonus provisions.

3.7 ***Development of Housing for Families***

The City understands that appropriately sized housing units for families is an important means to improve livability, reduce incidence of overcrowding and minimize deferred maintenance issues. To support the development of rental and for-sale housing for larger families, especially extremely-low income larger families, the City encourages developers/builders to incorporate larger bedroom counts in future housing developments, as appropriate, to accommodate the needs of larger families. The City will encourage development of housing for families through a variety of activities such as outreaching to housing developers, providing financial or in-kind technical assistance or land-write downs, providing expedited processing, identifying grant and funding opportunities, and/or offering additional incentives beyond the density bonus provisions.

3.8 ***Encourage Senior Housing***

The City understands the unique needs of the senior population. Seniors generally have limited resources and require more specialized housing needs and facilities that are not generally available in the marketplace. The City shall continue to encourage through incentives (e.g. financial assistance, parking reductions, regulatory waivers, etc.) a variety of housing choices to meet the particular needs of seniors. These may include independent living to assisted living with services on-site, including healthcare, nutrition, transportation, and other appropriate services.



3.15 ***Review and Revise Multi-Family Parking Requirements***

The City understands that parking requirements may impact the feasibility of residential development, especially the development of multi-family units. To ensure the City's parking requirements are not a constraint to residential development, especially new housing units affordable to lower and moderate income households, the City shall review the existing parking requirements and revise the requirements, as appropriate. Further study of these revisions shall be conducted as part of anticipated Zoning Code revisions as provided in this Housing Element. Evaluation of the parking requirements may include:

Reductions in the number of spaces required for affordable or senior housing projects, if it can be demonstrated that the expected tenants will own fewer cars than the regular standards anticipate.

Allowances for some of the spaces to be covered or uncovered space in-lieu of garage spaces for multi-family development in the R-G, R-3R, R-3, R-3P and R-4 zones.

3.17 ***Preservation of Historic Residential Resources***

The City values its historic residential resources. To ensure the continued preservation of historic residential structures, the City shall encourage the conservation, preservation and enhancement of the City's historic residential neighborhoods. The City shall consult with organizations, such as Fullerton Heritage, and investigate the appropriateness and feasibility of additional General Plan policies that further encourage the preservation and enhancement of historic residential resources in the City. Additionally, the City shall periodically update the City's Historic Building Survey.

3.21 ***Proactive Code Enforcement***

To ensure continued monitoring of housing quality, condition, and use, the City shall proactively enforce the City's Building Code to address existing exterior and interior code violations that affect multi-family and single-family housing units within the City's neighborhoods.

3.22 ***Owner-Occupied Housing Rehabilitation***

To enhance the quality of existing single-family neighborhoods, the City shall offer low-interest and no-interest loans and grants to encourage owner-occupied housing rehabilitation. Based upon available funding and in addition to the loan programs, assistance may include: Roof Grants, Paint Grants, Owner Builder Grants, Mobile Home Grants, Handicap Modification Grants, Seismic Retrofit Grants, Block Improvement Grants, and Lead Hazard Reduction Grants.

3.24 ***Encourage Sustainability and Green Building Practices***

The City has acknowledged the community's concerns regarding the use and conservation of energy resources and embraces the concept of sustainability and "green building" in new and existing housing development. To encourage "green building" practices in new and existing residential development, the City shall evaluate industry trends, technologies, and techniques that encourage the sustainable use of resources in new housing development and the retrofit of existing



housing. Based upon this evaluation, the City shall develop programs and procedures, as appropriate, that encourage the incorporation of sustainability in new and existing residential development. The City shall determine the appropriateness of offering incentives or other mechanisms to further encourage the incorporation of sustainability in residential development.

3.26 ***Efficient Use of Energy Resources in Residential Development***

The City shall encourage housing developers to maximize energy conservation through proactive site, building and building systems design, materials, and equipment. The City's goal is to provide the development community the opportunity to exceed the provisions of Title 24 of the California Building Code. The City shall continue to support energy conservation through encouraging the use of Energy Star®-rated appliances, other energy-saving technologies and conservation. To enhance the efficient use of energy resources, the City shall review the potential of offering incentives or other strategies that encourage energy conservation.

P5.1 ***Circulation Between Cities***

Support regional and subregional efforts to implement programs that coordinate the multi-modal 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.

P5.3 ***Mobility Information Infrastructure***

Support projects, programs, policies and regulations to utilize signage and technology to provide real-time information to users of the multi-modal transportation network.

P5.4 ***Fullerton Municipal Airport***

Support projects, programs, policies and regulations to advance the Fullerton Municipal Airport as an important economic asset that provides efficient regional travel for business, commerce, and the general public, as well as a base of operations for public safety aviation operations.

P5.6 ***Quality Highways and Roads***

Support projects, programs, policies and regulations to operate and maintain a comprehensive network of arterial highways and local roads supporting the safe and efficient movement of people, goods and services to, through and within the City.

P5.7 ***Complete Streets***

Support projects, programs, policies and regulations to maintain a balanced multi-modal transportation network that meets the needs of all users of the streets, roads, and highways – including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors – for safe and convenient travel in a manner that is suitable to the suburban and urban contexts within the City.



- P5.9 ***Coordination with Schools***
Support projects, programs, policies and regulations to improve – in coordination with the school districts – alternatives to the motorized transport of students by parents to and from school.
- P5.10 ***Easements and Rights-Of-Way***
Support projects, programs, policies and regulations to use public easements and rights-of-way along flood control channels and/or inactive railroads as part of the multi-modal network.
- P5.11 ***Integrated Land Use and Transportation***
Support projects, programs, policies and regulations to integrate land use and transportation planning and implementation.
- P5.12 ***Multi-Modal Traffic Analysis***
Support programs, policies and regulations to analyze and evaluate urban streets using an integrated approach from the points of view of automobile drivers, transit passengers, bicyclists, and pedestrians rather than auto-centric thresholds which conflict with other policies of The Fullerton Plan – including better environments for walking and bicycling, safer streets, increased transit use, cost-effective infrastructure investments, reduced greenhouse gas emissions, and the preservation of open space.
- P5.13 ***Development-Oriented Transit***
Support projects, programs, policies and regulations to encourage transit improvements that incentivize investment and link neighborhoods while fitting the scale and traffic patterns of the surrounding area.
- P5.15 ***Neighborhood and Focus Area Connections***
Support projects, programs, policies and regulations to connect neighborhoods via a multi-modal network to each other and to the City's Focus Areas.
- A5.1 ***Improved Transit Service***
Work with OCTA to improve the coverage of transit service in Fullerton, by providing transit routes that more directly serve residential neighborhoods and enhancing regional transit connections in Fullerton through additional routes and increased service frequency.
- A5.2 ***Signal Coordination***
Collaborate with Caltrans, OCTA, and neighboring cities to achieve multi-jurisdictional traffic signal coordination across city boundaries.
- A5.3 ***Rail and Rapid Transit***
Participate in the planning efforts for regional and inter-state rail and rapid transit projects to represent the interests of the City.



- A5.7 ***Traffic Impact Fee Program***
Revise the traffic impact fee program to ensure that new development pays its appropriate fair share of the costs (fair share contribution) of improvements needed to accommodate the development when considered in the context of a multi-modal transportation system.
- P6.4 ***Bicyclist Use on All Streets***
Support projects, programs, policies and regulations to recognize that every street in Fullerton is a street that a bicyclist can use.
- P7.1 ***Balanced Decisionmaking***
Support regional and subregional efforts to focus growth and development within areas that can be adequately served by existing and planned infrastructure systems.
- P7.2 ***Housing Growth***
Support projects, programs, policies and regulations to accommodate housing growth consistent with the Regional Housing Needs Assessment in areas of the City with existing and planned infrastructure capabilities.
- P7.3 ***Infrastructure Planning***
Support projects, programs, policies and regulations to plan for appropriate levels and types of infrastructure based on the desired character of each neighborhood or district.
- P7.5 ***Appropriate Development Scale***
Support projects, programs, policies and regulations to ensure that development is appropriate in scale to current and planned infrastructure capabilities.
- A7.1 ***Capital Improvement Program***
Utilize the Capital Improvement Program to evaluate and prioritize infrastructure maintenance, replacement and improvement.
- P9.6 ***Funding for New City Services***
Support policies and regulations that require the addition of new City services based on finding that a clear need has been identified and a sustainable funding source is developed.
- P9.7 ***User Fees for Services***
Support policies and regulations pertaining to fees charged by the City to both reflect actual costs for providing such services and consider offsets from other funding sources.
- P10.6 ***Support for Educational System***
Support policies, projects, and programs that bolster the efforts of local school districts, vocational schools, colleges, and universities to maintain an outstanding educational system that best prepares today's students for tomorrow's workplace.



- P10.7 ***Education Employment Sector Expansion***
Support policies, projects, programs, and regulations that encourage the growth and development of the vocational schools, colleges, and universities within Fullerton and, as a result of such expansion, create jobs and entrepreneurial opportunities, enhance educational opportunities for Fullerton residents, support neighborhood stability, and strengthen the City's image as an educational center.
- P10.13 ***Manufacturing Diversification***
Support policies, projects, programs, and regulations for diversifying the City's manufacturing base and facilitating investment in the City's industrial areas that will result in maintaining or growing local jobs and creating an environment that is attractive to high tech, research and development, business incubators, manufacturers, transportation and warehouse logistics companies, services, and other emerging industries.
- P11.1 ***Sustainable Regional Revitalization Efforts***
Support regional and subregional efforts pertaining to community revitalization that are rooted in sustainable development principles.
- P11.2 ***Community-Based Revitalization***
Support projects and programs surrounding community revitalization that are rooted in community-based planning processes that integrate the vision, values, views, and priorities of residents, property owners, business owners, and other members of the Fullerton community.
- P11.3 ***Preservation-Based Revitalization***
Support policies, projects and programs concerning historic preservation to protect Fullerton's heritage, revitalize neighborhoods, generate design and construction jobs, and bolster the community's sense of place.
- P11.4 ***Education-Based Revitalization***
Support policies, projects and programs to foster skill development and economic success through education and the creation of a culture of entrepreneurship.
- P11.7 ***Assessment Districts***
Support policies and programs that benefit property- and business owner-initiated efforts to establish an assessment district to fund special improvements and services that help revitalize and maintain neighborhoods and districts.
- P11.8 ***Financing***
Support policies, programs, and regulations that facilitate the use of creative financing tools for revitalization efforts that alleviate blight, stimulate private-sector investment, upgrade public infrastructure and facilities, and provide quality affordable housing.
- P11.12 ***Public-Private Partnerships***
Support policies, projects and programs that facilitate partnerships with property owners and developers to achieve revitalization results that contribute to clean, safe, and attractive neighborhoods and districts.



- A11.3 ***Focus Area Plans and Strategies***
Prepare community-based plans and strategies for the City's Focus Areas, which include the City's industrial areas, Downtown Fullerton, employment districts, major corridors, and retail shopping districts.
- P14.6 ***Amenities Within a Walkable Distance***
Support policies and regulations involving land use and zoning changes that would provide access to daily retail needs, recreational facilities, and transit stops within a walkable distance (i.e., a quarter- to a half-mile) of established residential uses.
- P15.7 ***Park-to-Population Ratio***
Support projects and programs that contribute to a citywide minimum park-to-population ratio of 4 acres per 1,000 people.
- P15.14 ***Compatibility with Adjacent Properties***
Support policies and programs pertaining to public parks, recreational facilities, and trails, which interface with private property, that advance reciprocal compatibility through collaboration, programming, and design.
- P17.1 ***Collaboration with Education Providers***
Support regional and subregional efforts to work collaboratively with education providers to achieve shared goals and coordinate efforts.
- P18.1 ***Regional Participation***
Support programs that encourage local participation in regional planning, decision-making and activities that affect the City of Fullerton and its residents.
- P18.2 ***Multi-Jurisdiction Outreach Tools***
Support regional and subregional efforts to develop new outreach tools, such as a clearinghouse feature on cities' websites for use by other public entities and regional agencies (such as school districts, universities, neighborhood organizations, transportation agencies, etc) to post notices of items under their jurisdiction.
- P18.3 ***Opportunities for Community Involvement***
Support policies, projects, programs, and regulations that maximize opportunities for public participation in planning and decision-making processes pertaining to community development and design, including outreach to members of underrepresented communities.
- P18.4 ***Volunteerism and Civic Activities***
Support policies and programs that support opportunities for volunteerism and engagement of community members in civic activities.
- P18.6 ***Accessible Participation***
Support policies, projects, programs, and regulations that take all feasible steps to ensure that everyone interested in participating in community forums has the materials necessary to contribute to informed decisions.



- P18.12 ***Neighborhood Organizations and HOAs***
Support policies and programs that encourage neighborhood involvement by engaging neighborhood organizations and homeowner associations (HOAs) in projects affecting their particular area.
- A18.3 ***Engagement of Underrepresented Populations***
Collaborate with service organizations, neighborhood associations, cultural groups and other community partners to conduct focused outreach efforts to encourage wider participation in City activities, including service on City committees and commissions.
- A18.4 ***Planning and Policy Engagement***
Implement an outreach program to educate community members about The Fullerton Plan and engage them in sharing responsibility for its implementation.
- A18.6 ***Community Involvement Program***
Develop and adopt a community involvement program for all City departments, which provides the public with opportunities to be involved in the delivery of public services and the planning of public and private projects.
- P19.1 ***Agency Coordination for Water Supplies***
Support regional and subregional efforts to ensure that an adequate water supply, including groundwater, remains available.
- P19.2 ***Conservation Efforts***
Support regional and subregional efforts to promote water efficiency and conservation.
- P19.3 ***New Technologies***
Support projects, programs, policies and regulations to encourage the use of new technologies which reduce water use.
- P19.7 ***Sustainable Water Practices in New Development***
Support projects, programs, policies and regulations to encourage water efficient practices in site and building design for private and public projects.
- P20.1 ***Regional Watersheds***
Support regional and subregional efforts to support functional and healthy watersheds.
- P20.2 ***Urban Runoff Management***
Support regional and subregional efforts to support cleaner and reduced urban runoff.
- P20.3 ***Product Handling and Disposal Impacts***
Support projects, programs, policies and regulations to reduce impacts to watersheds and urban runoff from the improper handling and disposal of commercial products.



- P20.5 ***Water Quality of Focus Areas***
Support projects, programs, policies and regulations to encourage site and infrastructure improvements within the City's Focus Areas to support cleaner and reduced urban runoff.
- P20.6 ***Construction Impacts***
Support projects, programs, policies and regulations to reduce impacts to watersheds and urban runoff caused by private and public construction projects.
- P20.7 ***Development Impacts***
Support projects, programs, policies and regulations to reduce impacts to watersheds and urban runoff caused by the design or operation of a site or use.
- A20.1 ***Revise Street Standards***
Revise the City's street standards to allow and encourage bio-filtration systems/ planters and the use of permeable pavement.
- A20.2 ***Green Streets and Parking Lots***
Implement demonstration projects in select neighborhoods and districts to show how streets and parking lots can be improved with bio-filtration systems/planters and the use of permeable pavement.
- P21.1 ***Jobs-Housing Balance***
Support regional and subregional efforts to improve the alignment of housing options and employment opportunities to reduce commuting.
- P21.2 ***Transportation System***
Support regional and subregional efforts to promote a transportation system coordinated with air quality improvements.
- P21.4 ***Balanced Land Use***
Support projects, programs, policies and regulations to promote a balance of residential, commercial, industrial, recreational, and institutional uses located to provide options to reduce vehicle trips and vehicle miles traveled.
- P21.6 ***Construction Impacts***
Support projects, programs, policies and regulations to reduce impacts to air quality caused by private and public construction projects.
- P21.7 ***Development Impacts***
Support projects, programs, policies and regulations to reduce impacts to air quality caused by the design or operation of a site or use.
- P22.1 ***Motor Vehicle-Related GHG Emissions***
Support regional and subregional efforts to reduce greenhouse gas emissions associated with transportation through land use strategies and policies, transportation system improvements, and transportation demand management programs.



- P22.2 ***GHG Emissions from Electrical Generation***
Support regional and subregional efforts to reduce greenhouse gas emissions associated with electrical generation through energy conservation strategies and alternative/renewable energy programs.
- P22.3 ***GHG Emissions from Water Conveyance***
Support regional and subregional efforts to reduce greenhouse gas emissions associated with water conveyance through water conservation strategies and alternative supply programs.
- P22.4 ***Solid Waste-Related GHG Emissions***
Support regional and subregional efforts to reduce emissions associated with solid waste through increased recycling programs and reduced waste strategies.
- P22.6 ***GHG Emissions from Waste***
Support projects, programs, policies and regulations to reduce greenhouse gas emissions from waste through improved management of waste handling and reductions in waste generation.
- P22.9 ***Development***
Support projects which voluntarily desire to implement site and/or building design features exceeding minimum requirements to reduce project greenhouse gas emissions.
- A22.2 ***Community Education Programs***
Conduct an educational series on concepts related to the integration of land use and transportation planning and the opportunities and choices associated with a multi-modal transportation system as part of community-based planning of Focus Areas.
- A22.3 ***Climate Adaptation Plan***
Create a plan that identifies the impacts of climate change on the City and provides methods for adaptation.
- P23.3 ***Waste Reduction and Diversion***
Support projects, programs, policies and regulations to promote practices to reduce the amount of waste disposed in landfills.
- P23.4 ***Waste Stream Separation and Recycling***
Support projects, programs, policies and regulations to expand source separation and recycling opportunities to all households, businesses, and City operations
- P23.5 ***Recycling Centers***
Support projects, programs, policies and regulations to develop neighborhood-serving State-certified recycling facilities in neighborhoods and districts.
- P23.6 ***Focus Area Waste Management***
Support projects, programs, policies and regulations to evaluate ways to increase recycling and product reuse and reduce waste as part of community-based planning of Focus Areas.



- P23.7 ***Waste Management***
Support projects, programs, policies and regulations to consider project level solid waste management needs at the site and building design stages.
- A23.1 ***Source Separated Recycling for Multi-Family Housing***
Explore the feasibility of source separated recycling for multi-family housing.
- A23.2 ***Source Separated Processing for Businesses and Industries***
Identify and provide services to businesses and industries whose waste stream supports source separated processing.
- P24.1 ***Management and Maintenance***
Support projects, programs and policies to coordinate with existing regional park districts, private sector and nonprofit institutions to manage and maintain regional open spaces.
- P24.2 ***Land Trusts***
Support projects, programs and policies to encourage the establishment of land trusts to help preserve significant open space within the region.
- P24.3 ***Access and Use of Open Space***
Support projects, programs, policies and regulations to increase access to and use of open space resources while respecting the natural environment.
- P24.8 ***Environmentally Sensitive Areas***
Support projects, programs, policies and regulations to preserve the environmentally sensitive areas of public open spaces.
- P24.9 ***Passive Open Space***
Support projects, programs, policies and regulations to encourage diverse environmentally sensitive passive open spaces.
- A24.1 ***Transfer of Development Rights***
Explore the feasibility of creating a regional or subregional Transfer of Development Rights (TDR) program to preserve open space and channel growth to infill locations.
- P25.1 ***Conservation of Sensitive Natural Resources***
Support regional and subregional efforts to conserve habitat for sensitive species and plant communities.
- P25.4 ***Wildlife Management***
Support projects, programs, policies and regulations to promote and encourage residents and visitors to respect the natural environment of wildlife inhabiting and/or migrating to the City's open spaces.
- P26.5 ***Managed Development***
Support projects, programs, policies and regulations to manage development in areas containing significant or rare biological resources.



- P25.6 **Enhancement of Conservation Areas**
Support projects, programs, policies and regulations to preserve and enhance established conservation areas.
- P25.8 **Mitigation of Impacts on Sensitive Areas**
Support projects, programs, policies and regulations to consider and mitigate project level impacts to sensitive habitat areas at the site and building design stages.

Mitigation Measures: No further mitigation is required beyond compliance with the proposed General Plan Update Policies and Actions.

Level of Significance After Mitigation: Less Than Significant Impact.

CONSISTENCY WITH AIRPORT ENVIRONS LAND USE PLAN (AELUP) FOR FULLERTON MUNICIPAL AIRPORT

■ IMPLEMENTATION OF THE FULLERTON PLAN WOULD CONFLICT WITH THE AELUP FOR FULLERTON MUNICIPAL AIRPORT.

Impact Analysis: Fullerton Municipal Airport (FMA) is located in the western portion of the City. FMA is within the oversight of the Orange County Airport Land Use Commission (ALUC). The ALUC prepared and adopted the *Airport Environs Land Use Plan for Fullerton Municipal Airport* (AELUP). The AELUP intends to ensure the continued operation of the airport and seeks to ensure that no structures or activities adversely affect navigable airspace, among other objectives. Exhibit 5.1-1 depicts the FMA Planning Area and indicates the southwest portion of the City of Fullerton is located within its boundaries (i.e., the 60 CNEL Contour, FAR Part 77 Notification Surface, or runway safety zones).

Pursuant to Government Code Section 65302.3, The Fullerton Plan is required to demonstrate intent to adhere to ALUC policies to ensure compliance with compatibility criteria. Direct conflicts between mapped land use designations in a General Plan and the ALUC criteria must be eliminated. As concluded in Section 5.9, Hazards and Hazardous Materials, some of the existing land uses indicated in Exhibits 5.9-3 and 5.9-4 are prohibited and unacceptable within the RPZ and APZ II. More specifically, 21 residential, industrial, or commercial parcels within FMA's RPZ are currently inconsistent with the AELUP, since only airport-related and open space uses are permitted in the RPZ. Additionally, 12 residential parcels within FMA's APZ II are currently inconsistent with the AELUP, since residential uses are not acceptable within APZ II. As noted above, Government Code Section 65302.3 requires General Plans to eliminate direct conflicts between mapped land use designations in a General Plan and the ALUC criteria. A key responsibility of the ALUC is to review particular types of local actions (such as a General Plan Update) for compliance with the criteria and policies set forth in their adopted AELUP. According to Exhibit 3-3, Community Development Plan, which illustrates The Fullerton Plan proposed official policy relative to land use and community development, the airport area is designated Industrial, Government, and Low/Medium Density Residential. The Fullerton Plan does not propose a change to the airport area's community development types. Given there are currently prohibited and unacceptable uses within the RPZ and APZ II, and The Fullerton Plan does not propose to change these current development types, project implementation would



conflict with the AELUP criteria and policies with respect to existing land uses, and a significant and unavoidable impact would occur in this regard. Notwithstanding, in accordance with PUC Section 21676(b), prior to approval of the proposed General Plan Update (The Fullerton Plan), the City of Fullerton is required to refer the proposed action to the ALUC for consistency review. Moreover, any future specific plan within the FMA Planning Area, would also require referral to the ALUC.

The Fullerton Plan has identified 12 Focus Areas, which would receive an Overlay Designation; refer to Exhibit 3-4, Focus Area Map. As indicated on Exhibit 3-4, all or portions of the following Focus Areas are located within FMA's Planning Area: West Coyote Hills; Airport Industrial; Downtown; and Orangethorpe Corridor Nodes. Table 3-4, Projected Land Use Change – Focus Areas, summarizes the change over existing conditions that is anticipated to occur within each Focus Area and indicates additional dwelling units and additional square feet of non-residential land uses are anticipated within these four Focus Areas. For parcels within a Focus Area Overlay Designation, the underlying community development type applies until a specific plan, master plan, or other implementing document is prepared, at which point a General Plan Amendment would be adopted to re-designate the land, if necessary.

The AELUP has set forth policies and criteria by which a local action can be reviewed and a determination made of its consistency/inconsistency with the AELUP. Moreover, the AELUP has established Specific Policies pertaining to Height Restriction Zones, as outlined above in Section 5.1.3, Existing Environmental Setting. To fulfill the purpose of the AELUP, land use within the AELUP planning area boundaries would be required to conform to these Specific Policies. Future development in the West Coyote Hills, Airport Industrial, Downtown, and Orangethorpe Corridor Nodes Focus Areas, as well as elsewhere throughout the City, would be subject to compliance with the AELUP's Specific Policies pertaining to the Height Restriction Zone (FAR Part 77). The proposed land uses would be analyzed for consistency with the AELUP on a case-by-case basis through the specific plan, master plan, or other entitlement process, and implementation of certain conditions, mitigation, or design measures may be required. The Specific Policies for each zone would provide the necessary limitations to reduce the potential conflicts between land uses. Moreover, all future development would be subject to compliance with Policy P12.8, which specifies that the City support projects that provide for safe and efficient airport operations through compliance with the Airport Master Plan and the Orange County ALUC's AELUP. Therefore, following compliance with the AELUP's Specific Policies for the Height Restriction Zone, and The Fullerton Plan specified policies, project implementation would not result in conflicts pertaining to Height Restriction Zones. However, as stated, given there are currently prohibited and unacceptable uses within the RPZ and APZ II, and The Fullerton Plan does not propose to change these current development types, project implementation would conflict with the AELUP criteria and policies with respect to existing land uses, and a significant and unavoidable impact would occur in this regard.

Proposed General Plan Update Policies and Actions:

P12.8 *Airport Safety Standards*

Support policies, projects, programs, and regulations that provide for safe and efficient airport operations through compliance with the Fullerton Municipal Airport (FMA) Master Plan and the Airport Land Use Commission for Orange County's Airport Environs Land Use Plan for FMA and the Airport Environs Land Use Plan for Heliports.



P12.11 **Public Safety in Focus Areas**

Support projects, programs, policies and regulations to proactively address public safety concerns as part of community-based planning of Focus Areas.

Mitigation Measures: No additional mitigation measures are available beyond compliance with the proposed General Plan Update Policies and Actions.

Level of Significance After Mitigation: Significant Unavoidable Impact.

CONSISTENCY WITH LOCAL PLANS, POLICIES, AND REGULATIONS

■ IMPLEMENTATION OF THE PROPOSED FULLERTON PLAN WOULD NOT CONFLICT WITH LOCAL PLANS, POLICIES, AND REGULATIONS.

Impact Analysis: The Fullerton Plan has identified 12 Focus Areas within which to concentrate future community-based planning efforts. Envisioned land uses, appropriate densities and intensities, and policy guidance are provided for each Focus Area in Section D of the Community Development and Design Element. The Focus Areas illustrated on Exhibit 3-4, Focus Area Map, receive an Overlay Designation. For parcels that are within a Focus Area Overlay Designation, the underlying community development type applies until a specific plan, master plan, or other implementing document is prepared through a community-based planning process, at which point a General Plan Amendment would be adopted to re-designate the land, if necessary. The Plan identifies two levels of potential change for the Focus Areas:

- **Strategically Improve and Evolve.** These areas are envisioned to include a variety of changes in character and involve most of the Focus Areas. Nominal to moderate change would occur through infill, reuse, revitalization, and redevelopment.
- **Transform.** These areas are envisioned to include significant change in character and involve a limited number of Focus Areas. Major development or redevelopment projects are anticipated for these areas.

Community-based planning processes would determine the nature of change in areas with this Overlay Designation. Table 3-3, Focus Area Projected Land Use Change, summarizes the change over existing conditions that would occur within each Focus Area through implementation of the community development and design policies in The Fullerton Plan.

Table 5.1-6, Comparison of The Fullerton Plan and Existing Conditions, compares The Fullerton Plan's anticipated growth in residential and non-residential uses to existing 2010 conditions. As indicated in Table 5.1-6, buildout of The Fullerton Plan would increase the City's existing housing inventory by 10,183 DU, primarily involving multi-family residential land uses (9,410 DU). Additionally, The Fullerton Plan would increase the City's existing non-residential floor area by approximately 10.7 million SF, primarily involving office land uses (approximately 4.4 million SF).



Table 5.1-7, *Comparison of The Fullerton Plan and 1996 General Plan*, compares The Fullerton Plan's anticipated growth in residential and non-residential uses to the 1996 General Plan buildout. As indicated in Table 5.1-7, The Fullerton Plan proposes an additional 6,468 DU and 2.1 million SF of non-residential land uses, when compared to the 1996 General Plan.

**Table 5.1-6
Comparison of The Fullerton Plan and Existing Conditions**

Land Use	Existing Conditions 2010		The Fullerton Plan		Change	
	Dwelling Units	Square Feet	Dwelling Units	Square Feet	Dwelling Units	Square Feet
RESIDENTIAL						
Single-Family Residential	25,558		26,467		+909	
Multi-Family Residential	19,646		29,056		+9,410	
<i>Subtotal Residential</i>	<i>45,204</i>		<i>55,523</i>		<i>+10,319</i>	
COMMERCIAL						
Commercial Retail	0	11,227,364	0	14,083,287	0	+2,855,923
Office	0	1,399,385	0	5,758,602	0	+4,359,217
Commercial Residential	743	394,799	607	321,815	-136	-72,894
<i>Subtotal Commercial</i>	<i>743</i>	<i>13,021,548</i>	<i>607</i>	<i>20,163,704</i>	<i>-136</i>	<i>+7,142,156</i>
INDUSTRIAL						
Light Industrial		22,412,065		25,100,070		+2,688,005
Airport		275,232		275,232		0
<i>Subtotal Industrial</i>		<i>22,687,297</i>		<i>25,375,302</i>		<i>+2,688,005</i>
PUBLIC/RELIGIOUS						
Church		264,150		253,897		-10,253
College/University		7,259,390		8,113,362		+853,972
Government Facilities		1,164,802		1,194,926		+30,124
School		668,354		668,354		0
<i>Subtotal Public/Religious</i>		<i>9,356,696</i>		<i>10,230,539</i>		<i>+873,843</i>
OPEN SPACE/PARKS/RECREATION						
Golf Course		35,577		35,577		-53,373
Park		88,950		88,950		+53,373
<i>Subtotal OS/Parks/Rec</i>		<i>124,527</i>		<i>124,527</i>		<i>0</i>
OTHER						
Parking Facilities		205,139		167,594		-37,545
Utilities		234,376		234,376		0
Flood Control		11,432		11,432		0
<i>Subtotal Other</i>		<i>450,947</i>		<i>413,402</i>		<i>-37,545</i>
Total	45,947	45,641,015	56,130	56,307,474	+10,183	+10,666,459



**Table 5.1-7
Comparison of The Fullerton Plan and 1996 General Plan**

Land Use	1996 General Plan		The Fullerton Plan		Change	
	Dwelling Units	Square Feet	Dwelling Units	Square Feet	Dwelling Units	Square Feet
RESIDENTIAL						
Single-Family Residential	24,588		26,467		+1,879	
Multi-Family Residential	24,550		29,056		+4,506	
<i>Subtotal Residential</i>	<i>49,138</i>		<i>55,523</i>		<i>+6,385</i>	
COMMERCIAL						
Commercial Retail	0	17,955,296	0	14,083,287	0	-3,872,009
Office	0	2,579,340	0	5,758,602	0	+3,179,262
Commercial Residential	524	4,440,403	607	321,815	+83	-4,118,588
<i>Subtotal Commercial</i>	<i>524</i>	<i>24,975,039</i>	<i>607</i>	<i>20,163,704</i>	<i>+83</i>	<i>-4,811,335</i>
INDUSTRIAL						
Industrial				25,100,070		
Airport		29,178,229		275,232		-3,802,927
<i>Subtotal Industrial</i>		<i>29,178,229</i>		<i>25,375,302</i>		<i>-3,802,927</i>
PUBLIC/RELIGIOUS						
Hospital		50000		0		-50,000
Church		0		253,897		+253,897
College/University/School		0		8,781,716		+8,781,716
Government Facilities		0		1,194,926		+1,194,926
<i>Subtotal Public/Religious</i>		<i>50,000</i>		<i>10,230,539</i>		<i>+10,180,539</i>
OPEN SPACE/PARKS/RECREATION						
Golf Course		0		35,577		+35,577
Park		0		88,950		+88,950
<i>Subtotal OS/Parks/Rec</i>		<i>0</i>		<i>124,527</i>		<i>+124,527</i>
OTHER						
Parking Facilities		0		167,594		-37,545
Utilities		0		234,376		0
Flood Control		0		11,432		0
<i>Subtotal Other</i>		<i>0</i>		<i>413,402</i>		<i>-37,545</i>
Total	49,662	54,203,268	56,130	56,307,474	+6,468	+2,104,206



Due to the comprehensive nature of land use issues, the Community Development and Design Element may not be able to address issues in the same level of detail as other local physical planning documents, plans, and ordinances. The community development types described in The Fullerton Plan Community Development and Design Element indicate general categories of allowed uses and development intensities within each land use category. Other City documents including the Zoning Code are used as implementation tools for the General Plan and establish more specific regulations and policies influencing development. The Fullerton Plan’s consistency with these plans is provided in Table 5.1-8, Consistency with Local Plans or Policies. The analysis in Table 5.1-8 concludes that The Fullerton Plan would be consistent with the City’s Zoning Code.

**Table 5.1-8
Consistency with Local Plans or Policies**

Plan or Policy	Consistency Statement
Fullerton Zoning Code	<u>Consistent</u> . Fullerton would continue to ensure that its legislative enactments, including zoning, are consistent with the General Plan. The Fullerton Plan community development types would correspond to one or more zoning districts.

Since The Fullerton Plan is the guiding policy document, all future development in the City would be subject to compliance with The Fullerton Plan Policies and Actions, in order to ensure consistency with local plans and policies. Therefore, implementation of The Fullerton Plan would not result in significant land use impacts relative to these local plans or policies.

Proposed General Plan Update Policies and Actions: There are no proposed General Plan Update Policies or Actions pertaining to consistency with local plans, policies, and regulations.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: Not applicable.

5.1.6 CUMULATIVE IMPACTS

- DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE FULLERTON PLAN AND CUMULATIVE DEVELOPMENT WOULD NOT RESULT IN CUMULATIVELY CONSIDERABLE LAND USE IMPACTS.

Impact Analysis: Land use decisions affect all other aspects of the City including traffic, noise, and air quality, opportunities for jobs, housing, and businesses, community character, and the need for public facilities and services of all types. As discussed above, The Fullerton Plan proposed Community Development and Design Element addresses the State-mandated components for land use elements, provides community design guidance, and frames future community-based planning efforts for key focus areas within the City. Future development in Fullerton would be directed by the Community Development and Design Element (i.e., Land



Use Element), which contains a map (refer to Exhibit 3-3) and description of the community's future land use pattern. Twelve geographic focus areas have been identified in the City within which to concentrate future community-based planning efforts. Table 5.1-3 summarizes the projected total land use (buildout) in 2030 for each Focus Area, and Table 3-4 summarizes the projected total land use (buildout) in 2030 for the City in its entirety. As indicated in Table 3-4, buildout of The Fullerton Plan would result in approximately 56,130 DU and approximately 56.3 million SF of non-residential land uses.

SCAG's demographic data is developed to enable the proper planning of infrastructure and facilities to adequately meet the needs of the anticipated growth. The City of Fullerton is a member of the Orange County Council of Governments (OCCOG), one of 14 Subregional Organizations in the SCAG Region. Regional growth forecasts for the City and OCCOG provided in SCAG's 2008 RTP are utilized for purposes of this cumulative land use analysis.

SCAG projects the OCCOG's housing inventory will reach 1,149,394 DU by 2030, which would represent a growth rate of approximately 10.5 percent over the OCCOG's 2010 housing stock of approximately 1,040,544 DU. Additionally, SCAG forecasts the OCCOG's employment will total 1,960,633 jobs, an increase of approximately 11.7 percent over the 2010 employment estimate of 1,755,167 jobs. At buildout (2030), The Fullerton Plan would result in approximately 56,130 DU, approximately 56.3 million SF of non-residential land uses, and approximately 83,883 jobs. At buildout, Fullerton's share of the OCCOG Subregion's growth would be approximately 5.0 percent of the housing stock and approximately 4.0 percent of the employment.

As discussed in Section 5.2, the City's projected housing stock and employment would be approximately 13 percent and 10 percent greater than SCAG forecasts for the City, respectively. Although greater than projected by SCAG, the City's housing and employment growth would not conflict with SCAG's regional forecasts. The Fullerton Plan accounts for growth and establishes Goals, Policies, and Actions to reduce potential growth-related impacts. Also, the Goals, Policies, and Actions work together to guide the City's future decisions and growth. Namely, it is the City's goal (Goal 7) that growth and development be aligned with infrastructure capabilities. To this end, Policy P7.1 is to support regional growth and development within areas that can be adequately served by existing and planned infrastructure systems. OAP1 requires the City to comply with State and Federal laws and regulations, including when planning for growth and development within the City. It is also City policy to accommodate housing growth consistent with the RHNA in areas of the City with existing and planned infrastructure capabilities (Policy P7.2) and to plan for appropriate levels and types of infrastructure based on the desired character of each neighborhood or district (Policy P7.3). Overall, the Goals, Policies, and Actions work together to provide a complementary balance of land uses throughout the community that meet the needs of anticipated growth. The Community Development Plan (Exhibit 3-3), along with the Fullerton Built Environment Element (i.e., Community Development and Design Element and Growth Management Element) and the Fullerton Economy Element establish a foundation to bring jobs into the City, providing regional implications, such as improved air quality through reduced commuting and an improved jobs/housing balance. The Goals and Policies direct future growth and development in Fullerton, and in the Focus Areas in particular, while minimizing potential land use conflicts. Additionally, the Goals and Policies are designed to preserve and improve existing and future physical development by providing a balance of residential and non-residential development, ensuring that adjacent land uses are compatible with one another, and effectively developing vacant parcels.



All future projects under The Fullerton Plan would be required to mitigate land use impacts on a project-by-project basis. Therefore the incremental impact of The Fullerton Plan, when considered in combination with development within the subregion, would not result in cumulatively considerable land use impacts. In addition, the land use changes anticipated under The Fullerton Plan would not conflict with SCAG's growth projections; thus cumulative land use impacts are not anticipated to be significant. Further, projects within the SCAG region that are regionally significant, as determined by SCAG, would be reviewed for conformity with regional goals for population, housing, employment, mobility and air quality, further reducing potential cumulative impacts to a less than significant level.

Proposed General Plan Update Policies and Actions: Refer to the Policies and Actions cited above.

Mitigation Measures: No further mitigation is required beyond compliance with the proposed General Plan Update Policies and Actions.

Level of Significance After Mitigation: Less Than Significant Impact.

5.1.7 SIGNIFICANT UNAVOIDABLE IMPACTS

Given there are currently prohibited and unacceptable uses within the RPZ and APZ II, and The Fullerton Plan does not propose to change these current development types, project implementation would conflict with the AELUP criteria and policies with respect to existing land uses, and a significant and unavoidable impact would occur in this regard.

If the City of Fullerton approves The Fullerton Plan, the City shall be required to cite their findings in accordance with *CEQA Guidelines* Section 15091 and prepare a Statement of Overriding Considerations in accordance with *CEQA Guidelines* Section 15093.

5.1.8 SOURCES CITED

City of Fullerton, *City of Fullerton General Plan*, 1996.

City of Fullerton Municipal Code.

RBF Consulting, *The Fullerton Plan Draft*, August 2011.

RBF Consulting, *The Fullerton Plan (Buildout) Land Use Projections*, April 2011.

Southern California Association of Governments Intergovernmental Review Website, [http://scag.ca.gov/igr/documents/ SCAG_IGRpolicies103108.doc](http://scag.ca.gov/igr/documents/SCAG_IGRpolicies103108.doc), accessed May 31, 2011.